

SCDOT

U.S. Department of Transportation
Federal Highway Administration

APPENDIX A

TRAFFIC ANALYSIS REPORTS

A-1: Volume Development Report
A-2: Traffic Operation Analysis
A-3: Existing Design Deficiencies Memorandum



A-1: VOLUME DEVELOPMENT REPORT



Volume Development Report

Interstate 26 (I-26) Corridor Improvement Project MM 145-172

Orangeburg and Dorchester Counties, South Carolina
PROJECT ID: P041967 & P042454

September 2025
(v1.0)

TABLE OF CONTENTS

1 Introduction 1
2 ATR Data Collection and Review 1
3 Design Hour Determination 2
4 Traffic Data Collection 3
5 Design Hour Volume Adjustment Factor 4
6 Growth Factor 1
6.1 Historic AADT Evaluation 1
6.2 Population Projection 2
6.3 Travel Demand Model 2
6.4 Adjacent Projects 4
6.5 Proposed Growth Rate 5
6.6 Volume Development Steps 5

LIST OF TABLES

Table 1: Monthly ADT Variation 1
Table 2: Day of the Week ADT Variation 2
Table 3: 200 Highest Hour Distribution by Day 2
Table 4: Design Peak Hour Adjustment Factors 4
Table 5: Annual Growth Rate from Historic AADT Along I-26-Phase 1 1
Table 6: Annual Growth Rate from Historic AADT Along I-26-Phase 2 1
Table 7: Annual Growth Rate from Historic AADT along Interchange Crossroads 2
Table 8: Population Growth Rate 2
Table 9: EB I-26 Annual Growth Rate from TDM-Phase 1 3
Table 10: WB I-26 Annual Growth Rate from TDM-Phase 1 3
Table 11: EB I-26 Annual Growth Rate from TDM-Phase 2 3
Table 12: WB I-26 Annual Growth Rate from TDM-Phase 2 3
Table 13: Side Street Growth Rate from TDM 4
Table 14: Annual Growth Rate Comparison & Recommendations 5

LIST OF FIGURES

Figure 1: I-26 MM 145-172 Top 200 Hourly Volume 3

LIST OF APPENDICES

Appendix A: Top 200 Hourly Volumes
Appendix B. Conceptual Development Plan
Appendix C. Forecasted Volume

1 INTRODUCTION

JMT was tasked with developing a travel demand forecast for the I-26 corridor improvement project between mile marker 145 and mile marker 172. It should be noted that Phase 1 (P041967) extends from the eastern side of the US 601 interchange near mile marker 145 to the eastern side of the US 301 interchange near mile marker 154. In addition, Phase 2 (P042454) extends from the eastern side of the US 301 interchange near mile marker 154 to the western side of the US 15 interchange near mile marker 172. Forecasts were developed for the opening year and the design year for each…Phase 1 and Phase 2. This memo describes the methodology that will be used for forecasting and proposes key parameters and assumptions that will be used in the analysis.

2 ATR DATA COLLECTION AND REVIEW

JMT collected traffic data along I-26 from Automatic Traffic Recorder (ATR) station 00116 for the period between January 1, 2023, to December 31, 2023 using the South Carolina Department of Transportation's Traffic Analysis and Data Application website, which uses data collected from the South Carolina Traffic Monitoring Program. ATR station 00116 is located outside the study area, on I-26 just west of New Hope Road. The data contains hourly volume, daily volume, monthly average volume, and vehicle classification. To analyze variations in the data, average daily traffic (ADT) was calculated for each month of the year and each day of the week. The results are summarized in Tables 1 and 2. As shown, volumes were higher during the months of June and July, during peak summer season. The lowest volume month was January.

Table 1: Monthly ADT Variation

Month	Average Daily Traffic	Month	Average Daily Traffic
January	51,500	July	64,000
February	54,000	August	57,500
March	60,500	September	57,000
April	61,500	October	59,500
May	60,000	November	60,000
June	64,000	December	55,000

When days of the week were evaluated, traffic volumes were highest on Fridays and on the weekends rather than on weekdays. The lowest volume day occurs on Tuesdays.

Table 2: Day of the Week ADT Variation

Day of the Week	Average Daily Traffic
Sunday	60,500
Monday	55,000
Tuesday	51,000
Wednesday	53,500
Thursday	60,000
Friday	69,500
Saturday	61,500

3 DESIGN HOUR DETERMINATION

JMT reviewed the hourly volume for the entire year, which included holidays and special events. The hourly volumes were ranked from highest to lowest and the top 200 hours were identified and reviewed. The top 200-hour volumes are presented in Appendix A. The day of the week distribution for the top 200 hours by day of the week is presented in Table 3.

Table 3: 200 Highest Hour Distribution by Day

Day of the Week	Number of Hours	% of Top 200 hours
Sunday	85	43%
Monday	5	3%
Tuesday	1	1%
Wednesday	7	4%
Friday	51	26%
Saturday	51	26%
Total	**200**	**100%**

Most of the top 200 hourly volumes occurred either on a Sunday, then followed by a Friday, or Saturday. This conforms to the trend seen in Table 2 where Friday, Saturday and Sunday have higher average daily traffic. Therefore, weekend or Friday peak hours should not be dismissed when determining the design hour. Regarding the design hour, American Association of State Highway and Transportation Officials' (AASHTO) A policy on Design Standards Interstate System, 5th Edition (January 2005) suggests that 30th highest design hour should be used to determine the appropriate traffic volume used for the design. Typically, design hour is selected by plotting the top 200 hourly volumes on a graph and then selecting a volume from the "Knee of the curve" – the area between the initial steep descent and the more gradually declining linear slope, which may not always be the 30th highest hour volume. Figure 1 shows the 200 hourly volume distribution graphs.

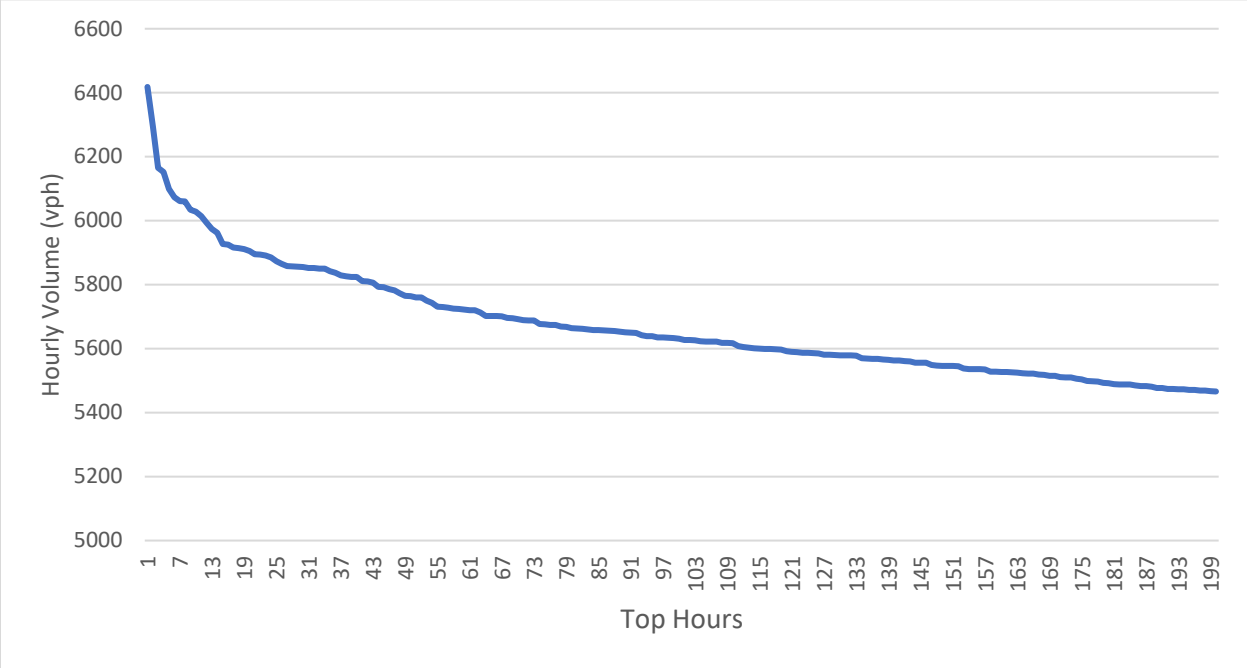


Figure 1: I-26 MM 145-172 Top 200 Hourly Volume

As can be seen from Figure 1, the knee of the curve region spans from 30th hour to 80th hour. While a significant number of Saturday and Sunday hours are found in this range, there are also Friday hours that are not impacted by holidays or special events. Therefore, a Friday hour is considered as a potential candidate for a design hour. The results of this review indicated that the most reasonable high-volume hour occurred from **3:00 PM-4:00 PM on Friday, June 16, 2023 (5,765 vph),** which is the 49th highest hour at ATR station 00116 and is recommended as a design hour for both Phase 1 and Phase 2.

For other similar projects in the area, the design hour selection followed a comparable methodology. For the I-26 corridor improvements project between MM 137-145, the design hour was identified as 3:00-4:00 PM on Thursday, April 18th, 2023 with a volume of 5,807 vph, representing the 64th highest hour at ATR station 0116. Similarly, for the I-26/I-95 interchange improvement project, the design hour was selected as 12:00PM-1:00 PM on Friday, April 19th, with a volume of 5,571 vph, ranking as the 78th highest hour. These design hourly volumes align closely with the proposed design hourly volume, ensuring consistency across adjacent projects.

4 TRAFFIC DATA COLLECTION

All Traffic Data Services collected the traffic data for JMT for the intersection turning movements, freeways, and ramp counts for Phase 1 and Phase 2 in September 2024. They also collected 7-day speed and classification counts along I-26 east of US 601 and east of I-95 in October 2024. Turning movement counts were collected on Tuesday, September 10, 2024, and on Tuesday, September 17, 2024, while 7-day speed counts were collected from October 23 to October 29, 2024.

5 DESIGN HOUR VOLUME ADJUSTMENT FACTOR

The existing AM and PM peak hour volumes within the project roadway network, derived from the collected traffic counts, need to be adjusted to the design hour. Therefore, adjustment factors were determined for AM and PM peak hours. Since the design hour falls into the PM peak hour (3:00 PM - 4:00 PM on Friday, June 16, 2023), the PM design peak hour adjustment factor was determined by dividing the design hour volume from **Friday, June 16, 2023,** by the freeway PM peak hour volume from the JMT traffic counts on **Friday, October 25, 2024**. To support the AM peak hour traffic analysis, the AM design peak hour volume also needs to be determined. Therefore, the adjustment factor for AM peak hour was also determined. The AM peak hour volume was identified for June 16, 2023, the same day as the design hour, from ATR station 0016. This AM peak hour volume was divided by the freeway AM peak hour volume of the Friday traffic count to calculate the adjustment factor. Design peak hour adjustment factors are presented in Table 4 and the higher factor is recommended. These factors have been applied to the AM and PM peak hour volumes JMT-collected. Since the crossroads have typical commuter patterns, a design hour factor is not applied to these roadways.

Table 4: Design Peak Hour Adjustment Factors

Peak Hour	Data Source	Peak Hour	Peak Hour Volume (vph)	Design Hour Factor
AM	JMT Traffic Count for Phase 1 (MM 145-154)	7:30 AM - 8:30 AM	2,522	1.3
	JMT Traffic Count for Phase 2 (MM 154-172)	7:15 AM - 8:15 AM	2,135	1.5
	Corresponding ATR Station 00116	11 AM -12 PM	3,194	
		Design Hour Factor*	**1.5**	
PM	JMT Traffic Count for Phase 1 (MM 145-154)	5:00 PM -6:00 PM	4,879	1.2
	JMT Traffic Count for Phase 2 (MM 154-172)	2:00 PM - 3:00 PM	4,239	1.4
	Corresponding ATR Station 00116	3 PM - 4 PM	5,765	
		Design Hour Factor*	**1.4**	

*Note: Higher growth rates between the two phases is recommended.

6 GROWTH FACTOR

Traffic growth along the study area was analyzed from several data sources to determine an appropriate growth factor along I-26 and at the study area interchanges.

6.1 Historic AADT Evaluation

Thirty years of AADT data (1994-2023) were obtained from SCDOT count stations along I-26, between S-22 (Burke Street) and SC 453 (Judge Street). The average annual growth rates for the short term (last 10 years) and long term (last 30 years) were calculated from this data for Phase 1 and Phase 2 are presented in Table 5 and Table 6, respectively.

Table 5: Annual Growth Rate from Historic AADT Along I-26-Phase 1

Station	Location	Compound Growth Rate	
		Short Term (2013-2023)	Long Term (1994-2023)
38-2163	I-26: S- 22 (BURKE RD) TO US 601 (SAINT MATTHEWS RD)	2.16%	2.49%
38-2165	I-26: US 601 (SAINT MATTHEWS RD) TO SC 33 (CAMERON RD)	2.11%	2.55%
38-2166	I-26: SC 33 (CAMERON RD) TO US 301 (FIVE CHOP RD)	2.23%	2.64%
38-2167	I-26: US 301 (FIVE CHOP RD) TO S-36 (HOMESTEAD RD)	2.03%	2.46%
	Average	**2.13%**	**2.53%**

Table 6: Annual Growth Rate from Historic AADT Along I-26-Phase 2

Station	Location	Compound Growth Rate	
		Short Term (2013-2023)	Long Term (1994-2023)
38-2169	I-26: S-36 (HOMESTEAD RD) TO SC 210 (VANCE RD)	2.01%	2.48%
38-2171	I-26: SC 210 (VANCE RD) TO I- 95 (INTERSTATE 95)	2.14%	2.56%
18-2173	I-26: I- 95 (INTERSTATE 95) TO US 15	3.99%	3.26%
18-2175	I-26: US 15 (US 15 HWY N) TO SC 453 (JUDGE ST)	3.79%	3.28%
	Average	**2.98%**	**2.89%**

As can be seen from Table 5, I-26 within Phase 1 study area has grown at an annual rate of 2.53%. Within Phase 2 boundary, I-26 experienced a higher growth rate of approximately 3.0%.

ADT on the for the interchange crossroads within the study are for the last 10 years were also collected and growth rate was calculated and presented in Table 7.

Table 7: Annual Growth Rate from Historic AADT along Interchange Crossroads			
Station	Location	Compound Growth Rate	
		Short Term (2013-2023)	Long Term (1994-2023)
18-0109	US 15 from US 178 (Charleston Highway) to Orangeburg County Line	3.84%	2.19%
38-0243	US 301 from S- 793 (Woodbine Drive) to I- 26	2.10%	2.44%
38-0245	US 301 from I- 26 to US 176	-0.63%	-0.25%
38-0351	SC 33 from S- 65 (Gramling Road) to I- 26	-3.40%	-2.11%
38-0353	SC33 from I- 26 to Calhoun County Line	-2.07%	-1.76%
38-0385	SC 210 from I- 26 to US 176	0.00%	-1.75%
38-0619	S-36 from I- 26 to S- 492 (Winter Creek Road)	0.93%	0.00%

As can be seen from Table 7, most of the crossroads within the study area interchanges have not experienced significant growth, except for US 15 and US 301, south of I-26. Per Orangeburg County, growth along US 301 is expected to continue with several large industrial parks and residential developments, however there are no approved plans. A conceptual development plan is in the Appendix.

6.2 Population Projection

The next aspect reviewed includes historical and projected population trends for Orangeburg and Dorchester Counties. Population figures for 2010 and 2020, along with 2042 projections, were obtained from the South Carolina Revenue and Fiscal Affairs Office and are summarized in Table 8. While not a direct measure of traffic growth, these projections provide insight into potential background growth within the study area.

Table 8: Population Growth Rate					
County	2010 Population	2020 Population	2042 Projection	2010-2020 Annual Growth	2020-2042 Annual Growth
Orangeburg	92,501	84,223	66,244	-0.93%	-1.09%
Dorchester	136,555	161,540	186,532	1.69%	0.66%

6.3 Travel Demand Model

The project team reviewed the SCDOT Statewide Model (Version 4.5 (SCSWMV4.5)), which includes 2019 base year conditions and 2050 projections. JMT used the model data to determine the growth rate for the study area roadway networks. The growth rates along I-26 eastbound and westbound, within the bounds of Phase 1, are presented in Table 9 and Table 10. Similar growth rates for Phase 2 are presented in Table 11 and Table 12 respectively.

Table 9: EB I-26 Annual Growth Rate from TDM-Phase 1					
ID	MM 145-154 Segments	2019 ADT	2050 ADT	SGF	CGF
77479	East of US 601 to SR 38-29	22,994	26,216	0.45%	0.42%
77456	SR 38-29 to West of SC 33	22,994	26,216	0.45%	0.42%
77452	East of SC 33 to Four Holes Rd Overpass	21,961	25,553	0.53%	0.49%
77447	East of Four Holes Rd to Middle Pen swamp	21,961	25,553	0.53%	0.49%
77428	Middle Pen swamp to West of US 301	21,961	25,553	0.53%	0.49%
			Average Growth Rate	**0.50%**	**0.46%**

Table 10: WB I-26 Annual Growth Rate from TDM-Phase 1					
ID	MM 145-154 Segments	2019 ADT	2050 ADT	SGF	CGF
77427	West of US 301 to Middle Pen swamp	21,505	25,644	0.62%	0.57%
77446	Middle Pen swamp to East of Four Holes Rd	21,505	25,644	0.62%	0.57%
77451	Four Holes Rd overpass to East of SC 33	21,505	25,644	0.62%	0.57%
77455	West of SC 33 to S-38-29	21,619	25,564	0.59%	0.54%
77480	S-38-29 to East of US 601	21,619	25,564	0.59%	0.54%
			Average Growth Rate	**0.61%**	**0.56%**

Table 11: EB I-26 Annual Growth Rate from TDM-Phase 2					
ID	MM 145-154 Segments	2019 ADT	2050 ADT	SGF	CGF
77421	East of US 301 to West of S-36 (Homestead Rd)	22,965	26,588	0.51%	0.47%
77408	East of S-36 (Homestead Rd) to West of SC 210	20,680	24,392	0.58%	0.53%
79268	East of SC 210 to West of I-95	20,886	24,546	0.57%	0.52%
78074	East of I-95 to West of US 15	17,898	24,282	1.15%	0.99%
77352	East of US 15 to West of SC 453	15,912	24,243	1.69%	1.37%
			Annual Average Growth Rate	**0.90%**	**0.78%**

Table 12: WB I-26 Annual Growth Rate from TDM-Phase 2					
ID	MM 145-154 Segments	2019 ADT	2050 ADT	SGF	CGF
77353	West of SC 453 to East of US 15	15,783	24,855	1.85%	1.48%
78075	West of US 15 to East of I-95	16,532	23,986	1.45%	1.21%
79269	West of I-95 to East of SC 210	18,864	23,541	0.80%	0.72%
77410	West of SC 210 to East of S-36 (Homestead Rd)	19,688	23,680	0.65%	0.60%
77413	West of S-36 (Homestead Rd) to East of US 301	22,336	26,248	0.56%	0.52%
			Annual Average Growth Rate	**1.07%**	**0.90%**

Based on the model data, we can expect I-26, within the bounds of Phase 1, to grow at a rate of 0.60% or lower. Like the historic ADT pattern, I-26 within Phase 2 is expected to grow at a higher rate of approximately 1% or more. This section of I-26 connects I-95 to Charleston, so higher growth is expected.

The growth rates for the interchange crossroads were also determined and are presented in **Table 13**. As can be seen from **Table 13**, US 301, SC-435, SC-454, and US 15 are expected to see moderate growth in future. The remaining side streets will see little to no growth.

Table 13: Side Street Growth Rate from TDM

ID	MM 145-154 Segments	2019 ADT	2050 ADT	SGF	CGF
69825	SC 33 South of I-26	7,368	7,736	0.16%	0.16%
77464	SC 33 North of I-26	4,205	4,213	0.01%	0.01%
80739	US 301 South of I-26	13,287	23,004	2.36%	1.79%
80738	US 301 North of I-26	9,959	19,550	3.11%	2.20%
77419	S-36 (Homestead Rd) South of I-26	11,430	11,321	-0.03%	-0.03%
77414	S-36 (Homestead Rd) North of I-26	NA	NA	NA	NA
70272	SC 210 South of I-26	5,432	6,371	0.56%	0.52%
77402	SC 210 North of I-26	826	910	0.33%	0.31%
79636	US 15 South of I-26	2,576	11,056	10.62%	4.81%
67610	US 15 North of I-26	1,612	7,004	10.79%	4.85%
67600	SC 453 South of I-26	3,927	10,688	5.55%	3.28%
77338	SC 454 North of I-26	6,856	11,657	2.26%	1.73%

6.4 Adjacent Projects

Growth rates used in two adjacent studies (the I-95 and I-26 Interchange Reconstruction and I-26 Corridor Improvements (MM 137 and 145)) will be used to provide a comparable analysis to the study area.

In the I-95/I-26 interchange reconstruction project, the following growth rate was assumed:

- 1.8% annual growth rate was assumed for I-26
- Growth rate ranging from 0.5% to 2.4% were used for the side streets

In the I-26 Corridor Improvements (MM 137-145) project, the following growth rate was assumed:

- 2% growth for I-26
- 1% growth rate for side street

6.5 Proposed Growth Rate

Estimated growth rates from data sources discussed above (Historical AADT, SCSWM Travel Demand Model, Population Projection, and Adjacent Projects) are summarized in Table 14. In addition, the proposed growth rate for each segment is also presented.

Table 14: Annual Growth Rate Comparison & Recommendations

Segment	Historic AADT	Travel Demand Model (SCSWMV4.5)	Population Projection	I-95/I-26 IMR	I-26 Corriodr Improvements	Proposed Compound Annual Growth Rate
I-26 Segments						
I-26 in Phase 1 (MM 145-154)	2.50%	0.60%	-1.09%	1.80%	2.00%	**3.00%**
I-26 in Phase 2 (MM 154-172)	3.00%	1.10%	0.70%	1.80%	2.00%	**3.00%**
Side Streets						
SC 33	-1.76%	0.16%	NA	NA	NA	**0.50%**
US 301	2.44%	3.11%	NA	NA	NA	**2.5%**
S-36 (Homestead Rd)	NA	-0.03%	NA	NA	NA	**0.50%**
SC 210	-1.75%	0.56%	NA	NA	NA	**0.50%**

After considering the different data sources presented above, the following growth rates are proposed for traffic volume projection for Phase 1 and Phase 2:

- I-26 Mainline: JMT proposes a 3% annual growth rate. This is in line with historic AADT growth rate seen on I-26 within the bounds on Phase 2. To be consistent, the same growth rate is recommended for I-26 in Phase 1.
- For the side streets, we are proposing a 2.5% annual growth rate for US 301 and 0.5% annual growth rate for the other side streets.

6.6 Volume Development Steps

JMT will take the following steps to develop the volume projections for each phase: JMT will take the following steps to develop volume projections for each phase:

1. Summarizing and Balancing of the Peak Hour Volumes:

   AM and PM peak hour volumes along the study area corridors and I-26 will be summarized using traffic counts collected by JMT. The peak hour volumes will be balanced as needed following standard traffic engineering practices.

2. Converting to Design Hour Traffic Volumes:

   The balanced volumes will be converted into AM and PM peak design hour traffic volumes by applying respective design hour adjustment factors. The same adjustment factor will be used consistently across both phases. It will be assumed that the side street traffic will largely be composed of commuter-based traffic heavily influenced by residential and commercial development in the area. Regional, weekend and holiday-based traffic will not use the ramps and the cross streets. Therefore, the design hour adjustment factors are not applied to side streets and ramps.

3. Projecting Volumes for Opening Year and Design Year:

   Future volumes will be projected for the Opening Year and Design Year. As no additional development needs to be considered, only background traffic growth will be accounted for. The existing peak hour design volumes will be adjusted using the proposed compound growth rate to produce Opening Year and Horizon Year peak design hour traffic volumes.

   US 301 had gas stations and convenient stores along both side of the streets. Traffic volumes were collected at the driveway intersections. It is assumed that, due to land use type, volume from these developments will remain the same in future. Therefore, no growth rate was applied.

The proposed volume forecasts are presented in Appendix C.



APPENDIX A

TOP 200 HOURLY VOLUMES

		Directions			Lanes				
Date	Time	All	E	W	st Outside	East Inside	Vest Inside	st Outside	Rank
Sunday 26 November 2023	10:00	6418	3188	3230	1184	2004	2060	1170	1
Saturday 5 August 2023	11:00	6293	3165	3128	1169	1996	2044	1084	2
Saturday 8 July 2023	10:00	6165	3077	3088	1103	1974	1944	1144	3
Sunday 26 November 2023	11:00	6152	3185	2967	1221	1964	1835	1132	4
Saturday 24 June 2023	10:00	6099	2990	3109	1107	1883	2020	1089	5
Saturday 1 July 2023	10:00	6073	3104	2969	1124	1980	1898	1071	6
Saturday 17 June 2023	11:00	6061	3121	2940	1161	1960	1902	1038	7
Sunday 26 November 2023	12:00	6060	3049	3011	1133	1916	1891	1120	8
Sunday 23 July 2023	13:00	6034	3060	2974	1174	1886	1850	1124	9
Saturday 1 July 2023	09:00	6028	3046	2982	1124	1922	1953	1029	10
Saturday 25 November 2023	11:00	6014	3065	2949	1157	1908	1882	1067	11
Sunday 7 May 2023	15:00	5994	2940	3054	1102	1838	1912	1142	12
Sunday 7 May 2023	13:00	5974	2874	3100	1051	1823	1993	1107	13
Sunday 15 October 2023	14:00	5962	3019	2943	1116	1903	1892	1051	14
Sunday 11 June 2023	12:00	5927	2838	3089	958	1880	1992	1097	15
Sunday 4 June 2023	13:00	5925	2836	3089	1063	1773	1929	1160	16
Sunday 29 October 2023	16:00	5916	3196	2720	1173	2023	1684	1036	17
Sunday 18 June 2023	14:00	5914	3075	2839	1107	1968	1803	1036	18
Sunday 22 October 2023	12:00	5911	2912	2999	1067	1845	1889	1110	19
Sunday 4 June 2023	12:00	5905	2704	3201	1040	1664	2051	1150	20
Saturday 23 December 2023	10:00	5895	2820	3075	1149	1671	1903	1172	21
Saturday 10 June 2023	10:00	5894	2828	3066	1038	1790	1938	1128	22
Friday 7 April 2023	13:00	5891	3009	2882	1107	1902	1836	1046	23
Sunday 9 July 2023	12:00	5885	2835	3050	1076	1759	1974	1076	24
Sunday 15 October 2023	11:00	5873	2811	3062	1048	1763	1914	1148	25
Saturday 30 December 2023	11:00	5865	2949	2916	1138	1811	1827	1089	26
Saturday 30 December 2023	12:00	5858	3077	2781	1151	1926	1748	1033	27
Saturday 22 July 2023	11:00	5857	3020	2837	1164	1856	1684	1153	28
Saturday 1 July 2023	11:00	5856	2969	2887	1161	1808	1804	1083	29
Sunday 9 July 2023	13:00	5855	2920	2935	1073	1847	1827	1108	30
Sunday 1 January 2023	14:00	5852	2729	3123	1093	1636	1958	1165	31
Saturday 8 July 2023	11:00	5852	2936	2916	1128	1808	1790	1126	32
Sunday 30 July 2023	11:00	5850	2870	2980	1091	1779	1917	1063	33
Wednesday 27 December 2023	12:00	5850	3014	2836	1068	1946	1863	973	34
Sunday 18 June 2023	12:00	5842	2704	3138	1030	1674	1969	1169	35
Saturday 10 June 2023	11:00	5837	3008	2829	1169	1839	1733	1096	36
Sunday 16 July 2023	12:00	5829	2734	3095	1079	1655	1984	1111	37
Sunday 9 July 2023	14:00	5826	2833	2993	1073	1760	1852	1141	38
Friday 5 May 2023	14:00	5824	3033	2791	1082	1951	1827	964	39
Sunday 19 November 2023	13:00	5824	3107	2717	1117	1990	1722	995	40
Friday 17 March 2023	15:00	5811	2928	2883	1016	1912	1830	1053	41
Sunday 16 July 2023	14:00	5810	2909	2901	1131	1778	1817	1084	42
Saturday 22 July 2023	10:00	5806	3007	2799	1097	1910	1733	1066	43
Saturday 12 August 2023	11:00	5793	2652	3141	1048	1604	2068	1073	44
Saturday 17 June 2023	13:00	5792	3066	2726	1186	1880	1708	1018	45
Friday 7 April 2023	12:00	5786	3032	2754	1079	1953	1791	963	46
Sunday 15 October 2023	13:00	5782	3005	2777	1094	1911	1606	1171	47
Sunday 22 October 2023	13:00	5773	2717	3056	1058	1659	1924	1132	48
Friday 16 June 2023	15:00	5765	2949	2816	1110	1839	1831	985	49
Saturday 25 November 2023	12:00	5764	2892	2872	1138	1754	1768	1104	50
Saturday 1 April 2023	10:00	5760	2875	2885	1075	1800	1912	973	51
Friday 13 October 2023	15:00	5760	2845	2915	1016	1829	1881	1034	52
Monday 10 April 2023	11:00	5750	2919	2831	1041	1878	1894	937	53
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Sunday 1 October 2023	13:00	5730	2758	2972	1072	1686	1810	1162	56
Saturday 5 August 2023	10:00	5728	2649	3079	1043	1606	1993	1086	57
Sunday 25 June 2023	11:00	5725	2716	3009	1051	1665	1958	1051	58
Saturday 17 June 2023	09:00	5724	2844	2880	1085	1759	1865	1015	59
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Friday 24 February 2023	14:00	5720	2748	2972	1012	1736	1979	993	61
Saturday 17 June 2023	12:00	5720	2901	2819	1185	1716	1775	1044	62
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Wednesday 22 November 2023	15:00	5702	2880	2822	1076	1804	1761	1061	66
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Friday 3 March 2023	16:00	5692	3102	2590	1141	1961	1646	944	70
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Sunday 25 June 2023	15:00	5688	2939	2749	1089	1850	1671	1078	73
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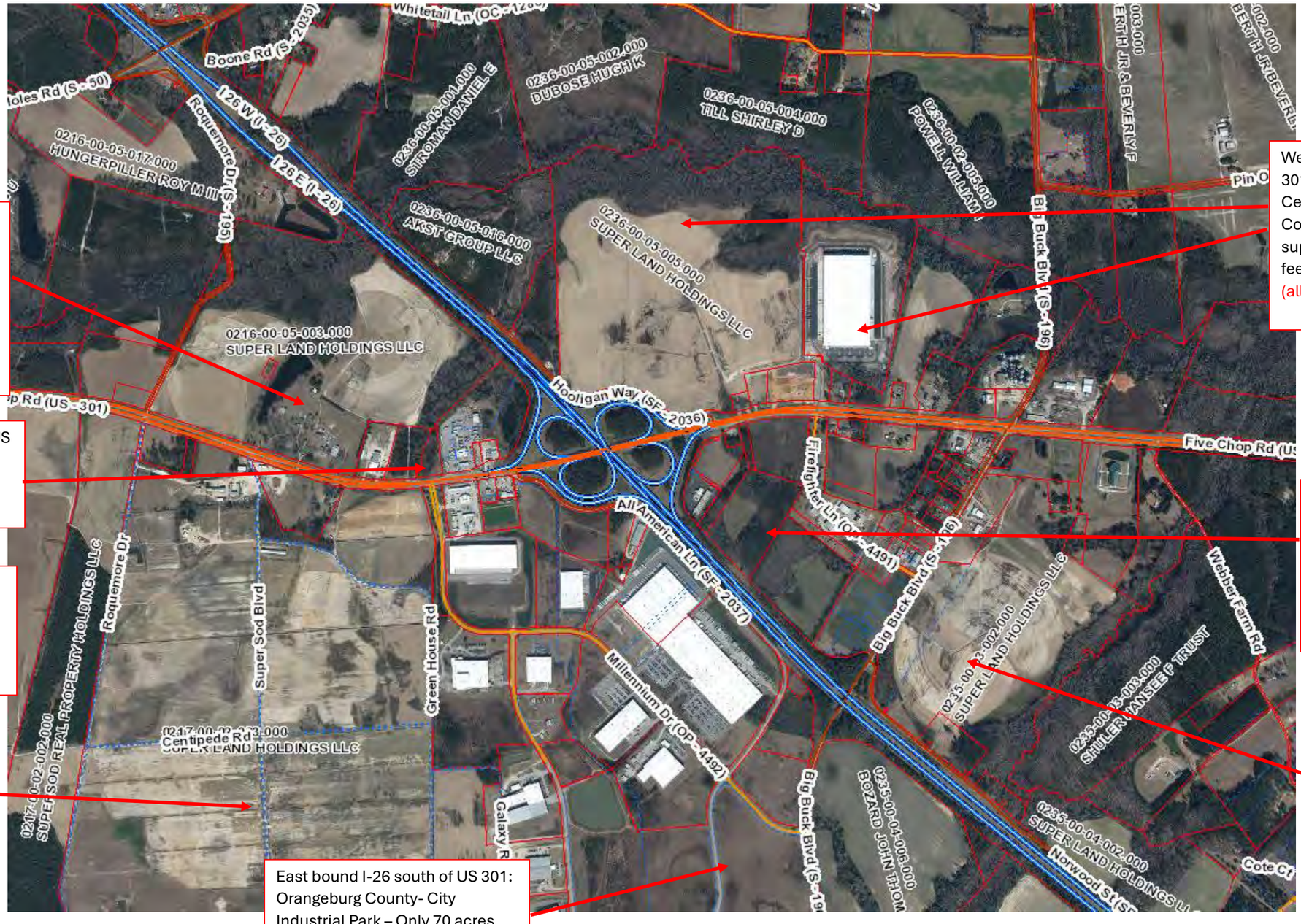
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Saturday 15 July 2023	10:00	5488	2694	2794	1021	1673	1808	986		183
Saturday 15 July 2023	12:00	5488	2677	2811	1163	1514	1775	1036		184
Sunday 22 October 2023	17:00	5485	2854	2631	1065	1789	1623	1008		185
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Saturday 25 November 2023	14:00	5466	2661	2805	1077	1584	1605	1200		200



APPENDIX B

CONCEPTUAL DEVELOPMENT PLAN

EXIT 154: PROPOSED DEVELOPMENTS ALONG US-301



Eastbound I-26 north of US 301: 155 Acres track planned mixed use community with Willie Jefferies School of Excellence and 300 single family homes permitted (all utilities available)

Eastbound I-26 north of US 301: Quicktrip (QT gas station (all utilities available)

Eastbound I-26 south of US 301: 147 Millennium Drive – 167,000 K industrial space (all utilities available)

Eastbound I-26 south of US 301: 700 acre track zoned for commercial development- no approve plan yet (all utilities available)

East bound I-26 south of US 301: Orangeburg County- City Industrial Park – Only 70 acres left (all utilities available)

Westbound I-26 north of US 301: Pet Smart Distribution Center and Shamrock Commercial Park -175 acres to support 1.3 to 1.7 M square feet of industrial development (all utilities available)

Westbound I-26 south of US 301: Project 422- 55 acres for mixed use development (all utilities available)

Westbound I-26 south of US 301: 120 acre track zoned for commercial development- no approve plan yet (all utilities available)

EXIT 159: PROPOSED DEVELOPMENTS ALONG HOMESTEAD ROAD (S-36).



Westbound of I-26 south of S-36 – Orangeburg County has 147 Acre for mixed use development (all utilities available)

Eastbound of I-26 south of S-36 – Orangeburg County has 127 Acre for mixed use development (all utilities available)

EXIT 165: PROPOSED DEVELOPMENTS ALONG SC-210

Bowman Tract Truck Stop

Westbound of I-26 north of SC 210 – Planned Development for 800,000 K industrial space (not approved, no sewer).

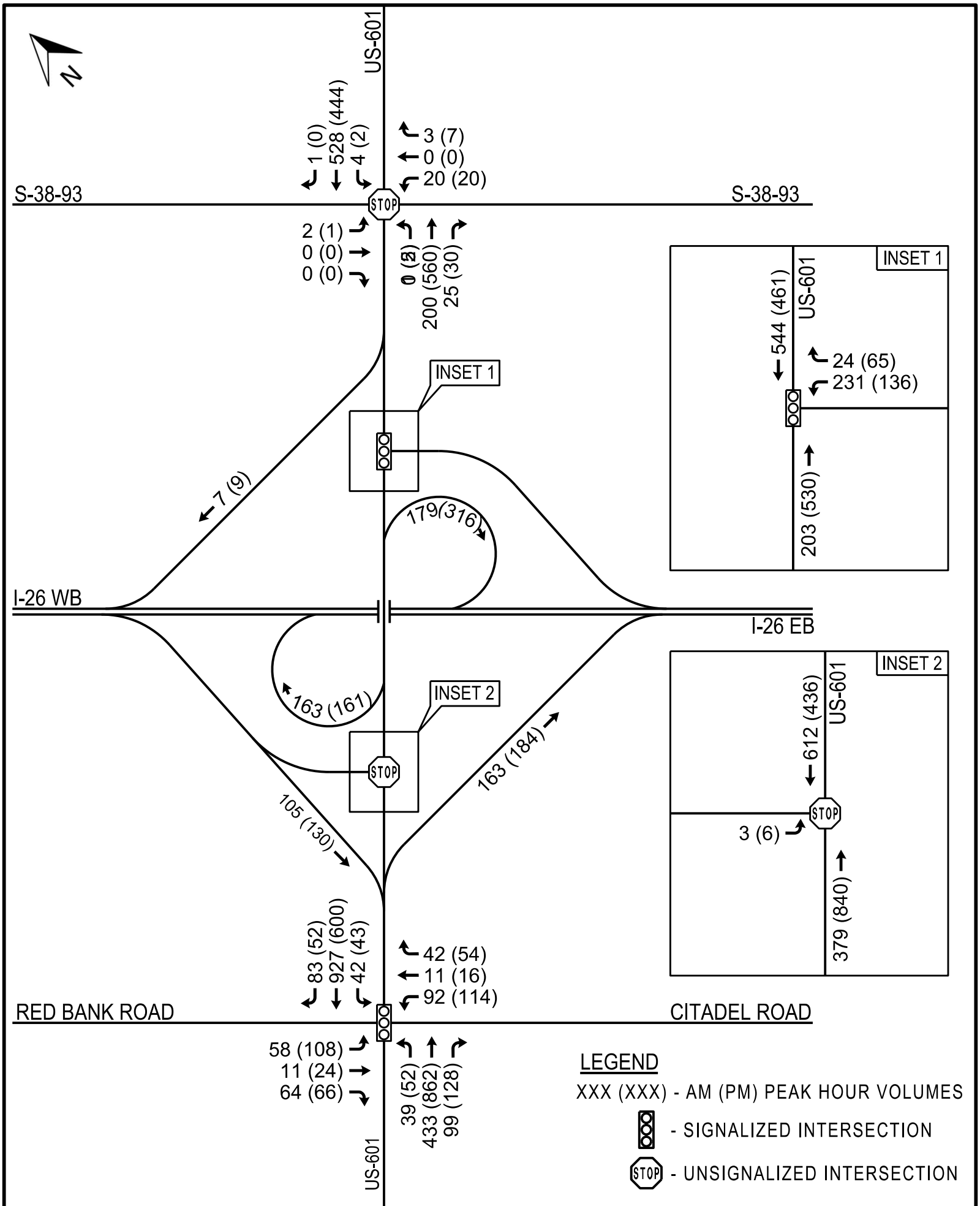
Eastbound of I-26 north of SC 210 – Planned residential subdivision for 600 homes (not approved, no sewer).



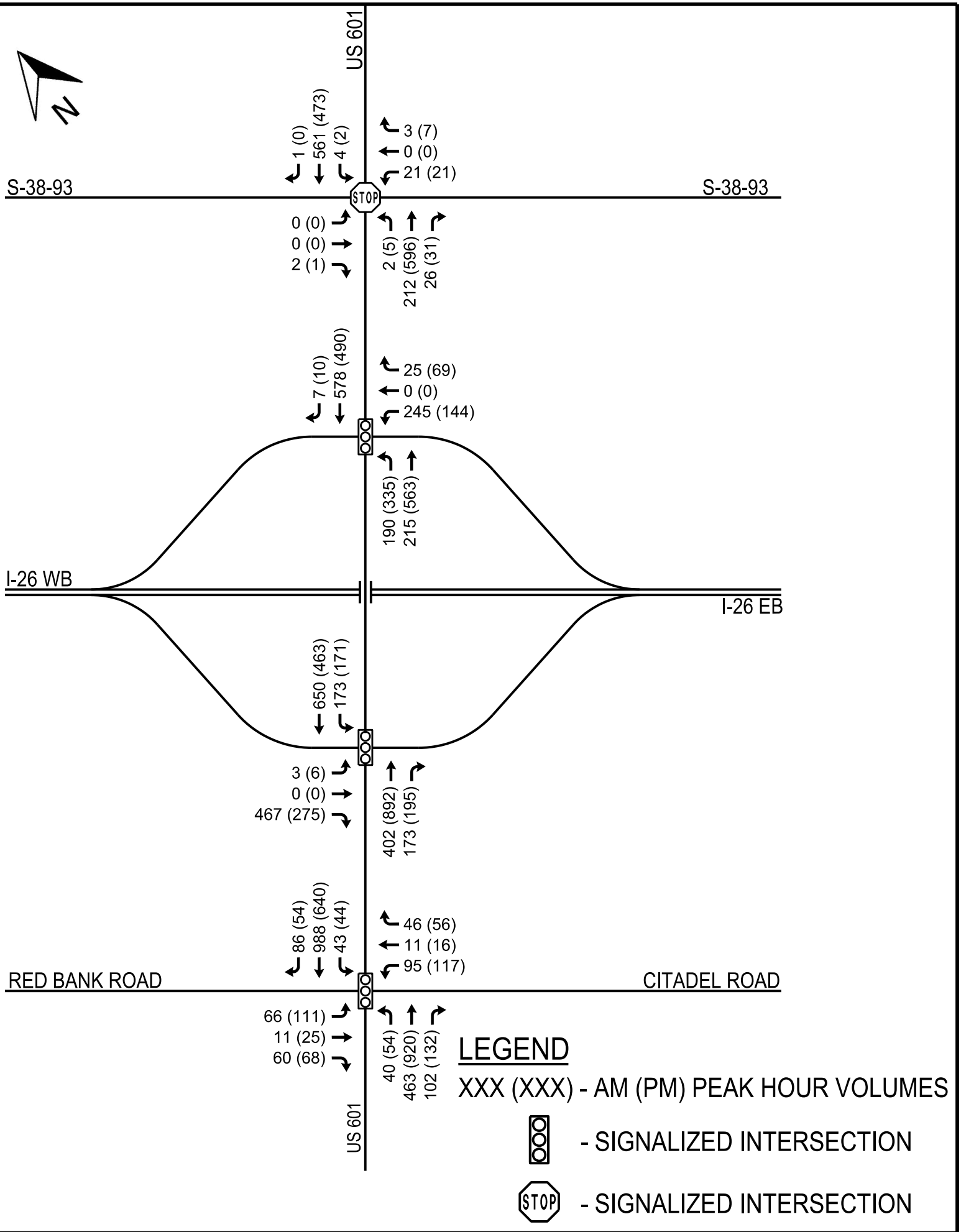


APPENDIX C

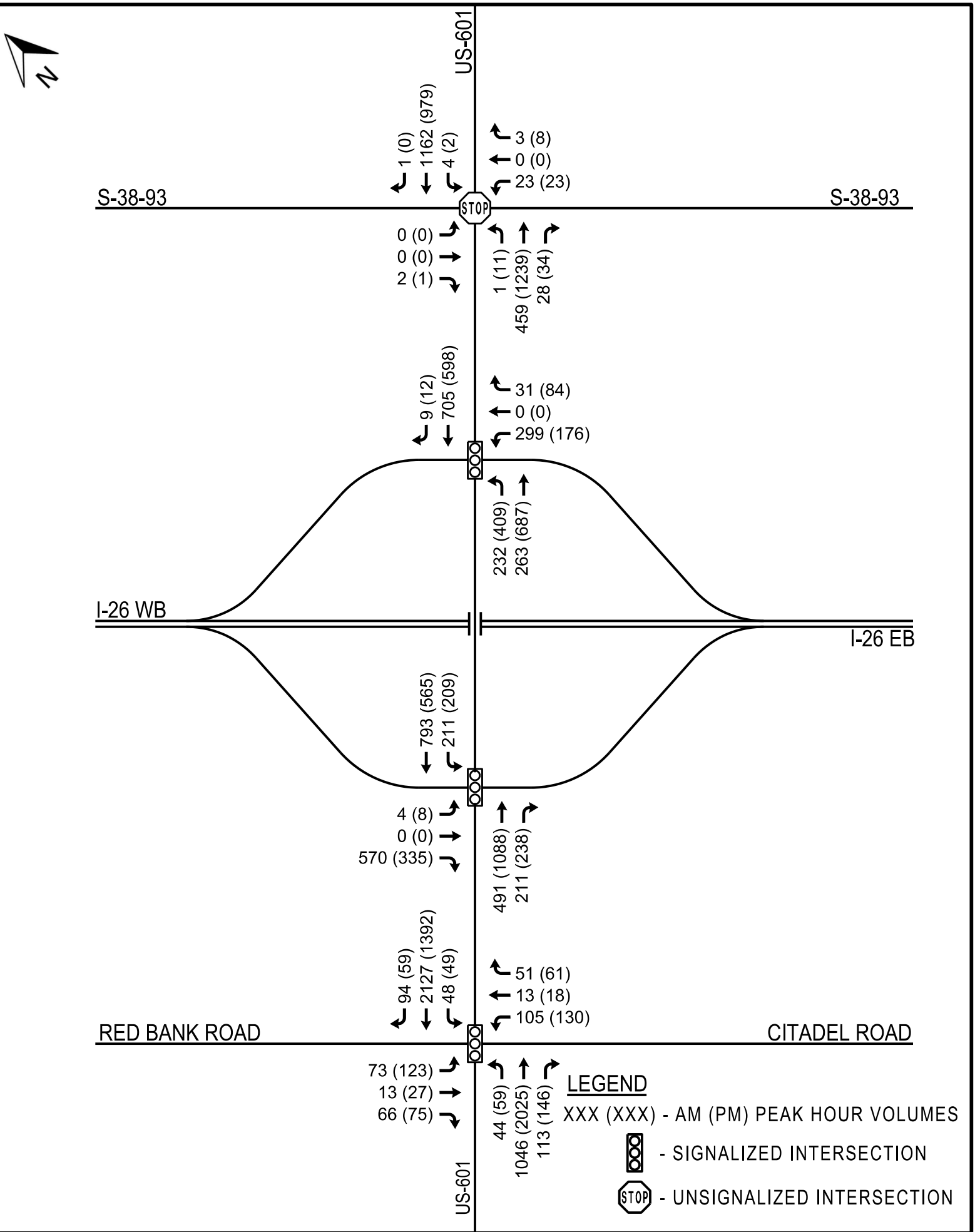
FORECASTED VOLUME



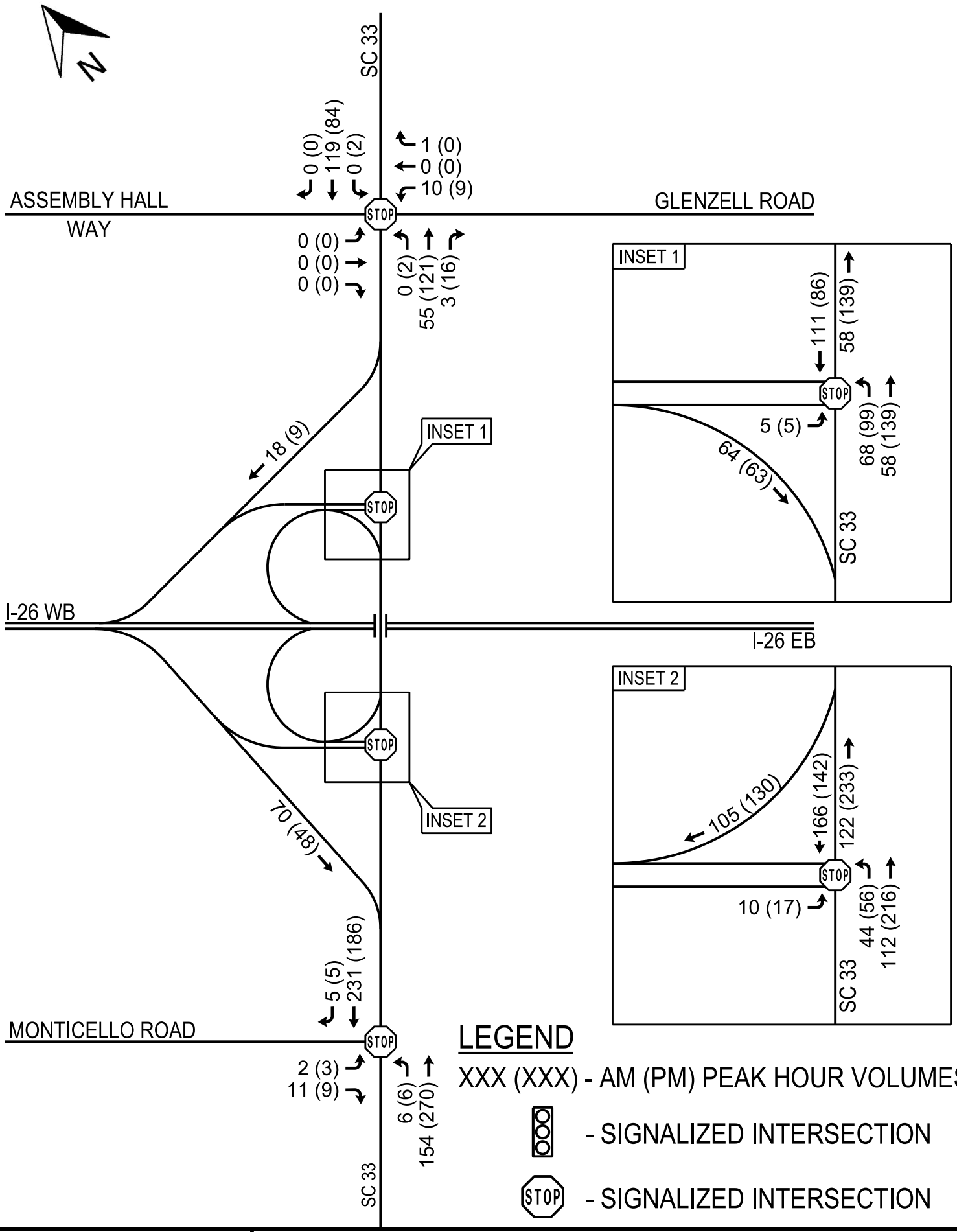
US 601: 2024 EXISTING DESIGN HOUR VOLUME



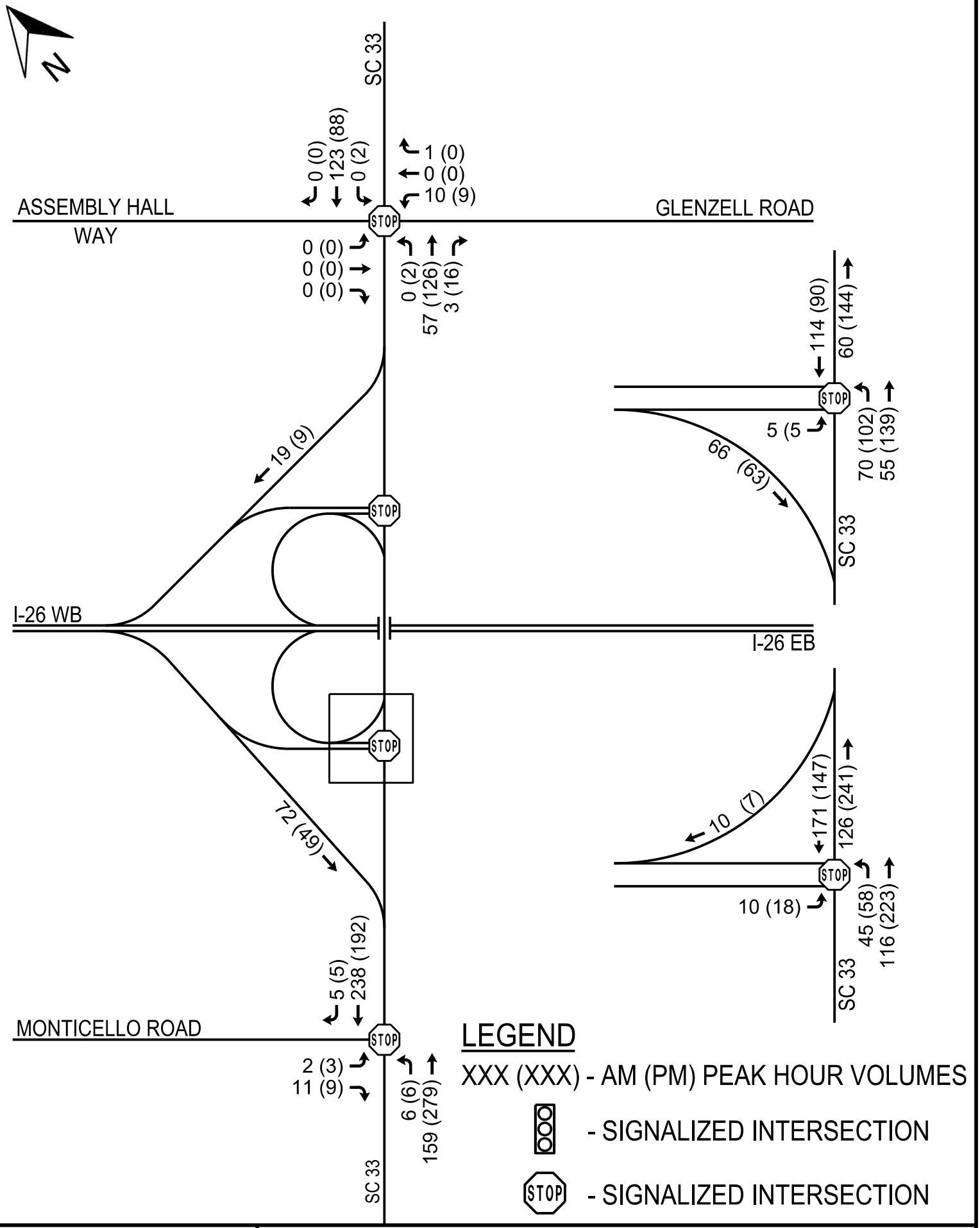
US 601: 2030 NO BUILD DESIGN HOUR VOLUME



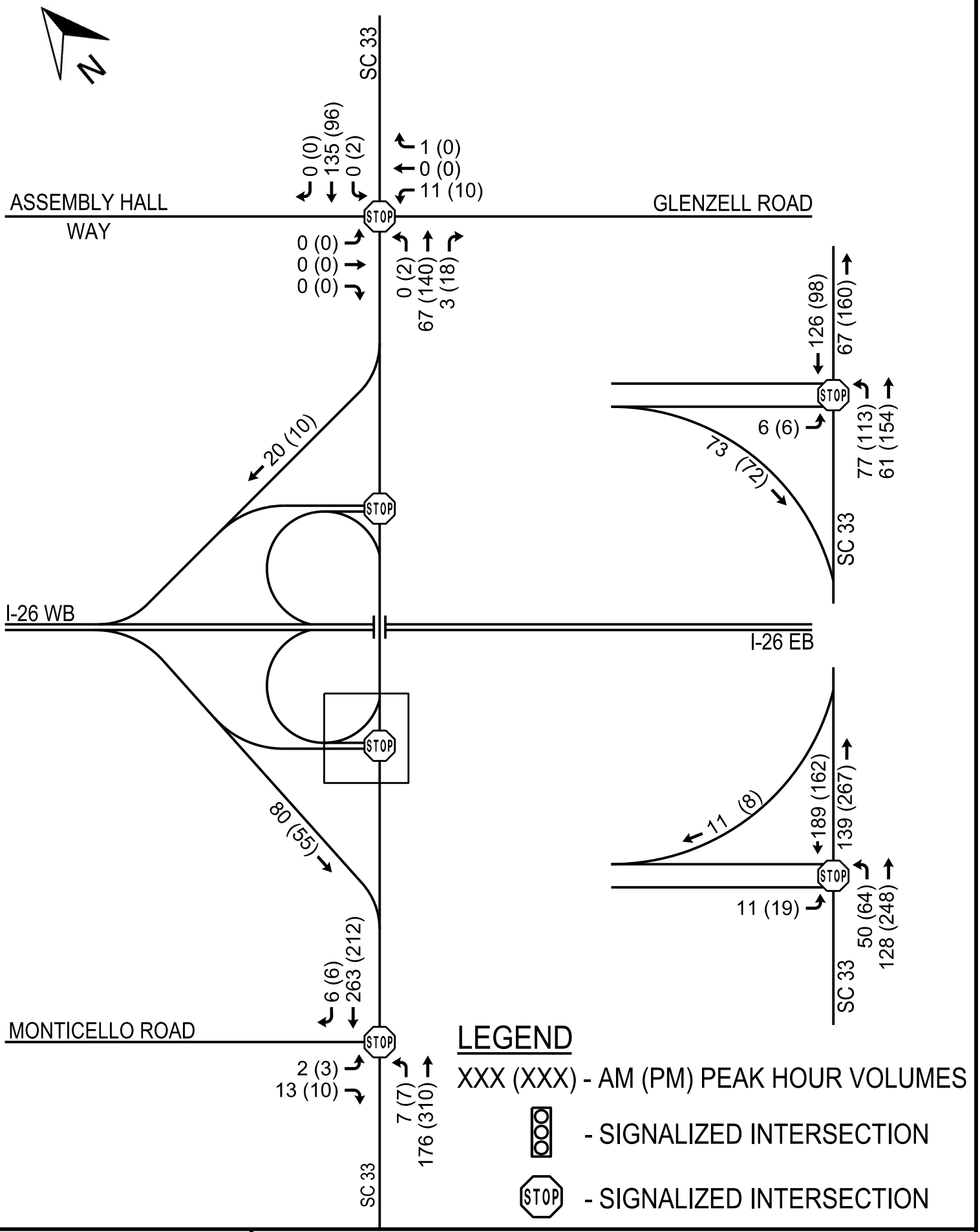
US 601: 2050 NO BUILD DESIGN HOUR VOLUME



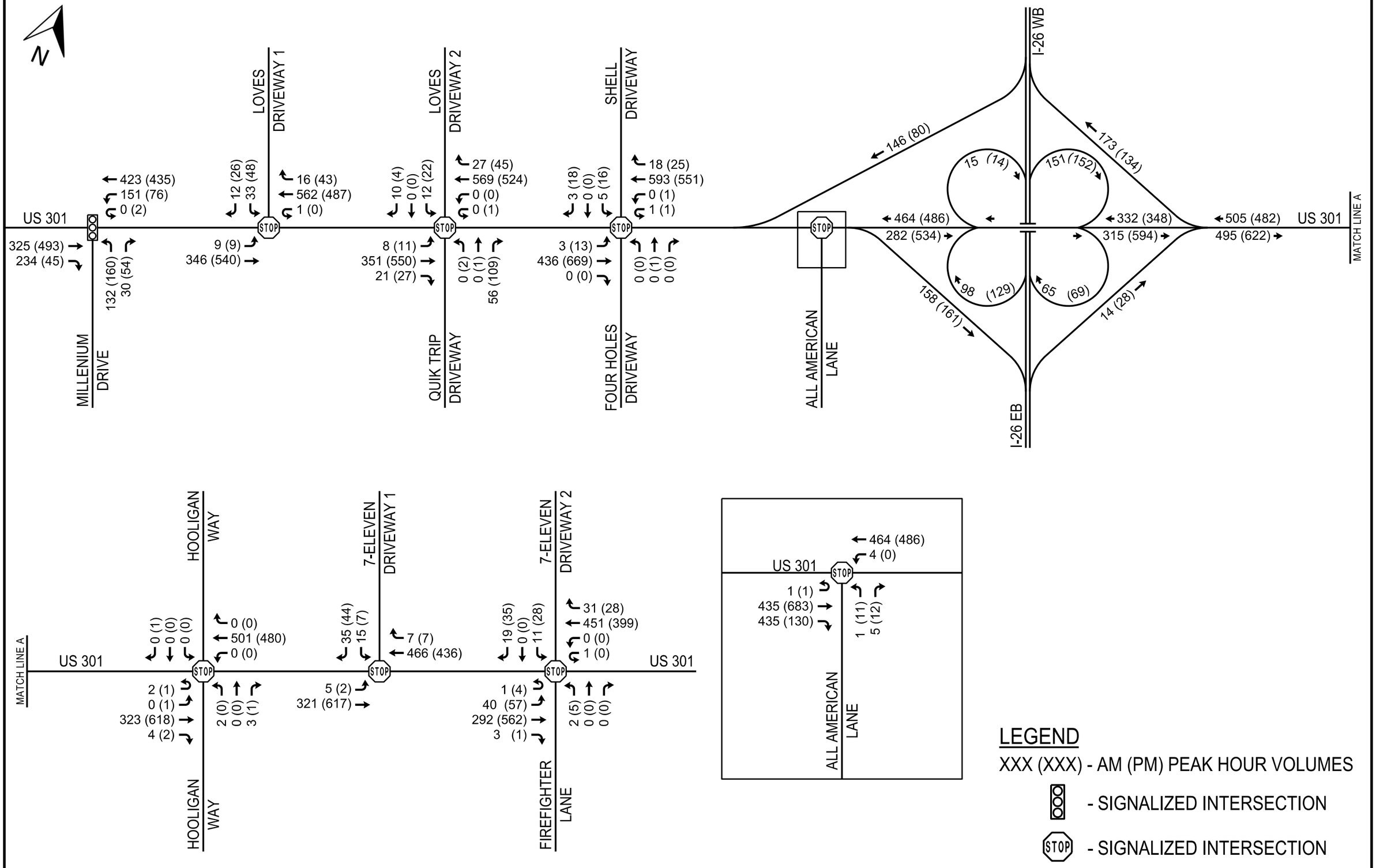
SC 33: 2024 EXISTING DESIGN HOUR VOLUMES



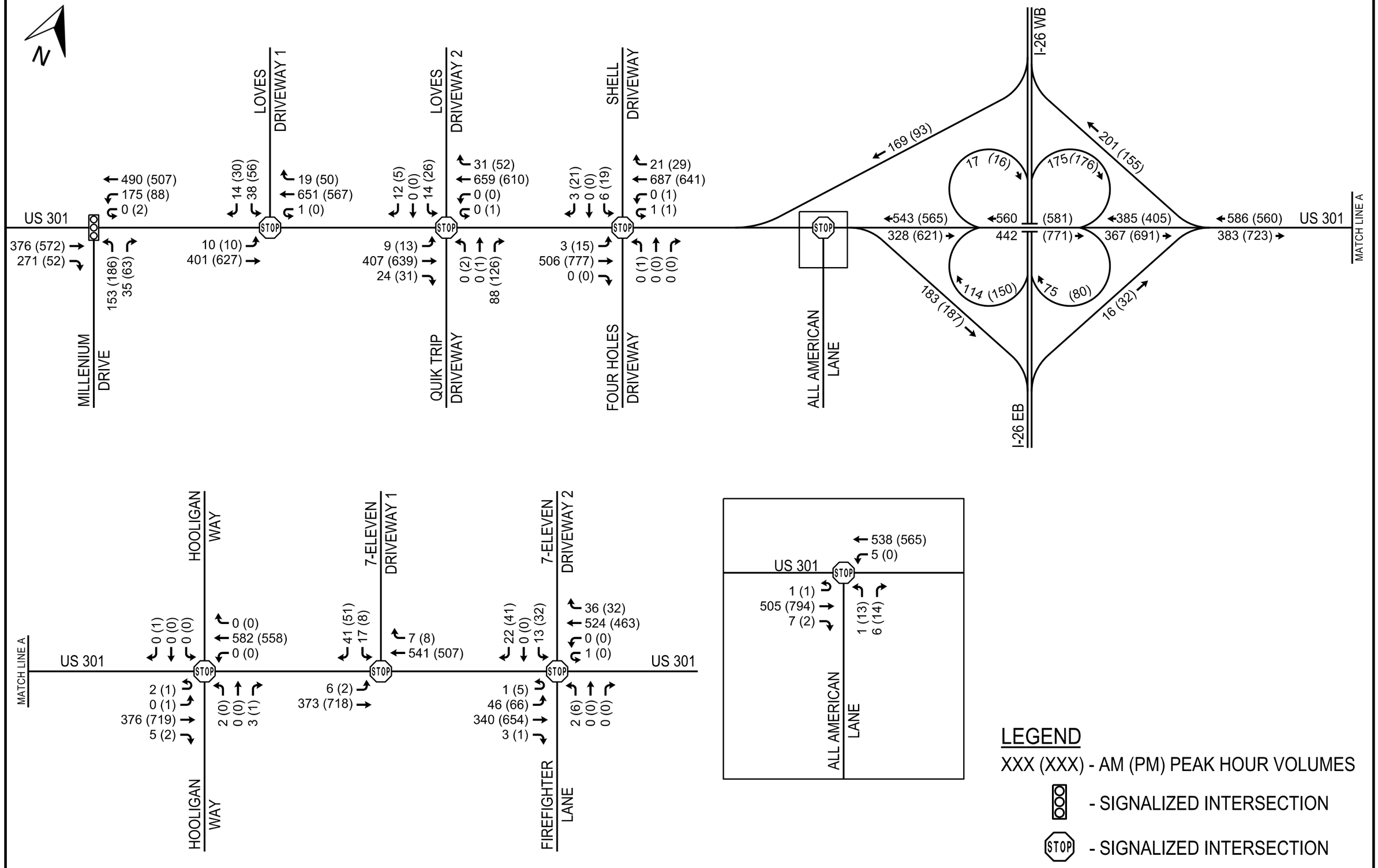
SC 33: 2030 NO BUILD DESIGN HOUR VOLUMES



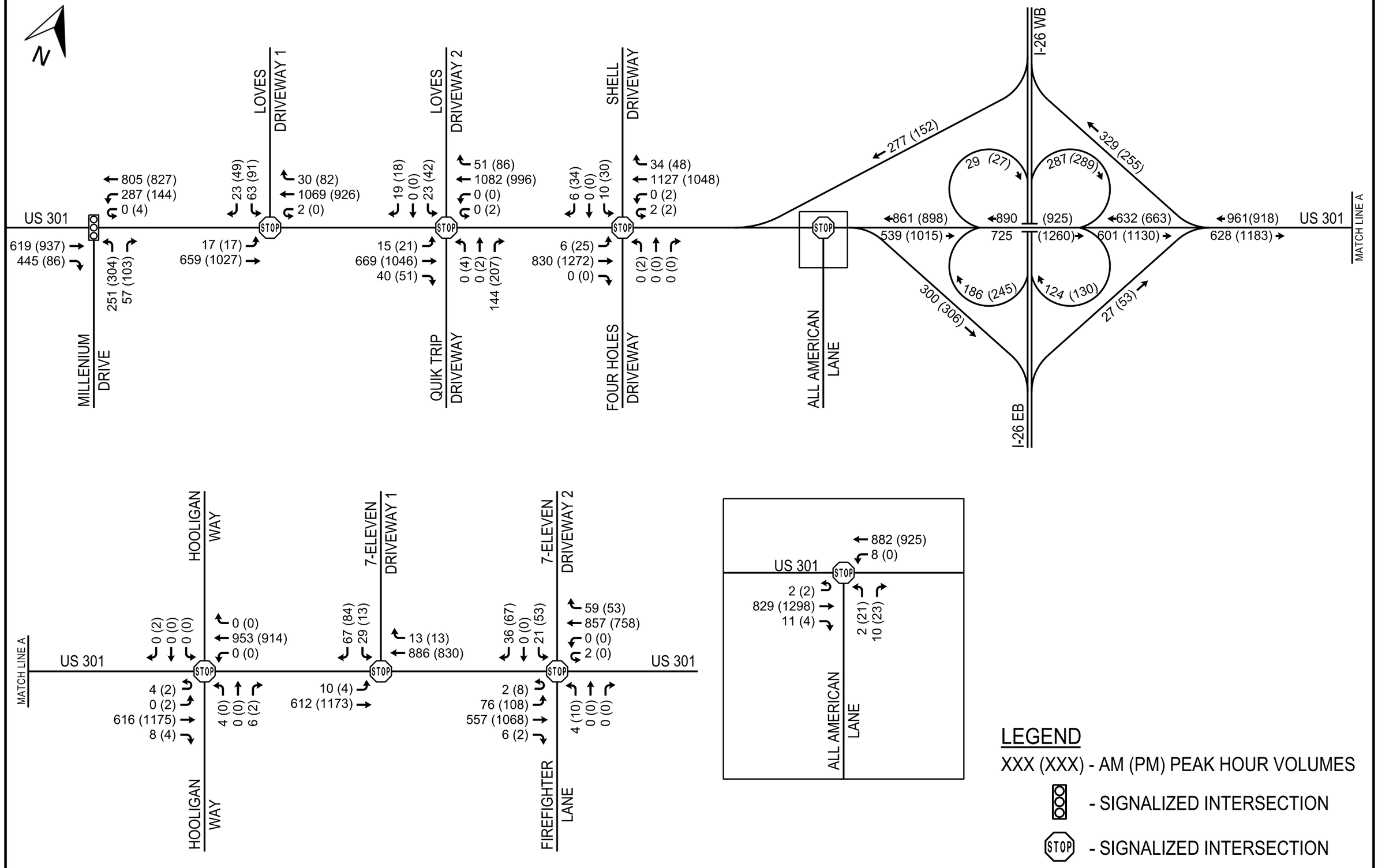
SC 33: 2050 NO BUILD DESIGN HOUR VOLUMES



US 301: 2024 EXISTING VOLUMES



US 301: 2030 NO BUILD VOLUMES



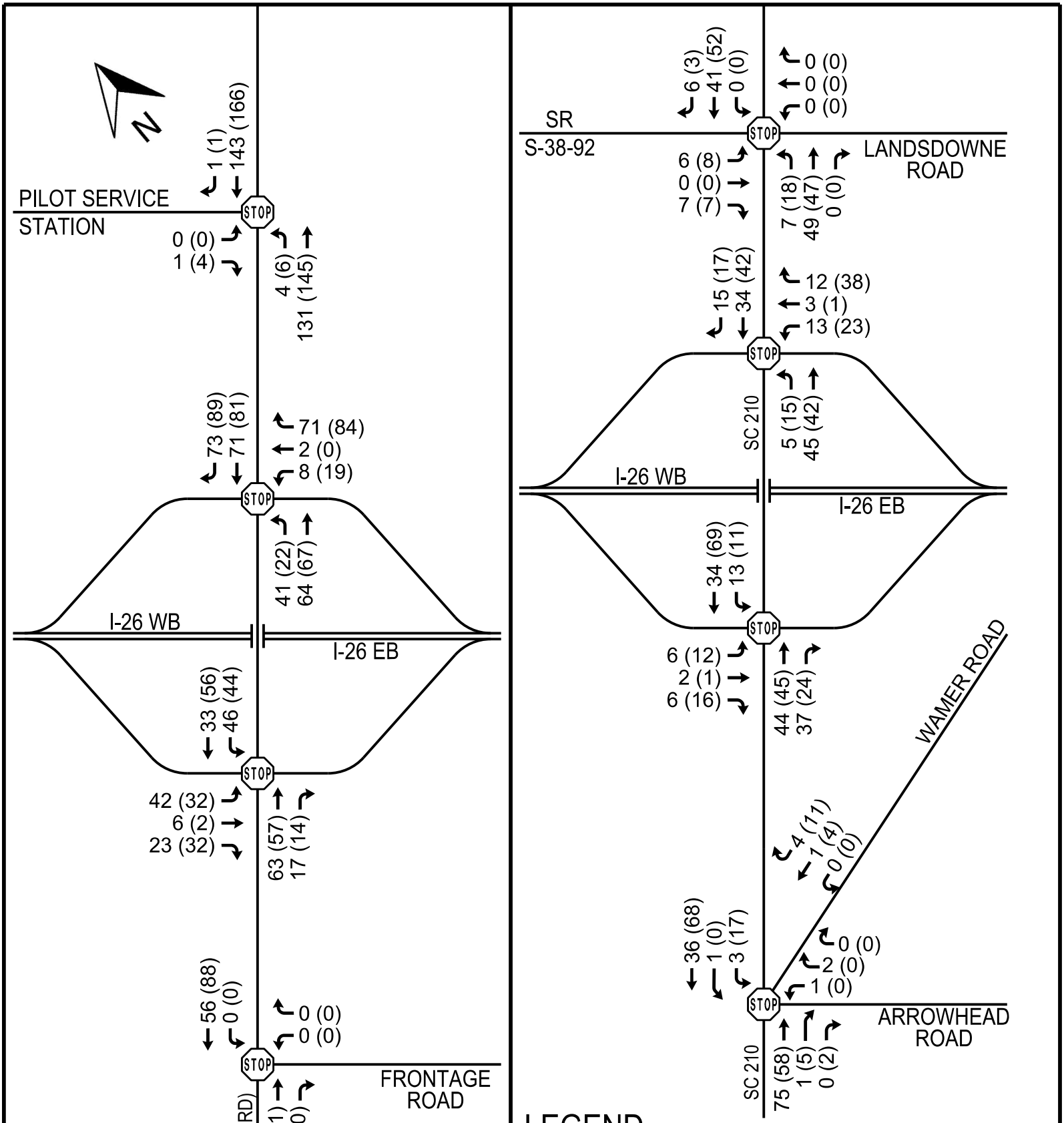
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XXX (XXX) - AM (PM) PEAK HOUR VOLUMES

- SIGNALIZED INTERSECTION

- SIGNALIZED INTERSECTION

US 301: 2050 NO BUILD VOLUMES



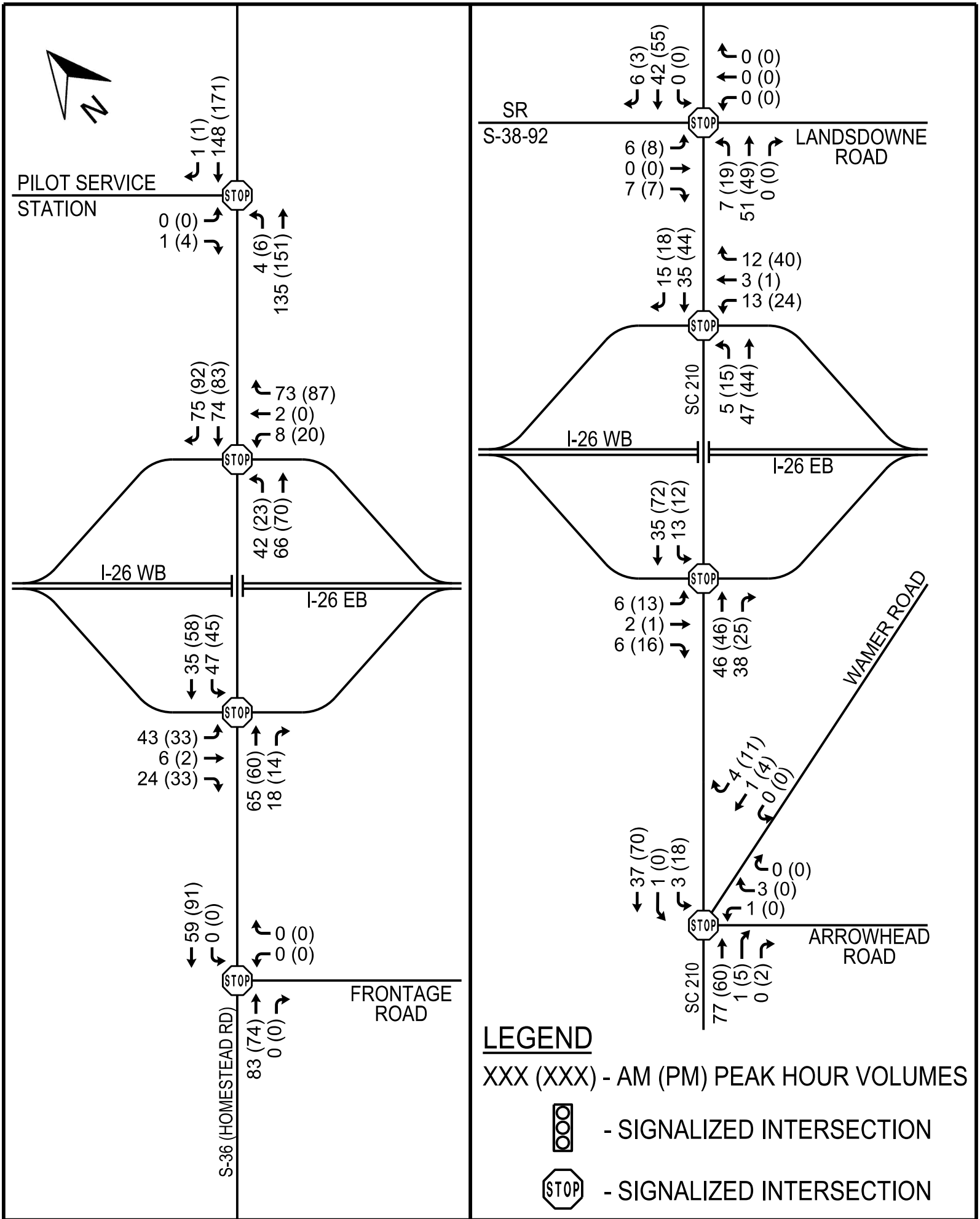
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XXX (XXX) - AM (PM) PEAK HOUR VOLUMES

- SIGNALIZED INTERSECTION

- SIGNALIZED INTERSECTION

S-36 (HOMESTEAD RD), SC 210: 2024 EXISTING VOLUMES



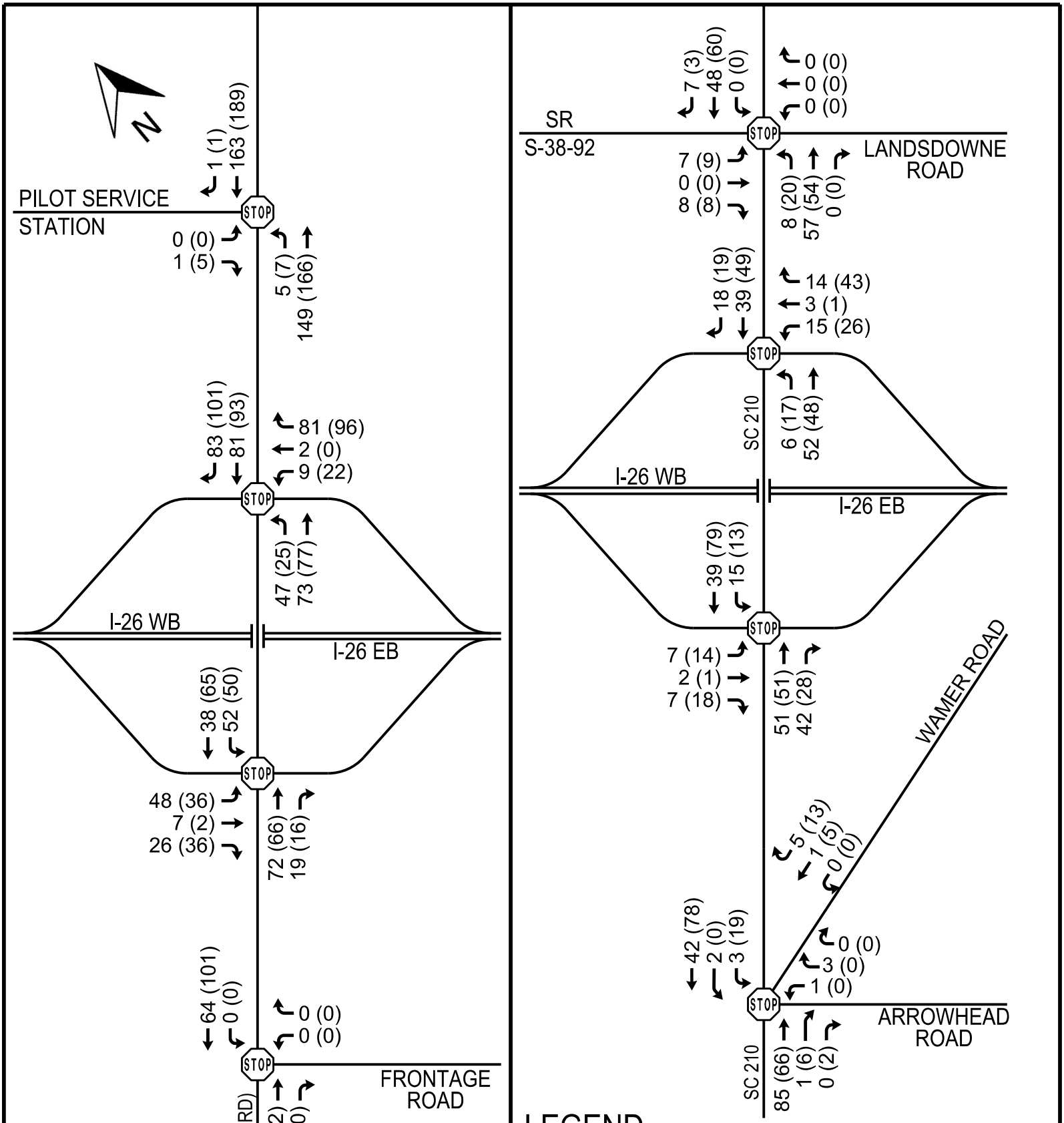
LEGEND

XXX (XXX) - AM (PM) PEAK HOUR VOLUMES

- SIGNALIZED INTERSECTION

STOP - SIGNALIZED INTERSECTION

S-36 (HOMESTEAD RD), SC 210: 2030 NO BUILD VOLUMES



S-36 (HOMESTEAD RD), SC 210: 2050 NO BUILD VOLUMES

N

7 (9)
Off-Ramp from US 601
179 (316)
Loop On-Ramp from US 601
Off-Ramp to US 601
255 (201)
86 (108)
On-Ramp from SC 33
Off-Ramp to SC 33
69 (68)

1784 (2992)
1777 (2983)
1598 (2667)
1853 (2868)
1767 (2760)

EXIT 145 (US 601)

EXIT 149 (SC 33)

2048 (2978)
1605 (2713)
1768 (2874)
1931 (3058)
1851 (2993)

MATCH LINE A

443 (265)
Off-Ramp to US 601
Loop Off-Ramp to US 601
163 (161)
On-Ramp from US 601
163 (184)
80 (65)
Off-Ramp to SC 33
On-Ramp from SC 33
54 (63)

MATCH LINE A

104 (76)
On-Ramp from Rest Area
Off-Ramp to Rest Area
81 (74)
173 (134)
Off-Ramp from US 301
Loop Off-Ramp to US 301
151 (152)
65 (69)
Loop On-Ramp from US 301
Off-Ramp to US 301
14 (28)

1836 (2828)
1732 (2752)
1813 (2826)
1640 (2692)
1791 (2844)
1726 (2775)
1740 (2803)

REST AREA

EXIT 154 (US 301)

1905 (3056)
1812 (2989)
1868 (3044)
1722 (2964)
1737 (2978)
1639 (2849)
1797 (3010)

93 (67)
Off-Ramp to Rest Area
On-Ramp from Rest Area
56 (55)
146 (80)
Off-Ramp to US 301
Loop On-Ramp from US 301
15 (14)
98 (129)
Loop Off-Ramp to US 301
On-Ramp from US 301
158 (161)

LEGEND

XXX (XXX) - AM (PM) PEAK HOUR VOLUMES

MM 145 - 154: 2024 Existing Design Hour Volumes

N

197 (345)
Off-Ramp from US 601
Off-Ramp to US 601
270 (213)
89 (111)
On-Ramp from SC 33
Off-Ramp to SC 33
71 (70)

2140 (3539)
1943 (3194)
2213 (3407)
2124 (3296)

EXIT 145 (US 601)
EXIT 149 (SC 33)

2430 (3566)
1960 (3285)
2306 (3651)
2224 (3584)

MATCH LINE A

470 (281)
Off-Ramp to US 601
On-Ramp from US 601
346 (366)
82 (67)
Off-Ramp to SC 33
On-Ramp from SC 33
55 (66)

MATCH LINE A

124 (91)
On-Ramp from Rest Area
Off-Ramp to Rest Area
97 (88)
201 (155)
Off-Ramp from US 301
Loop Off-Ramp to US 301
175 (176)
75 (80)
Loop On-Ramp from US 301
Off-Ramp to US 301
16 (32)

2195 (3366)
2071 (3275)
2168 (3363)
1967 (3208)
2142 (3384)
2067 (3304)
2083 (3336)

REST AREA
EXIT 154 (US 301)

2279 (3650)
2168 (3570)
2235 (3636)
2066 (3543)
2083 (3559)
1969 (3409)
2152 (3596)

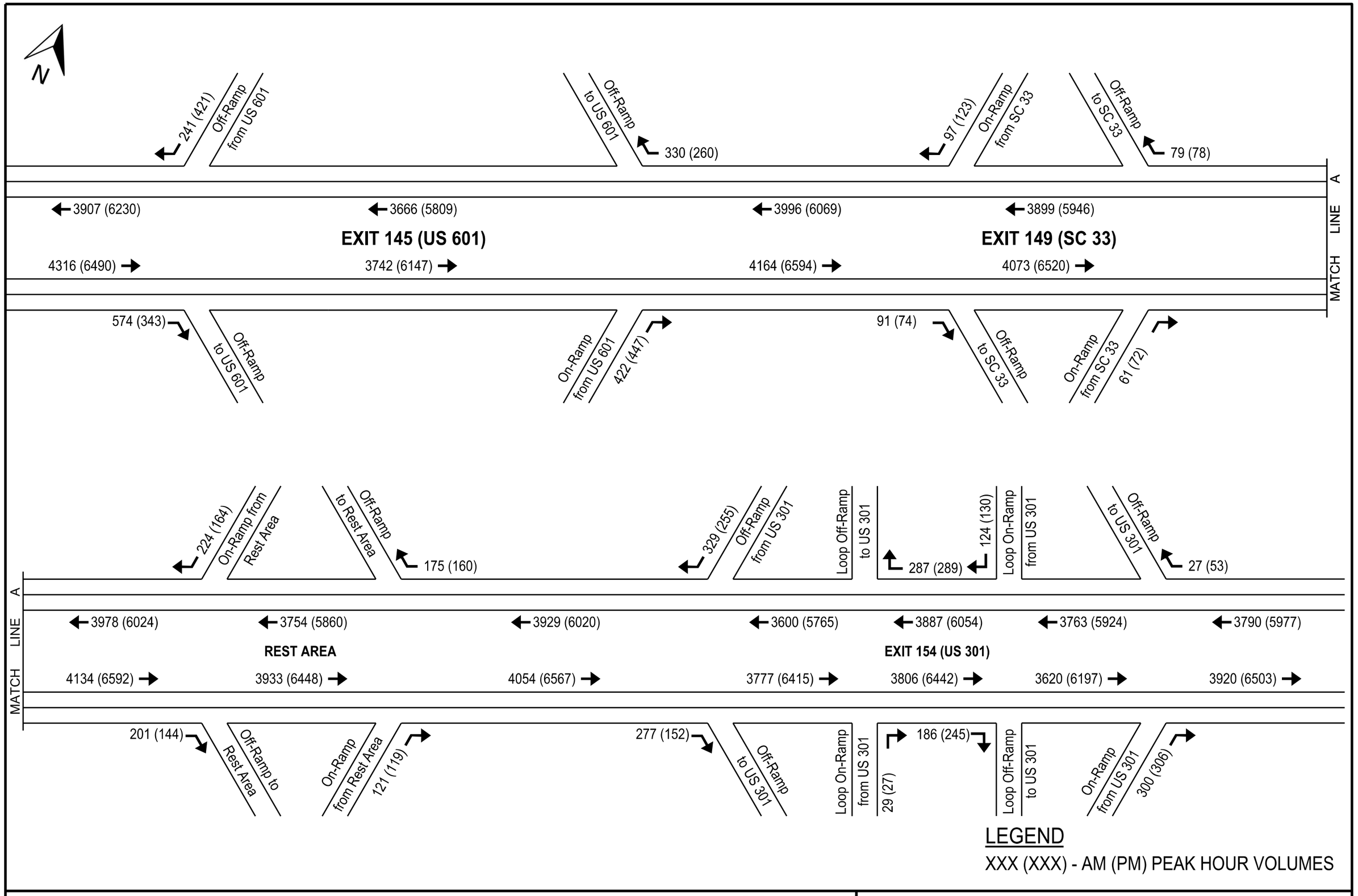
MATCH LINE A

111 (80)
Off-Ramp to Rest Area
On-Ramp from Rest Area
67 (66)
169 (93)
Off-Ramp to US 301
Loop On-Ramp from US 301
17 (16)
114 (150)
Loop Off-Ramp to US 301
On-Ramp from US 301
183 (187)

LEGEND

XXX (XXX) - AM (PM) PEAK HOUR VOLUMES

MM 145 - 154: 2030 No Build Volumes



MM 145 - 154: 2050 No Build Volumes

N

116 (111) Off-Ramp from Homestead Rd

81 (103) Off-Ramp to Homestead Rd

23 (33) Off-Ramp from SC 210

28 (62) Off-Ramp to SC 210

24 (14) Off-Ramp from I-95

80 (60) Loop Off-Ramp to I-95

534 (746) Loop On-Ramp from I-95

362 (349) Off-Ramp to I-95

1740 (2803) ← 1624 (2692) ← 1705 (2795) ← 1682 (2762) ← 1710 (2824) ← 1686 (2810) ← 1766 (2870) ← 1232 (2124) ← LINE A

EXIT 159 (S-36 (HOMESTEAD RD)) **EXIT 165 (SC 210)** **EXIT 169 (I-95)**

MATCH LINE → 1797 (3010) → 1726 (2944) → 1795 (3004) → 1781 (2975) → 1833 (3011) → 1284 (2211) → 1739 (2585) → 1721 (2562) →

71 (66) Off-Ramp to Homestead Rd

69 (60) On-Ramp from Homestead Rd

14 (29) Off-Ramp to SC 210

52 (36) On-Ramp from SC 210

549 (800) Off-Ramp to I-95

455 (374) Loop On-Ramp from I-95

18 (23) Loop Off-Ramp to I-95

96 (86) On-Ramp from I-95

29 (18) On-Ramp from US 15

50 (48) Loop Off-Ramp to US 15

71 (64) Loop On-Ramp from US 15

26 (24) Off-Ramp to US 15

42 (137) On-Ramp from WB Weigh Station

57 (134) WB Weigh Station Off-Ramp to

34 (77) On-Ramp from SC 453

197 (184) Off-Ramp to SC 453

LINE A ← 1594 (2473) ← 1565 (2455) ← 1615 (2503) ← 1544 (2439) ← 1570 (2463) ← 1528 (2326) ← 1585 (2460) ← 1551 (2383) ← 1748 (2567)

EXIT 172 (US 15) **WEIGHT STATION** **EXIT 177 (SC 453)**

MATCH LINE → 1817 (2648) → 1773 (2600) → 1790 (2611) → 1760 (2592) → 1835 (2629) → 1668 (2625) → 1838 (2627) → 1748 (2589) → 1913 (2752) →

44 (48) Off-Ramp to US 15

17 (11) Loop On-Ramp from US 15

30 (19) Loop Off-Ramp to US 15

75 (37) On-Ramp from US 15

167 (4) Off-Ramp to EB Weight Station

170 (2) On-Ramp from EB Weigh Station

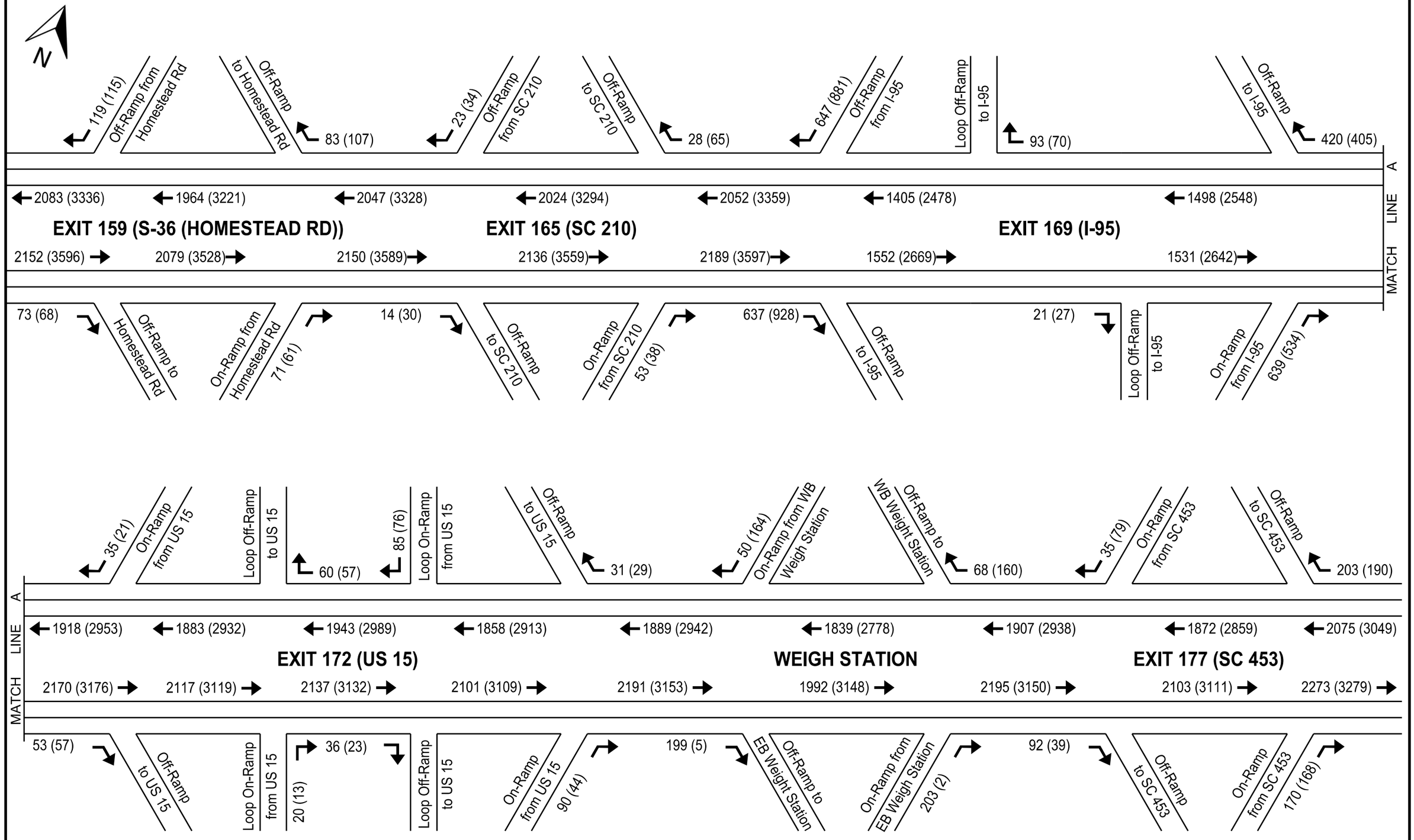
90 (38) Off-Ramp to SC 453

165 (163) On-Ramp from SC 453

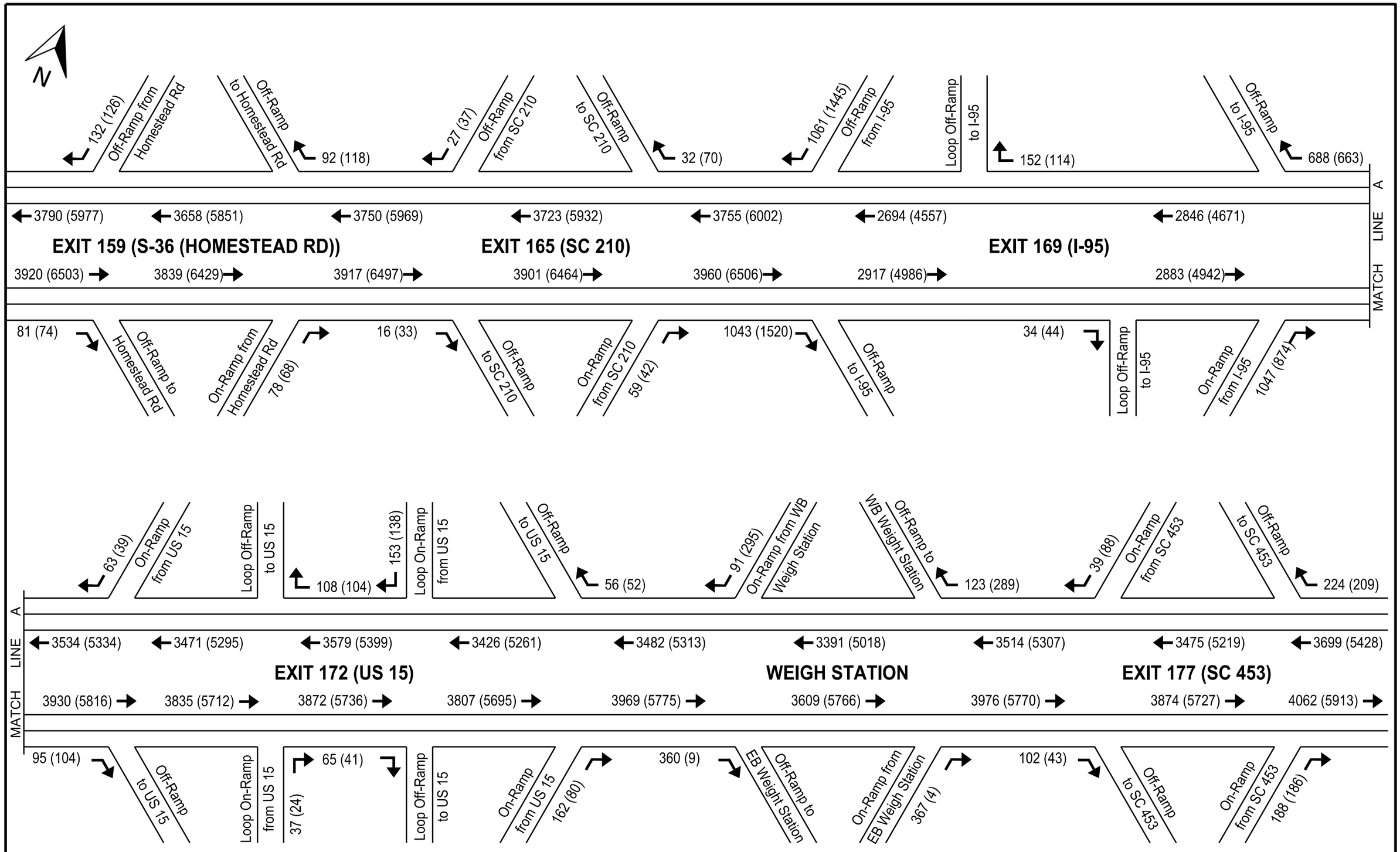
LEGEND

XXX (XXX) - AM (PM) PEAK HOUR VOLUMES

MM 154 - 177: 2024 Existing Design Hour Volumes



MM 154 - 177: 2030 No Build Volumes



MM 154 - 177: 2050 No Build Volumes

A-2: TRAFFIC OPERATIONS ANALYSIS



Traffic Analysis Report

Interstate 26 (I-26) Corridor Improvements
Project MM 145-172

Orangeburg and Dorchester
Counties, South Carolina
PROJECT IDs: P041967 and P042454

October
2025
(v1.0)

TABLE OF CONTENTS

LIST OF TABLES iv

LIST OF FIGURES viii

1 Executive Summary 1

2 Introduction 3

2.1 Project Background 3

2.2 Study Area 3

2.3 Adjacent Projects 6

3 Existing Roadway Conditions 7

3.1 Study Corridors 7

3.1.1 I-26 Corridor 7

3.2 Study Area Interchanges 7

3.2.1 SC 33 (Russel St/Cameron Rd)- Exit 149 7

3.2.2 US 301 (Five Chop Rd)- Exit 154 10

3.2.3 S-36 (Homestead Road) Interchange- Exit 159 13

3.2.4 SC 210 (Vance Road)- Exit 165 13

3.2.5 I-26 at I-95 System Interchange- Exit 169 18

3.2.6 US 15- Exit 172 18

3.3 Adjacent Interchanges 22

3.3.1 US 601 (St Matthews Road)- Exit 145 22

3.3.2 SC 453 (Judge Street)- Exit 177 22

4 Data Collection 26

4.1 Traffic Counts 26

4.2 Historic AADT 26

4.3 Crash Data 26

5 Safety Analysis 30

5.1 Phase 1 (MM 145 to 154) 30

5.1.1 Ramp Terminal and Cross Road Collision 45

5.2 Phase 2 (MM 154-172) 47

5.2.1 Ramp Terminal and Cross Road Collision 61

6 Traffic Volume Forecast 65

6.1 Existing Traffic Flow Pattern Review 65

6.2 Design Hour Adjustment 67
6.3 Growth Rate 75
6.3.1 Historic AADT 75
6.3.2 Travel Demand Model 76
6.3.3 Population Projections 77
6.3.4 Other Studies 77
6.3.5 Proposed Growth Rate 78
6.4 Future Volume Projection 78
7 Build Alternatives 89
7.1 SC 33 (Russel St/Cameron Rd) – Exit 149 89
7.2 US 301 (Five Chop Road) – Exit 154 93
7.3 S-36 (Homestead Road) – Exit 159 99
7.4 SC 210 (Vance Road) – Exit 165 103
8 Traffic Analysis 106
8.1 Existing and No Build Conditions 107
8.1.1 Intersection Level of Service 107
8.1.2 Freeway Level of Service 112
8.2 Build Conditions 119
8.2.1 Intersection Level of Service 119
8.2.2 Freeway Level of Service 135
9 Build Safety Analysis 155
10 Recommendations 159
10.1 Proposed Interchange Configuration 159
10.2 Freeway Segments 160
11 I-26 Freeway Failure Year Analysis 161
12 Appendix A 163
13 Appendix B 882
14 Appendix C 892
15 Appendix D 901
16 Appendix E 1056
17 Appendix F 1069
18 Appendix G 1070

LIST OF TABLES

Table 1: Crash Severity Summarized by Year for Phase 1 (Both Directions) 30
Table 2: Crash Severity Summarized by Year for Phase 1 (Eastbound Direction) 31
Table 3: Crash Severity Summarized by Year for Phase 1 (Westbound Direction) 31
Table 4: Crash Severity Summarized by Crash Type for Phase 1 (Both Directions) 32
Table 5: Crash Severity Summarized by Crash Type for Phase 1 (Eastbound Direction) 32
Table 6: Crash Severity Summarized by Crash Type for Phase 1 (Westbound Direction) 33
Table 7: Crash Severity Summarized by Contributing Factors for Phase 1 (Both Directions) 34
Table 8: Crash Severity Summarized by Contributing Factors for Phase 1 (Eastbound Direction) 35
Table 9: Crash Severity Summarized by Contributing Factors for Phase 1 (Westbound Direction) 36
Table 10: Crash Severity Summarized by Day of the Week (Both Directions) 37
Table 11: Crash Summarized by Day of the Week (Eastbound Direction) 37
Table 12: Crash Severity Summarized by Day of the Week for Phase 1 (Westbound Direction) 38
Table 13: Crash Severity Summary by Crash Type for SC 33 46
Table 14: Crash Severity Summary by Year for US 301 47
Table 15: Crash Severity Summary by Crash Type for US 301 47
Table 16: Crash Severity Summarized by Year for Phase 2 (Both Directions) 48
Table 17: Crash Severity Summarized by Year for Phase 2 (Eastbound) 48
Table 18: Crash Severity Summarized by Year for Phase 2 (Westbound) 48
Table 19: Crash Severity Summarized by Crash Type for Phase 2 (Both Directions) 49
Table 20: Crash Severity Summarized by Crash Type for Phase 2 (Eastbound Direction) 49
Table 21: Crash Severity Summarized by Crash Type for Phase 2 (Westbound Direction) 50
Table 22: Crash Severity Summarized by Contributing Factors for Phase 2 (Both Directions) 51
Table 23: Crash Severity Summarized by Contributing Factors for Phase 2 (Eastbound Direction) 52
Table 24: Crash Severity Summarized by Contributing Factors for Phase 2 (Westbound Direction) 53
Table 25: Crash Severity Summarized by Day of the Week for Phase 2 (Both Directions) 54
Table 26: Crash Severity Summarized by Day of the Week for Phase 2 (Eastbound) 54
Table 27: Crash Severity Summarized by Day of the Week for Phase 2 (Westbound) 55
Table 28: Crash Severity Summarized by Year for S-36 (Homestead Road) 62
Table 29: Crash Severity Summarized by Crash Type for S-36 (Homestead Road) 62
Table 30: Crash Severity Summarized by Year for SC 210 (Vance Road) 63
Table 31: Crash Severity Summarized by Crash Type for SC 210 (Vance Road) 64
Table 32: Daily Traffic Volume along I-26 66
Table 33: Vehicle Classification Summary 67
Table 34: Design Hour Conversion Factor 68
Table 35: Growth Rate Along I-26 from Historic AADT 75
Table 36: Growth Rate on Side Streets from Historic AADT 76
Table 37: Statewide Model (SCSWMv4.5) Growth Rate Analysis 77
Table 38: Population Growth Rate 77
Table 39: SC 210 AWSC MUTCD Warrant Analysis 103
Table 40: LOS Criteria for Signalized and Unsignalized Intersection 106
Table 41: SC 33 Level of Service – 2024 Existing, 2030 No Build and 2050 No Build Conditions 108

Table 42: US 301 Level of Service – 2024 Existing, 2030 No Build and 2050 No Build Conditions 109
Table 43: S-36 (Homestead Road) Level of Service – 2024 Existing, 2030 No Build and 2050 No Build Conditions 110
Table 44: SC 210 Level of Service – 2024 Existing and 2050 No Build Conditions 111
Table 45: Eastbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2024 Existing, 2030 No Build and 2050 No Build Conditions 114
Table 46: Eastbound I-26 Operation Analysis Results for Phase 2 (MM 154-172) – 2024 Existing and 2050 No Build Conditions 115
Table 47: Westbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2024 Existing, 2030 No Build and 2050 No Build Conditions 117
Table 48: Westbound I-26 Operation Analysis Results for Phase 2 (MM 154-172) – 2024 Existing, 2030 No Build and 2050 No Build Conditions 118
Table 49: SC 33 Level of Service – 2030 and 2050 Build Conditions 119
Table 50: Queuing Analysis for Study Area Turn Lanes – 2050 Build Conditions 120
Table 51: US 301 Alternative 1A LOS Results – 2050 Build Conditions 122
Table 52: US 301 Alternative 1A Queuing Analysis Results – 2050 Build Conditions 123
Table 53: US 301 Alternative 1B LOS Results – 2050 Build Conditions 124
Table 54: US 301 Alternative 2 LOS Results – 2050 Build Conditions 125
Table 55: US 301 Alternative 2 Queuing Analysis Results – 2050 Build Conditions 125
Table 56: US 301 Alternative 3 LOS Results – 2050 Build Conditions 126
Table 57: US 301 Alternative 3 Queuing Analysis Results – 2050 Build Conditions 127
Table 58: US 301 Preferred Alternative – 2030 Build Conditions 128
Table 59: S-36 (Homestead Road) Alternative 1 Analysis Results – 2050 Build Conditions 129
Table 60: S-36 (Homestead Road) Alternative 1 Queuing Analysis Results – 2050 Build Conditions 129
Table 61: S-36 (Homestead Road) Alternative 2 Analysis Results – 2050 Build Conditions 130
Table 62: S-36 (Homestead Road) Alternative 2 Queuing Analysis Results – 2050 Build Conditions 130
Table 63: S-36 (Homestead Road) Alternative 3 Analysis Results – 2050 Build Conditions 131
Table 64: S-36 (Homestead Road) Alternative 3 Queuing Analysis Results – 2050 Build Conditions 131
Table 65: S-36 (Homestead Road) Preferred Alternative – 2030 Build Conditions 132
Table 66: SC 210 Alternative 1 Analysis Results – 2050 Build Conditions 132
Table 67: SC 210 Alternative 1 Queuing Analysis Results – 2050 Build Conditions 133
Table 68: SC 210 Alternative 2 Analysis Results – 2050 Build Conditions 133
Table 69: SC 210 Alternative 2 Queuing Analysis Results – 2050 Build Conditions 134
Table 70: SC 210 Preferred Alternative – 2030 Build Conditions 134
Table 71: Eastbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2050 Build Conditions with 3 lanes 136
Table 72: Westbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2050 Build Conditions with 3 lanes 137
Table 73: Eastbound I-26 Operation Analysis Results for US 301 Alternatives 2050 Build Conditions – 3 Lanes 138
Table 74: Westbound I-26 Operation Analysis Results for US 301 Alternatives 2050 Build Conditions – 3 Lanes 138

Table 75: Eastbound I-26 Operation Analysis Results for Phase 2 (MM 154-172 – 2050 Build Conditions with 3 lanes 139
Table 76: Westbound I-26 Operation Analysis Results for Phase 2 (MM 154-172) – 2050 Build Condition with 3 lanes 140
Table 77: Eastbound I-26 Operation Analysis Results for S-36 (Homestead Road) Alternatives 2050 Build Conditions – 3 Lanes 141
Table 78: Westbound I-26 Operation Analysis Results for S-36 (Homestead Road) Alternatives 2050 Build Conditions – 3 Lanes 141
Table 79: Eastbound I-26 Operation Analysis Results for SC 210 Alternatives 2050 Build Conditions – 3 Lanes 142
Table 80: Westbound I-26 Operation Analysis Results for SC 210 Road Alternatives 2050 Build Conditions – 3 Lanes 142
Table 81: Eastbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2030 Opening Year with three lanes 143
Table 82: Westbound I-26 Operation Analysis Results for Phase 1 (MM 145-154)-2030 Opening Year with three lanes 143
Table 83: Eastbound I-26 Operation Analysis Results for Phase 2 (MM 154-172)-2030 Opening Year with three lanes 145
Table 84: Westbound I-26 Operation Analysis Results for Phase 2 (MM 154-172)-2030 Opening Year with three lanes 146
Table 85: Eastbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2050 Build Conditions with 4 lanes 148
Table 86: Westbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2050 Build Conditions with 4 lanes 149
Table 87: Eastbound I-26 Operation Analysis Results for US 301 Alternatives 2050 Build Conditions -4 Lanes 150
Table 88: Westbound I-26 Operation Analysis Results for US 301 Alternatives-4 Lanes 150
Table 89: Eastbound I-26 Operation Analysis Results for Phase 2 (MM 154-172)-Build Condition with 4 lanes 151
Table 90: Westbound I-26 Operation Analysis Results for Phase 2 (MM 154-172)-Build Condition with 4 lanes 152
Table 91: Eastbound I-26 Operation Analysis Results for S-36 (Homestead Road) Alternatives-4 Lanes 153
Table 92: Westbound I-26 Operation Analysis Results for S-36 (Homestead Road) Alternatives-4 Lanes 153
Table 93: Eastbound I-26 Operation Analysis Results for SC 210 Alternatives-4 Lanes 154
Table 94: Westbound I-26 Operation Analysis Results for SC 210 Alternatives-4 Lanes..... 154
Table 95: SC 33 Alternative 2050 Predicted Crashes and Crash Reduction..... 155
Table 96: US 301 Alternatives 2050 Predicted Crashes 156
Table 97: US 301 Alternatives 2050 Predicted Crash Reduction 156
Table 98: S-36 (Homestead Road) Alternatives 2050 Predicted Crashes 156
Table 99: S-36 (Homestead Road) Alternatives 2050 Predicted Crash Reduction 157
Table 100: SC 210 Alternatives 2050 Predicted Crashes 158
Table 101: SC 210 Alternatives 2050 Predicted Crash Reduction..... 158

Table 102: Eastbound I-26 Failure Year Analysis Results for Phase 1 (MM 145-154)-2042 & 2043 Build Conditions with three lanes 161
Table 103: Eastbound I-26 Failure Year Analysis Results for Phase 2 (MM 154-172)-2043 & 2044 Build Conditions with three lanes 162

LIST OF FIGURES

Figure 1: Study Area for Phase 1 (MM 145 to MM 154) 4
Figure 2: Study Area for Phase 2 (MM 154 to MM 172) 5
Figure 3: SC 33 Interchange (Exit 149) Existing Conditions 8
Figure 4: Operation and Safety Issues Along SC 33 Corridor- Existing Conditions 9
Figure 5: US 301 Interchange (Exit 154) Existing Condition 11
Figure 6: Potential Issues Along US 301 Corridor-Existing Condition 12
Figure 7: S-36 (Homestead Road) Interchange (Exit 159) Existing Conditions 14
Figure 8: Potential Issues Along S-36 (Homestead Road) Corridor-Existing Condition 15
Figure 9: SC 210 Interchange Configuration (Exit 165) Existing Conditions 16
Figure 10: Potential Issues Along SC 210 Corridor Existing Condition 17
Figure 11:I-95 at I-26 System Interchange Configuration (Exit 165) Existing Conditions 19
Figure 12: I-95 at I-26 System Interchange Proposed Configuration 20
Figure 13: US 15 Interchange (Exit 172) Existing Condition 21
Figure 14: I-26 at US 601 Interchange (Exit 145) Existing Conditions 23
Figure 15: I-26 at US 601 Interchange Proposed Configuration 24
Figure 16: I-26 at SC 453 Interchange (Exit 177) Existing Conditions 25
Figure 17: Count Locations 27
Figure 18: Historic SCDOT AADT Count Location 29
Figure 19: Crash Summary by Road Condition- Both Directions 38
Figure 20: Crash Summary by Road Condition- Eastbound Direction 39
Figure 21: Crash Summary by Road Condition- Westbound Direction 39
Figure 22: Crash Summary by Lighting Condition- Both Directions 40
Figure 23: Crash Summary by Lighting Condition- Eastbound Direction 40
Figure 24: Crash Summary by Lighting Condition- Westbound Direction 41
Figure 25: Crash Summary by Time of Day- Both Directions 42
Figure 26: Crash Summary by Time of Day- Eastbound Direction 43
Figure 27: Crash Summary by Time of Day- Westbound Direction 44
Figure 28: Crash Location along SC 33. 45
Figure 29: Crash Locations along US 301 46
Figure 30: Crash Summary by Road Condition for Phase 2-Both Direction 55
Figure 31: Crash Summary by Road Condition for Phase 2-Eastbound Direction 56
Figure 32: Crash Summary by Road Condition for Phase 2-Westbound Direction 56
Figure 33: Crash Summary by Lighting Condition for Phase 2 -Both Direction 57
Figure 34: Crash Summary by Lighting Condition for Phase 2 -Eastbound Direction 57
Figure 35: Crash Summary by Lighting Condition for Phase 2 -Westbound Direction 58
Figure 36: Crash Summary by Time of Day for Phase 2 (Both Directions) 59
Figure 37: Crash Summary by Time of Day for Phase 2 (Eastbound Direction) 59
Figure 38: Crash Summary by Time of Day for Phase 2 (Westbound Direction) 60
Figure 39: Crash Location along S-36 (Homestead Road) 61
Figure 40: Crash Location along SC 210 (Vance Road) 63
Figure 41: 2023 Top 200 Hourly Volume-ATR Station 0016 68

Figure 42: Design Peak Hour Volume Along I-26-2024 Existing Condition- Phase 1 (MM 145-154) 70
Figure 43: Design Peak Hour Volume Along I-26-2024 Existing Condition- Phase 2 (MM 154-172) 71
Figure 44: Peak Hour Volumes Along SC 33-2024 Existing Conditions 72
Figure 45: Peak Hour Volumes Along US 301-2024 Existing Conditions 73
Figure 46: Peak Hour Volumes Along S-36 (Homestead Road) and SC 210 - 2024 Existing Conditions 74
Figure 47: Design Peak Hour Volume Along I-26-2030 No Build Conditions - Phase 1 (MM 145-154) 79
Figure 48: Design Peak Hour Volume Along I-26-2050 No Build Conditions - Phase 1 (MM 145-154) 80
Figure 49: Design Peak Hour Volume Along I-26-2030 No Build Conditions - Phase 2 (MM 154-172) 81
Figure 50: Design Peak Hour Volume Along I-26-2050 No Build Conditions - Phase 2 (MM 154-172) 82
Figure 51: Peak Hour Volumes Along SC 33-2030 No Build Conditions 83
Figure 52: Peak Hour Volumes Along SC 33-2050 No Build Conditions 84
Figure 53: Peak Hour Volumes Along US 301-2030 No Build Conditions 85
Figure 54: Peak Hour Volumes Along US 301-2050 No Build Conditions 86
Figure 55: Peak Hour Volumes Along S-36 (Homestead Road) and SC 210-2030 No Build Conditions 87
Figure 56: Peak Hour Volumes Along S-36 (Homestead Road) and SC 210-2050 No Build Conditions 88
Figure 57: Alternative 1 for SC 33 (Exit 149) 90
Figure 58: Alternative 2 for SC 33 (Exit 149) 91
Figure 59: Alternative 3 for SC 33 (Exit 149) 92
Figure 60: Alternative 1A for US 301 (Exit 154) 95
Figure 61: Alternative 1B for US 301 (Exit 154) 96
Figure 62: Alternative 2 for US 301 (Exit 154) 97
Figure 63: Alternative 3 for US 301 (Exit 154) 98
Figure 64: Alternative 1 for S-36 (Homestead Road) (Exit 159) 100
Figure 65: Alternative 2 for S-36 (Homestead Road) (Exit 159) 101
Figure 66: Alternative 1 for S-36 (Homestead Road) (Exit 159) 102
Figure 67: Alternative 1 for SC 210 (Vance Road) (Exit 165) 104
Figure 68: Alternative 2 for SC 210 (Vance Road) (Exit 165) 105

1 EXECUTIVE SUMMARY

The South Carolina Department of Transportation (SCDOT) plans to provide corridor improvements on I-26 from Mile Marker (MM) 145 to MM 172, expanding the roadway from four to six lanes and upgrading the existing interchanges. JMT has been engaged in performing safety and capacity analyses for the project area and recommending interchange improvements. This project will be delivered in two construction phases:

- Phase 1 - *SCDOT Project ID P041967*: includes I-26 from the eastern limits of the interchange with US 601 (Exit 145) through the interchange with US 301 (Exit 154).
- Phase 2 - *SCDOT Project ID P042454*: includes I-26 from the eastern limits of the interchange with US 301 (Exit 154) to the western limits of the interchange with US 15 (Exit 172).

I-26 safety and traffic operations along the mainline and interchange ramp terminals were analyzed under the existing 2024, 2030 & 2050 no-build conditions, and 2050 build conditions. JMT also developed alternative interchange concepts at the following I-26 interchanges:

- SC 33 Russell Street (Exit 149)
- US 301 Five Chop Road (Exit 154)
- S-36 (Homestead Road) at I-26 (Exit 159)
- SC 210 Vance Road (Exit 165)

Traffic volumes were collected along I-26, ramps, terminal intersections, and study area corridors. Average Annual Daily Traffic (AADT) peak hour volumes were developed for the year 2050, and these volumes were used in the capacity analysis.

Four (4) alternatives were developed for US 301, three (3) for S-36 (Homestead Road), and two (2) for the SC 210 interchange. Traffic operations at the intersections in the study area and along with freeway segments within the interchange area, were also evaluated. The preferred interchange configurations are summarized below:

SC 33

The railroad along SC 33 restricts potential interchange alternatives; therefore, the preferred option will maintain the existing partial cloverleaf design. To improve operations, the ramps will be realigned and relocated, increasing the spacing between the Monticello Road and Assembly Hall Way intersections with the ramp terminals. This adjustment helps satisfy SCDOT's 2008 Access and Roadside Management Standards (ARMS) Manual; however, further realignment of these roadways may still be required to fully optimize intersection spacing.

US 301

The preferred alternative replaces the existing cloverleaf interchange with a diamond interchange. This design accommodates the future I-26 configuration without requiring additional interchange redesign. Other elements of the alternative concept include:

- Eliminating the intersection of US 301 and All-American Lane and placing a cul-de-sac on the North end of All American Lane.
- Relocating and adjusting the alignment of Hooligan Way and the Days Inn by Wyndham Orangeburg South driveway to the North to increase the spacing between the intersection and the I-26 westbound ramps. The driveway to the Days Inn may need to be relocated to another parcel.
- Installing full traffic signals at both ramp intersections.

S-36 (Homestead Road)

The preferred alternative maintains the existing diamond interchange configuration. However, the ramp intersections will be re-spaced to meet ARMS spacing requirements for full movement intersections. Left turns lanes are proposed for the southbound and northbound movements to the freeway, respectively. Other elements of the preferred alternative concept include:

- Eliminating the southernmost Pilot gas station's access to S-36 (Homestead Road).
- Relocating and adjusting the alignment of the frontage road just south of the I-26 eastbound ramp intersections to the south to increase the spacing between the intersection and the eastbound ramps.
- Access management through the addition of a raised median for the driveways to the south and north of the interchange area.

SC 210

The preferred alternative retains the existing diamond interchange configuration, but the ramp intersections will be realigned to comply with ARMS spacing requirements for full-movement intersections. Left-turn lanes are proposed for the southbound and northbound approaches to the freeway. Additional access management measures are also included, such as installing a raised median at the BP gas station driveway to the south and the Exxon gas station driveway to the north. Furthermore, the intersection of SC 210 with Warmer Road and Arrowhead Road, which is currently skewed, will be realigned to create a standard 90-degree intersection.

I-26 Freeway

The capacity analysis indicated that by the year 2050, the proposed six-lane section of I-26 will operate at unacceptable levels of service (LOS). It is expected that 91% of all the segments in the eastbound direction and 82% of all segments in the westbound direction will operate at LOS F during the PM peak hour.

I-26 was also analyzed as an eight-lane freeway. An eight-lane highway will significantly improve traffic operation along I-26. It is expected that none of the segments will operate at LOS F. Only 33% of segments in the eastbound directions will operate at LOS E during the PM peak hour, and only 2% segments will operate at LOS E in the westbound direction during the PM peak hour.

2 INTRODUCTION

2.1 Project Background

I-26 is a major East-West corridor that runs in a southeast direction through Tennessee, North Carolina, and South Carolina and terminates at US 17 in Charleston, SC. I-26 connects Orangeburg and Dorchester Counties to the major South Carolina metropolitan centers of Greenville, Spartanburg, Columbia, Charleston, and Orangeburg. SCDOT proposes widening I-26 in Orangeburg and Dorchester Counties between MM 145 and 172 by adding an additional lane in each direction. The study area includes the following interchanges:

- SC 33 at I-26 (Exit 149)
- US 301 at I-26 (Exit 154)
- S-36 (Homestead Rd) at I-26 (Exit 159)
- SC 210 at I-26 (Exit 165)

The existing intersection spacing at these interchanges does not meet the minimum spacing criteria specified in ARMS. Therefore, these four interchanges need to be upgraded to meet those spacing requirements. The existing overpass bridges over I-26 will be upgraded at the following locations:

- S-29 (Belleville Road)
- S-65 (Gramling Road)
- S-470 (Old Elloree Road)
- S-196 (Big Buck Blvd)
- S-1303 (Log Cabin Road)
- S-692 (Arista Road)
- S-92 (Ebenezer Road)
- L-337 (Weathers Farm Road)

This proposed project will ensure the continuation of six lanes and improve traffic operation and safety. It is assumed that the widening of I-26 and associated proposed interchange improvements will be completed by 2030 for Phase 1 and Phase 2, respectively, with a 2050 design year.

2.2 Study Area

The study area incorporates I-26 from MM 145 to MM 172. SCDOT has broken the study area into two phases. The first phase extends from MM 145 to MM 154, and the second phase extends from MM 154 to MM 172. The entire study area goes up to MM 172 but does not include the interchanges at US 601 and US 15. The study area includes the following interchanges:

- SC 33 Russell Street (Exit 149)
- US 301 Five Chop Road (Exit 154)
- S-36 Homestead Road at I-26 (Exit 159)
- SC 210 Vance Road (Exit 165)
- I-95/I-26 Interchange

Additionally, the adjacent intersections to the ramp termini are included in the analysis. Figures 1 and 2 show the study area for Phase 1 and Phase 2, respectively.

Figure 1: Study Area for Phase 1 (MM 145 to MM 154)

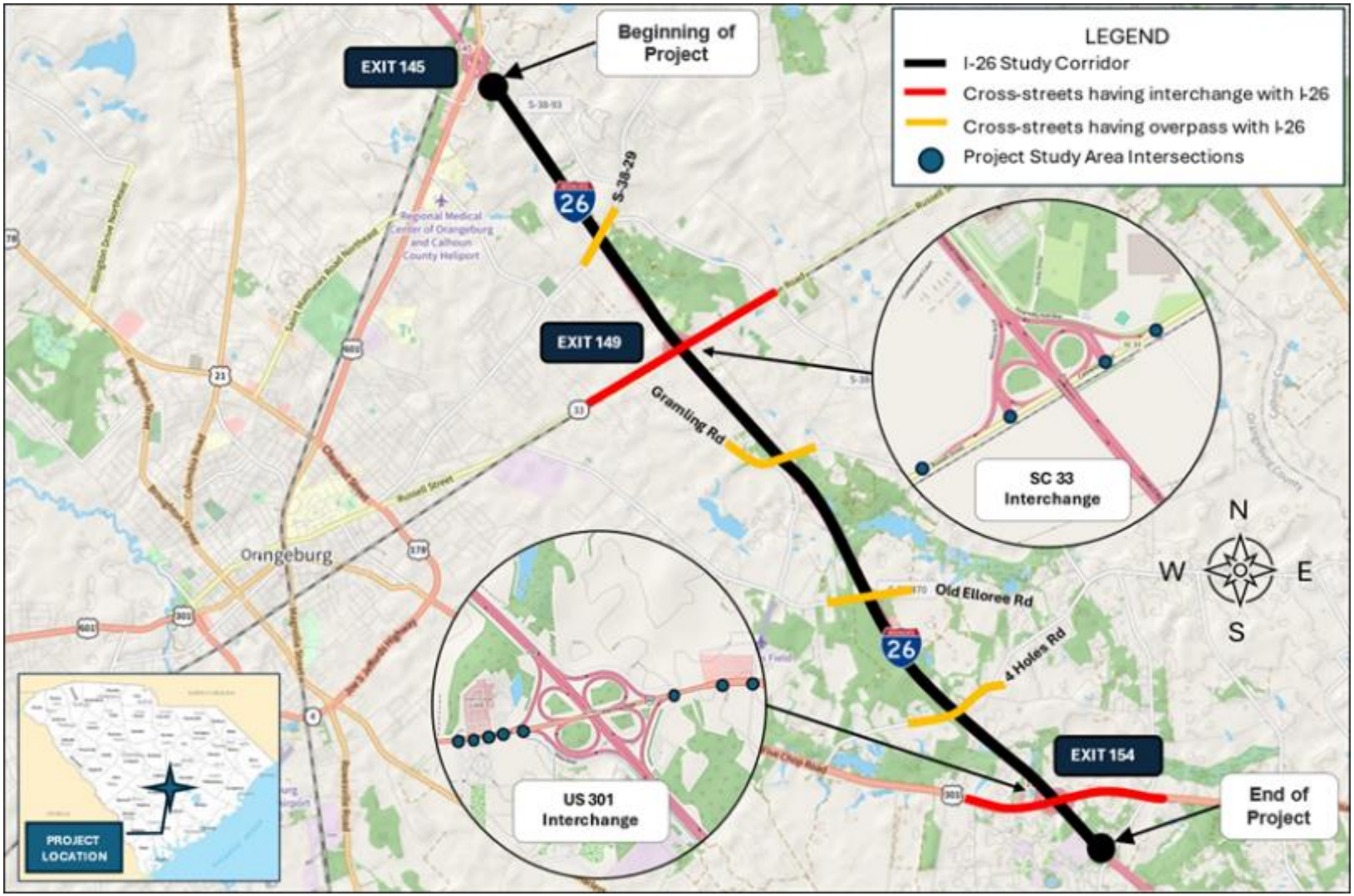


Figure 2: Study Area for Phase 2 (MM 154 to MM 172)



2.3 Adjacent Projects

I-26 Widening MM 137 to 145

SCDOT, as part of Project P011967, proposes widening I-26 between MM 137 and 145 from four lanes to six lanes and converting the US 301 interchange (Exit 145) from an existing partial cloverleaf to a traditional diamond configuration. These improvements are included as part of the No-Build and Build condition analysis.

I-26 Interchange Improvements at I-95

SCDOT, as part of Project P038677, proposes reconstructing the existing interchanges at I-26 and I-95 (Exit 169 (I-26) & Exit 86 (I-95)), including full reconstruction of current ramps and acceleration and deceleration lane tie-ins with the mainlines of both I-26 and I-95. This will also include replacing the bridge on S-38-1302 (Whetsell Pond Rd) over I-26.

I-26 Corridor Improvement MM 172 to 187

SCDOT is proposing improvements to I-26 between MM 172 and 187, projected to start in spring 2027. This phase aims to improve traffic operations and existing geometry associated with roadways and bridges due to existing and projected traffic volumes and operating conditions along this section of I-26.

3 EXISTING ROADWAY CONDITIONS

3.1 Study Corridors

3.1.1 I-26 Corridor

I-26 is a major East-West corridor that originates at West US 11 in Kingsport, Tennessee, and terminates at US 17 in Charleston, SC. I-26 runs mostly southeast through Tennessee, North Carolina, and South Caroline. Within the study area, I-26 is a four-lane median divided road with a posted speed limit of 70 miles per hour (mph). According to SCDOT RIS, I-26 is classified as an Urban-Principal Arterial-Interstate for the segment between US 601 and SC 33. The rest of the corridor is classified as a Rural-Principal Arterial-Interstate within the study area. 2024 Annual Average Daily Traffic (AADT) on I-26, reported by SCDOT, varies within the study area. West of I-95, AADT ranges from 53,200 vehicles per day (vpd) to 55,200 vpd, while AADT east of I-95 ranges between 44,100 vpd and 45,300 vpd. I-26 connects Orangeburg County to Spartanburg, Columbia, and Charleston, three of South Carolina's largest cities.

3.2 Study Area Interchanges

3.2.1 SC 33 (Russel St/Cameron Rd)- Exit 149

The I-26 interchange at SC 33 is a partial cloverleaf (Parclo AB). Both the I-26 eastbound and westbound off-ramps start off as a single lane ramp from I-26, which then divides into a left and a channelized right turn lane. The left turn lane is stop-controlled, while the right turn lane is free-flowing. The eastbound and westbound off-ramps have a 175-foot and 450-foot deceleration lane, respectively. Both the eastbound and westbound on-ramps are single-lane ramps and have a 450-foot acceleration lane. Additionally, an existing railroad runs parallel to SC 33, sharing the same bridge with SC 33, which is a major limiting factor for potential interchange alternatives. Existing roadway geometry and traffic control at the corridor intersections are presented in Figure 3.

SC 33 is a four-lane, undivided rural major collector road that runs north-south in the vicinity of the study area. The road is reduced to two lanes approximately 1,500 ft north of I-26. The posted speed limit is 55 mph. 2024 SCDOT reported AADT on SC 33 south of I-26 is 5,300 vpd, which reduces to 2,100 vpd north of I-26.

The following intersections along SC 33 are included in the analysis:

- SC 33 at Monticello Rd
- SC 33 at I-26 EB Off Ramp/Loop-On-Ramp
- SC 33 at I-26 WB Off Ramp/Loop-Off-Ramp
- SC 33 at Assembly Hall Way/Glenzell Rd

Several issues were identified along the SC 33 corridor. The distance between the intersection of I-26 westbound off-ramps at SC 33 and SC 33 at Assembly Hallway/Glenzell Rd is approximately 600 feet, which does not meet the ARMS requirement of 750 feet for a full-motion intersection. Additionally, the loop ramps are closely spaced and have no auxiliary lane, making the weaving movement challenging. Issues identified during the field visit are presented in Figure 4.

Figure 3: SC 33 Interchange (Exit 149) Existing Conditions



Figure 4: Operation and Safety Issues Along SC 33 Corridor- Existing Conditions



3.2.2 US 301 (Five Chop Rd)- Exit 154

The US 301 interchange is a full cloverleaf, and all ramps use a single lane. The eastbound off-ramp has a 350-foot deceleration lane, while the westbound off-ramp has a 550-foot deceleration lane. Both the eastbound and westbound on-ramps have a 600-foot acceleration lane. An auxiliary lane connects the loop ramp termini on both eastbound and westbound I-26. The existing roadway geometry and traffic control at the corridor intersections are presented in Figure 5.

US 301 is a four-lane rural principal arterial that runs north-south in the vicinity of the study area. The posted speed limit is 45 mph. The posted speed limit increases to 60 mph both to the North and South of the interchange. The 2024 AADT varies along US 301, with 14,600 vpd south of I-26 and 11,400 vpd north of I-26.

The US 301 corridor also contains the following existing intersections within the study area:

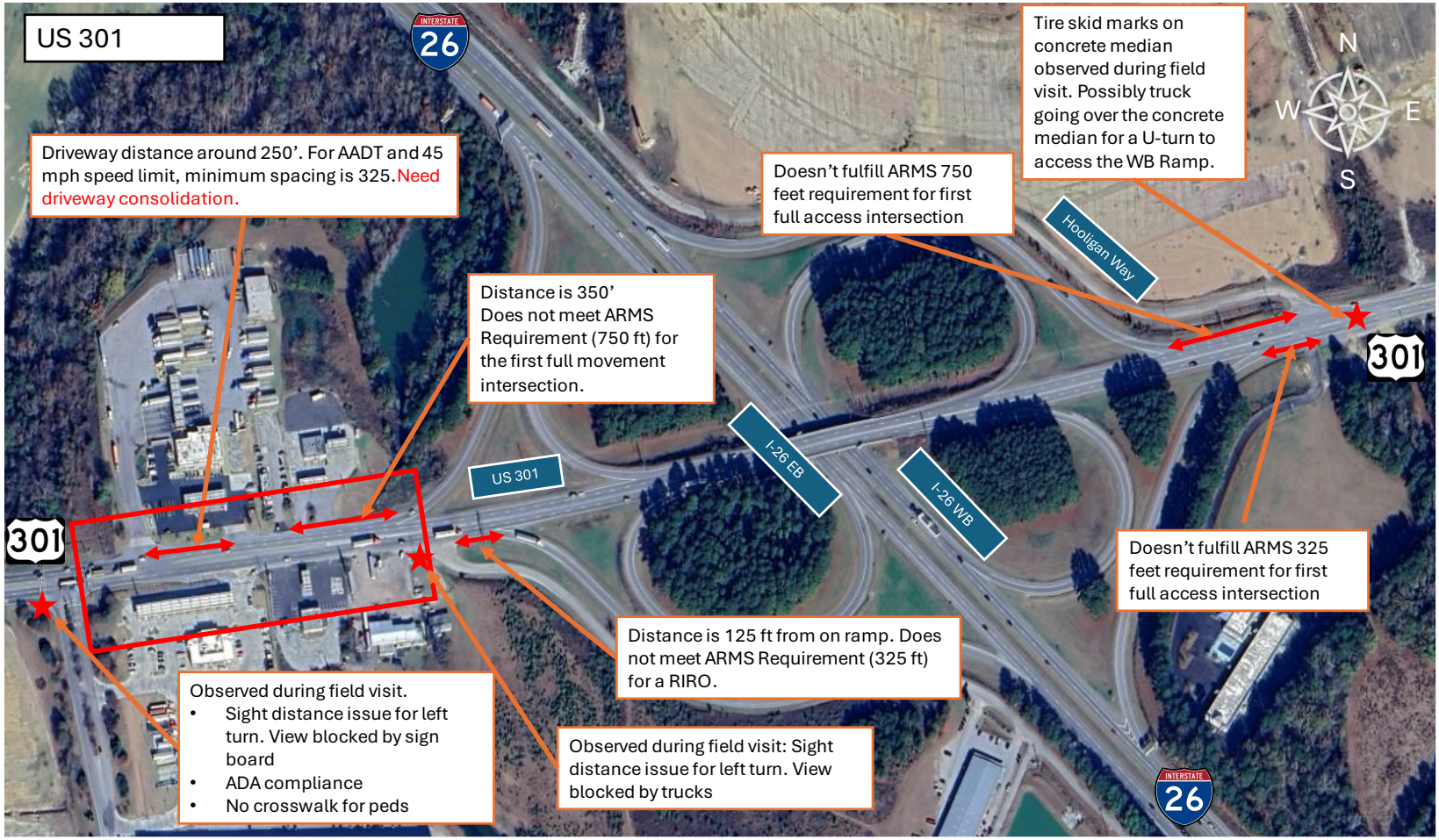
- US 301 at Millennium Drive
- US 301 at All American Lane
- US 301 at Hooligan Way
- US 301 at Palmetto Commerce Pkwy/Firefighter Lane

Several issues are identified throughout US 301 within the study area. South of I-26, several gas stations have multiple closely spaced driveways that do not meet the ARMS minimum spacing requirements. The distance between the interchange ramp intersections and the adjacent intersections also do not meet the ARMS minimum distance requirements, and the I-26 off-ramp to US 301 southbound is deficient. The issues identified during the field visit for the US 301 corridor are presented in Figure 6.

Figure 5: US 301 Interchange (Exit 154) Existing Condition



Figure 6: Potential Issues Along US 301 Corridor-Existing Condition



3.2.3 S-36 (Homestead Road) Interchange- Exit 159

The S-36 (Homestead Road) interchange is a traditional diamond interchange. All the interchange ramps are signal-lane ramps. Both the eastbound and westbound off-ramps have a 300-foot deceleration lane. The eastbound and westbound on-ramps have 650-foot and 700-foot acceleration lanes, respectively. The ramp terminal intersections are stop-controlled. Existing roadway geometry and traffic control at the corridor intersections are presented in Figure 7.

According to the SCDOT Roadway Information System (RIS), S-36 is classified as a two-lane rural local road. S-36 (Homestead Road) runs North-South in the vicinity of the study area. The posted speed limit is 55 mph. The 2024 AADT along S-36 (Homestead Road) south of I-26 is 1,350 vpd and 900 vpd north of I-26.

The study corridor also contains the following existing TWSC intersections.

- S-36 (Homestead Road) at Frontage Road
- S-36 (Homestead Road) at I-26 EB Off Ramps
- S-36 (Homestead Road) at I-26 WB Off Ramps
- S-36 (Homestead Road) at South Pilot Entrance

The existing intersections near the interchange do not meet ARMS spacing requirements. Figure 8 presents the identified issues.

3.2.4 SC 210 (Vance Road)- Exit 165

The I-26 at SC 210 is a diamond interchange. All four ramps are single-lane ramps with stop-controlled intersections at the ramp terminals. The eastbound and westbound off-ramps have a 300-foot deceleration lane, and the eastbound and westbound on-ramps have 550-foot and 500-foot acceleration lanes, respectively.

SC 210 (Vance Road) is a two-lane rural major collector that runs North-South in the vicinity of the study area. The posted speed limit is 55 mph. The 2024 AADT along SC 210 is 1,750 vpd south of I-26 and 1,050 vpd north of I-26.

The study corridor also contains the following existing intersections, as presented in Figure 9.

- SC 210 at Wamer Rd/Arrowhead Rd
- SC 210 at I-26 EB Off Ramp
- SC 210 at I-26 WB Off Ramp
- SC 210 at Landsdowne Road

Additionally, there are two driveways leading to gas/service stations along the corridor.

- BP gas station (on the south leg)
- Exxon gas station (on the north leg)

Several issues were identified during the field visit and are presented in Figure 10.

Figure 7: S-36 (Homestead Road) Interchange (Exit 159) Existing Conditions



Figure 8: Potential Issues Along S-36 (Homestead Road) Corridor-Existing Condition

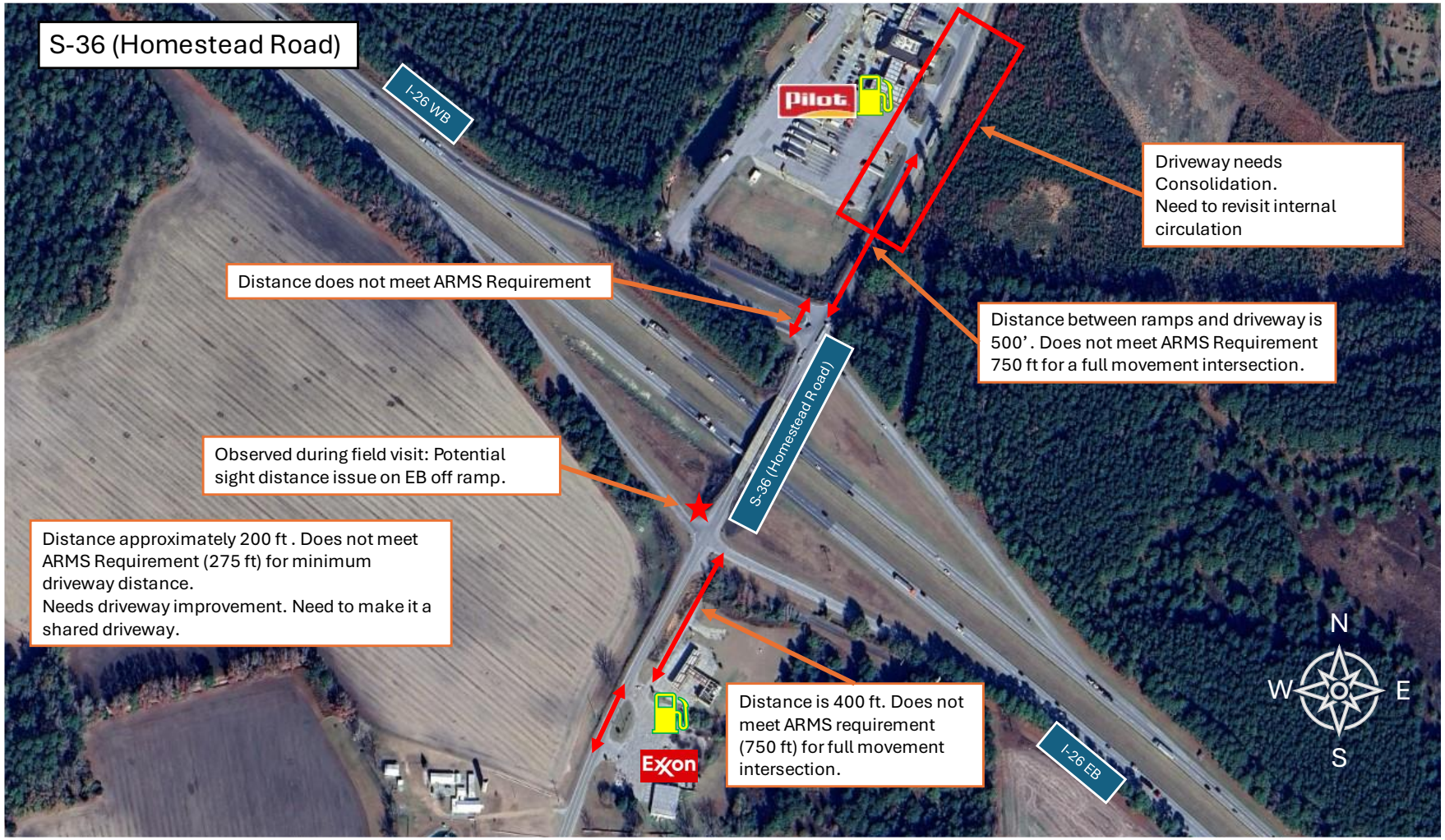
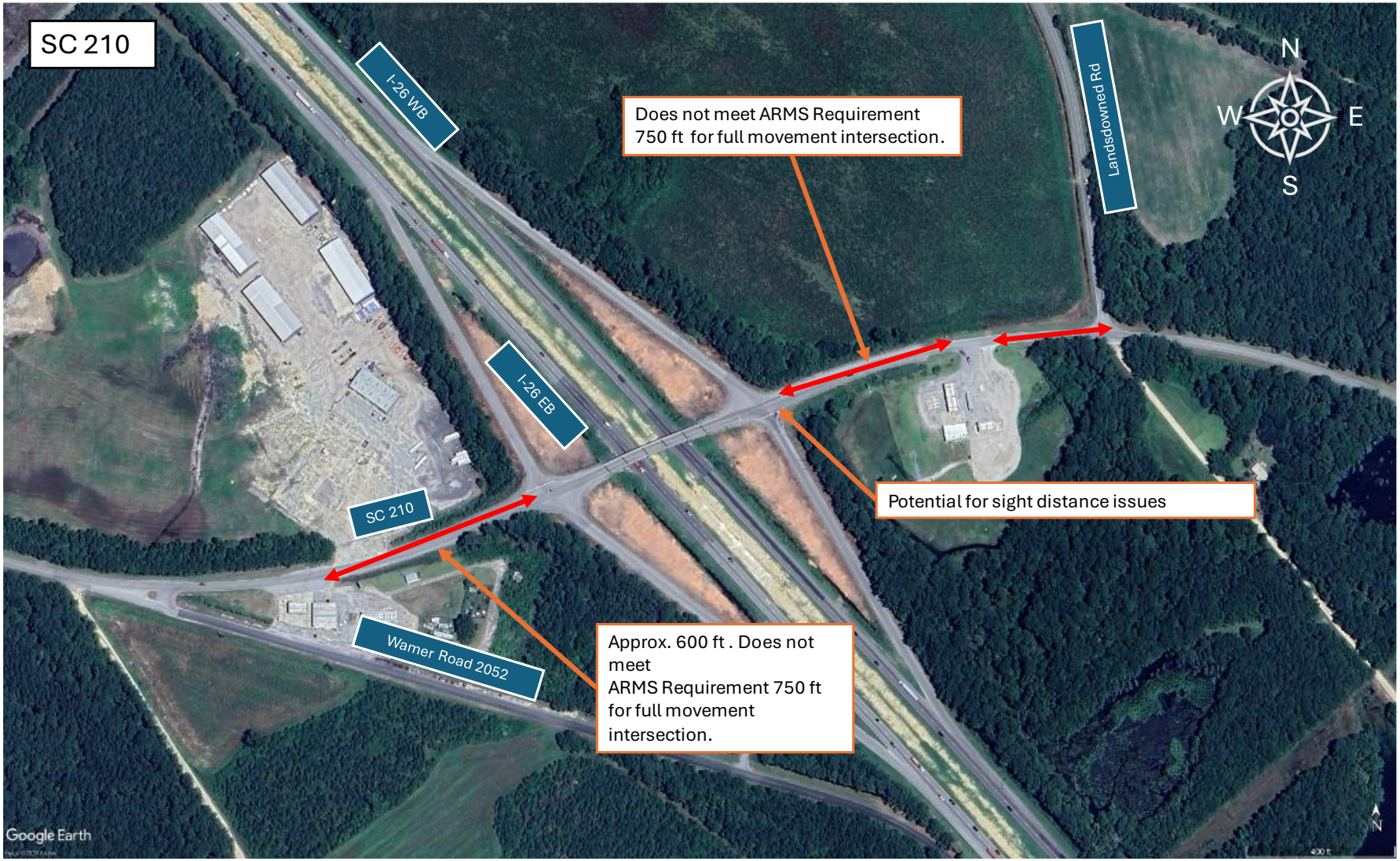


Figure 9: SC 210 Interchange Configuration (Exit 165) Existing Conditions



Figure 10: Potential Issues Along SC 210 Corridor Existing Condition



3.2.5 I-26 at I-95 System Interchange- Exit 169

I-95 is a primary north-south interstate along the East Coast of the United States. I-95 is classified as a rural-principal arterial interstate in the vicinity of the study area. The posted speed limit is 70 mph. The 2024 AADT along I-95 varies from 51,300 vpd south of I-26 and 33,700 vpd north of I-26. The I-26 at I-95 interchange is a full-access cloverleaf interchange. Existing roadway geometry and configurations are shown in Figure 11.

SCDOT has proposed reconstructing the existing system interchange. CDM Smith has prepared an Interchange Modification Report (IMR) for this location. Build Alternative 2, presented in Section 5.2 of the IMR, is recommended as the preferred alternative. In this alternative, the I-95 and I-26 interchange will be reconstructed as a modified directional interchange with two loops. A schematic diagram of the proposed alternative, as presented in the IMR, is included in Figure 12. As can be seen from Figure 12, the existing loops in the northeast and southwest quadrants will be replaced with flyover ramps. One of the flyovers, with a two-lane section, will connect northbound I-95 to westbound I-26, while the other single-lane flyover will connect southbound I-95 to eastbound I-26. The loop ramps in the northwest and southeast quadrants will remain in place.

3.2.6 US 15- Exit 172

US 15 is a two-lane rural major collector running north–south through the study area with a posted speed limit of 55 mph. In 2024, the AADT along US 15 was 3,500 vpd south of I-26 and 2,300 vpd north of I-26. The I-26/US 15 interchange is a full cloverleaf, as shown in Figure 13. The eastbound and westbound off-ramps include deceleration lanes of 260 feet and 250 feet, respectively, while the corresponding acceleration lanes measure 450 feet and 550 feet. All ramp termini operate as free-flow facilities, with no nearby intersections; therefore, no intersections are included in the analysis. The existing interchange geometry is shown in Figure 13.

Figure 11:I-95 at I-26 System Interchange Configuration (Exit 165) Existing Conditions

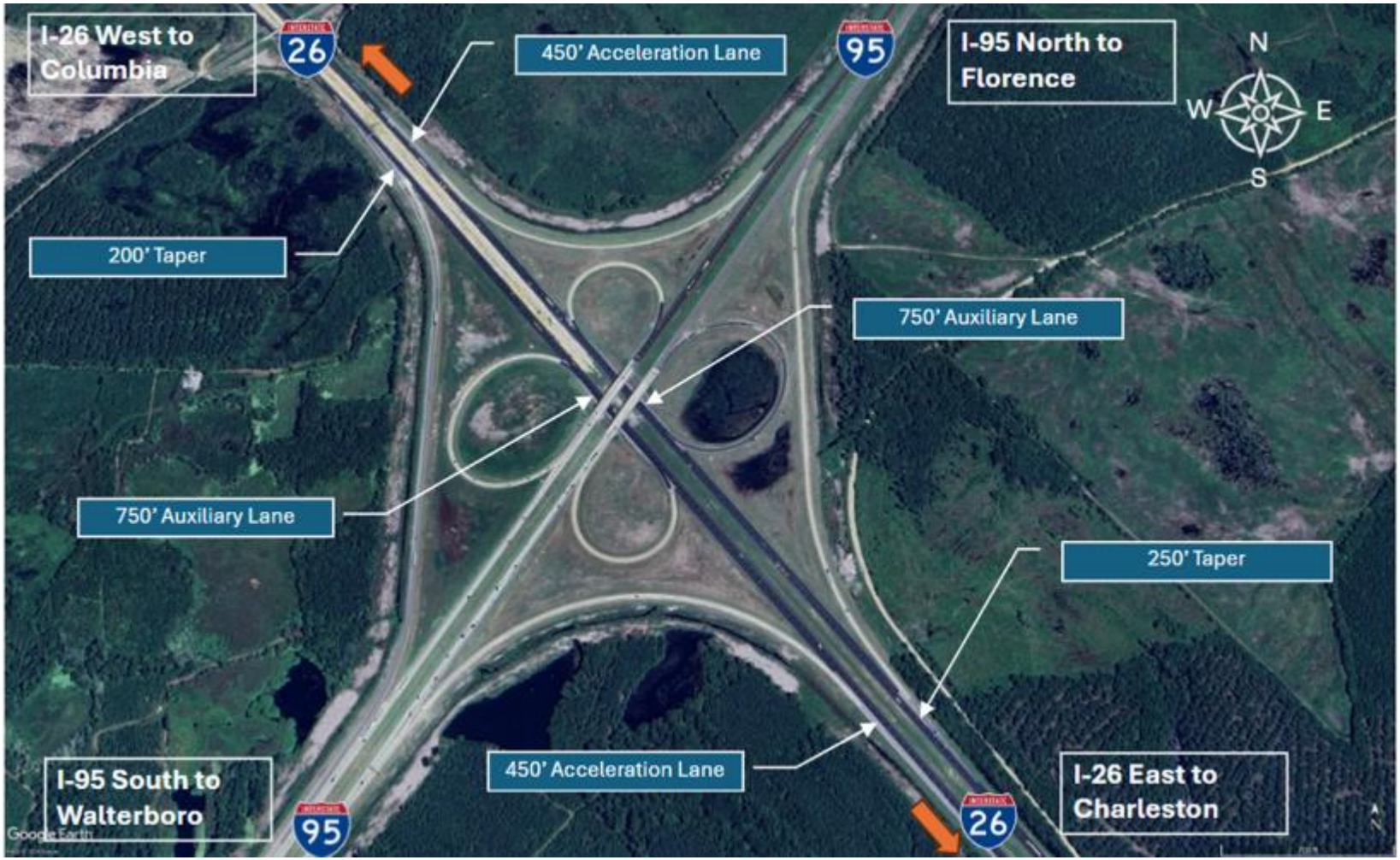
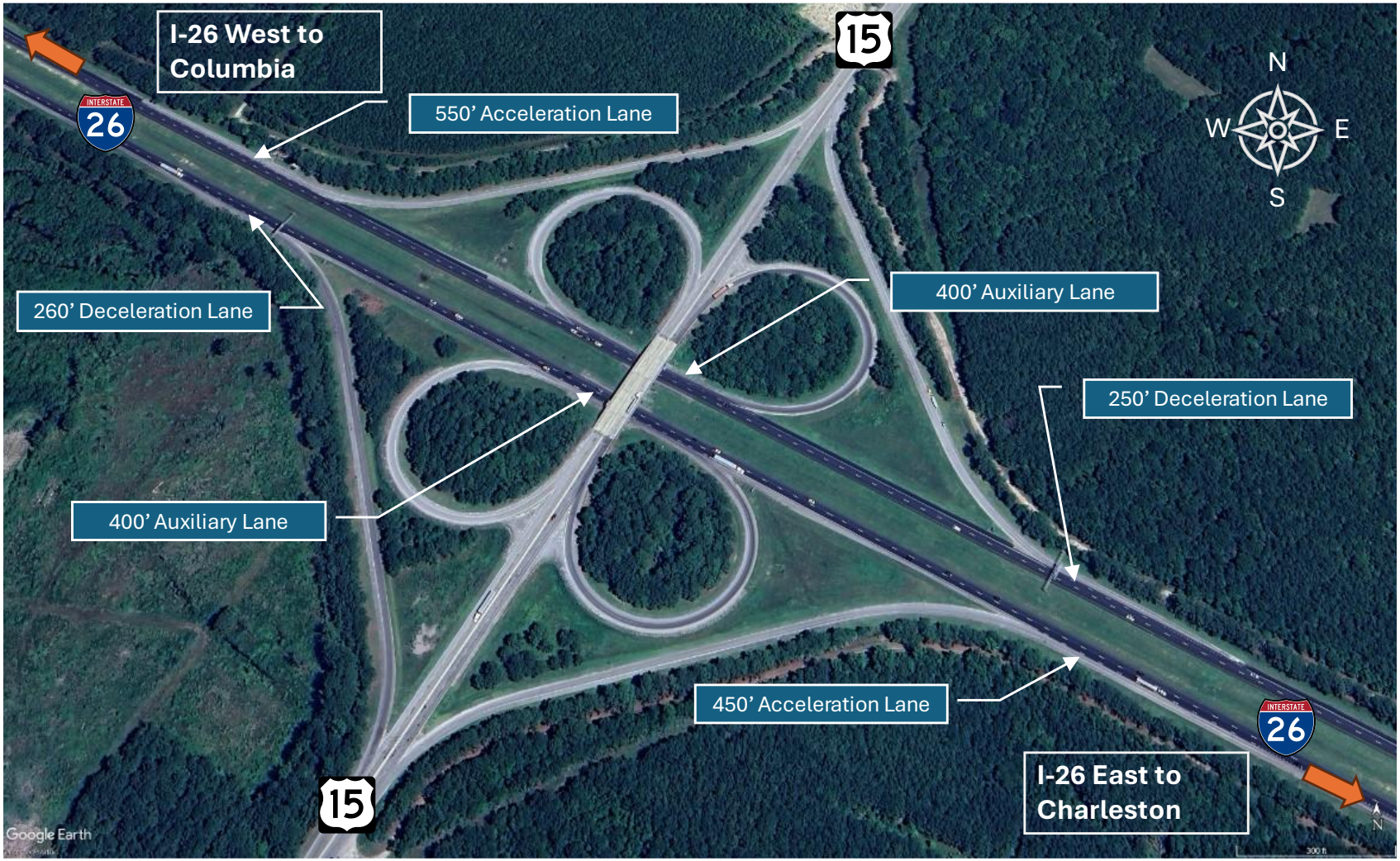


Figure 12: I-95 at I-26 System Interchange Proposed Configuration



Figure 13: US 15 Interchange (Exit 172) Existing Condition



3.3 Adjacent Interchanges

To comply with the latest FHWA policy on changes in interstate access, published on May 22, 2017, the analysis must include the interchanges of US 601 at I-26 and US 15 at I-26. Brief descriptions of these two interchanges are provided below.

3.3.1 US 601 (St Matthews Road)- Exit 145

US 601 is a four-lane urban-principal arterial that runs north-south in the vicinity of the study area. The posted speed limit is 45 mph. The 2024 AADT along US 601 south and north of I-26 is 23,000 vpd and 7,200 vpd, respectively. Currently, the US 601 interchange with I-26 is a partial cloverleaf (Parclo B). The I-26 eastbound off-ramp has a stop-controlled left turn and a free-flowing channelized right turn. The I-26 westbound off-ramp to US 601 has a signalized left turn and a free-flowing channelized right turn. The existing roadway geometry and traffic control at the corridor intersections are presented in Figure 14.

This interchange will be reconstructed in the future. Stantec Consulting Services Inc. has prepared an IMR for I-26 between MM 137 and 145. This IMR presented the proposed improvement for this interchange, which will be converted from a partial cloverleaf to a diamond configuration. The proposed geometry for the interchange, presented in Exhibit 2.7 of the IMR, is presented in Figure 15.

3.3.2 SC 453 (Judge Street)- Exit 177

Located to the east of the study area, SC 453 is a two-lane rural major collector road that runs north-south in the vicinity of the study area. The posted speed limit is 45 mph. The 2024 AADT along SC 453 is 4,700 vpd south of I-26 and 4,500 vpd north of I-26. The I-26 at SC 453 interchange is a traditional diamond interchange with stop-controlled intersections at the ramp terminals. The existing roadway geometry and ramp configurations are shown in Figure 16.

Figure 14: I-26 at US 601 Interchange (Exit 145) Existing Conditions



Figure 15: I-26 at US 601 Interchange Proposed Configuration

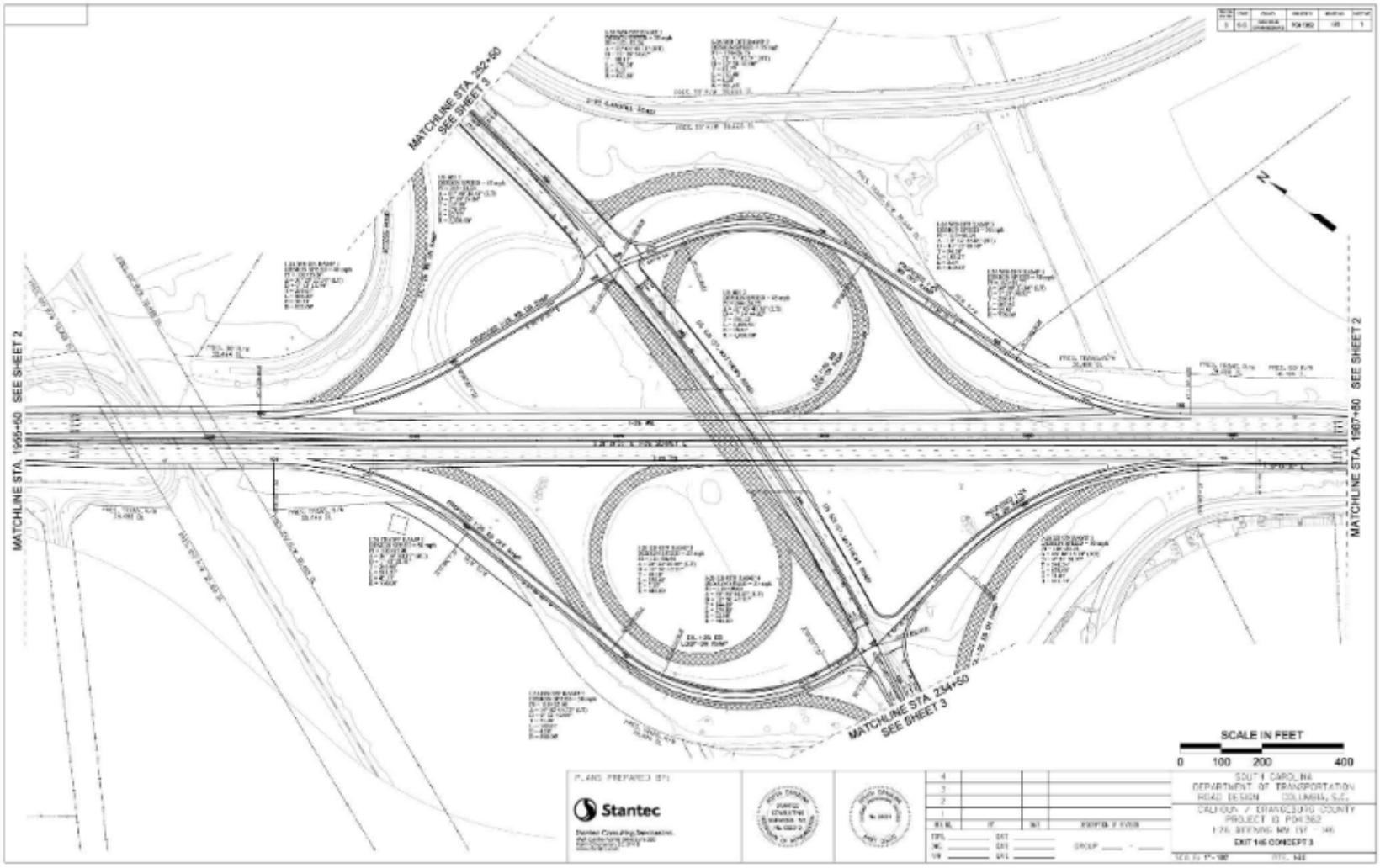
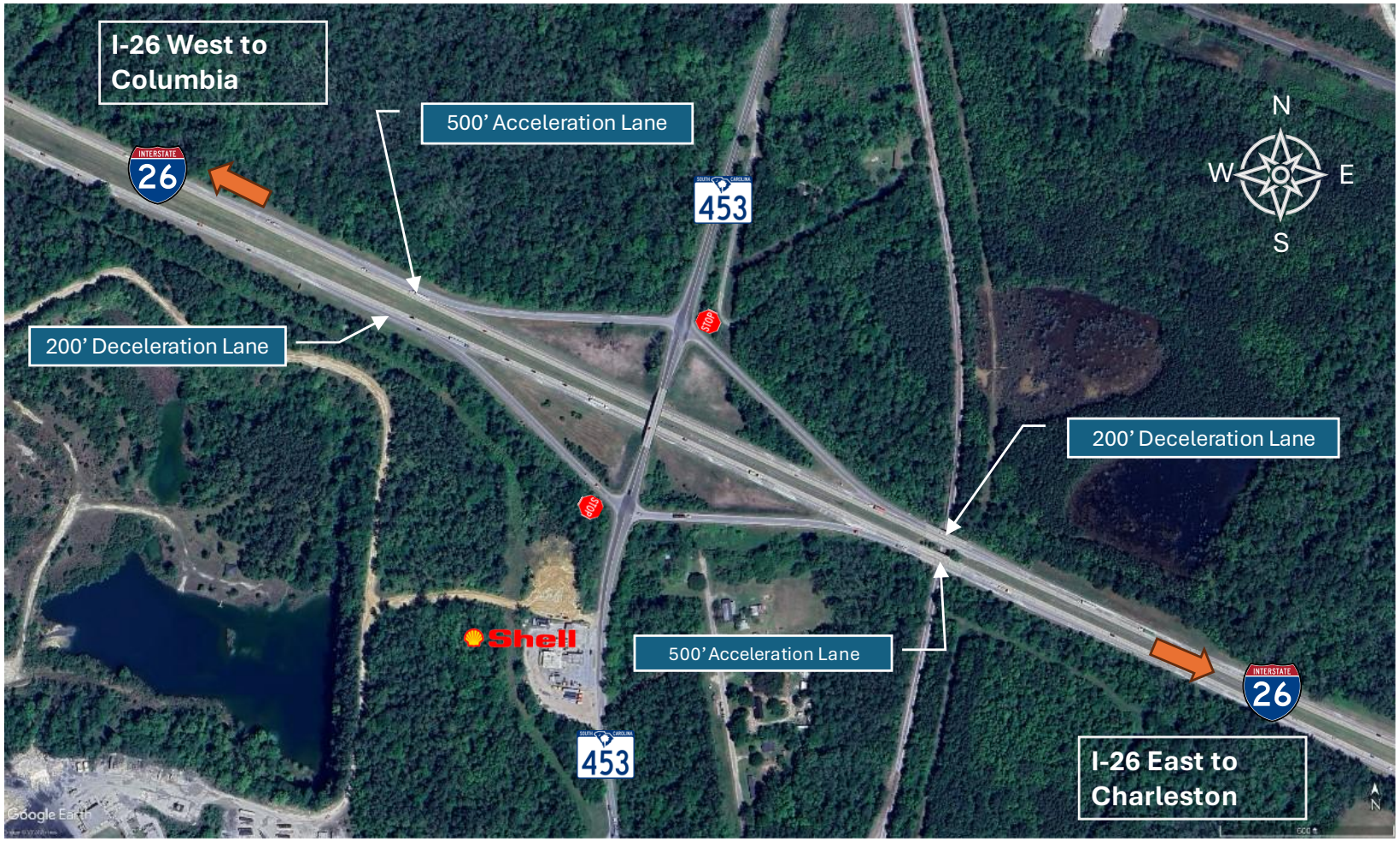


Figure 16: I-26 at SC 453 Interchange (Exit 177) Existing Conditions



4 DATA COLLECTION

The following sections describe the data collection activities performed for this analysis.

4.1 Traffic Counts

Speed and classification counts along I-26 East of US 601 and East of I-95 were collected from September 11–20, 2024. These data were used to determine the average daily traffic (ADT), speed profiles, and percentage of heavy vehicles.

Turning movement counts for the AM peak period (6:00–9:00 AM) and PM peak period (3:00–6:00 PM) were collected at corridor intersections on Tuesday, September 10, 2024, and Tuesday, September 17, 2024. Counts included ramp terminal intersections, driveways, and adjacent major intersections, as shown in Figure 17.

In addition, 24-hour counts were collected at the study area interchange ramps on September 10 and September 17, 2024. Detailed traffic count data are provided in Appendix A.

4.2 Historic AADT

Historic AADT data along I-26 from 1994 to 2023 were obtained from SCDOT's database for state primary and secondary roadways. In addition, AADT data from 2011 to 2023 were collected for side streets within the study area. These data were used to calculate traffic growth rates. Hourly, daily, and monthly traffic volume data from January through December 2023 were also obtained from SCDOT's Automatic Traffic Recording (ATR) Station 0016, located west of the US 601 interchange on I-26. The location of ATR Station 0016 is shown in Figure 18. Detailed historic AADT data are provided in Appendix B.

4.3 Crash Data

Crash data along the mainline I-26, ramps, and corridors from 2021 to 2023 were provided by SCDOT. The raw crash data can be found in Appendix C.

Figure 17: Count Locations

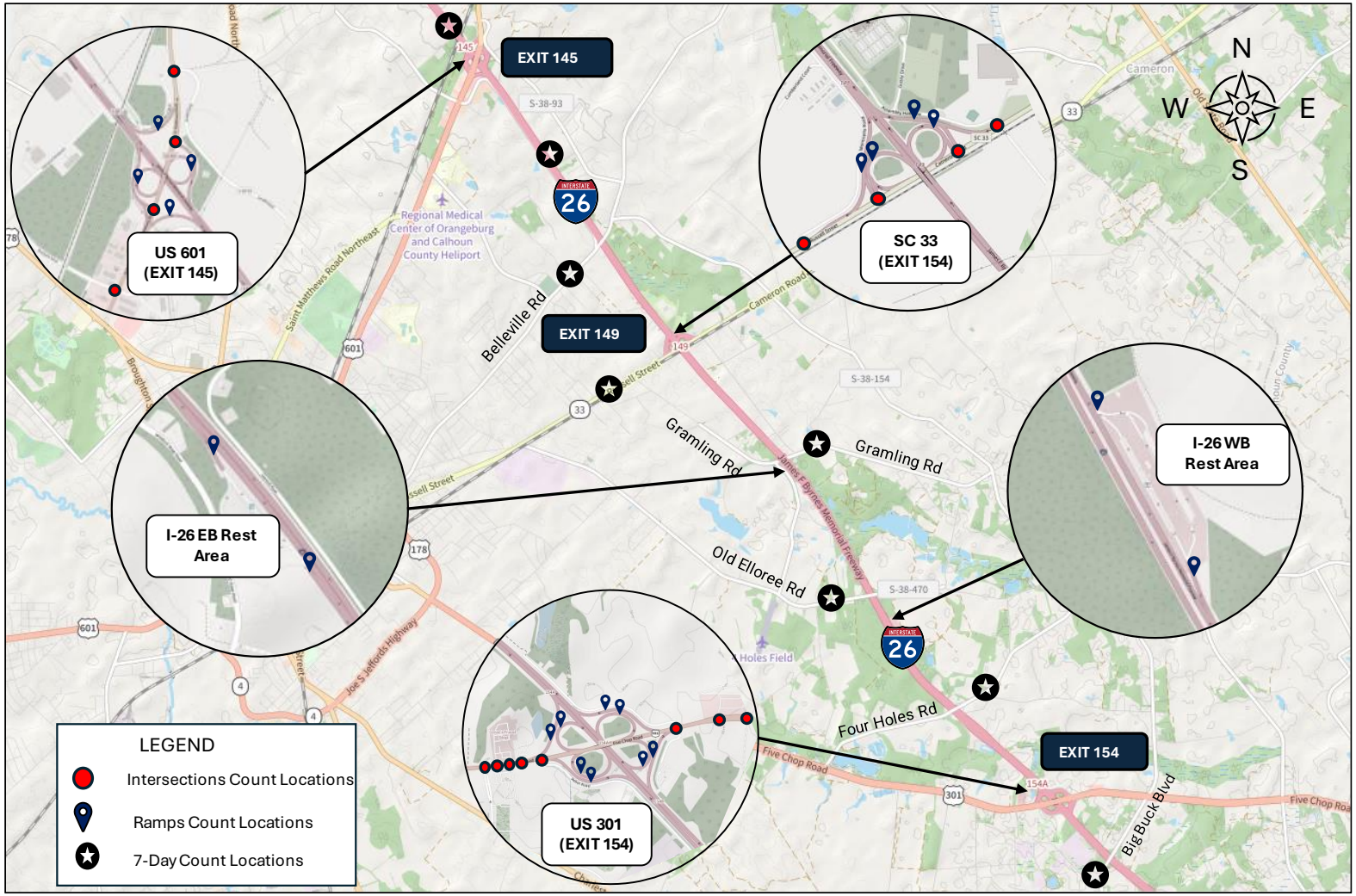


Figure 17 (Continued…)

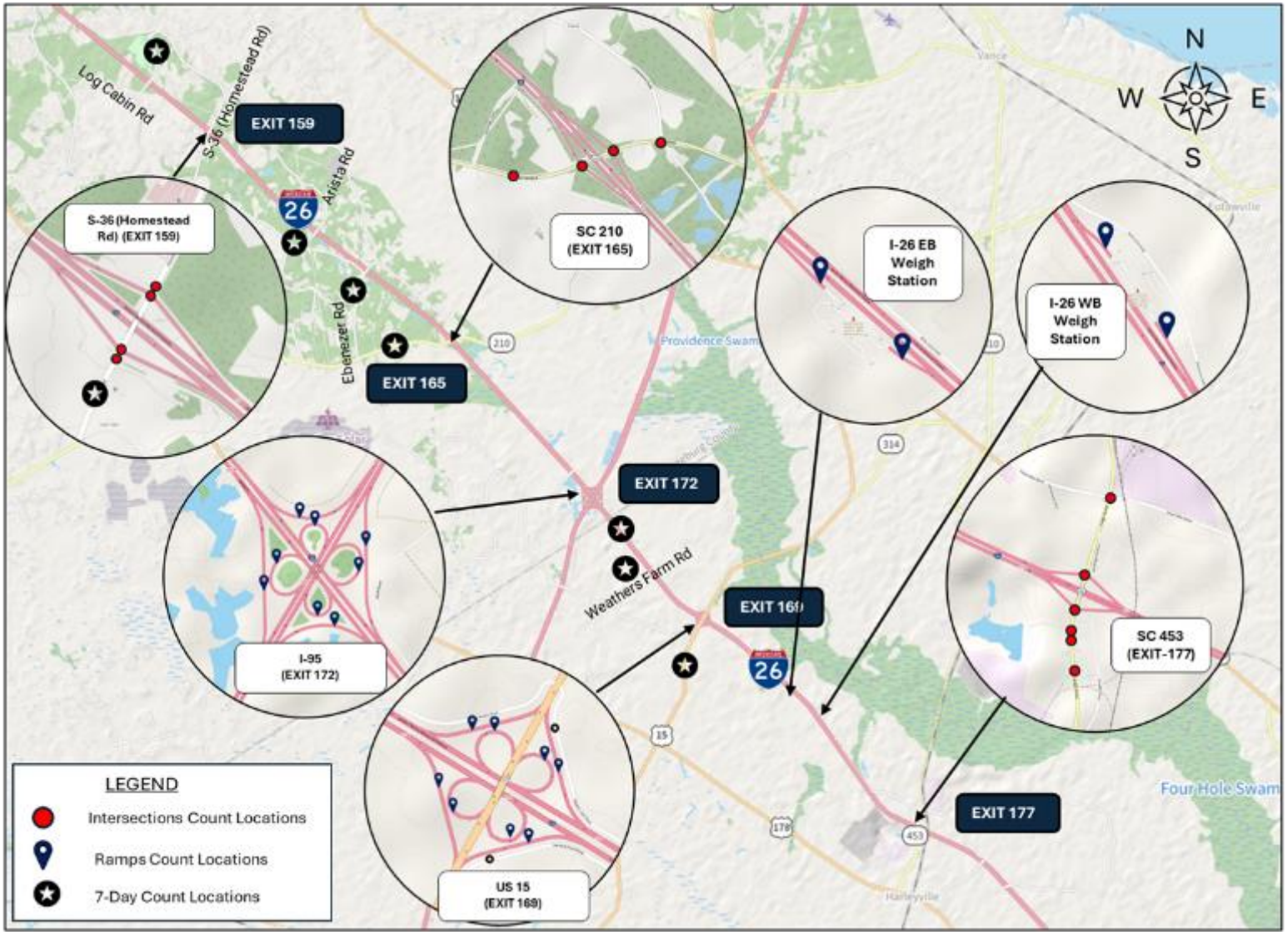


Figure 18: Historic SCDOT AADT Count Location



5 SAFETY ANALYSIS

A safety analysis was conducted for the study area roadway network using historic crash data from January 2021 through December 2023 (a three-year period) provided by SCDOT. Each crash record included location information (milepost and/or latitude–longitude coordinates), collision type, contributing factors, severity, roadway conditions, and the date and time of occurrence.

SCDOT provided crash data for I-26, including interchange ramps and crossroads. Between January 2021 and December 2023, a total of 1,056 crashes were reported along I-26 from MM 145 to MM 172. Of these, 410 crashes occurred between MM 145 and MM 154 (Phase 1), and 646 crashes occurred between MM 154 and MM 172 (Phase 2). Detailed crash summaries for each phase are presented in the following sections.

5.1 Phase 1 (MM 145 to 154)

Crash Severity

The crash data is summarized by crash severity type by year in Table 1. As shown in Table 1, the highest number of crashes occurred in 2021. Of the 410 crashes reported between 2021 and 2023, 66 crashes (16.1%) resulted in injuries. Of these 66 crashes, two (2) crashes resulted in fatality, five (5) crashes resulted in severe injury, 13 minor injuries, and 46 crashes resulted in an injury. The remaining 344 crashes (83.9%) did not result in injuries.

Within Phase 1, 179 crashes occurred in the eastbound direction while 231 crashes occurred in the westbound direction. Crashes by severity type in the eastbound and westbound directions are presented in Tables 2 and 3, respectively.

Table 1: Crash Severity Summarized by Year for Phase 1 (Both Directions)

Year	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
2021	1	3	7	18	131	**160**	**39.0%**
2022	1	0	5	15	104	**125**	**30.5%**
2023	0	2	1	13	109	**125**	**30.5%**
Total	**2**	**5**	**13**	**46**	**344**	**410**	
% of Total	**0.5%**	**1.2%**	**3.2%**	**11.2%**	**83.9%**		

Table 2: Crash Severity Summarized by Year for Phase 1 (Eastbound Direction)

Year	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
2021	0	1	2	9	60	**72**	**40.2%**
2022	0	0	1	4	43	**48**	**26.8%**
2023	0	0	1	6	52	**59**	**33.0%**
Total	**0**	**0**	**4**	**19**	**155**	**179**	
% of Total	**0.0%**	**0.6%**	**2.2%**	**10.7%**	**86.5%**		

Table 3: Crash Severity Summarized by Year for Phase 1 (Westbound Direction)

Year	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
2021	1	2	5	9	71	**88**	**38.1%**
2022	1	0	4	11	61	**77**	**33.3%**
2023	0	2	0	7	57	**66**	**28.6%**
Total	**2**	**4**	**9**	**27**	**189**	**231**	
% of Total	**0.9%**	**1.8%**	**3.9%**	**11.8%**	**81.6%**		

Crash Type

Table 4 summarizes crash types within Phase 1. Non-collision is the most dominant crash type within the study area, accounting for 40.73% of all crashes. This type of crash involves a single vehicle incident.

Rear-end crashes, which occur primarily on segments of freeways with severe congestion resulting in speed reductions, are the second most common type of crash and account for 36% of all crashes. Sideswipe and angle crashes account for approximately 22% of all crashes. These crashes typically involve lane changes, merging, diverging, and weaving movements, and happen more frequently on congested roads.

Two (2) fatal crashes and five severe injury crashes were reported. The fatality resulted from angle and rear-end crashes. Severe injuries were caused by angle and non-collision type crashes. 13 crashes resulted in minor injuries, which were caused by non-collision and rear-end crashes.

Crash types for the east and westbound directions show similar trends and are presented in Tables 5 and 6.

Table 4: Crash Severity Summarized by Crash Type for Phase 1 (Both Directions)

Crash Type	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Angle	1	2	0	8	13	**24**	**5.9%**
Backed-Into	0	0	0		2	**2**	**0.5%**
Head-On	0				1	**1**	**0.2%**
Non-Collision	0	3	7	13	144	**167**	**40.7%**
Rear-End	1	0	6	22	118	**147**	**35.9%**
Sideswipe	0			2	65	**67**	**16.3%**
Unknown	0			1	1	**2**	**0.5%**
Total	**2**	**5**	**13**	**46**	**344**	**410**	
% of Total	**0.5%**	**1.2%**	**3.2%**	**11.2%**	**83.9%**		

Table 5: Crash Severity Summarized by Crash Type for Phase 1 (Eastbound Direction)

Crash Type	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Angle	0	0	0	6	8	**14**	**7.8%**
Backed-Into	0	0	0	0	0	**0**	**0.0%**
Head-On	0	0	0	0	1	**1**	**0.6%**
Non-Collision	0	1	2	5	75	**83**	**46.4%**
Rear-End	0	0	2	8	43	**53**	**29.6%**
Sideswipe	0	0	0	0	28	**28**	**15.6%**
Unknown	0	0	0	0	0	**0**	**0.0%**
Total	**0**	**1**	**4**	**19**	**155**	**179**	
% of Total	**0.0%**	**0.6%**	**2.2%**	**10.7%**	**86.5%**		

Table 6: Crash Severity Summarized by Crash Type for Phase 1 (Westbound Direction)

Crash Type	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Angle	1	2	0	2	5	**10**	**4.3%**
Backed-Into	0	0	0	0	2	**2**	**0.9%**
Head-On	0	0	0	0	0	**0**	**0.0%**
Non-Collision	0	2	5	8	69	**84**	**36.4%**
Rear End	1	0	4	14	75	**94**	**40.7%**
Sideswipe	0	0	0	2	37	**39**	**16.9%**
Unknown	0	0	0	1	1	**2**	**0.9%**
Total	**2**	**4**	**9**	**27**	**189**	**231**	
% of Total	**0.9%**	**1.8%**	**3.9%**	**11.7%**	**81.7%**		

Prime Contributing Factor

Table 7 summarizes the prime contributing factors for the crashes. As shown, driving too fast for conditions is a primary concern along I-26 within Phase 1. Driving too fast for conditions accounts for 51% of all crashes. Improper lane use/change causes the second-highest number of crashes. Tables 8 and 9 present the prime contributing factors for eastbound and westbound I-26 crashes.

Table 7: Crash Severity Summarized by Contributing Factors for Phase 1 (Both Directions)

Contributing Factor	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Aggressive Operation	0	0	0	0	1	**1**	**0.2%**
Animal in Road	0	0	0	1	17	**18**	**4.4%**
Cargo	0	0	0	0	2	**2**	**0.5%**
Debris	0	0	0	0	23	**23**	**5.6%**
Distracted/Inattention	0	0	0	1	3	**4**	**1.0%**
Driving too Fast for Conditions	0	1	9	25	174	**209**	**51.0%**
Excessive Speed	0	0	0	0	1	**1**	**0.2%**
Failure to Yield ROW	0	1	0	0	1	**2**	**0.5%**
Fatigued/Asleep	0	0	1	0	1	**2**	**0.5%**
Following too closely	0	0	0	1	6	**7**	**1.7%**
Improper Lane use/change	0	0	0	9	71	**80**	**19.5%**
Improper Turn	0	0	0	0	1	**1**	**0.2%**
Lights	0	0	0	0	1	**1**	**0.2%**
Medical Related	0	1	0	2	2	**5**	**1.2%**
Obstruction	0	0	0	1	1	**2**	**0.5%**
Obstruction in Roadway	0	0	0	0	1	**1**	**0.2%**
Other Improper Action	1	0	0	0	6	**7**	**1.7%**
Ran off the Road	1	0	0	0	3	**4**	**1.0%**
Restraint System	0	0	0	0	1	**1**	**0.2%**
Steering	0	0	0	0	1	**1**	**0.2%**
Tires/Wheel	0	0	1	1	7	**9**	**2.2%**
Truck Coupling	0	0	0	0	1	**1**	**0.2%**
Under the Influence	0	1	1	3	2	**7**	**1.7%**
Unknown	0	0	1	2	15	**18**	**4.4%**
Weather Condition	0	0	0	0	2	**2**	**0.5%**
Wrong side or Wrong Way	0	1	0	0	1	**1**	**0.2%**
Total	**2**	**5**	**13**	**46**	**344**	**410**	
% of Total	**0.5%**	**1.2%**	**3.2%**	**11.2%**	**83.9%**		

Table 8: Crash Severity Summarized by Contributing Factors for Phase 1 (Eastbound Direction)

Contributing Factor	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Aggressive Operation	0	0	0	0	0	**0**	**0.0%**
Animal in Road	0	0	0	0	9	**9**	**5.0%**
Cargo	0	0	0	0	1	**1**	**0.6%**
Debris	0	0	0	0	12	**12**	**6.7%**
Distracted/Inattention	0	0	0	1	0	**1**	**0.6%**
Driving too Fast for Conditions	0	1	3	11	72	**87**	**48.6%**
Excessive Speed	0	0	0	0	1	**1**	**0.6%**
Failure to Yield ROW	0	0	0	0	0	**0**	**0.0%**
Fatigued/Asleep	0	0	1	0	0	**1**	**0.6%**
Following too Closely	0	0	0	0	5	**5**	**2.8%**
Improper Lane use/change	0	0	0	3	34	**37**	**20.7%**
Improper Turn	0	0	0	0	1	**1**	**0.6%**
Lights	0	0	0	0	1	**1**	**0.6%**
Medical Related	0	0	0	1	2	**3**	**1.7%**
Obstruction	0	0	0	0	1	**1**	**0.6%**
Obstruction in Roadway	0	0	0	0	1	**1**	**0.6%**
Other Improper Action	0	0	0	0	1	**1**	**0.6%**
Ran off the Road	0	0	0	0	2	**2**	**1.2%**
Restraint System	0	0	0	0	0	**0**	**0.0%**
Steering	0	0	0	0	0	**0**	**0.0%**
Tires/Wheel	0	0	0	0	1	**1**	**0.6%**
Truck Coupling	0	0	0	0	0	**0**	**0.0%**
Under the Influence	0	0	0	2	0	**2**	**1.2%**
Unknown	0	0	0	1	9	**10**	**5.6%**
Weather Condition	0	0	0	0	2	**2**	**1.2%**
Wrong side or Wrong Way	0	0	0	0	0	**0**	**0.0%**
Total	**0**	**1**	**4**	**19**	**155**	**179**	
% of Total	**0.0%**	**0.6%**	**2.2%**	**10.7%**	**86.5%**		

Table 9: Crash Severity Summarized by Contributing Factors for Phase 1 (Westbound Direction)

Contributing Factor	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Aggressive Operation	0	0	0	0	1	**1**	**0.4%**
Animal in Road	0	0	0	1	8	**9**	**3.9%**
Cargo	0	0	0	0	1	**1**	**0.4%**
Debris	0	0	0	0	11	**11**	**4.8%**
Distracted/Inattention	0	0	0	0	3	**3**	**1.3%**
Driving too Fast for Conditions	0	0	6	14	102	**122**	**52.8%**
Excessive Speed	0	0	0	0	0	**0**	**0.0%**
Failure to Yield ROW	0	1	0	0	1	**2**	**0.8%**
Fatigued/Asleep	0	0	0	0	1	**1**	**0.4%**
Following too Closely	0	0	0	1	1	**2**	**0.8%**
Improper Lane use/change	0	0	0	6	37	**43**	**18.6%**
Improper Turn	0	0	0	0	0	**0**	**0.0%**
Lights	0	0	0	0	0	**0**	**0.0%**
Medical Related	0	1	0	1	0	**2**	**0.8%**
Obstruction	0	0	0	1	0	**1**	**0.4%**
Obstruction in Roadway	1	0	0	0	5	**6**	**2.6%**
Other Improper Action	1	0	0	0	1	**2**	**0.8%**
Ran off the Road	0	0	0	0	0	**0**	**0.0%**
Restraint System	0	0	0	0	1	**1**	**0.4%**
Steering	0	0	0	0	1	**1**	**0.4%**
Tires/Wheel	0	0	1	1	6	**8**	**3.5%**
Truck Coupling	0	0	0	0	1	**1**	**0.4%**
Under the Influence	0	1	1	1	2	**5**	**2.2%**
Unknown	0	0	1	1	6	**8**	**3.5%**
Weather Condition	0	0	0	0	0	**0**	**0.0%**
Wrong side or Wrong Way	0	1	0	0	0	**1**	**0.4%**
Total	**2**	**4**	**9**	**27**	**189**	**231**	
% of Total	**0.9%**	**1.8%**	**3.9%**	**11.8%**	**81.6%**		

Crashes by day of the week

Crashes by day of the week are summarized in Table 10. As can be seen from the table, the highest number of crashes occurred on Sunday (22.7%). Half of the crashes occurred between Friday and Sunday (56.3%). Also, average daily crashes on extended weekend (Friday, Saturday, and Sunday) are approximately 72% higher than average daily weekday crashes (Monday, Tuesday, Wednesday, and Thursday). Crashes in the eastbound and westbound directions are presented in Tables 11 and 12, respectively.

Table 10: Crash Severity Summarized by Day of the Week (Both Directions)

Day of the Week	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Sunday	0	1	5	10	77	**93**	**22.7%**
Monday	1	0	1	7	29	**38**	**9.3%**
Tuesday	0	2	0	3	35	**40**	**9.8%**
Wednesday	0	0	1	4	36	**41**	**10.0%**
Thursday	0	1	2	7	50	**60**	**14.6%**
Friday	1	1	1	11	63	**77**	**18.8%**
Saturday	0	0	3	4	54	**61**	**14.9%**
Total	**2**	**5**	**13**	**46**	**344**	**410**	
% of Total	**0.5%**	**1.2%**	**3.2%**	**11.2%**	**83.9%**		
Average M, T, W & T (Weekday)		25					
Average F, S & S (Weekend)		44		(72% Higher than average weekday)			

Table 11: Crash Summarized by Day of the Week (Eastbound Direction)

Day of the Week	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Sunday	0	0	2	3	37	**42**	**23.5%**
Monday	0	0	0	4	12	**16**	**8.9%**
Tuesday	0	0	0	2	16	**18**	**10.1%**
Wednesday	0	0	0	2	12	**14**	**7.8%**
Thursday	0	0	0	3	29	**32**	**17.9%**
Friday	0	1	1	3	28	**33**	**18.4%**
Saturday	0	0	1	2	21	**24**	**13.4%**
Total	**0**	**1**	**4**	**19**	**155**	**179**	
% of Total	**0.0%**	**0.6%**	**2.2%**	**10.7%**	**86.5%**		
Average M, T, W & T (Weekday)		20					
Average F, S & S (Weekend)		33		(65% Higher than average weekday)			

Table 12: Crash Severity Summarized by Day of the Week for Phase 1 (Westbound Direction)

Day of the Week	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Sunday	0	1	3	7	40	**51**	**22.1%**
Monday	1	0	1	3	17	**22**	**9.5%**
Tuesday	0	2	0	1	19	**22**	**9.5%**
Wednesday	0	0	1	2	24	**27**	**11.7%**
Thursday	0	1	2	4	21	**28**	**12.1%**
Friday	1	0	0	8	35	**44**	**19.1%**
Saturday	0	0	2	2	33	**37**	**16.0%**
Total	**2**	**4**	**9**	**27**	**189**	**231**	
% of Total	**0.9%**	**1.8%**	**3.9%**	**11.8%**	**81.6%**		
Average M, T, W & T (Weekday)	25						
Average F, S & S (Weekend)	44	(78% Higher than the average weekday)					

Road Condition

Figures 19, 20, and 21 summarize crashes by road conditions for bidirectional, eastbound, and westbound travel directions, respectively. 79% of the crashes occurred on dry pavement.

Figure 19: Crash Summary by Road Condition- Both Directions

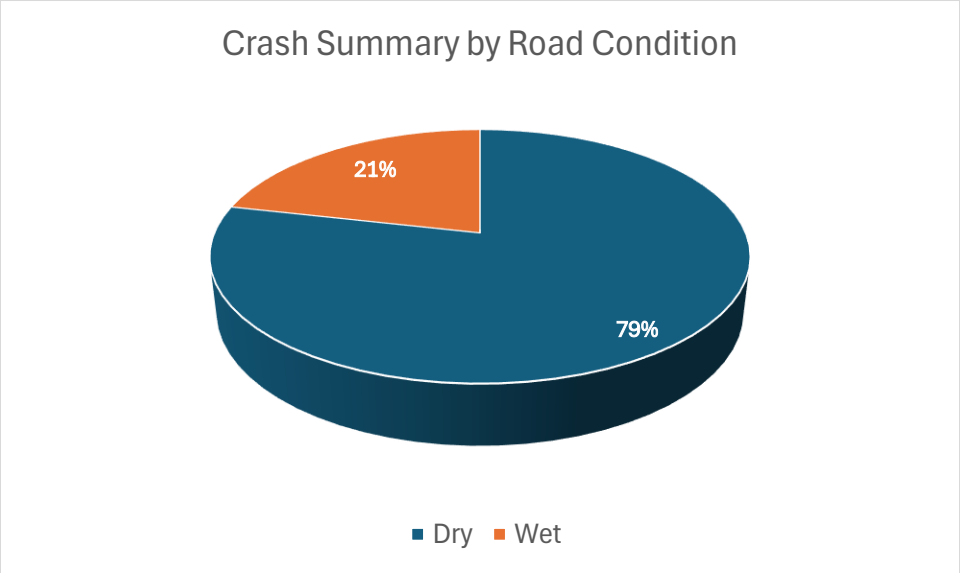


Figure 20: Crash Summary by Road Condition- Eastbound Direction

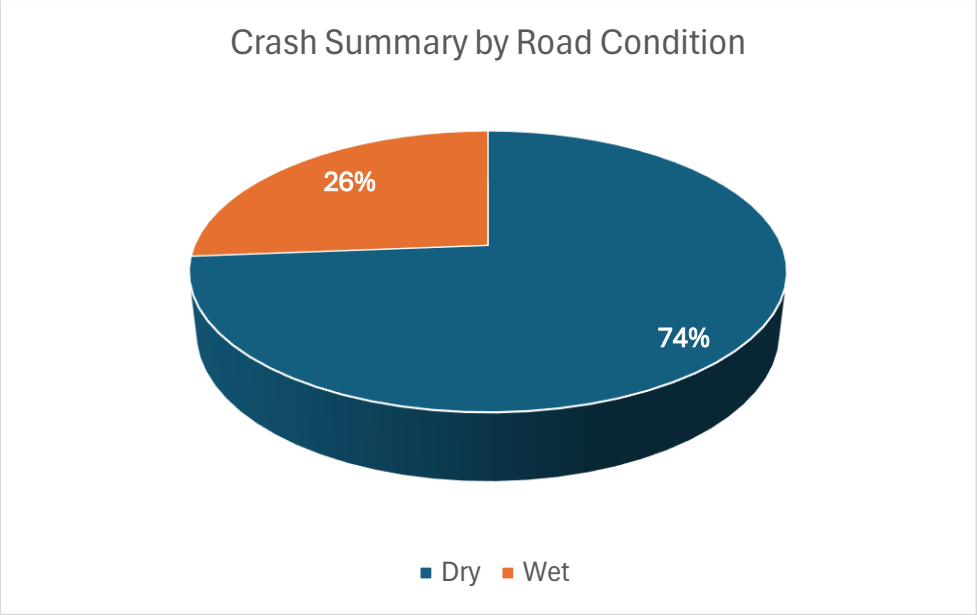
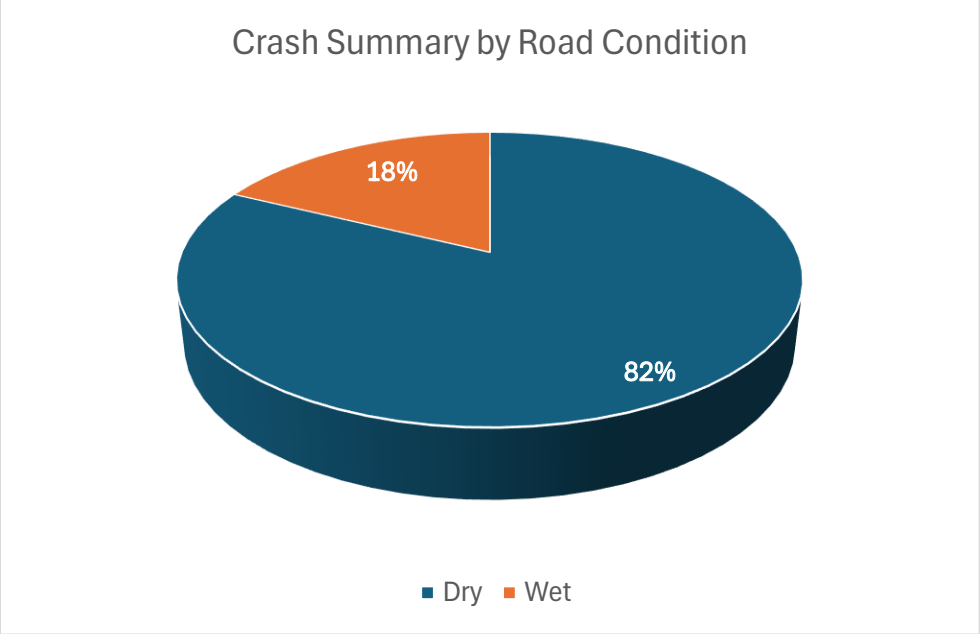


Figure 21: Crash Summary by Road Condition- Westbound Direction



Lighting Condition

Figures 22, 23, and 24 summarize crashes by lighting conditions for bidirectional, eastbound, and westbound directions of travel, respectively. As can be seen from the figures, most crashes occur during the day.

Figure 22: Crash Summary by Lighting Condition- Both Directions

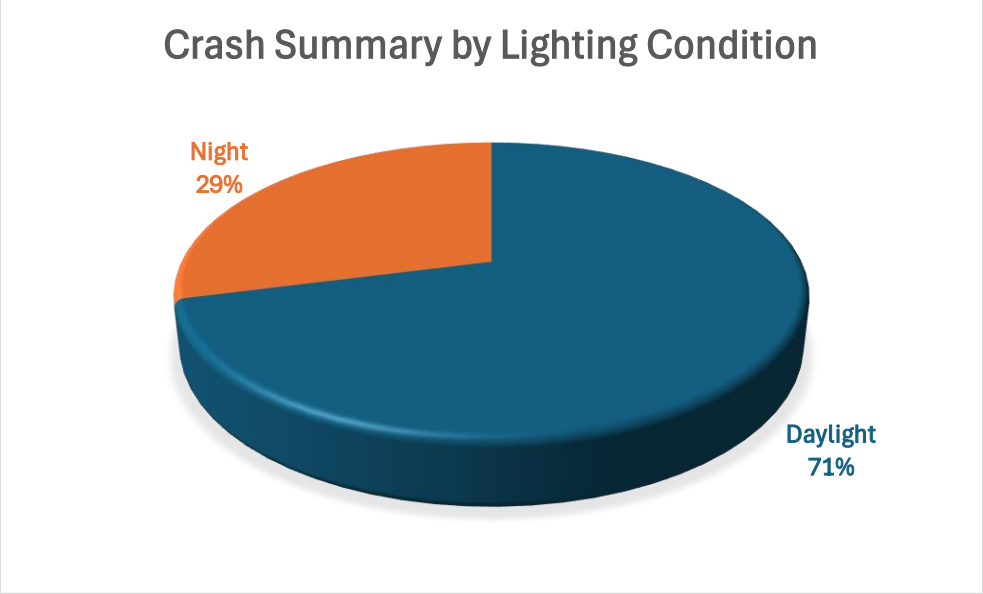


Figure 23: Crash Summary by Lighting Condition- Eastbound Direction

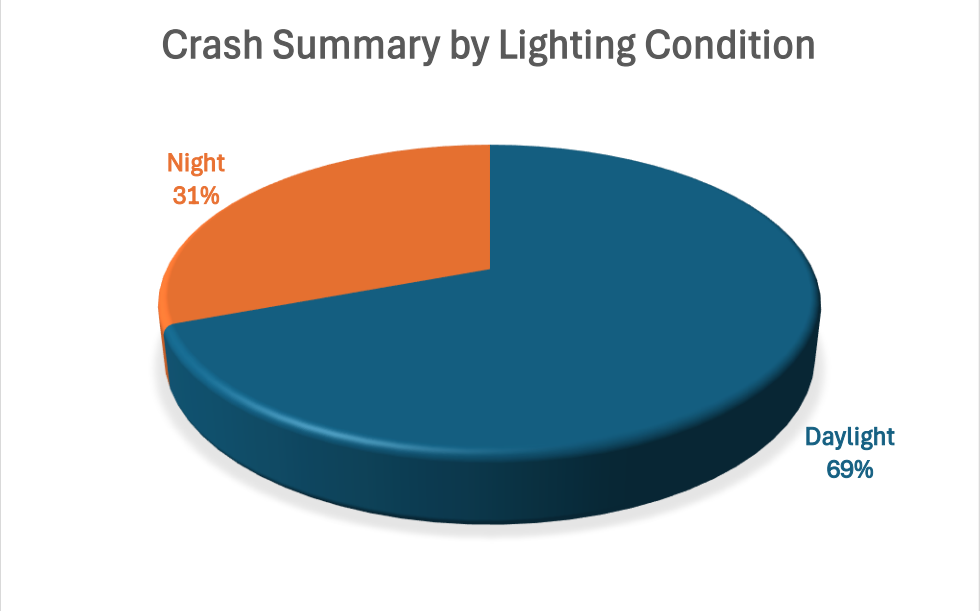
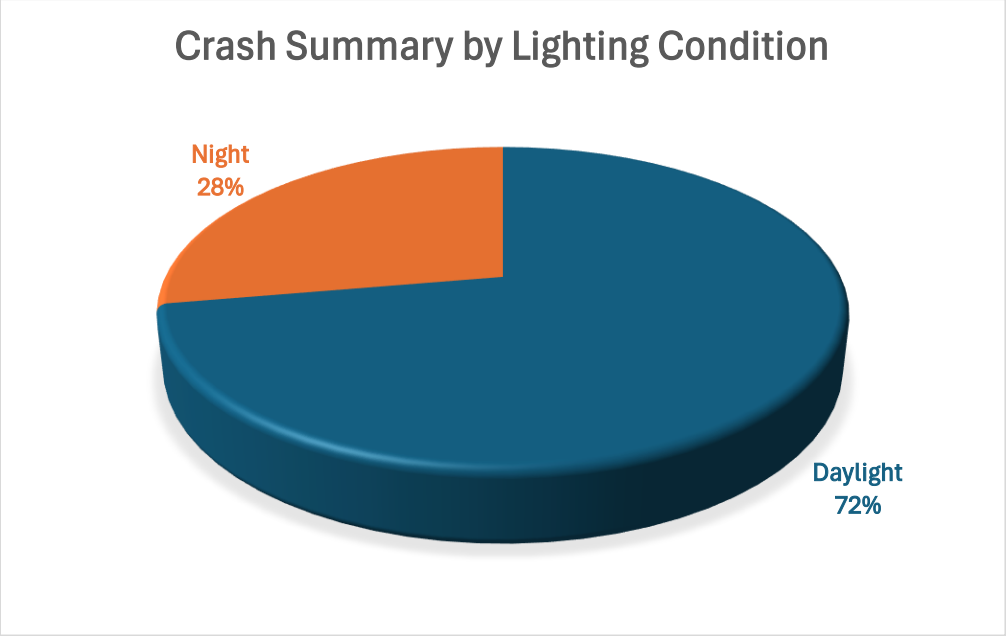


Figure 24: Crash Summary by Lighting Condition- Westbound Direction



Time of Day

Crashes are summarized by time of day and presented in Figures 25, 26, and 27 for bi-directional, eastbound, and westbound travel directions. The following key observations can be made from the figures:

- Most crashes along the I-26 happen between 11 AM and 6 PM.
- No fatality was reported in the eastbound direction of travel. Only one (1) severe injury was reported, which occurred at 9 PM.
- Two (2) fatal crashes were reported in the westbound direction, occurring at 2 AM and 7 AM. Four (4) serious injuries were also reported in the westbound direction.

Figure 25: Crash Summary by Time of Day- Both Directions

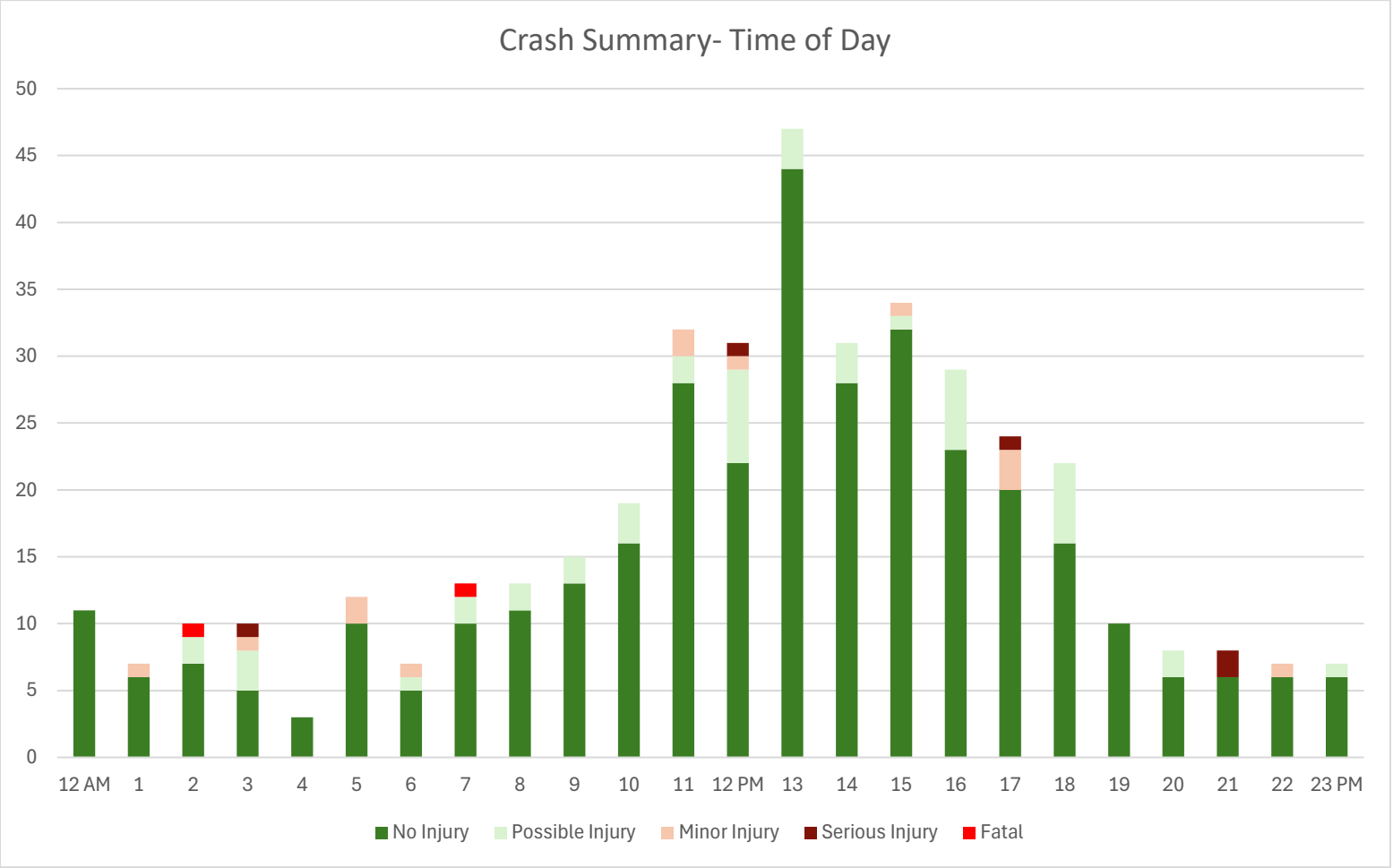


Figure 26: Crash Summary by Time of Day- Eastbound Direction

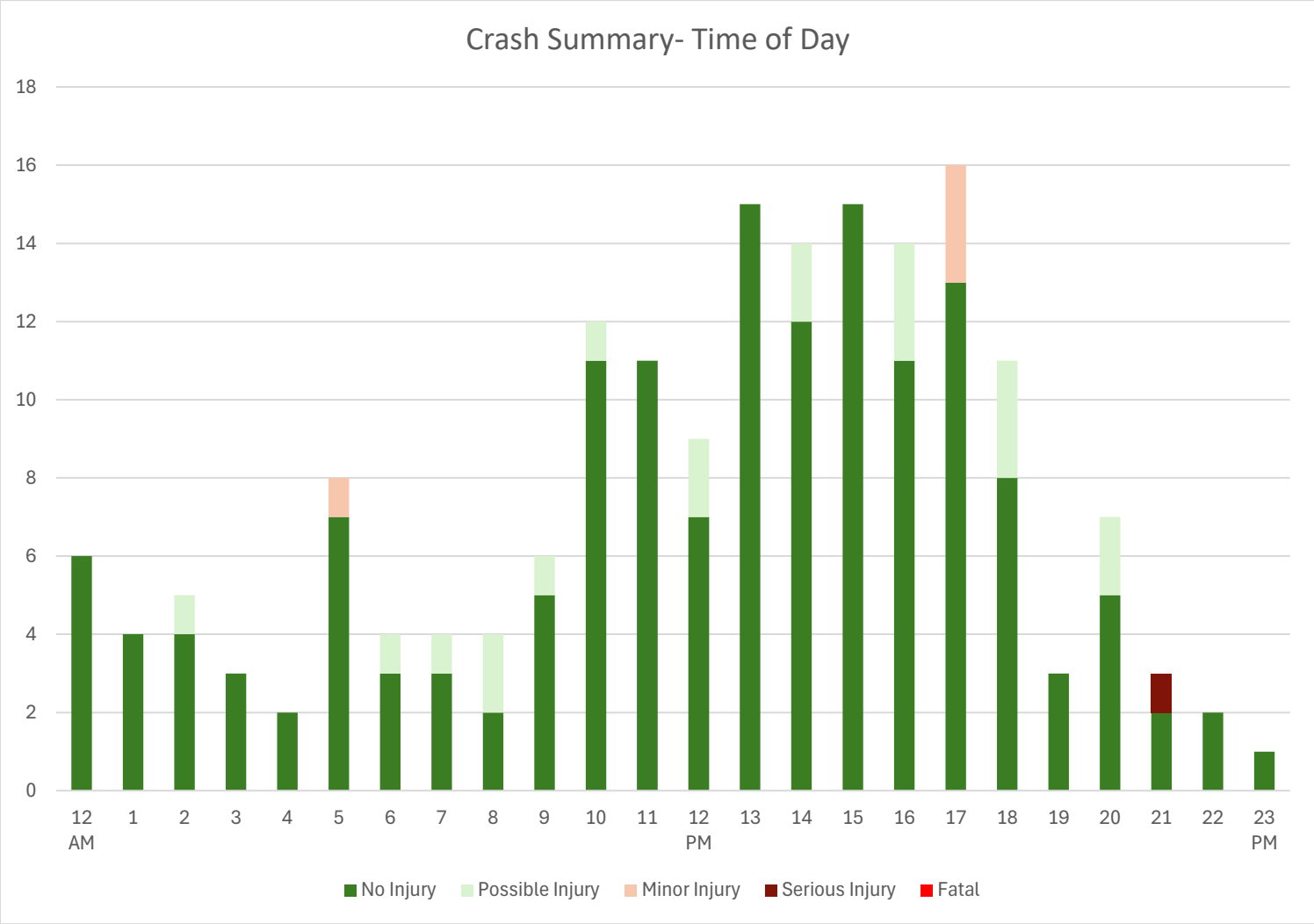
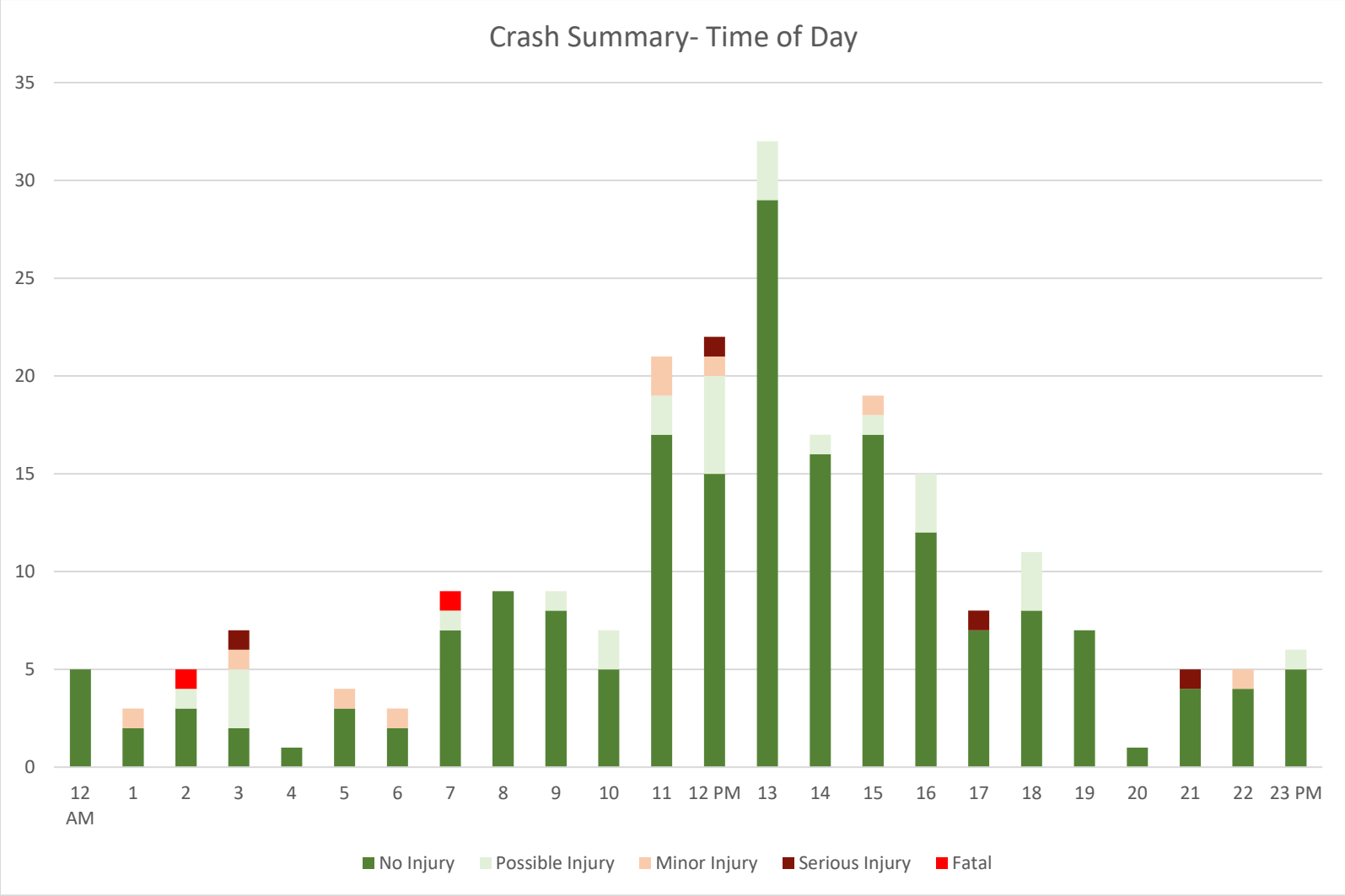


Figure 27: Crash Summary by Time of Day- Westbound Direction



5.1.1 Ramp Terminal and Cross Road Collision

SC 33

Two (2) crashes were reported along SC 33 in 2022. The crash locations are presented in Figure 28. Crashes are summarized by severity and crash type in Table 13. As seen from the table, none of the crashes on SC 33 resulted in fatality or severe injury. One crash resulted in an injury, while the other resulted in no injuries. One (1) crash resulted from an angle collision, while the other resulted from a non-collision.

Figure 28: Crash Location along SC 33.

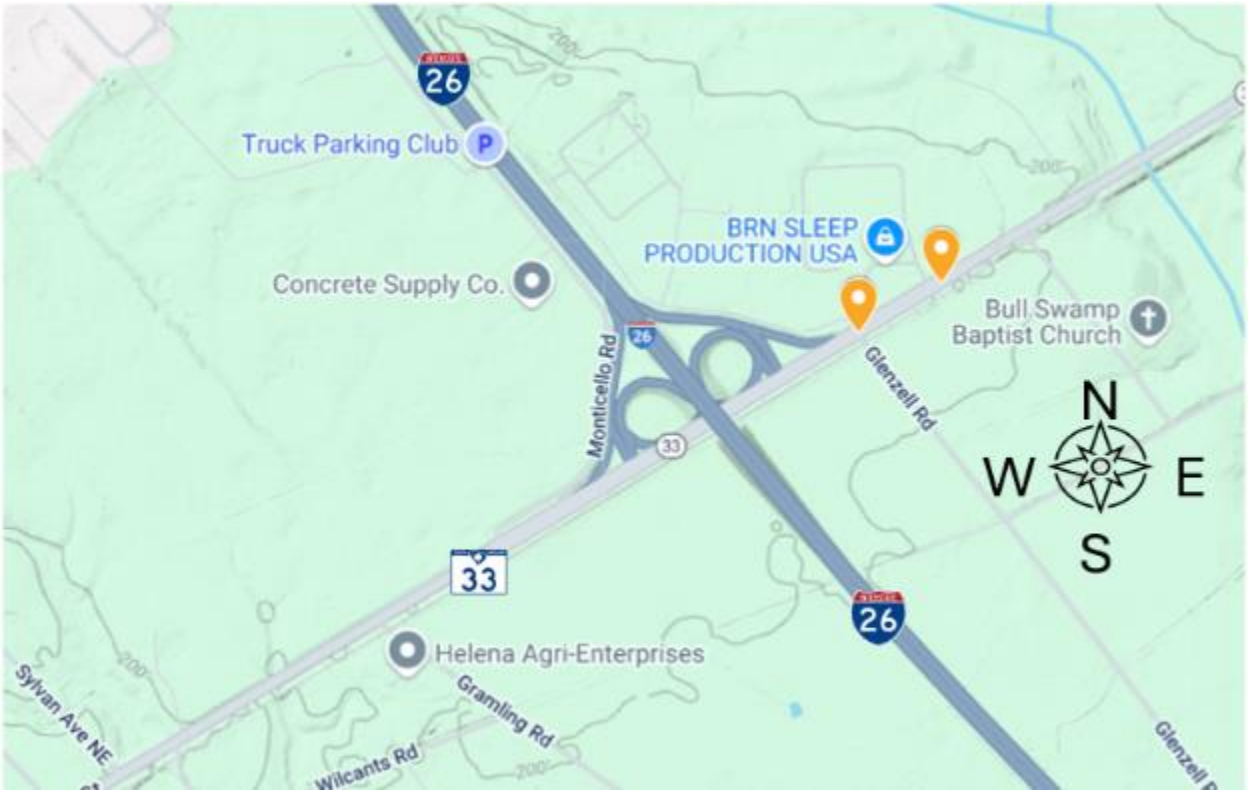


Table 13: Crash Severity Summary by Crash Type for SC 33

Crash Type	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Angle	0	0	0	1	0	**1**	**50.0%**
Non-Collision	0	0	0	0	1	**1**	**50.0%**
Total	**0**	**0**	**0**	**1**	**1**	**2**	
% of Total	**0.0%**	**0.0%**	**0.0%**	**50.0%**	**50.0%**		

US 301

Sixty crashes were reported on US 301 between 2021 and 2023, with the locations of the crashes shown in Figure 29. Crashes are summarized by severity, year, and crash type in Tables 14 and 15. As can be seen from Table 14, the number of crashes is consistent over the years. None of the crashes resulted in any fatalities. Most of the crashes resulted in no injury, and only 33% resulted in some injury.

Figure 29: Crash Locations along US 301

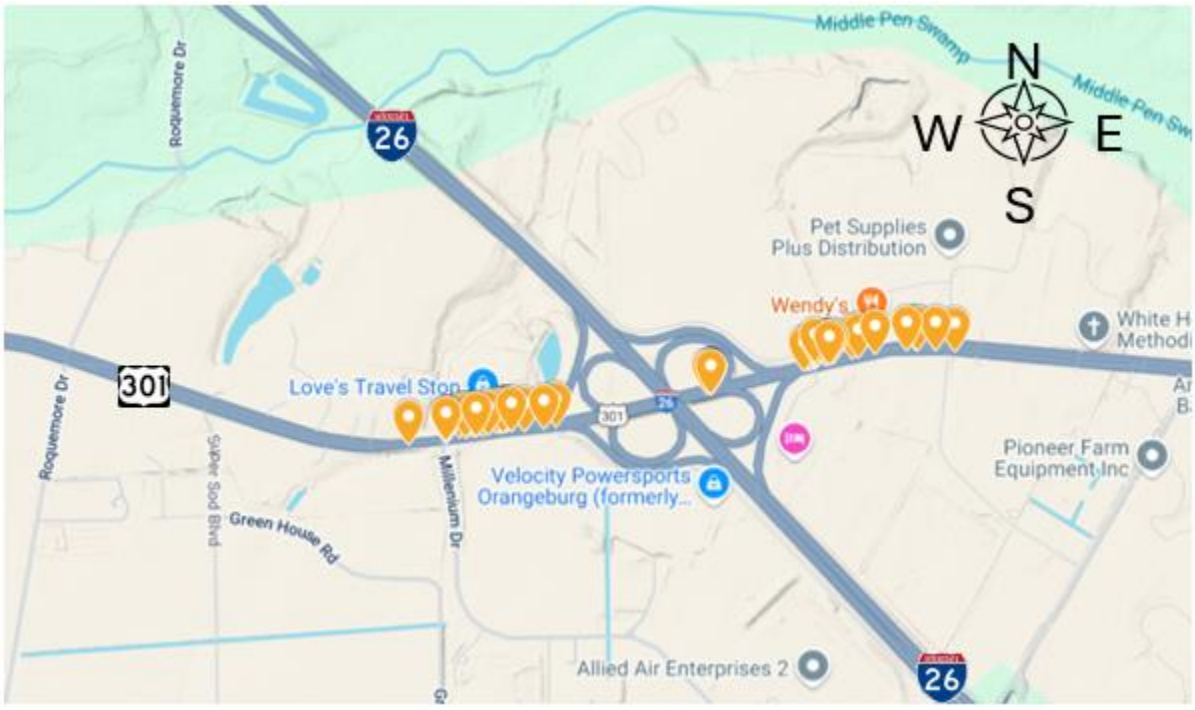


Table 14: Crash Severity Summary by Year for US 301

Year	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
2021	0	0	3	5	13	**21**	**35.0%**
2022	0	1	2	3	13	**19**	**31.7%**
2023	0	0	1	5	14	**20**	**33.3%**
Total	**0**	**1**	**6**	**13**	**40**	**60**	
% of Total	**0.0%**	**1.6%**	**10.0%**	**21.7%**	**66.7%**		

Table 15: Crash Severity Summary by Crash Type for US 301

Crash Type	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Angle	0	0	4	9	19	**32**	**53.3%**
Non-Collision	0	1	0	2	5	**8**	**13.3%**
Rear-End	0	0	2	2	6	**10**	**16.7%**
Side-Swipe	0	0	0	0	10	**10**	**16.7%**
Total	**0**	**1**	**6**	**13**	**40**	**60**	
% of Total	**0.0%**	**1.5%**	**9.2%**	**20.0%**	**69.3%**		

5.2 Phase 2 (MM 154-172)

Crash Severity

The crash data is summarized by severity type by year in Table 16. There were 646 crashes on this section of I-26 from 2021 to 2023, and the total number of crashes in each of these years is similar. Of these 646 crashes, 116 (18%) resulted in an injury. Eight (8) crashes resulted in fatality, seven (7) crashes resulted in severe injury, 29 crashes resulted in minor injury, and 72 crashes resulted in an injury. The remaining 543 (82%) crashes did not result in any injury.

Of the 646 crashes, 371 (57.4%) occurred in the westbound direction of travel, while 275 (42.6%) crashes happened along the eastbound direction. Crash severity for the eastbound and westbound directions are presented in Tables 17 and 18, respectively. Three (3) fatalities occurred in the eastbound direction, while 51 crashes resulted in injury. The remaining 221 crashes did not result in any injury. Five (5) fatal crashes were reported in the westbound direction, while 57 crashes resulted in some injury. The remaining 309 crashes did not result in any injury.

Table 16: Crash Severity Summarized by Year for Phase 2 (Both Directions)

Year	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
2021	2	3	10	30	174	**220**	**34.0%**
2022	3	1	4	18	183	**209**	**32.4%**
2023	3	3	15	24	172	**217**	**33.6%**
Total	**8**	**7**	**29**	**72**	**530**	**646**	
% of Total	**1.2%**	**1.1%**	**4.5%**	**11.2%**	**82.0%**		

Table 17: Crash Severity Summarized by Year for Phase 2 (Eastbound)

Year	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
2021	1	1	4	19	75	**100**	**36.4%**
2022	2	1	1	10	67	**81**	**29.5%**
2023	0	1	8	6	79	**94**	**34.2%**
Total	**3**	**3**	**13**	**35**	**221**	**275**	
% of Total	**1.1%**	**1.1%**	**4.7%**	**12.7%**	**80.4%**		

Table 18: Crash Severity Summarized by Year for Phase 2 (Westbound)

Year	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
2021	1	2	6	11	100	**120**	**32.4%**
2022	1	0	3	8	116	**128**	**34.5%**
2023	3	2	7	18	93	**123**	**33.1%**
Total	**5**	**4**	**16**	**37**	**309**	**371**	
% of Total	**1.4%**	**1.0%**	**4.3%**	**10.0%**	**83.3%**		

Crash Type

Table 19 summarizes the crash types within Phase 2. Non-collision is the most dominant type, accounting for 39.9% of the crashes. This type of crash occurs when vehicles lose control and exit the roadway.

Rear-end crashes are the second most frequent, accounting for 31.6% of crashes. They typically occur on freeway segments with severe congestion and speed reductions. Sideswipe and angle crashes make up approximately 19.5% of crashes and are generally associated with lane changes, merging, diverging, and weaving maneuvers—conditions that are more prevalent under congested traffic.

During the study period, eight (8) fatal crashes and seven (7) severe injury crashes were reported. Fatal crashes involved non-collision, rear-end, and sideswipe types, while severe injury crashes resulted from angle, non-collision, rear-end, and sideswipe crashes.

Crash type distributions by direction (eastbound and westbound) follow similar trends and are presented in Tables 20 and 21.

Table 19: Crash Severity Summarized by Crash Type for Phase 2 (Both Directions)

Crash Type	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Angle	0	1	3	5	43	**52**	**8.0%**
Head-On	0	0	0	1	1	**2**	**0.3%**
Non-Collision	5	2	17	28	206	**258**	**39.9%**
Rear End	2	3	7	31	161	**204**	**31.6%**
Sideswipe	1	1	1	5	118	**126**	**19.5%**
Unknown	0	0	1	2	1	**4**	**0.6%**
Total	**8**	**7**	**29**	**72**	**530**	**646**	
% of Total	**1.2%**	**1.1%**	**4.5%**	**11.1%**	**82.0%**		

Table 20: Crash Severity Summarized by Crash Type for Phase 2 (Eastbound Direction)

Crash Type	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Angle	0	1	3	1	17	**22**	**8.0%**
Head-On	0	0	0	1	0	**1**	**0.4%**

Crash Type	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Non-Collision	3	0	6	15	95	**119**	**43.3%**
Rear End	0	2	3	14	51	**70**	**25.5%**
Sideswipe	0	0	1	3	58	**62**	**22.5%**
Unknown	0	0	0	1	0	**1**	**0.4%**
Total	**3**	**3**	**13**	**35**	**221**	**275**	
% of Total	**1.1%**	**1.1%**	**4.7%**	**12.7%**	**80.4%**		

Table 21: Crash Severity Summarized by Crash Type for Phase 2 (Westbound Direction)

Crash Type	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Angle	0	0	0	4	26	**30**	**8.1%**
Head-On	0	0	0	0	1	**1**	**0.3%**
Non-Collision	2	2	11	13	111	**139**	**37.5%**
Rear End	2	1	4	17	110	**134**	**36.1%**
Sideswipe	1	1	0	2	60	**64**	**17.3%**
Unknown	0	0	1	1	1	**3**	**0.8%**
Total	**5**	**4**	**16**	**37**	**309**	**371**	
% of Total	**1.3%**	**1.1%**	**4.3%**	**10.0%**	**83.3%**		

Prime Contributing Factor

Table 22 summarizes the primary contributing factors for crashes in Phase 2. Driving too Fast for Conditions is the most significant concern along I-26, accounting for 44.3% of all crashes. Improper lane use or lane changes represent the second most common contributing factor.

Tables 23 and 24 provide a breakdown of the primary contributing factors for eastbound and westbound crashes along I-26.

Table 22: Crash Severity Summarized by Contributing Factors for Phase 2 (Both Directions)

Contributing Factor	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Aggressive Operation	0	0	2	0	2	**4**	**0.6%**
Animal in Road	0	0	0	2	21	**23**	**3.6%**
Brakes	0	0	0	0	1	**1**	**0.2%**
Cargo	0	0	0	0	5	**5**	**0.8%**
Debris	0	0	0	1	28	**29**	**4.5%**
Disregarded Signs/Signals	0	0	0	0	1	**1**	**0.2%**
Distracted/Inattention	0	0	1	3	7	**11**	**1.7%**
Driving too Fast for Conditions	1	3	15	43	224	**286**	**44.3%**
Failure to Yield RoW	0	0	1	1	6	**8**	**1.2%**
Fatigued/Asleep	0	0	0	0	4	**4**	**0.6%**
Following too closely	0	0	0	0	12	**12**	**1.9%**
Improper Lane use/change	0	2	1	12	133	**148**	**22.9%**
Improper Turn	0	0	0	0	1	**1**	**0.2%**
Medical Related	1	1	0	2	0	**4**	**0.6%**
Obstruction	0	0	0	0	2	**2**	**0.3%**
Obstruction in Roadway	0	0	0	0	3	**3**	**0.5%**
Other (non-motorist)	0	0	0	0	1	**1**	**0.2%**
Other (vehicle defect)	0	0	0	0	2	**2**	**0.3%**
Other Improper Action	0	0	0	2	10	**12**	**1.9%**
Over-steering	0	0	0	0	1	**1**	**0.2%**
Ran off the Road	0	0	0	2	5	**7**	**1.1%**
Road Surface Condition	0	0	0	0	1	**1**	**0.2%**
Rut, Hole, Bumps	0	0	0	0	1	**1**	**0.2%**
Steering	0	0	0	0	2	**2**	**0.3%**
Tires/Wheel	0	0	2	1	36	**39**	**6.0%**
Truck Coupling	0	0	0	0	1	**1**	**0.2%**
Under the Influence	4	1	6	2	5	**18**	**2.8%**
Unknown	2	0	1	1	14	**18**	**2.8%**
Weather Condition	0	0	0	0	1	**1**	**0.2%**
Total	**8**	**7**	**29**	**72**	**530**	**646**	
% of Total	**1.2%**	**1.1%**	**4.5%**	**11.1%**	**82.0%**		

Table 23: Crash Severity Summarized by Contributing Factors for Phase 2 (Eastbound Direction)

Contributing Factor	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Aggressive Operation	0	0	1	0	2	**3**	**1.1%**
Animal in Road	0	0	0	2	10	**12**	**4.4%**
Brakes	0	0	0	0	1	**1**	**0.4%**
Cargo	0	0	0	0	1	**1**	**0.4%**
Debris	0	0	0	1	12	**13**	**4.7%**
Disregarded Signs/Signals	0	0	0	0	0	**0**	**0.0%**
Distracted/Inattention	0	0	1	1	2	**4**	**1.5%**
Driving too Fast for Conditions	0	1	7	22	78	**108**	**39.3%**
Failure to Yield RoW	0	0	0	1	3	**4**	**1.5%**
Fatigued/Asleep	0	0	0	0	2	**2**	**0.7%**
Following too Closely	0	0	0	0	4	**4**	**1.5%**
Improper Lane use/change	0	1	1	5	62	**69**	**25.1%**
Improper Turn	0	0	0	0	1	**1**	**0.4%**
Medical Related	0	0	0	2	0	**2**	**0.7%**
Obstruction	0	0	0	0	1	**1**	**0.4%**
Obstruction in Roadway	0	0	0	0	2	**2**	**0.7%**
Other (non-motorist)	0	0	0	0	0	**0**	**0.0%**
Other (vehicle defect)	0	0	0	0	1	**1**	**0.4%**
Other Improper Action	0	0	0	0	5	**5**	**1.8%**
Over-steering	0	0	0	0	1	**1**	**0.4%**
Ran off the Road	0	0	0	0	2	**2**	**0.7%**
Road Surface Condition	0	0	0	0	1	**1**	**0.4%**
Rut, Hole, Bumps	0	0	0	0	1	**1**	**0.4%**
Steering	0	0	0	0	1	**1**	**0.4%**
Tires/Wheel	0	0	1	1	18	**20**	**7.3%**
Truck Coupling	0	0	0	0	1	**1**	**0.4%**
Under the Influence	2	1	2	0	1	**6**	**2.2%**
Unknown	1	0	0	0	8	**8**	**2.9%**
Weather Condition	0	0	0	0	1	**1**	**0.4%**
Total	**3**	**3**	**13**	**35**	**221**	**275**	
% of Total	**1.1%**	**1.1%**	**4.7%**	**12.7%**	**80.4%**		

Table 24: Crash Severity Summarized by Contributing Factors for Phase 2 (Westbound Direction)

Contributing Factor	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Aggressive Operation	0	0	1	0	0	**1**	**0.3%**
Animal in Road	0	0	0	0	11	**11**	**3.0%**
Brakes	0	0	0	0	0	**0**	**0.0%**
Cargo	0	0	0	0	4	**4**	**1.0%**
Debris	0	0	0	0	16	**16**	**4.3%**
Disregarded Signs/Signals	0	0	0	0	1	**1**	**0.3%**
Distracted/Inattention	0	0	0	2	5	**7**	**1.9%**
Driving too Fast for Conditions	1	2	8	21	146	**178**	**48.0%**
Failure to Yield RoW	0	0	1	0	3	**4**	**1.0%**
Fatigued/Asleep	0	0	0	0	2	**2**	**0.5%**
Following too Closely	0	0	0	0	8	**8**	**2.2%**
Improper Lane use/change	0	1	0	7	71	**79**	**21.3%**
Improper Turn	0	0	0	0	0	**0**	**0.0%**
Medical Related	1	1	0	0	0	**2**	**0.5%**
Obstruction	0	0	0	0	1	**1**	**0.3%**
Obstruction in Roadway	0	0	0	0	1	**1**	**0.3%**
Other (non-motorist)	0	0	0	0	1	**1**	**0.3%**
Other (vehicle defect)	0	0	0	0	1	**1**	**0.3%**
Other Improper Action	0	0	0	2	5	**7**	**1.9%**
Over-steering	0	0	0	0	0	**0**	**0.0%**
Ran off the Road	0	0	0	2	3	**5**	**1.3%**
Road Surface Condition	0	0	0	0	0	**0**	**0.0%**
Rut, Hole, Bumps	0	0	0	0	0	**0**	**0.0%**
Steering	0	0	0	0	1	**1**	**0.3%**
Tires/Wheel	0	0	1	0	18	**19**	**5.1%**
Truck Coupling	0	0	0	0	0	**0**	**0.0%**
Under the Influence	2	0	4	2	4	**12**	**3.2%**
Unknown	1	0	1	1	7	**10**	**2.7%**
Weather Condition	0	0	0	0	0	**0**	**0.0%**
Total	**5**	**4**	**16**	**37**	**309**	**371**	
% of Total	**1.4%**	**1.0%**	**4.3%**	**10.0%**	**83.3%**		

Crashes by day of the week

The highest number of crashes occurred on Sunday (18.7%). Half of the crashes occurred between Friday and Sunday (52.1%). Also, average daily crashes on extended weekend (Friday, Saturday, and Sunday) are approximately 45% higher than average daily weekday crashes (Monday, Tuesday, Wednesday, and Thursday). Summarized crashes are presented in Tables 26 and 27, respectively.

Table 25: Crash Severity Summarized by Day of the Week for Phase 2 (Both Directions)

Day of the Week	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Sunday	1	3	6	14	97	**121**	**18.7%**
Monday	2	0	2	14	69	**87**	**13.5%**
Tuesday	0	1	4	5	49	**59**	**9.1%**
Wednesday	1	2	2	10	72	**87**	**13.5%**
Thursday	0	0	6	10	60	**76**	**11.8%**
Friday	4	1	6	12	103	**126**	**19.5%**
Saturday	0	0	3	7	80	**90**	**13.9%**
Total	**8**	**7**	**29**	**72**	**530**	**646**	
% of Total	**1.2%**	**1.1%**	**4.5%**	**11.1%**	**82.0%**		
Average M, T, W & T (Weekday)		77.3					
Average F, S & S (Weekend)		112.3		(45.4% Higher than average weekday)			

Table 26: Crash Severity Summarized by Day of the Week for Phase 2 (Eastbound)

Day of the Week	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Sunday	0	2	2	5	34	**43**	**15.6%**
Monday	1	0	1	9	34	**45**	**16.4%**
Tuesday	0	0	0	4	21	**25**	**9.1%**
Wednesday	1	1	1	3	30	**36**	**13.1%**
Thursday	0	0	5	2	31	**38**	**13.8%**
Friday	1	0	3	8	35	**47**	**17.1%**
Saturday	0	0	1	4	36	**41**	**14.9%**
Total	**3**	**3**	**13**	**35**	**221**	**275**	
% of Total	**1.1%**	**1.1%**	**4.7%**	**12.7%**	**80.4%**		
Average M, T, W & T (Weekday)		36.0					
Average F, S & S (Weekend)		43.7		(21.3% Higher than average weekday)			

Table 27: Crash Severity Summarized by Day of the Week for Phase 2 (Westbound)

Day of the Week	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Sunday	1	1	4	9	63	**78**	**21.0**
Monday	1	0	1	5	35	**42**	**11.3**
Tuesday	0	1	4	1	28	**34**	**9.2**
Wednesday	0	1	1	7	42	**51**	**13.8**
Thursday	0	0	1	8	29	**38**	**10.2**
Friday	3	1	3	4	68	**79**	**21.3**
Saturday	0	0	2	3	44	**49**	**13.2**
Total	**5**	**4**	**16**	**37**	**309**	**371**	
% of Total	**1.4**	**1.0**	**4.3**	**10.0**	**83.3%**		
Average M, T, W & T (Weekday)		41.3					
Average F, S & S (Weekend)		68.7		(66.5% Higher than average weekday)			

Road Condition

Figures 30, 31, and 32 summarize crashes by road conditions for the bidirectional, eastbound, and westbound directions of travel, respectively. As can be seen from the figures, 84% of the crashes occur on dry pavement.

Figure 30: Crash Summary by Road Condition for Phase 2-Both Direction

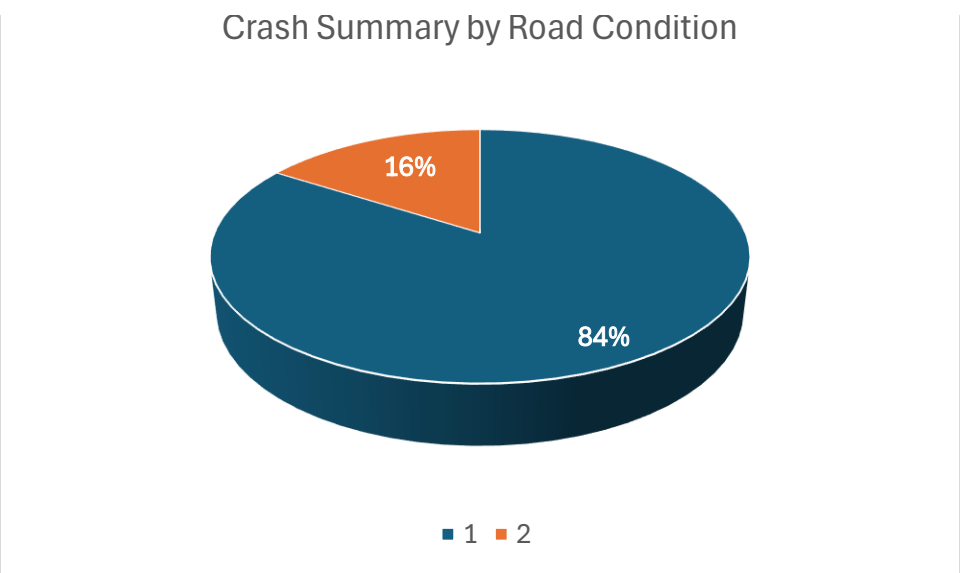


Figure 31: Crash Summary by Road Condition for Phase 2-Eastbound Direction

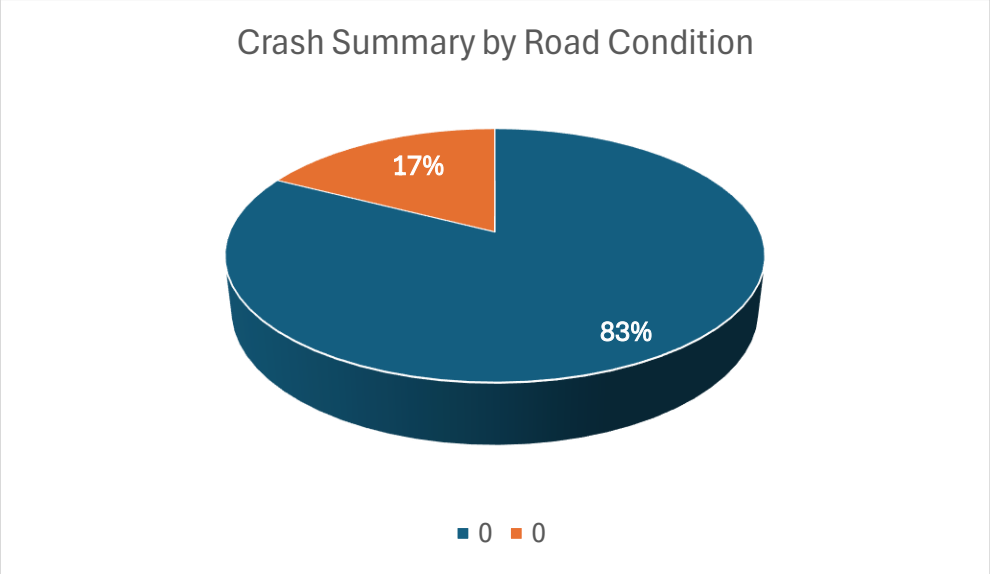
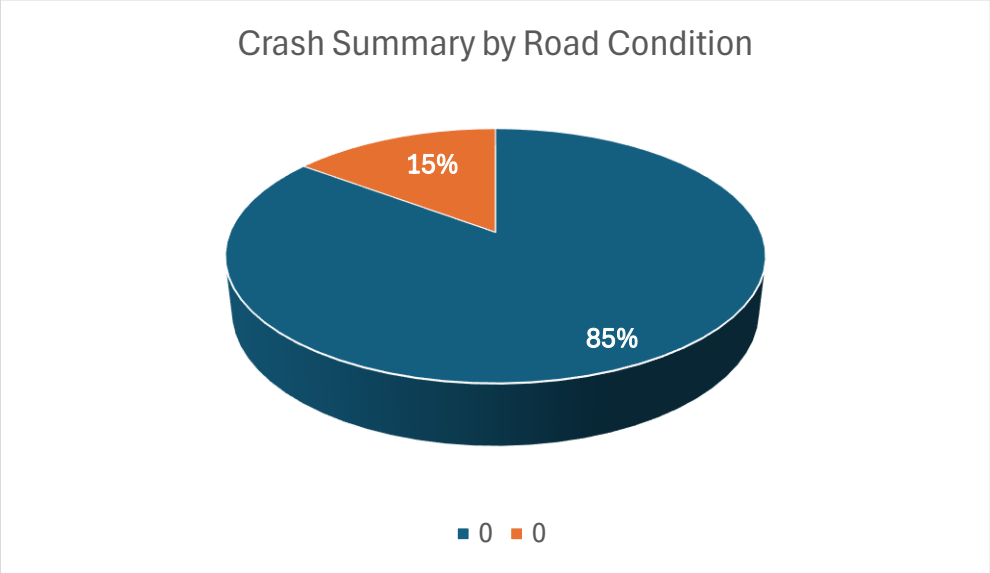


Figure 32: Crash Summary by Road Condition for Phase 2-Westbound Direction



Lighting Condition

The crashes are summarized by lighting conditions in Figures 33, 34, and 35 for bidirectional, eastbound, and westbound directions of travel, respectively. As can be seen from the figures, most crashes occur during the day.

Figure 33: Crash Summary by Lighting Condition for Phase 2 -Both Direction

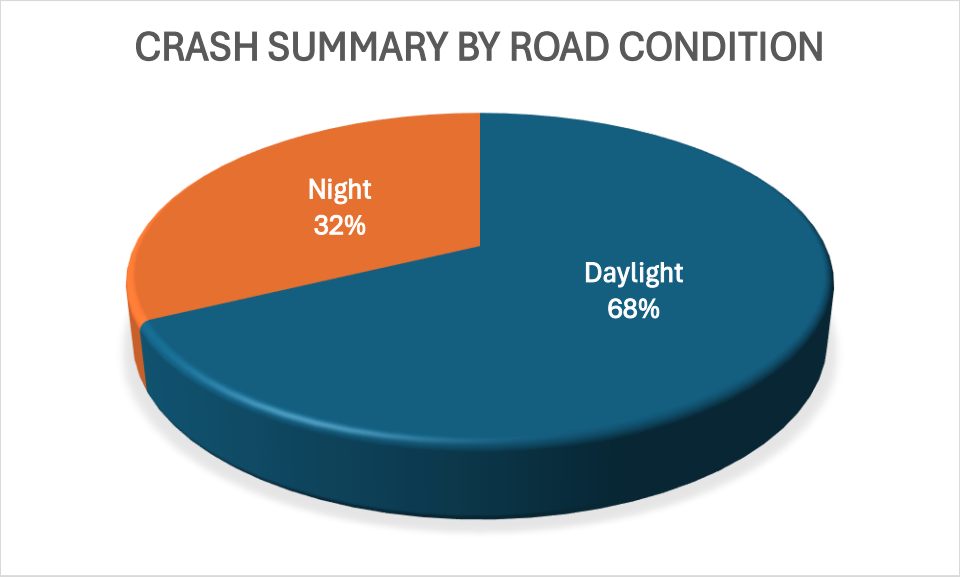


Figure 34: Crash Summary by Lighting Condition for Phase 2 -Eastbound Direction

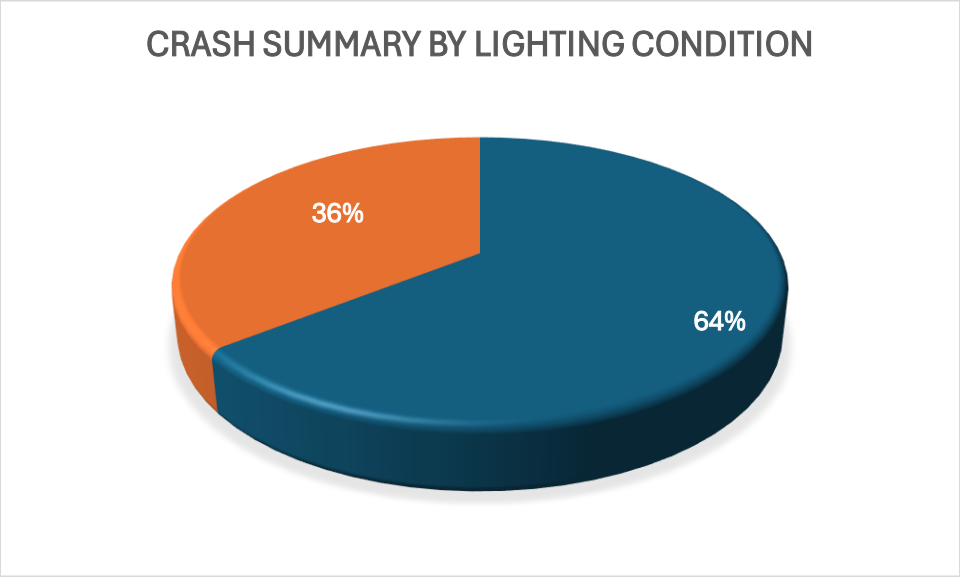
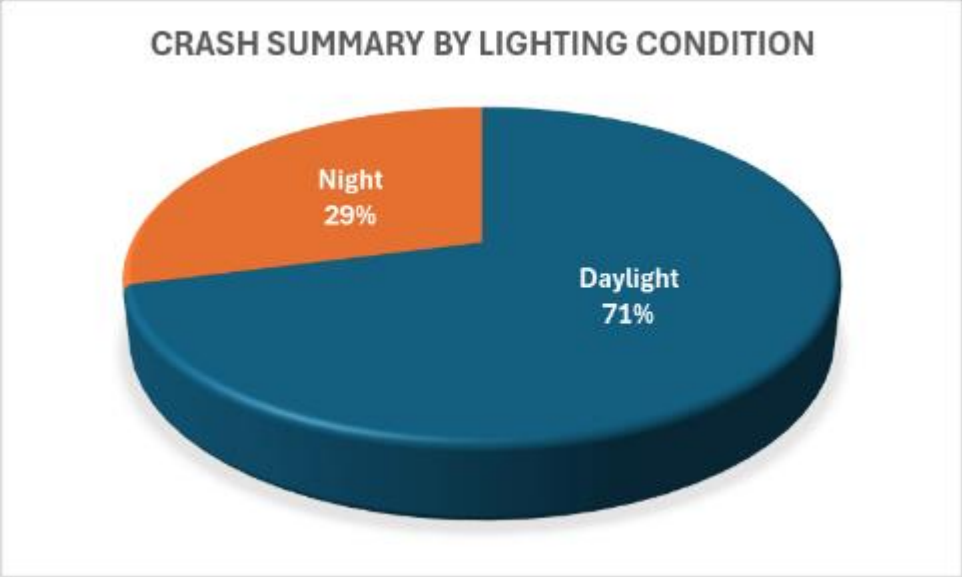


Figure 35: Crash Summary by Lighting Condition for Phase 2 -Westbound Direction



Time of Day

Crashes are summarized by time of day and presented in Figures 36, 37, and 38 for bi-directional, eastbound, and westbound directions of travel. The following key observations can be made from the figures:

- 341 out of 646 (53%) total crashes along the I-26 happen between 11 AM and 6 PM.
- There is no fatality reported on the eastbound direction of travel. Only one (1) severe injury was reported, which occurred at 9 PM.
- Two (2) fatal crashes were reported in the westbound direction, occurring at 2 AM and 7 AM. Four (4) serious injuries were also reported in the westbound direction.

Figure 36: Crash Summary by Time of Day for Phase 2 (Both Directions)

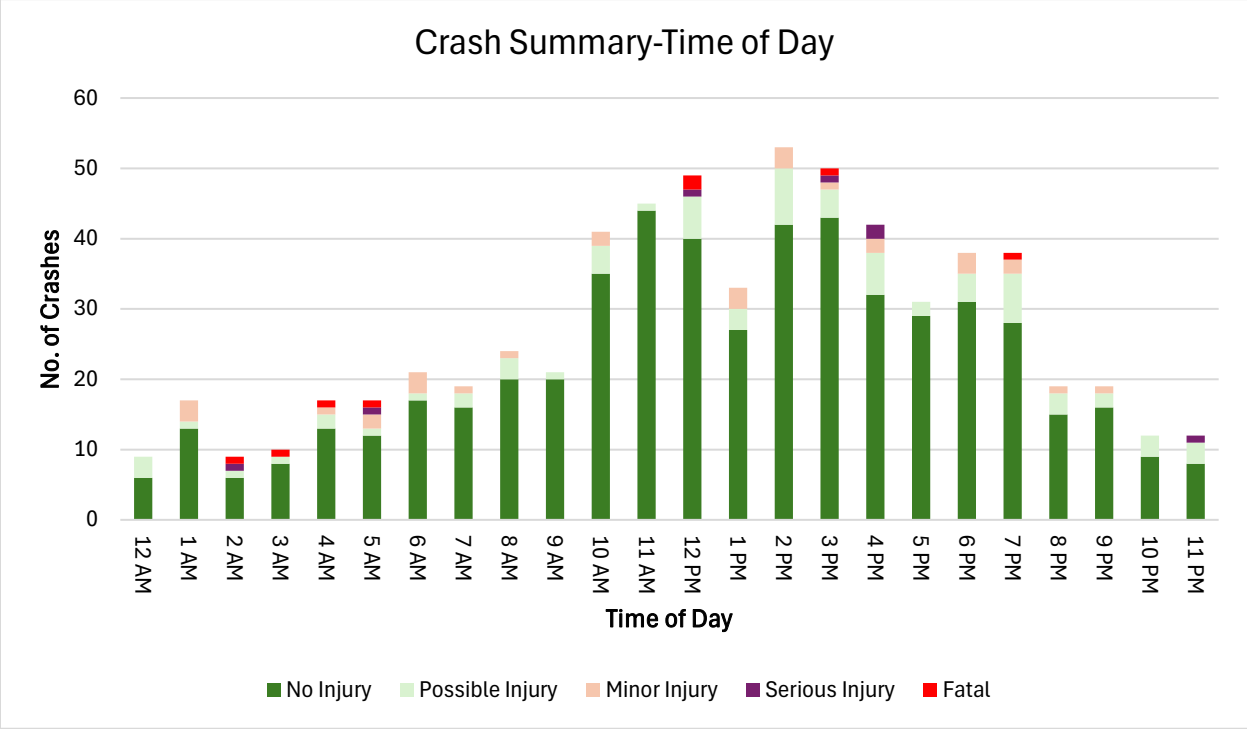


Figure 37: Crash Summary by Time of Day for Phase 2 (Eastbound Direction)

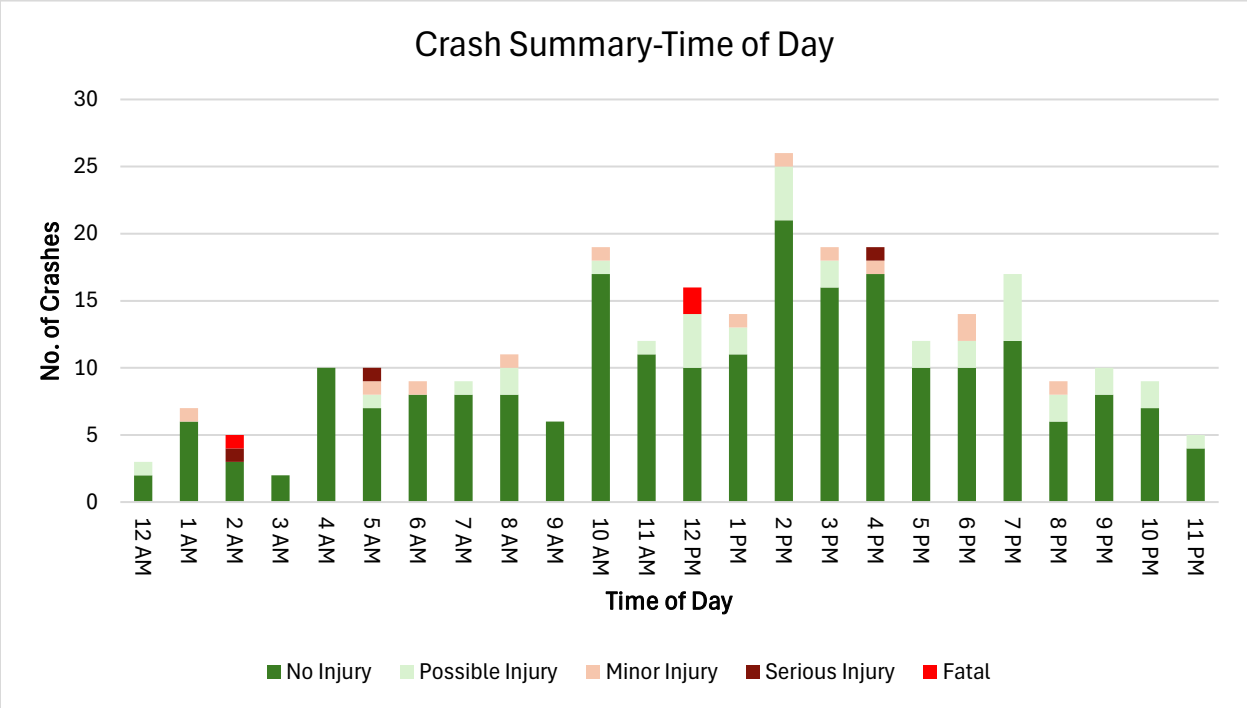
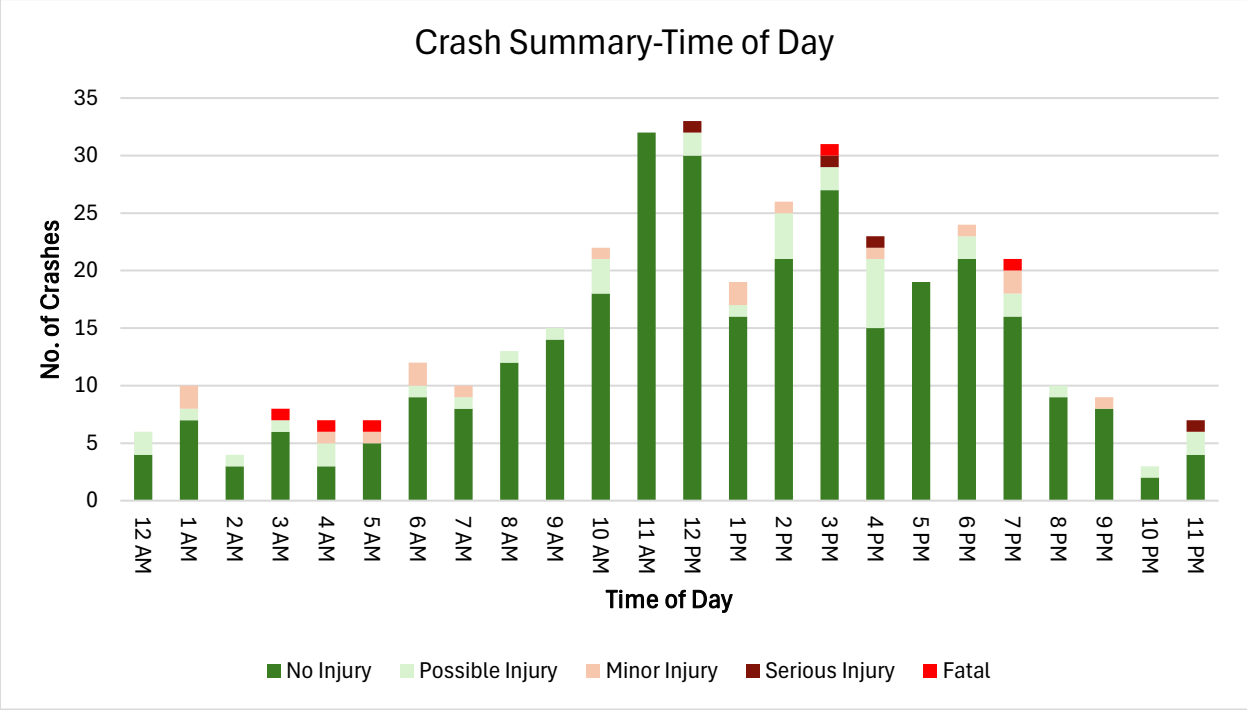


Figure 38: Crash Summary by Time of Day for Phase 2 (Westbound Direction)



5.2.1 Ramp Terminal and Cross Road Collision

S-36 (Homestead Road)

11 crashes occurred along S-36 (Homestead Road) between 2021 and 2023, and the location of the crash is presented in Figure 39.

Figure 39: Crash Location along S-36 (Homestead Road)



Tables 28 and 29 summarize crashes by severity, year, and crash type. As Table 28 shows, none of the crashes that occurred on S-36 (Homestead Road) resulted in fatality, severe injury, or minor injury. One crash resulted in an injury, while the other ten crashes resulted in no injury. Table 29 presents the crash type along S-36 (Homestead Road).

Table 28: Crash Severity Summarized by Year for S-36 (Homestead Road)

Year	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
2021	0	0	0	0	1	**1**	**9.0%**
2022	0	0	0	1	5	**6**	**54.6%**
2023	0	0	0	0	4	**4**	**36.4%**
Total	**0**	**0**	**0**	**1**	**10**	**11**	
% of Total	**0.0%**	**0.0%**	**0.0%**	**9.1%**	**90.9%**		

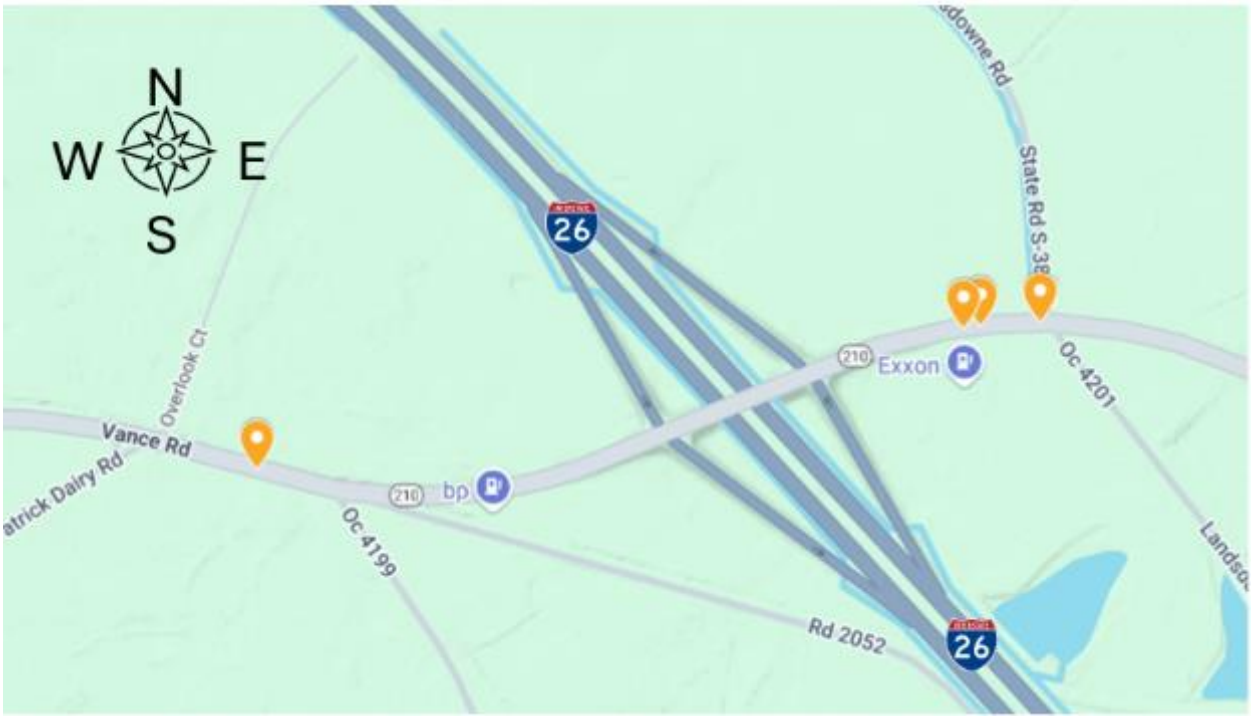
Table 29: Crash Severity Summarized by Crash Type for S-36 (Homestead Road)

Crash Type	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Angle	0	0	0	1	5	**6**	**8.1%**
Head-On	0	0	0	0	0	**0**	**0.3%**
Non-Collision	0	0	0	0	3	**3**	**37.5%**
Rear End	0	0	0	0	1	**1**	**36.1%**
Sideswipe	0	0	0	0	1	**1**	**17.3%**
Total	**0**	**0**	**0**	**1**	**10**	**11**	
% of Total	**0.0%**	**0.0%**	**0.0%**	**9.1%**	**90.9%**		

SC 210 (Vance Road)

Four (4) crashes were reported along Vance Road between 2021 and 2023, and the crash location is presented in Figure 40.

Figure 40: Crash Location along SC 210 (Vance Road)



Tables 30 and 31 summarize crashes by severity, year, and crash type. As Table 30 shows, all the collisions resulted in no injuries. Two crashes resulted from angle collisions, while one rear-end and one non-collision crash were reported.

Table 30: Crash Severity Summarized by Year for SC 210 (Vance Road)

Year	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
2021	0	0	0	0	1	**1**	**25.0%**
2022	0	0	0	0	2	**2**	**50.0%**
2023	0	0	0	0	1	**1**	**25.5%**
Total	**0**	**0**	**0**	**0**	**4**	**4**	
% of Total	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**		

Table 31: Crash Severity Summarized by Crash Type for SC 210 (Vance Road)

Crash Type	Severity Type						
	Fatal	Serious Injury	Minor Injury	Possible Injury	No Injury	Total	% of Total
Angle	0	0	0	0	2	**2**	**50.0%**
Head-On	0	0	0	0	0	**0**	**0.0%**
Non-Collision	0	0	0	0	1	**1**	**25.0%**
Rear End	0	0	0	0	1	**1**	**25.5%**
Sideswipe	0	0	0	0	0	**0**	**0.0%**
Total	**0**	**0**	**0**	**0**	**4**	**4**	
% of Total	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**100.0%**		

6 TRAFFIC VOLUME FORECAST

JMT collected daily traffic counts along I-26 east of US 601 from October 23 to October 29, 2024. Daily traffic counts were also collected at the study area interchange ramps on Tuesday, September 10, 2024. Additionally, AM (6:00 AM to 9:00 AM) and PM (3:00 PM to 6:00 PM) peak period turning movement counts were collected at corridor intersections on Tuesday, September 10, 2024, and Tuesday, September 17, 2024. Counts were taken at ramp terminal intersections, driveways, and adjacent major intersections. These count locations are shown in Figure 17. The collected data were used to determine the AM and PM peak hour volumes for both the existing and 2050 no-build conditions.

First, the AM and PM peak hour volumes were determined for the ramp termini and adjacent intersections along SC 33 and US 301. These volumes were then balanced. Next, the freeway AM and PM peak hour volumes were identified using the daily freeway counts collected east of US 601. Peak hour volumes for the remaining freeway segments were calculated by adding and subtracting the ramp peak hour volumes. The next step in determining the existing peak hour volumes was to apply a design hour factor to the balanced peak hour volumes. The selection of the design hour and the calculation of the design hour factor are presented in the subsequent section.

6.1 Existing Traffic Flow Pattern Review

Table 32 summarizes the existing traffic flow along I-26, collected from October 23 to October 29, 2024.

As shown in Table 32, I-26 within the study area shows a different characteristic than typical high-volume freeways. Typically, freeways have a higher volume during the weekdays than on the weekends due to predominant commuter traffic. In contrast, the traffic volume along I-26 is higher on Friday, followed by Saturday and Sunday. This can be due to long-distance travelers who travel through I-26 for recreational purposes. This can be due to the long-distance traffic using I-26 for recreational travel. Additionally, the AM peak hour occurs between 11:00 AM and 12:00 PM, which is much later than the typical 7:00 AM-9:00 AM commuter period.

Table 32: Daily Traffic Volume along I-26

Time	Wednesday			Thursday			Friday			Saturday			Sunday			Monday			Tuesday			5 Day Avg		7 Day Avg	
	10/23/24			10/24/24			10/25/24			10/26/24			10/27/24			10/28/24			10/29/24			Mon-Fri		Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB
12:00 AM	240	229	469	245	250	495	212	354	566	387	357	744	364	378	742	216	319	535	248	244	492	232	279	273	304
1:00 AM	169	241	410	203	263	466	215	259	474	253	254	507	287	314	601	184	237	421	218	199	417	198	240	218	252
2:00 AM	224	241	465	245	273	518	292	307	599	216	226	442	211	268	479	191	210	401	224	232	456	235	253	229	251
3:00 AM	264	312	576	283	319	602	289	342	631	205	223	428	180	242	422	240	281	521	297	291	588	275	309	251	287
4:00 AM	320	480	800	394	506	900	397	531	928	248	285	533	159	191	350	341	501	842	380	472	852	366	498	320	424
5:00 AM	550	687	1237	562	720	1282	545	702	1247	314	398	712	214	296	510	565	889	1454	540	693	1233	552	738	470	626
6:00 AM	921	921	1842	883	920	1803	782	964	1746	602	551	1153	342	338	680	857	1064	1921	857	960	1817	860	966	749	817
7:00 AM	1208	1241	2449	1203	1354	2557	1155	1167	2322	1075	800	1875	502	633	1135	1271	1286	2557	1132	1168	2300	1194	1243	1078	1093
8:00 AM	1307	1312	2619	1306	1375	2681	1362	1443	2805	1531	1124	2655	918	894	1812	1279	1145	2424	1323	1337	2660	1315	1322	1289	1233
9:00 AM	1311	1442	2753	1406	1641	3047	1566	1628	3194	1997	1703	3700	1492	1395	2887	1351	1770	3121	1324	1462	2786	1392	1589	1492	1577
10:00 AM	1509	1469	2978	1578	1684	3262	1834	1872	3706	2124	2013	4137	2042	1824	3866	1611	1811	3422	1335	1461	2796	1573	1659	1719	1733
11:00 AM	1542	1647	3189	1723	1879	3602	2060	2102	4162	2264	2136	4400	2427	2179	4606	1599	1909	3508	1400	1524	2924	1665	1812	1859	1911
12:00 PM	1600	1694	3294	1868	1868	3736	2246	2050	4296	2083	2036	4119	2062	2422	4484	1682	1879	3561	1446	1593	3039	1768	1817	1855	1935
1:00 PM	1571	1793	3364	1891	2098	3989	2349	2507	4856	1929	2015	3944	2072	2625	4697	1632	1890	3522	1468	1644	3112	1782	1986	1845	2082
2:00 PM	1538	1659	3197	1873	2013	3886	2138	2508	4646	1686	2046	3732	2549	2544	5093	1738	1738	3476	1498	1562	3060	1757	1896	1860	2010
3:00 PM	1500	1747	3247	1814	2058	3872	2313	2403	4716	1403	1979	3382	2180	2678	4858	1657	1610	3267	1602	1526	3128	1777	1869	1781	2000
4:00 PM	1855	1598	3453	1872	1839	3711	2246	2120	4366	1704	1678	3382	2085	2443	4528	1509	1567	3076	1532	1507	3039	1803	1726	1829	1822
5:00 PM	1378	1381	2759	1593	1604	3197	2548	2331	4879	1415	1444	2859	1844	2225	4069	1488	1326	2814	1387	1290	2677	1679	1586	1665	1657
6:00 PM	1143	1095	2238	1329	1241	2570	1817	1781	3598	1218	1354	2572	1703	1697	3400	1239	984	2223	1078	969	2047	1321	1214	1361	1303
7:00 PM	738	768	1506	1096	1180	2276	1437	1364	2801	1205	1136	2341	1303	1555	2858	931	830	1761	748	712	1460	990	971	1065	1078
8:00 PM	616	802	1418	785	1035	1820	956	1136	2092	1098	1073	2171	1054	1157	2211	667	593	1260	652	724	1376	735	858	833	931
9:00 PM	454	690	1144	647	743	1390	705	896	1601	745	909	1654	725	791	1516	396	514	910	483	528	1011	537	674	594	724
10:00 PM	358	471	829	506	530	1036	532	751	1283	618	617	1235	408	618	1026	371	433	804	373	411	784	428	519	452	547
11:00 PM	328	352	680	358	439	797	636	518	1154	480	503	983	276	423	699	426	289	715	292	297	589	408	379	399	403
Total	22644	24272	46916	25663	27832	53495	30632	32036	62668	26800	26860	53660	27399	30130	57529	23441	25075	48516	21837	22806	44643	24843	26404	25488	27002

I-26 serves as a major freight corridor, with trucks comprising approximately 30% of total daily traffic, as shown in Table 33—significantly higher than typical levels.

Table 33: Vehicle Classification Summary

Crash Type		Vehicle Class Type			
		Cars	Medium	Heavy Vehicles	Total
Eastbound	Veh	18273	2474	4741	25,488
	%	71.7%	9.7%	18.6%	100.0%
Westbound	Veh	18647	3365	4990	27,002
	%	69.1%	12.5%	18.5%	100.0%
Bi-Direction	Veh	36920	5839	9731	52,490
	%	70.3%	11.1%	18.5%	100.0%

6.2 Design Hour Adjustment

Standard practice bases highway design volumes on an hour that falls between the 30th and 100th highest hourly volumes of the year. This approach balances economic efficiency with congestion relief. To identify the design hour, the hourly traffic volumes for each day of the year are ranked in descending order and plotted on a curve. The curve typically features a distinct “knee,” where the steep initial descent transitions to a more gradual slope. This inflection point, usually occurring between the 30th and 100th highest hours, is commonly selected as the design hour.

Traffic data from January 1 to December 31, 2023, were collected from SCDOT’s Automatic Traffic Recorder (ATR) Station 0016, located west of the project study area between S-22 (Burke Road) and US 601. The hourly volumes were sorted in descending order, and the top 200 hours were extracted and reviewed to ensure that no holidays or special events caused unusually high volumes. These volumes were then plotted, as shown in Figure 41, and based on this review, the design hour was determined to be between 3:00 PM and 4:00 PM on Friday, June 16, 2023—the 49th highest hour recorded at ATR Station 0016.

AM and PM peak hour volume projections were developed using a design hour conversion factor. This factor was determined by comparing traffic data collected on October 25, 2024, with data from June 16, 2023, as well as information from the ATR count station.

The design hour occurred during the PM peak period on June 16, 2023. Accordingly, the PM peak design hour factor was developed by comparing the PM peak hour data from the Friday count with the design hour volume. Since the analysis also includes the AM peak period, a corresponding factor was established by comparing JMT’s Friday AM peak hour volume with the AM peak hour volume from June 16, 2023. The design hour factor calculations are summarized in Table 34.

Figure 41: 2023 Top 200 Hourly Volume-ATR Station 0016

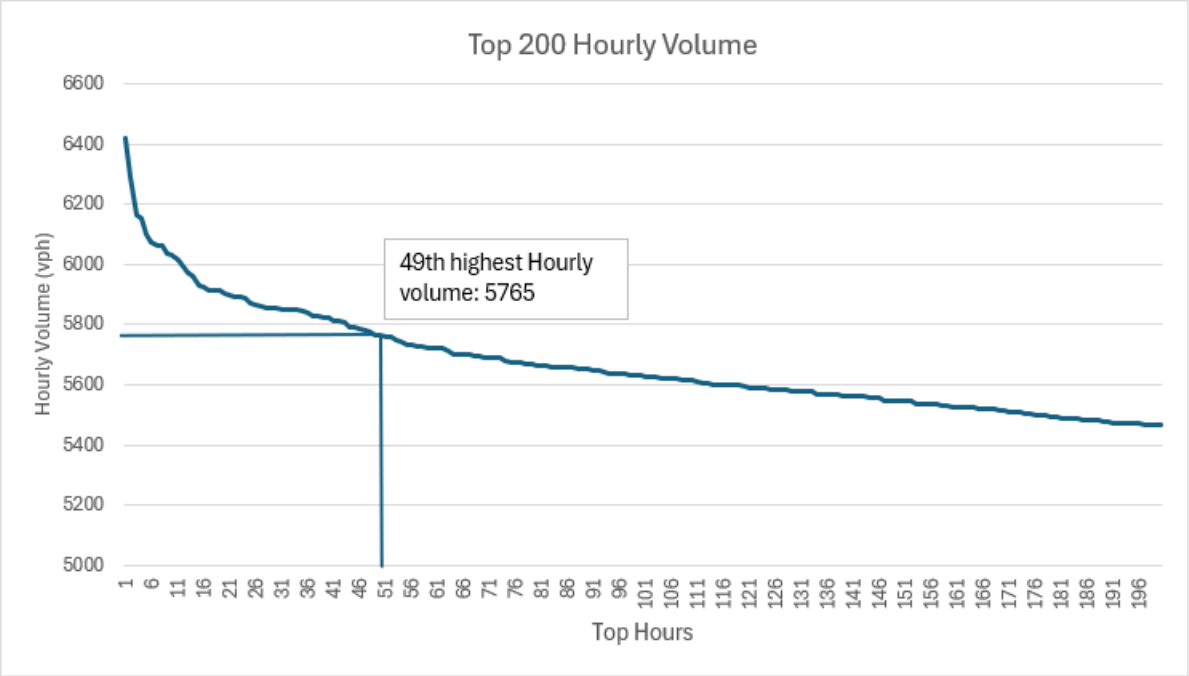


Table 34: Design Hour Conversion Factor

Peak Period	Data Source	Peak Hour	Peak Hour Volume
AM	JMT Traffic Count I-26 MM 145-154 (Phase 1) [a]	7:30-8:30 AM	2,522
	JMT Traffic Count I-26 MM 154-172 (Phase 2) [a]	7:15-8:15 AM	2,136
	Corresponding ATR Station 00116 [b]	11-12 AM	3,194
		Design Hour Factor	**1.5**
PM	JMT Traffic Count I-26 MM 145-154 (Phase 1) [a]	5-6 PM	4,879
	JMT Traffic Count I-26 MM 154-172 (Phase 2) [a]	2-3 PM	4,239
	Corresponding ATR Station 00116 [b]	3-4 PM	5,765
		Design Hour Factor	**1.2**

Note:
a) Traffic data is from October 25, 2024
b) Traffic data is from June 16, 2023

As noted in Section 4.2, JMT collected traffic data at the ramp terminals and adjacent corridor intersections. These data were used to develop the AM and PM peak hour traffic volumes for the ramps and study area intersections.

Peak-hour traffic volumes along I-26, collected on October 25, 2024, were adjusted using the design hour factors shown in Table 34. Because the side streets exhibited consistent weekday AM and PM peak patterns, design hour factors were not applied to them. Traffic volumes on the remaining I-26 segments were then calculated by balancing the ramp volumes. The existing AM and PM peak hour design volumes are shown in Figure 42, while Figures 43 and 44 present the design peak hour volumes along SC 33 and US 301, respectively. Design peak hour volumes for S-36 (Homestead Road) and SC 210 are shown in Figure 46.

Figure 42: Design Peak Hour Volume Along I-26-2024 Existing Condition- Phase 1 (MM 145-154)

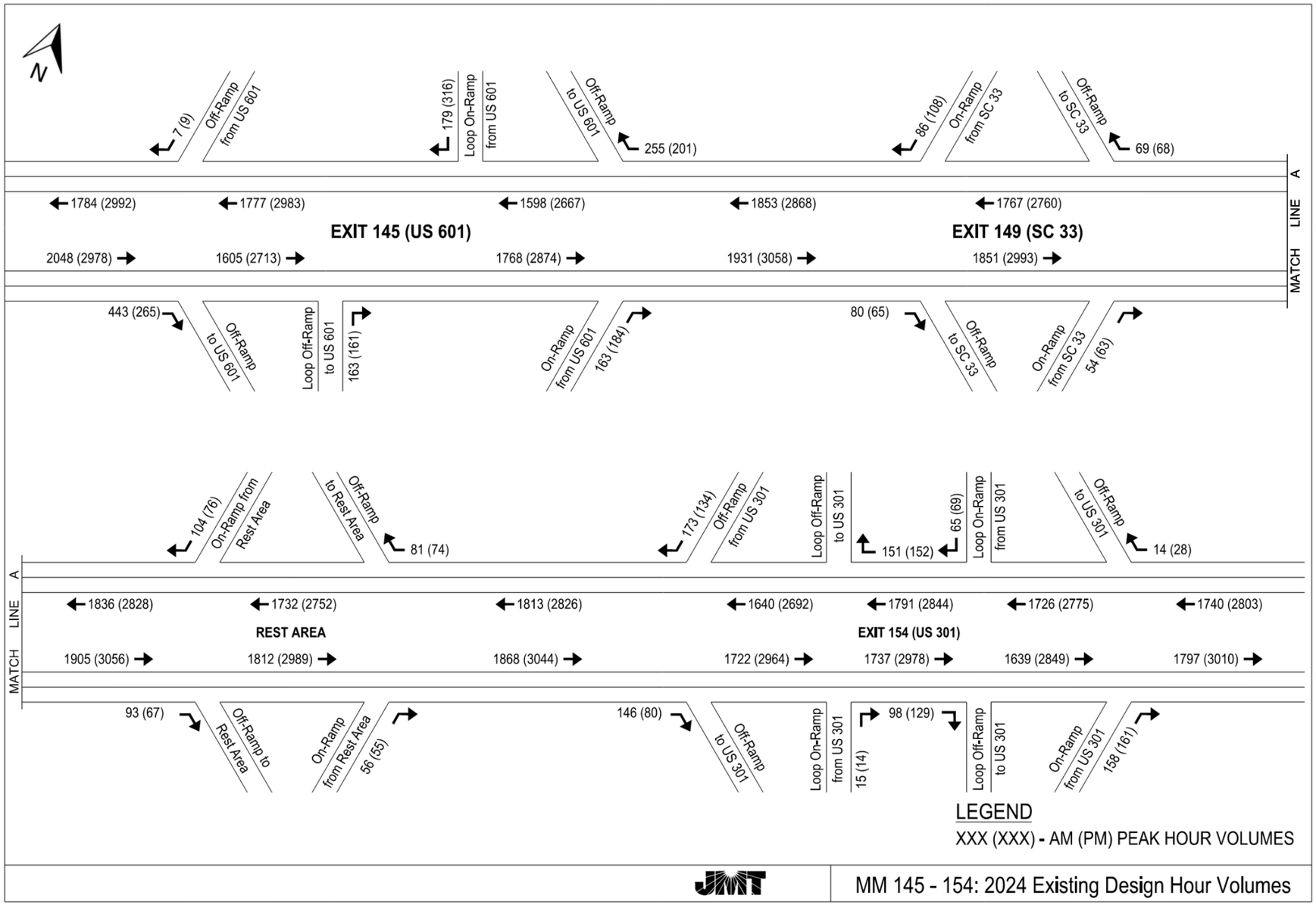


Figure 43: Design Peak Hour Volume Along I-26-2024 Existing Condition- Phase 2 (MM 154-172)

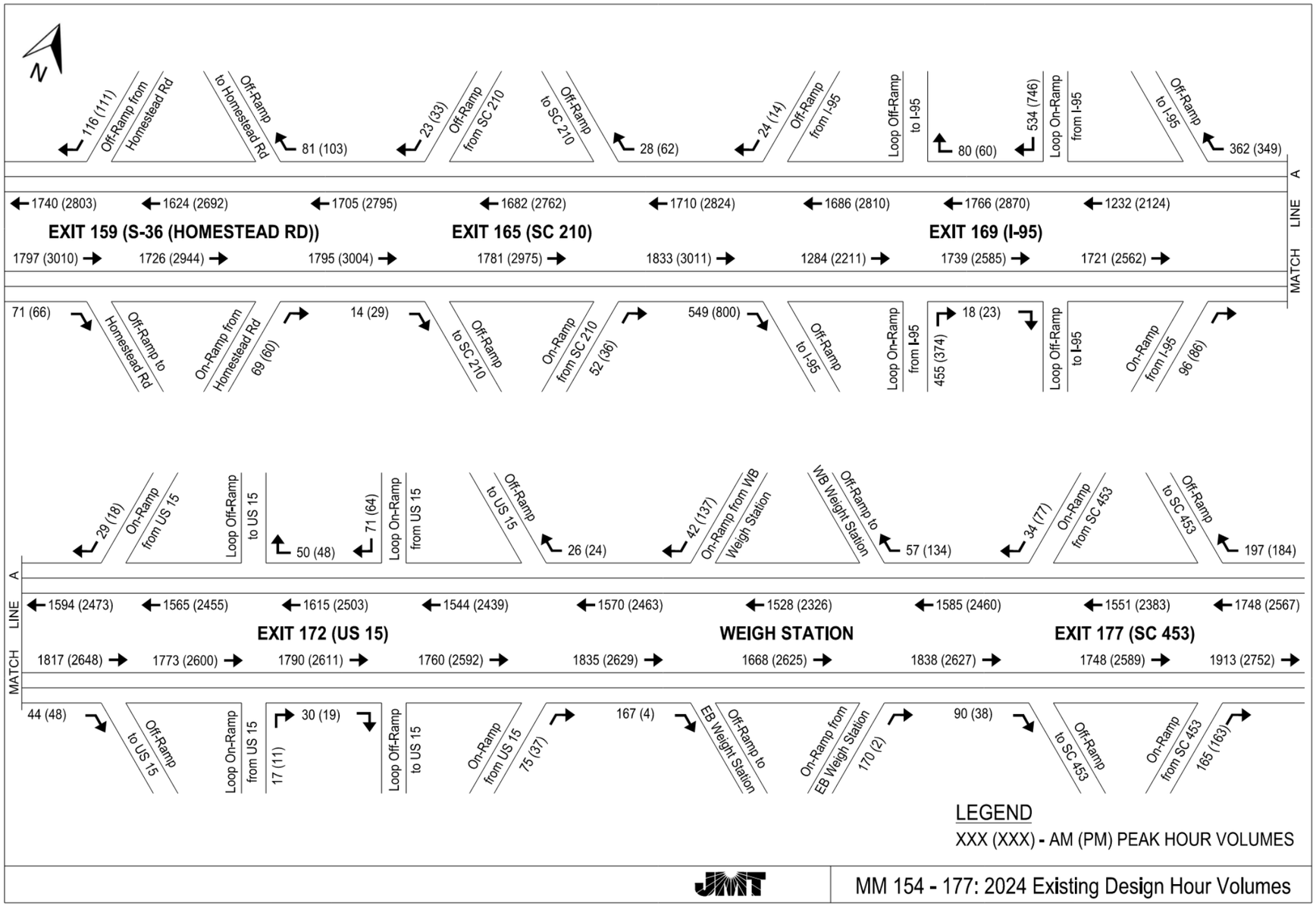


Figure 44: Peak Hour Volumes Along SC 33-2024 Existing Conditions

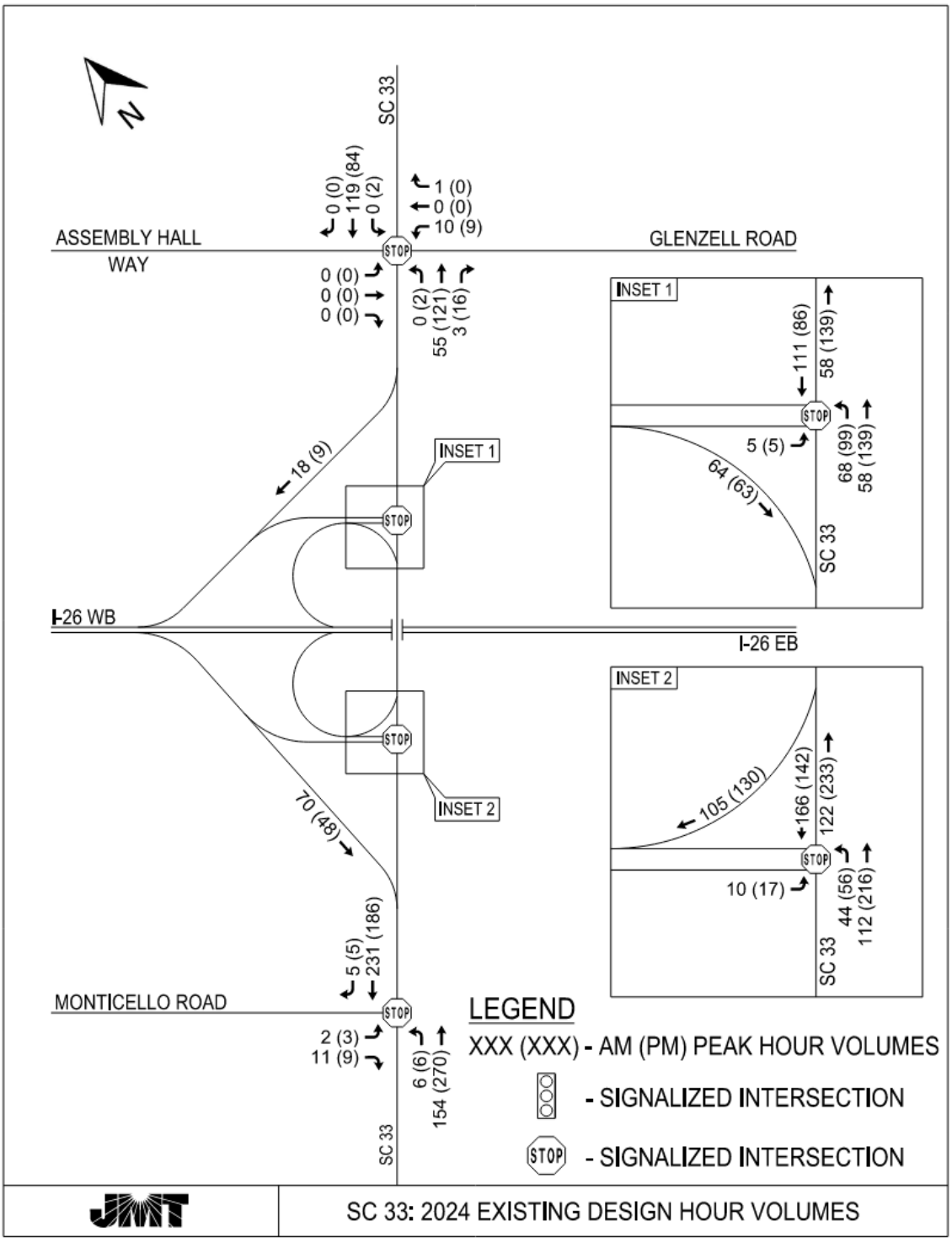


Figure 45: Peak Hour Volumes Along US 301-2024 Existing Conditions

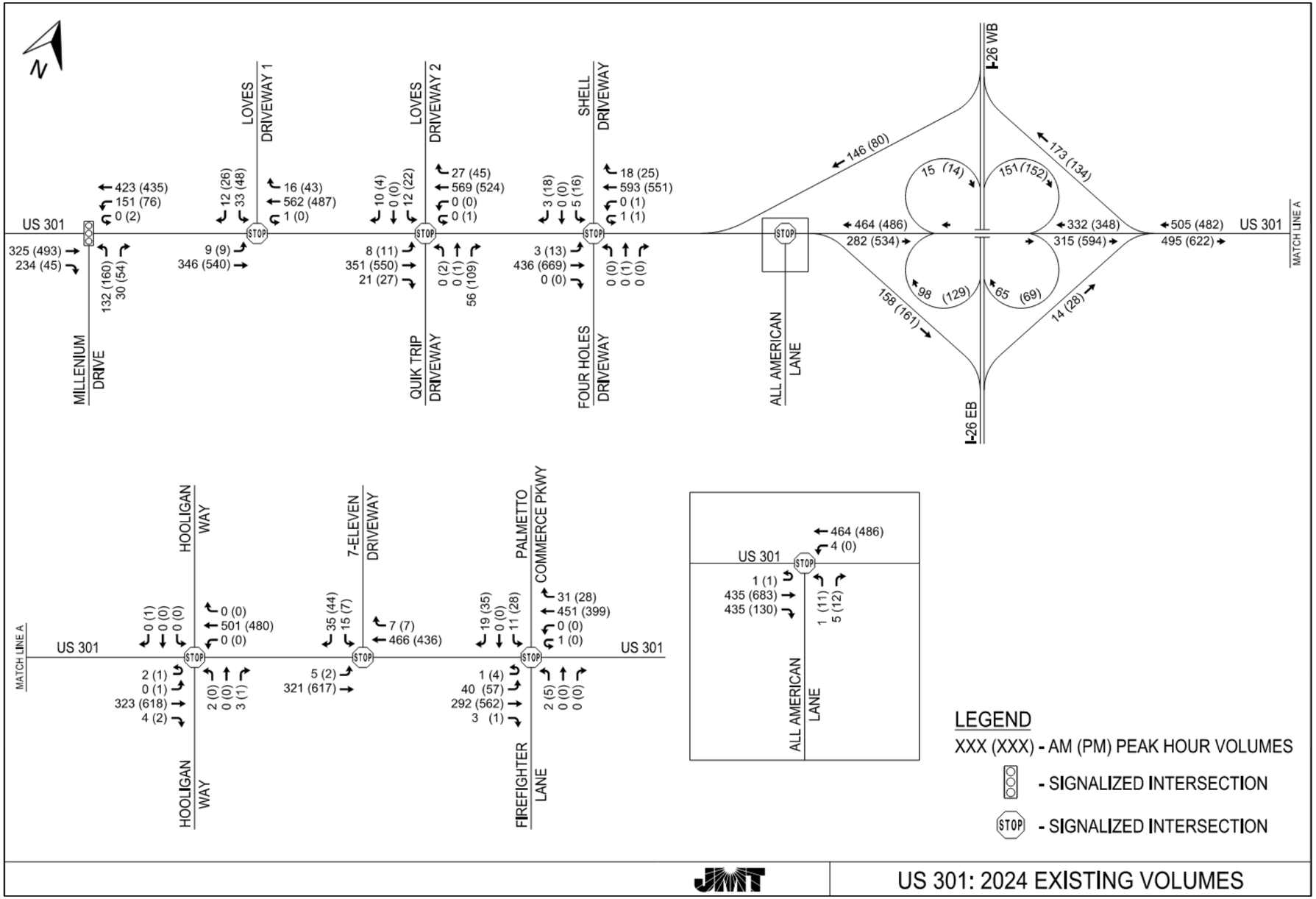
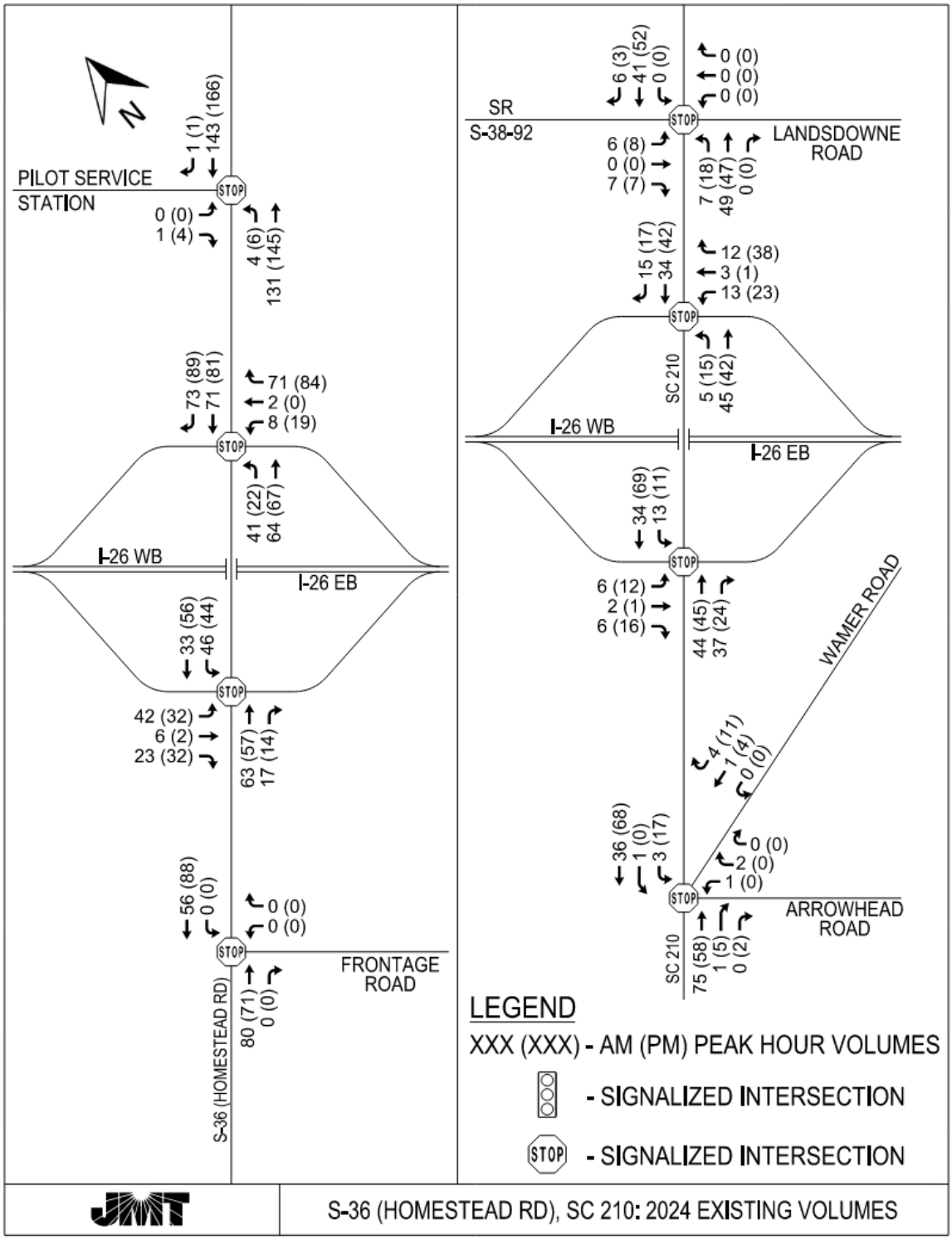


Figure 46: Peak Hour Volumes Along S-36 (Homestead Road) and SC 210 - 2024 Existing Conditions



6.3 Growth Rate

The 2050 peak hour volumes were calculated by applying a background growth factor to the existing mainline volume. The growth rate used was determined from the following data sources:

- SCDOT historic traffic volume data on I-26.
- South Carolina Statewide Travel Demand Model
- Recommended growth rates from adjacent studies
- Historic and projected population trends for Orangeburg and Dorchester County

It should be noted that SCDOT has tasked the project team with developing design plans for the widening of I-26 from MM 154 to MM 172 (SCDOT Project No. P042454). The growth rate for the combined study area was reviewed to ensure consistency in volume projections across adjacent projects. The following sections present a brief discussion of the review of these data sources.

6.3.1 Historic AADT

SCDOT provided historic AADT data at the following locations:

- 38-2163: I-26 from S-22 (Burke Road) to US 601 (St Matthews Road)
- 38-2165: I-26 from US 601 (St Matthews Road) to SC 33 (Cameron Road)
- 38-2166: I-26 from SC 33 (Cameron Road) to US 301 (Five Chop Road)
- 38-2167: I-26 from US 301 (Five Chop Road) to S-36 (Homestead Road)
- 38-2169: I-26 from S-36 (Homestead Road) to SC 210 (Vance Road)
- 38-2171: I-26 from SC 210 (Vance Road) to I-95 (Interstate 95)
- 18-2173: I-26 from I-95 (Interstate 95) to US 15
- 18-2175: I-26 from US 15 to SC 453 (Judge Street)

The growth rates for the last 10 years were calculated for each segment and are presented in Table 35. As can be seen from Table 35, I-26, East of I-95, is growing at a faster rate, averaging 3.9% per year, than the segments West of I-95, which are growing at 2.1%.

Table 35: Growth Rate Along I-26 from Historic AADT

Station	Location	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Growth Rate
38-2163	West of I-95	50,000	52,600	54,800	56,800	56,000	57,000	46,300	50,000	52,600	54,800	2.16%
38-2165	West of I-95	48,100	50,600	52,700	54,100	52,900	53,700	45,100	48,600	49,500	56,200	2.11%
38-2166	West of I-95	47,400	49,700	52,000	53,000	52,100	52,900	44,600	48,200	48,900	55,600	2.23%
38-2167	West of I-95	46,700	49,100	51,900	53,100	52,700	52,500	45,900	48,800	49,900	54,400	2.03%
38-2169	West of I-95	46,700	49,100	51,900	53,100	52,700	52,500	45,900	48,800	49,900	54,400	2.01%
38-2171	West of I-95	45,700	48,800	50,800	52,500	52,400	52,900	46,100	48,400	49,100	53,700	2.14%
18-2173	East of I-95	45,600	48,600	50,900	52,800	52,800	53,500	47,000	49,600	49,700	54,500	3.99%
18-2175	East of I-95	32,800	35,500	38,300	39,000	42,500	42,900	36,000	41,000	44,800	45,400	3.79%

Historic AADT along the ramps and the cross streets were collected from the SCDOT Traffic Analysis and Data Application (TADA) portal. The AADT data was collected from 2014 to 2023 at the following locations:

- 18-0109: US 15 from US 178 (Charleston Highway) to Orangeburg County Line
- 38-0243: US 301 from S-793 (Woodbine Drive) to I-26
- 38-0245: US 301 from I-26 to US 176
- 38-0351: SC 33 from S-65 (Gramling Road) to I-26
- 38-0385: SC 210 from I-26 to US 176
- 38-0619: S-36 from I-26 to S-492 (Winter Creek Road)
- 38-0283: US 601 from S-94 (Saint Matthews Road) to I-26
- 38-0285: US 601 from I-26 to S-141 (Waterspring Road)

The growth rate for the last 10 years has been calculated for each segment and is presented in Table 36.

Table 36: Growth Rate on Side Streets from Historic AADT

Station	Location	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	Growth Rate
18-0109	US 178 North of I-26	1,650	1,550	1,900	2,200	2,300	2,500	2,200	2,400	2,200	2,400	4.25%
38-0243	US 301 South of I-26	11,900	11,500	13,500	13,500	13,500	13,700	13,400	14,100	15,000	15,500	2.98%
38-0245	US 301 North of I-26	11,200	10,800	10,300	9,400	9,400	9,600	9,800	10,300	9,500	9,800	-1.47%
38-0351	SC 33 South of I-26	6,100	6,100	5,600	5,200	4,600	4,700	4,500	4,700	4,600	4,800	-2.63%
38-0353	SC 33 North of I-26	2,900	2,900	2,400	2,500	2,200	2,200	2,300	2,400	2,000	2,100	-3.52%
38-0385	SC 210 North of I-26	1,000	1,100	1,050	1,150	1,050	1,050	1,150	1,200	800	850	-1.79%
38-0283	US 601 South of I-26	26,800	25,900	26,700	28,500	28,600	29,100	22,500	23,700	25,000	26,300	-0.21%
38-0285	US 601 North of I-26	7,700	7,500	8,000	7,500	7,500	7,600	6,100	6,400	7,700	8,000	0.43%

As Table 36 shows, the side streets within the project area have seen minor volume growth or even a volume reduction over the last 10 years. The only exceptions are US 301 South of I-26 and US 178 North of I-26, which saw significant growth in traffic volume over the last 10 years.

6.3.2 Travel Demand Model

The project team obtained the South Carolina Statewide Model version 4.5 (SCSWMv4.5) from SCDOT. This model has a 2019 base year and 2050 forecast year and includes existing roadway as well as committed projects that will be constructed between 2019 and 2050. Traffic volumes for 2019 and 2050 along model segments of I-26 were obtained, and the corresponding annual growth rates were calculated. Table 37 presents the results for Phase 1 and Phase 2.

Table 37: Statewide Model (SCSWMv4.5) Growth Rate Analysis

Project #	I-26 Roadway Segment	2019 SCSWM Volume Estimate	2050 SCSWM Volume Estimate	Annual Growth Rate
Phase 1	East of US 601 to SC 33	44,613	51,780	0.48%
	SC 33 to US 301	43,466	51,197	0.53%
			Average Growth Rate	**0.51%**
Phase 2	US 301 to I-95	41,806	49,665	0.56%
	I-95 to West of SC 453	33,062	48,683	1.26%
			Average Growth Rate	**0.91%**

As Table 37 shows, I-26 East of I-95 is expected to grow at a much higher rate than I-26 West of I-95.

6.3.3 Population Projections

Census data from 2010 and 2020 were collected for Orangeburg and Dorchester Counties, along with 2042 population projections from the South Carolina Revenue and Fiscal Affairs Office. While demographic data are not a direct measure of freeway growth, they provide a useful indicator of overall regional growth and can support the estimation of freeway traffic growth rates. The growth rate calculations based on demographic data are presented in Table 38.

As shown in Table 38, Orangeburg County's population has declined in recent years and is projected to continue decreasing. In contrast, Dorchester County is expected to experience continued population growth, which will likely contribute to the ongoing development of the North Charleston region.

Table 38: Population Growth Rate

County	2010 Population	2020 Population	2042 Population	2010-2020 Annual Growth Rate	2020-2042 Annual Growth Rate
Orangeburg	92,501	84,223	66,224	-0.93%	-1.09%
Dorchester	136,555	161,540	186,532	1.69%	0.66%

6.3.4 Other Studies

Two adjacent projects are currently underway. To the west, I-26 between MM 137 and MM 145 is being widened to six lanes. An Interchange Modification Report (IMR), prepared by Stantec Consulting Services Inc., has been approved for this project and applied an annual growth rate of 2%. In addition, the I-95/I-26 Interchange Improvement (SCDOT Project P038677) is in the design-build phase. For this project, an IMR prepared by CDM Smith utilized a 1.8% annual growth rate for volume projections.

6.3.5 Proposed Growth Rate

The project team prepared a volume development methodology memo and submitted the memo to SCDOT for review and approval on November 27, 2024. Based on the guidance received from SCDOT, the following annual growth rate was used for volume projection:

- **3.0%** for all segments of I-26
- **2.5%** for US 301
- **0.5%** for the remaining side streets.

6.4 Future Volume Projection

Existing peak hour volumes were projected to the year 2050 using the annual growth rates described in Section 6.3.5. The projected peak hour volumes for I-26 are shown in Figures 47-48 and Figures 49-50 for segments MM 145–154 and MM 154–172, respectively. Projections for SC 33 are shown in Figures and US 301 are presented in Figures 49 and 50, while volumes for S-36 (Homestead Road) and SC 210 are shown in Figure 51.

Figure 47: Design Peak Hour Volume Along I-26-2030 No Build Conditions - Phase 1 (MM 145-154)

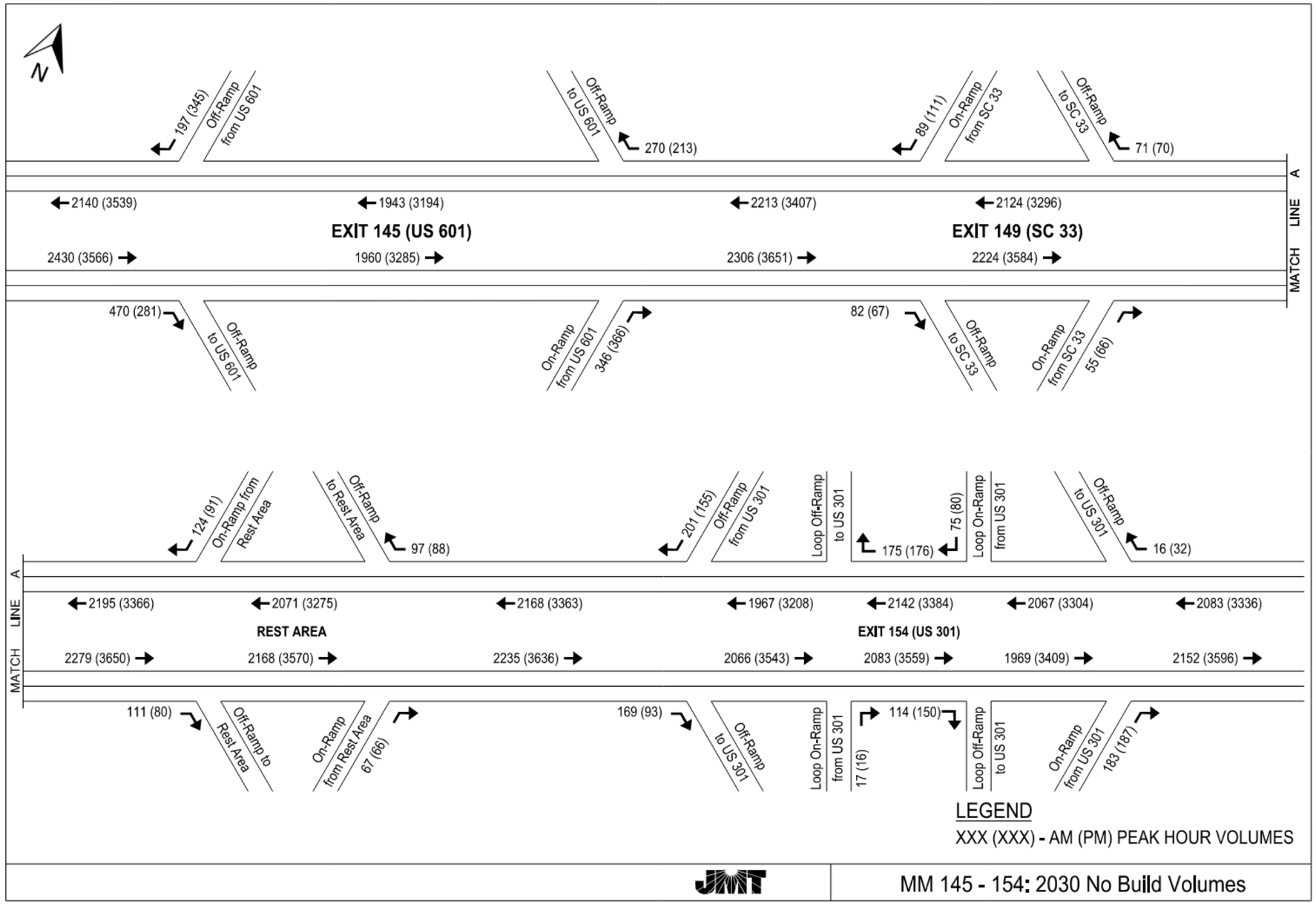


Figure 48: Design Peak Hour Volume Along I-26-2050 No Build Conditions - Phase 1 (MM 145-154)

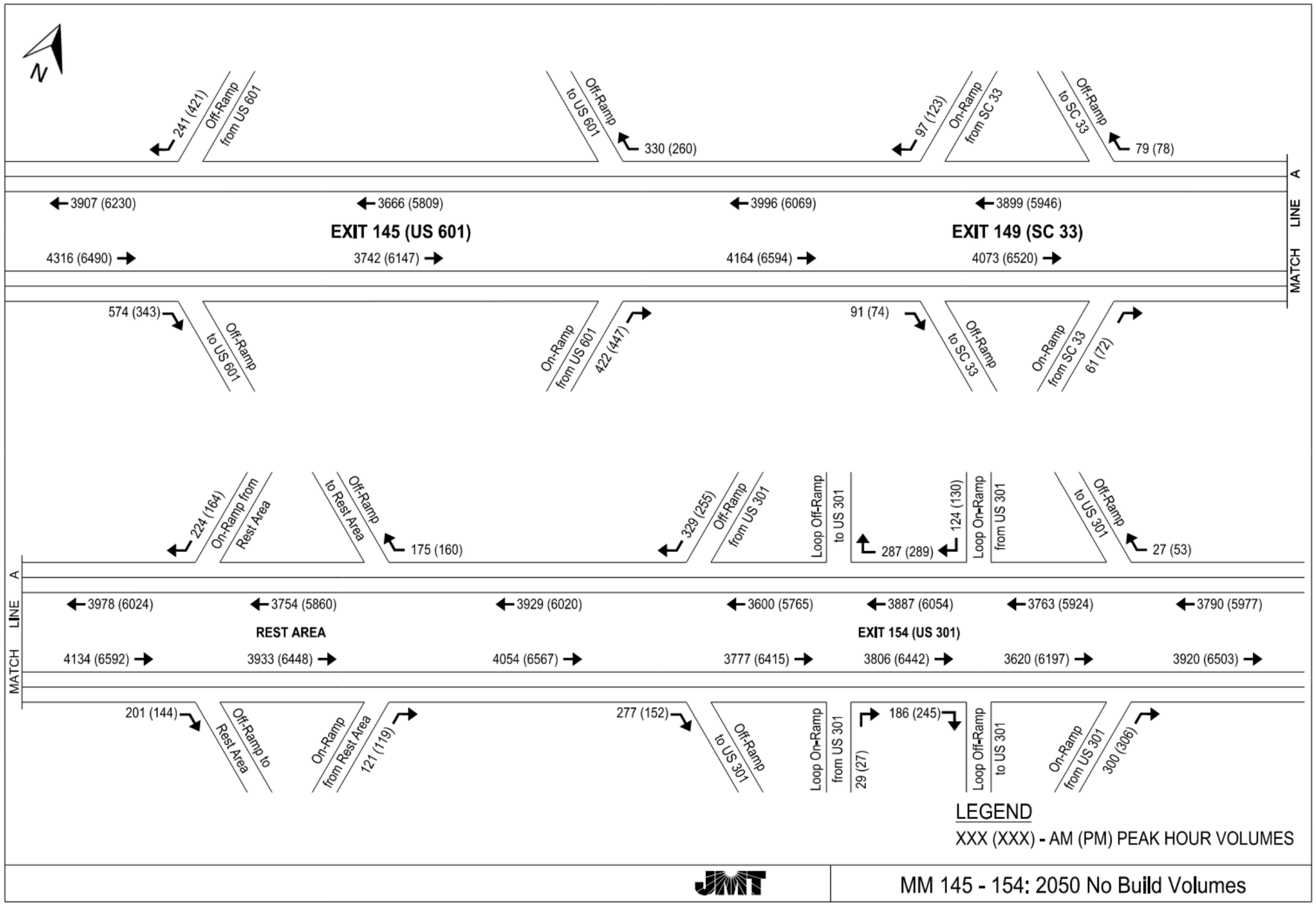


Figure 49: Design Peak Hour Volume Along I-26-2030 No Build Conditions - Phase 2 (MM 154-172)

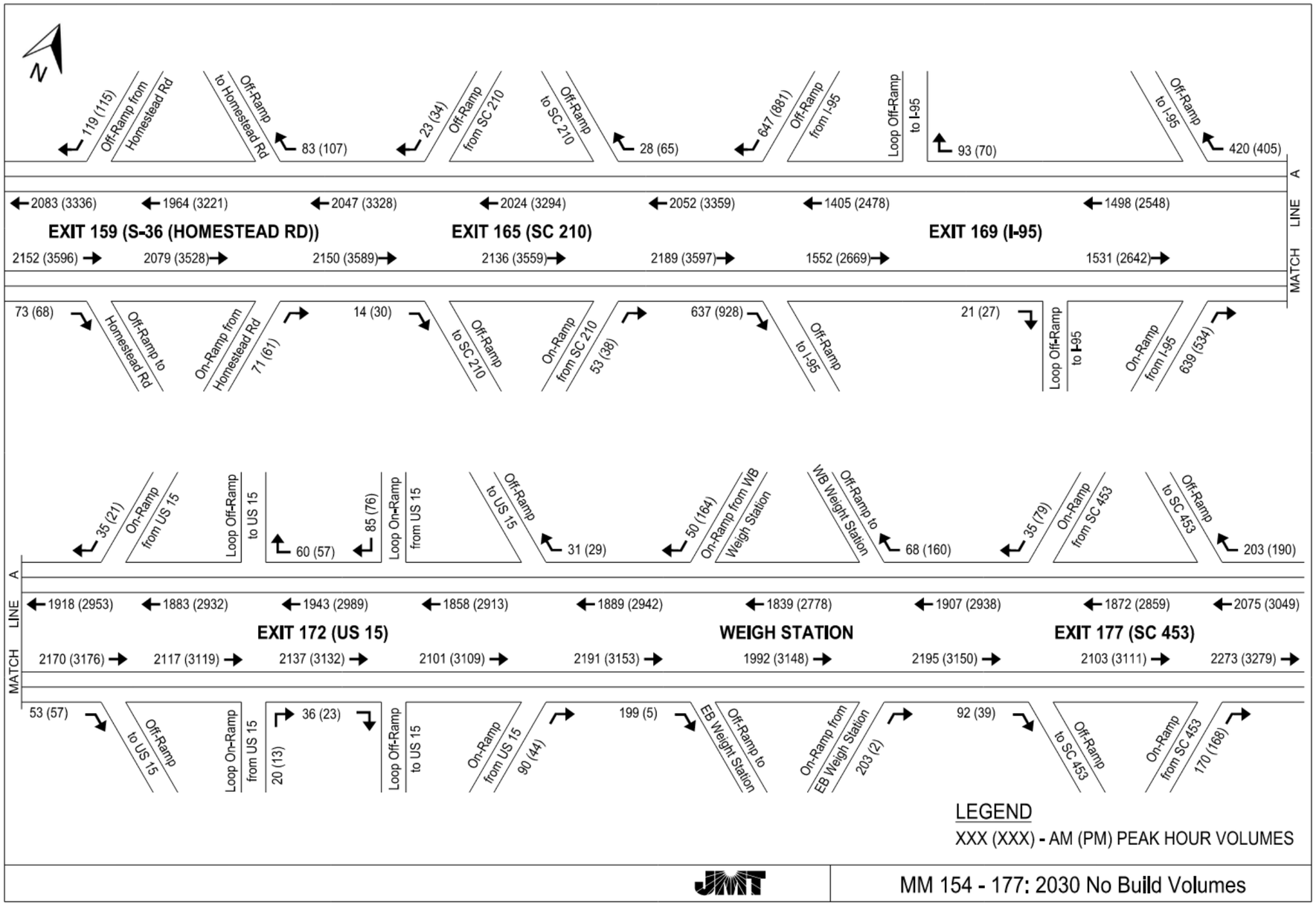


Figure 50: Design Peak Hour Volume Along I-26-2050 No Build Conditions - Phase 2 (MM 154-172)

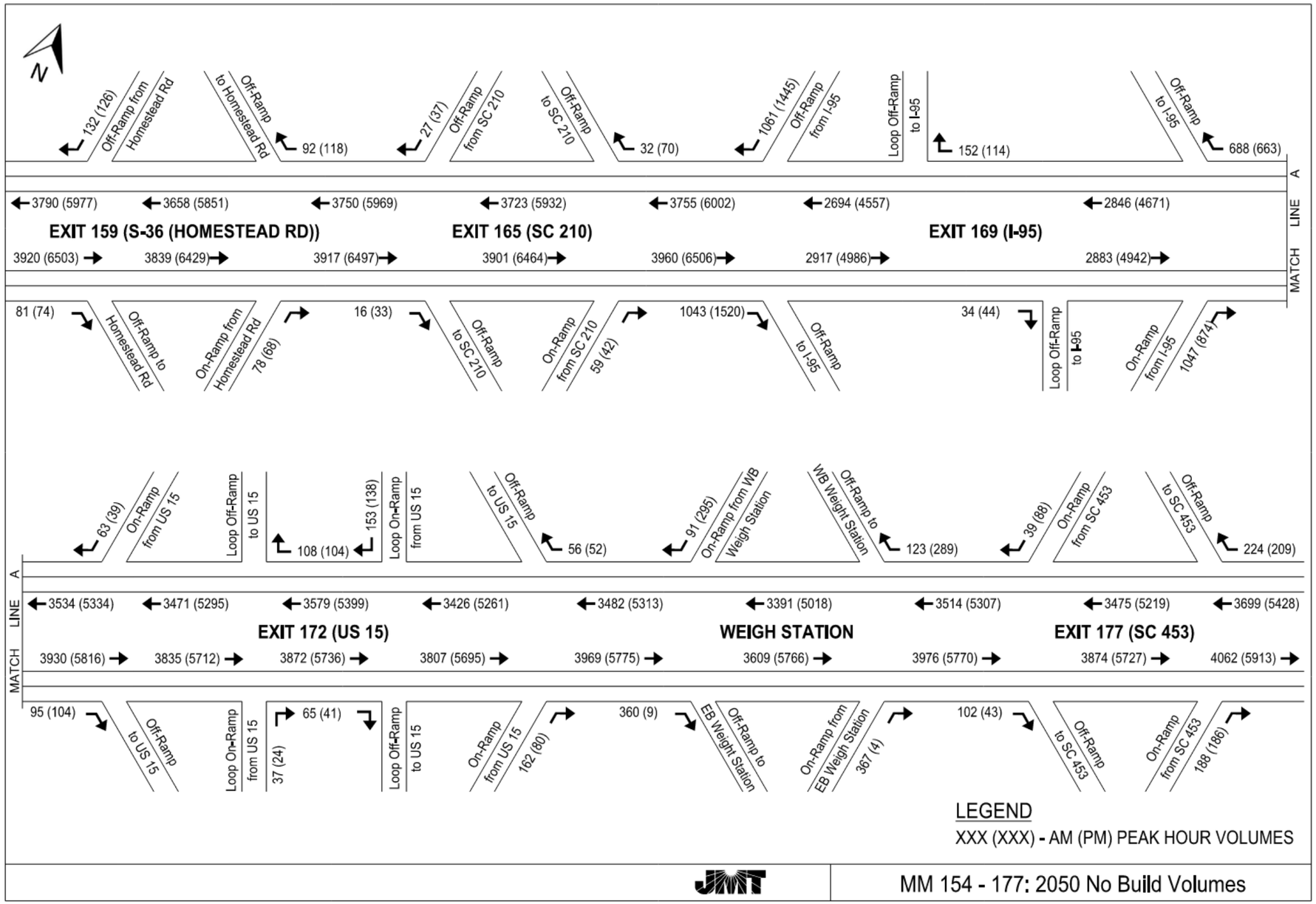


Figure 51: Peak Hour Volumes Along SC 33-2030 No Build Conditions

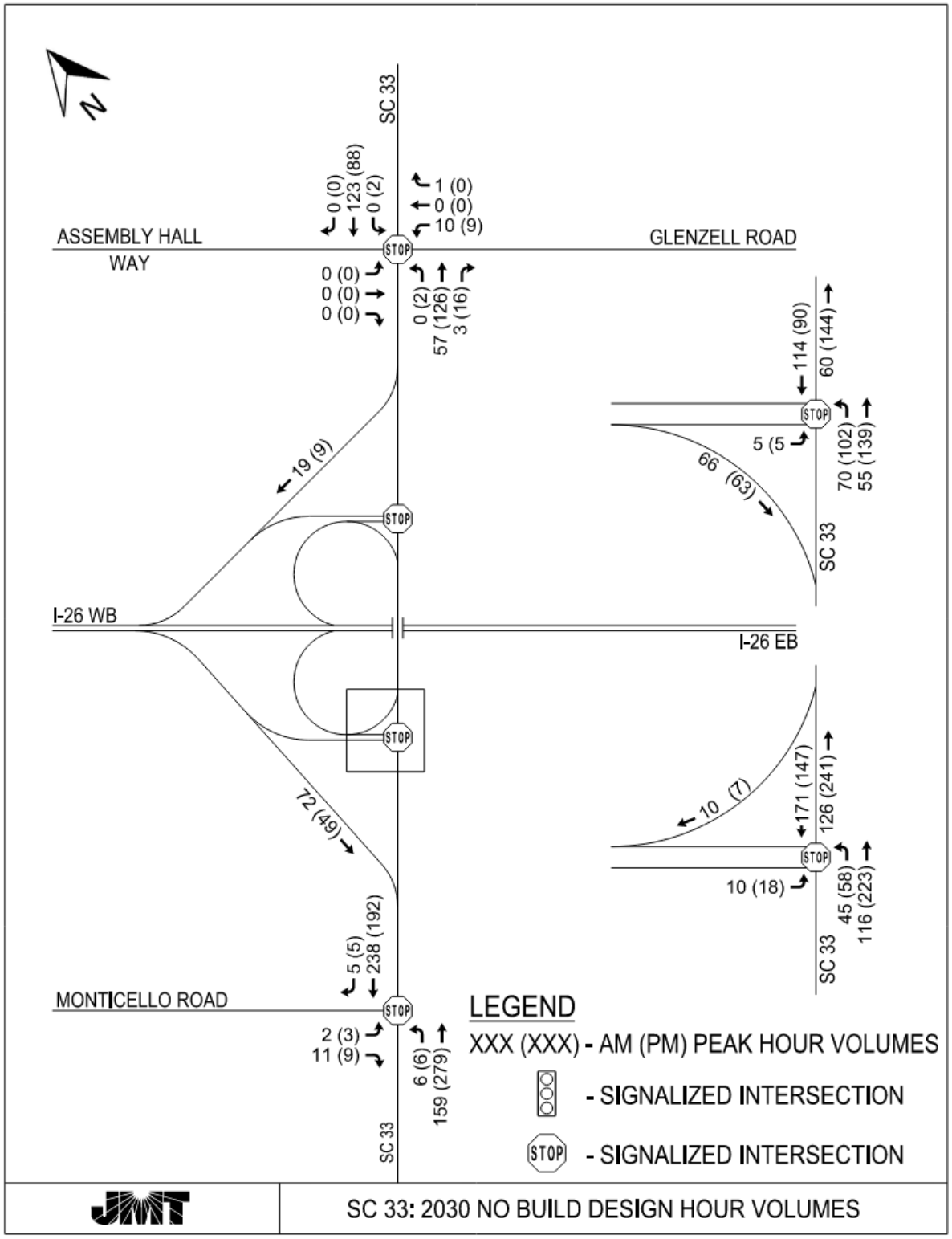


Figure 52: Peak Hour Volumes Along SC 33-2050 No Build Conditions

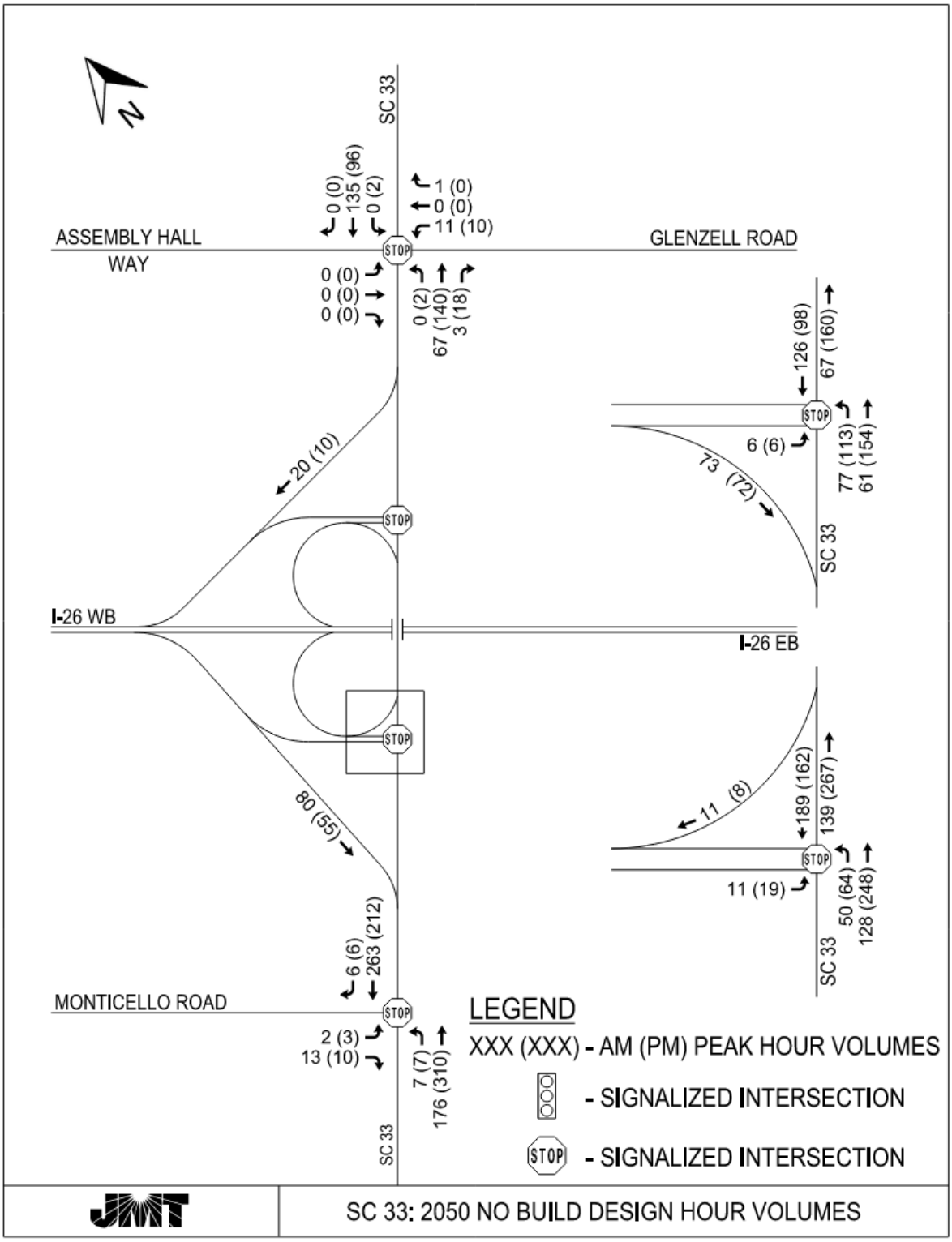


Figure 53: Peak Hour Volumes Along US 301-2030 No Build Conditions

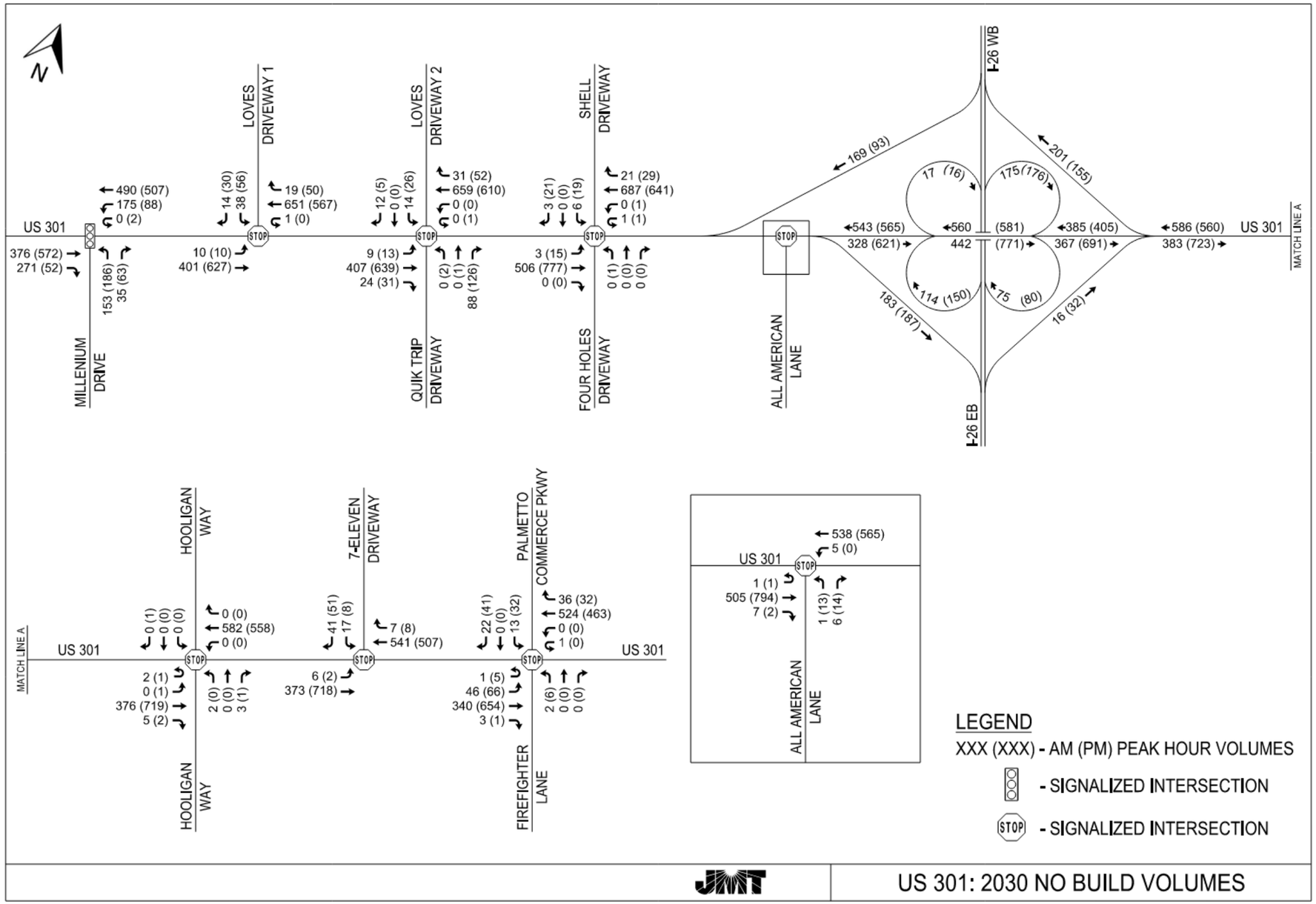


Figure 54: Peak Hour Volumes Along US 301-2050 No Build Conditions

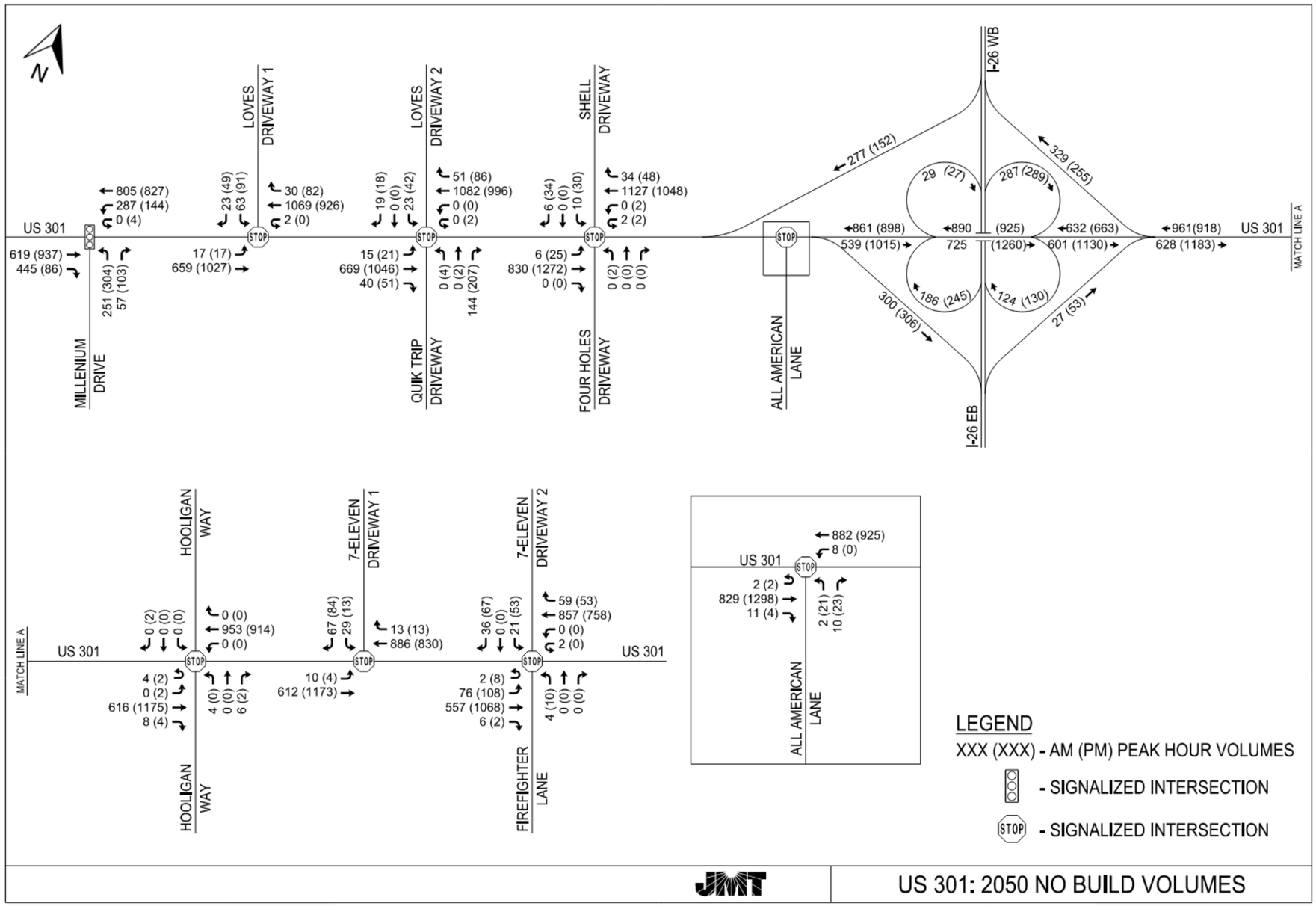


Figure 55: Peak Hour Volumes Along S-36 (Homestead Road) and SC 210-2030 No Build Conditions

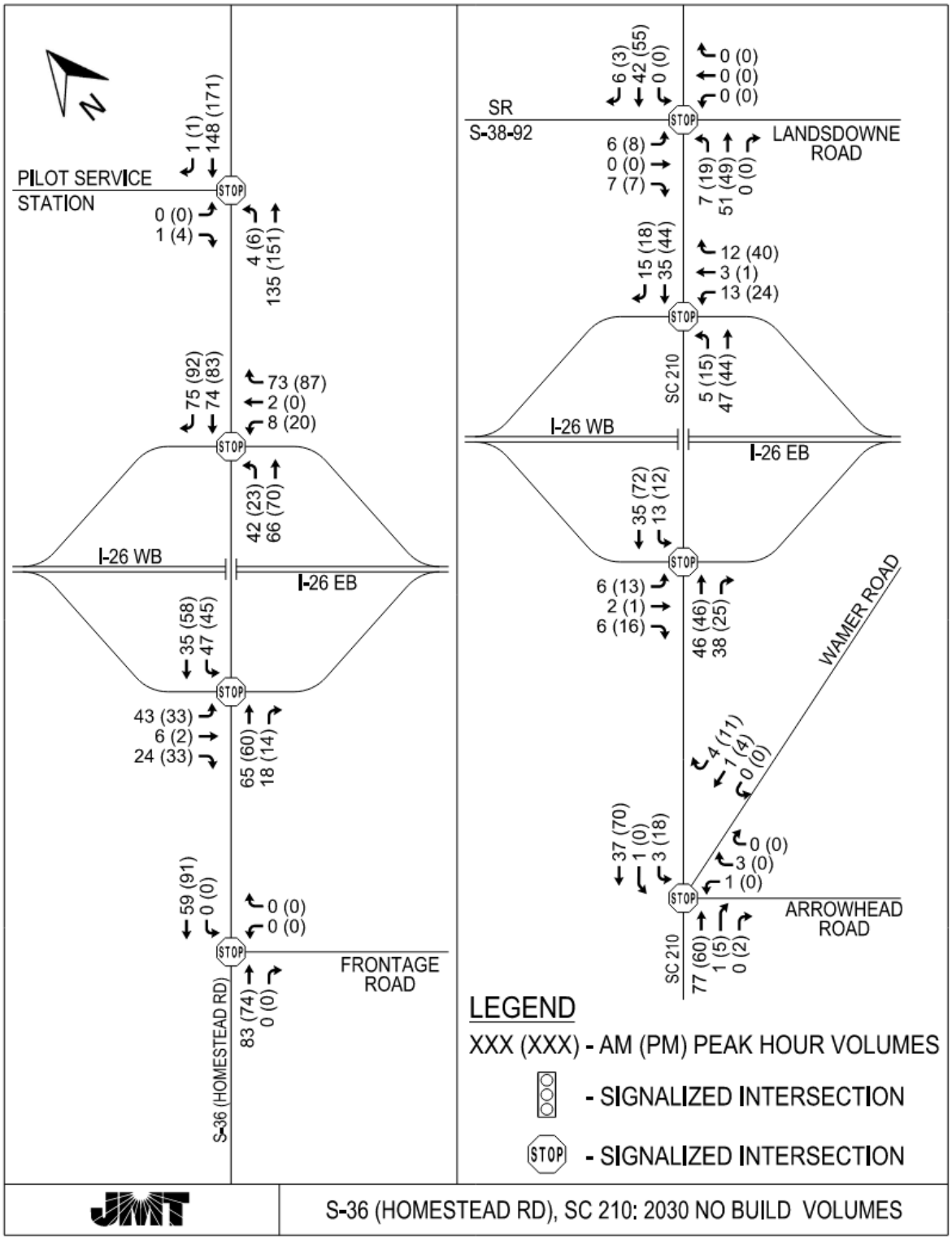
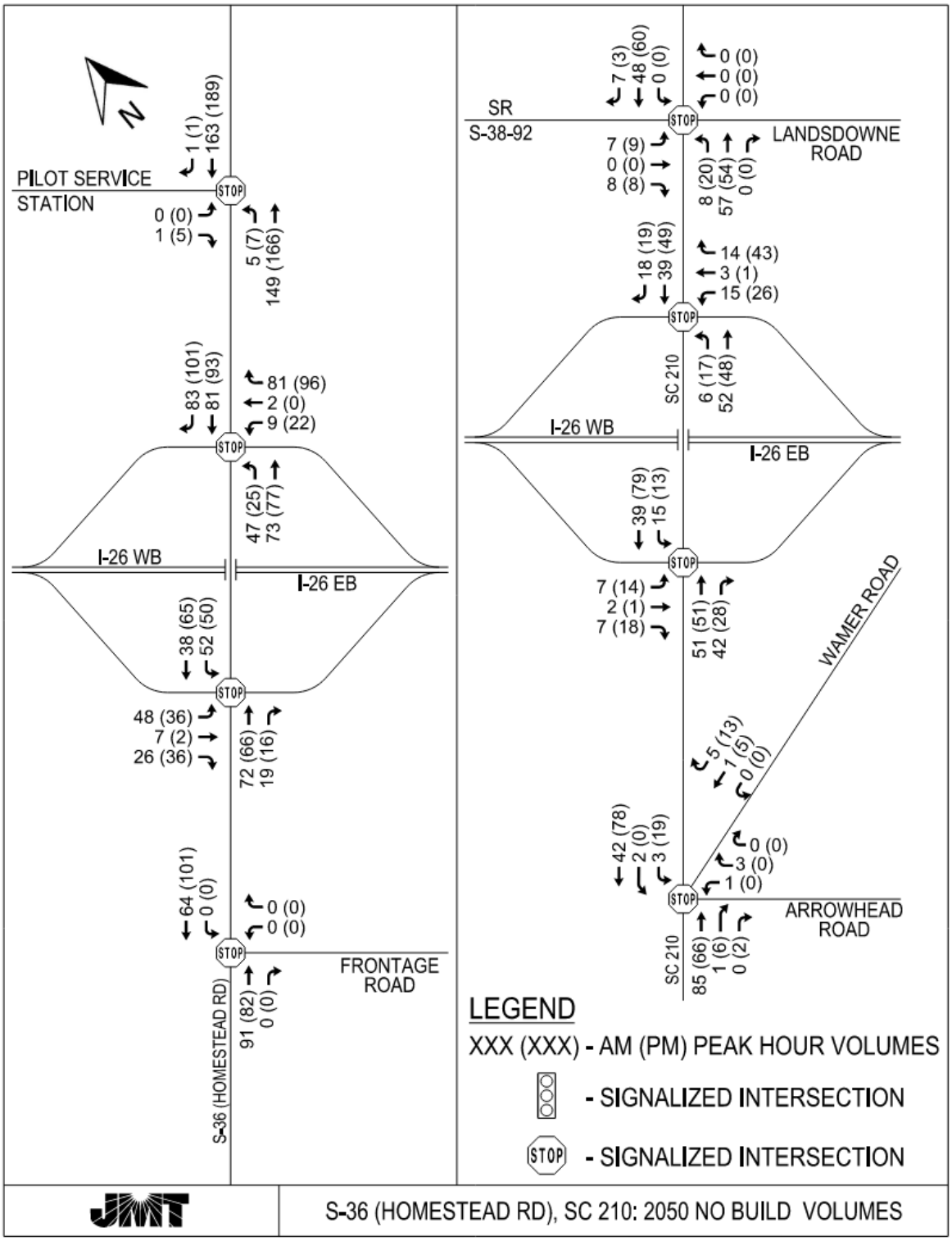


Figure 56: Peak Hour Volumes Along S-36 (Homestead Road) and SC 210-2050 No Build Conditions



7 BUILD ALTERNATIVES

Interchange improvement alternatives were developed for each interchange within the project area to address existing safety and access issues. The alternatives for each location are described in the following sections.

7.1 SC 33 (Russel St/Cameron Rd) – Exit 149

Three alternatives were considered for the SC 33 interchange, but only one was carried forward for traffic analysis due to ARMS recommended distance issues between the ramp terminal intersections and Assembly Hall Way and Monticello Road intersections with SC 33. The existing railroad that runs parallel to SC 33, sharing the same bridge with SC 33, is the limiting factor for potential interchange alternatives.

Alternative 1

The conceptual design for Alternative 1 is shown in Figure 57. In this alternative, both Monticello Road and Assembly Hall Way would be realigned to intersect SC 33 at locations further from their current positions. The existing partial cloverleaf configuration would be retained, with minor modifications to the ramp terminals. Relocating and adjusting the ramp alignments would increase the spacing between the Monticello Road and Assembly Hall Way intersections and the ramp terminals, thereby helping to meet ARMS requirements. The Glenzell Road intersection would remain but be converted to right-in/right-out access.

Alternative 2

Alternative 2 maintained the existing interchange configuration but reduced the spacing between the ramp terminal intersections. This design was not carried forward for traffic analysis or further design because the spacing between the ramp terminals, Assembly Hall Way, and Monticello Road did not meet ARMS requirements. In addition, the loop ramp radius was reduced. A schematic of Alternative 2 is shown in Figure 58.

Alternative 3

Alternative 3 proposed relocating the ramp junctions to Assembly Hall Way and Monticello Road rather than providing direct access to SC 33, which would help reduce conflicts with the adjacent railroad. However, this design was not carried forward for traffic analysis or further design due to concerns that I-26 traffic would not have immediate access to SC 33, and vice versa. A schematic of Alternative 3 is shown in Figure 59.

Figure 57: Alternative 1 for SC 33 (Exit 149)

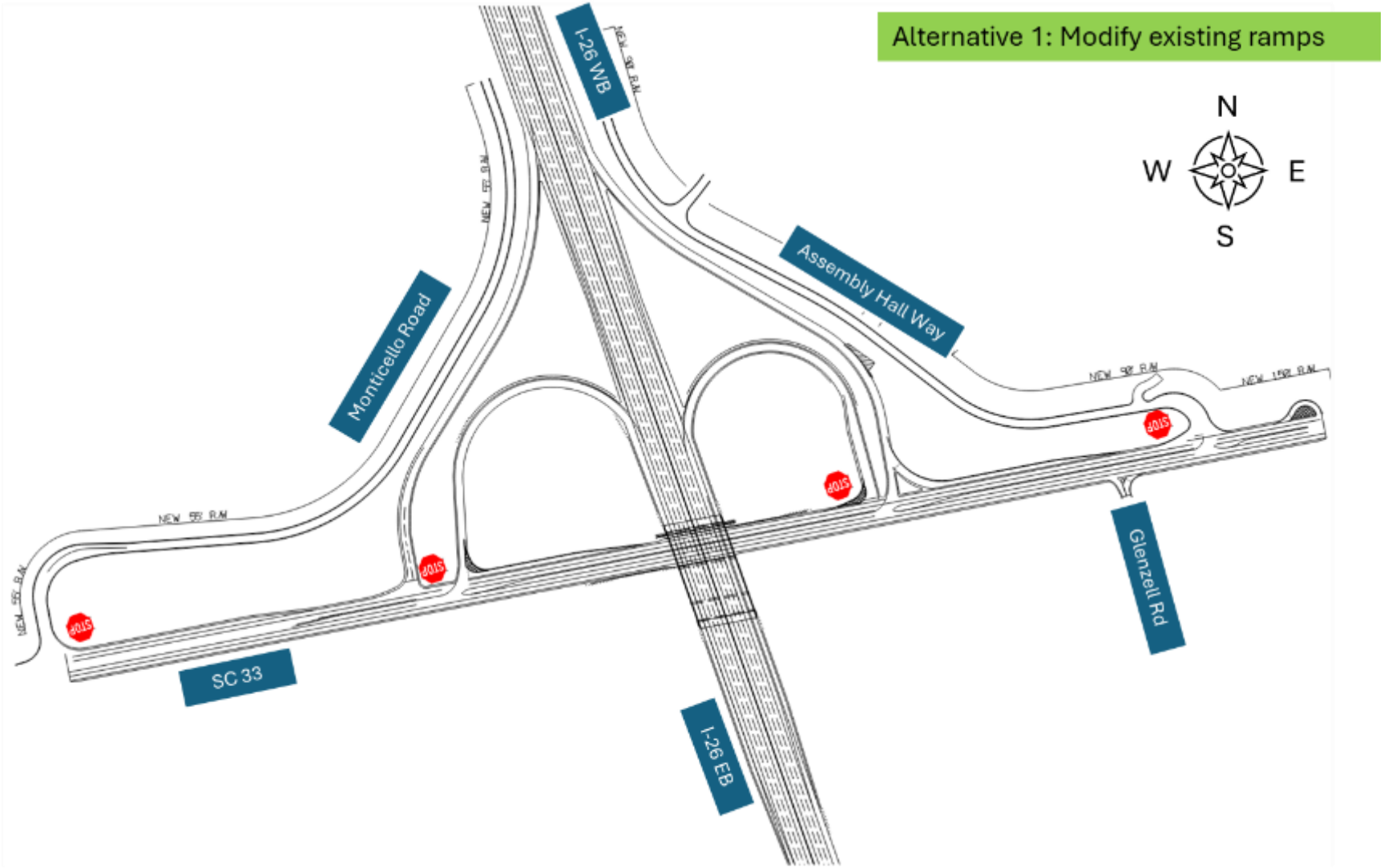


Figure 58: Alternative 2 for SC 33 (Exit 149)



Figure 59: Alternative 3 for SC 33 (Exit 149)



7.2 US 301 (Five Chop Road) – Exit 154

Four (4) alternatives were considered for the US 301 interchange: two partial cloverleaf designs and two diamond interchange designs.

Alternative 1A

Alternative 1A replaces the existing Exit 154 interchange with a partial cloverleaf design, retaining the westbound loop off-ramp located in the northwest quadrant of the interchange. The conceptual design of Alternative 1A is shown in Figure 60. Other elements of the alternative concept include:

- Eliminate the US 301 and All American Lane intersection and the All American Lane cul-de-sac.
- Relocate and adjust the alignment of Hooligan Way to the North to increase the spacing between the intersection and the I-26 westbound ramps.
- Install full traffic signals at both ramp intersections.
- Adjust the Days Inn by Wyndham Orangeburg South driveway from full access to right-in-right-out access.

Alternative 1B

The conceptual design of Alternative 1B is shown in Figure 61. Alternative 1B replaces the existing Exit 154 interchange with a partial cloverleaf design, retaining the westbound loop off-ramp located in the northwest quadrant of the interchange and the eastbound loop off-ramp in the southeast quadrant. Other elements of the alternative concept include:

- Eliminate the intersection of US 301 and All American Lane and place a cul-de-sac on the North end of All American Lane.
- Relocate and realign Hooligan Way to the north to increase the spacing from the I-26 westbound ramps.
- Modify the Days Inn by Wyndham Orangeburg South driveway from full access to right-in/right-out only.

Alternative 2

Alternative 2 replaces the existing Exit 154 interchange with a diamond interchange with roundabouts constructed at the ramp terminal intersections. The conceptual design of Alternative 2 is shown in Figure 62. Other elements of the alternative concept include:

- Eliminate the intersection of US 301 and All American Lane and construct a cul-de-sac.
- Relocate and adjust the alignment of Hooligan Way and the Days Inn by Wyndham Orangeburg South driveway to the North to increase the spacing between the intersection and the I-26 westbound ramps.

Alternative 3

Alternative 3 replaces the existing Exit 154 interchange with a diamond interchange. The conceptual design of Alternative 3 is shown in Figure 53. Other elements of the alternative concept include:

- Eliminate the intersection of US 301 and All American Lane and placing a cul-de-sac on the North end of All American Lane.
- Relocate and adjust the alignment of Hooligan Way and the Days Inn by Wyndham Orangeburg South driveway to the North to increase the spacing between the intersection and the I-26 westbound ramps.
- Install a full traffic signal at both ramp intersections.

Figure 60: Alternative 1A for US 301 (Exit 154)

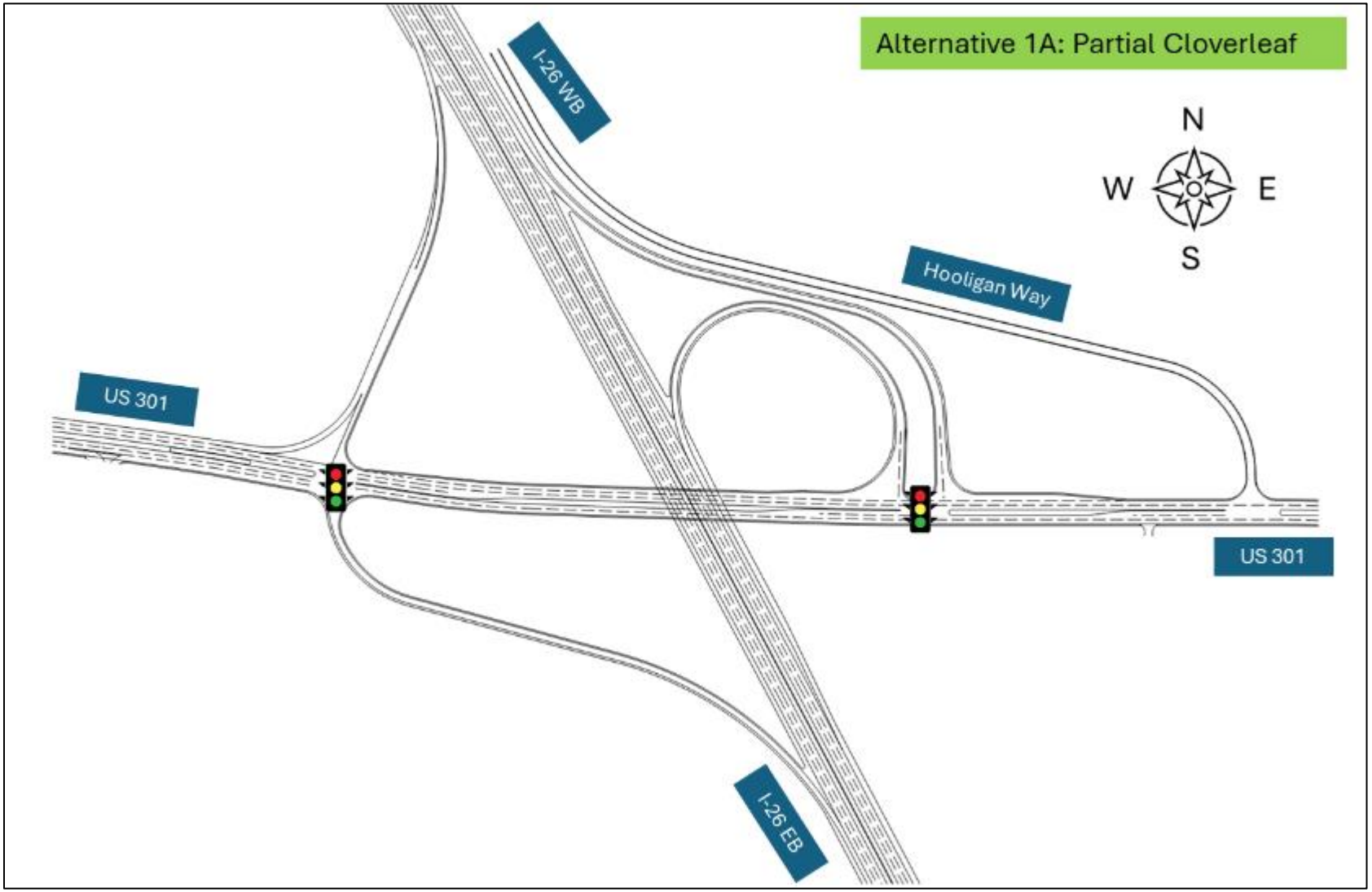


Figure 61: Alternative 1B for US 301 (Exit 154)

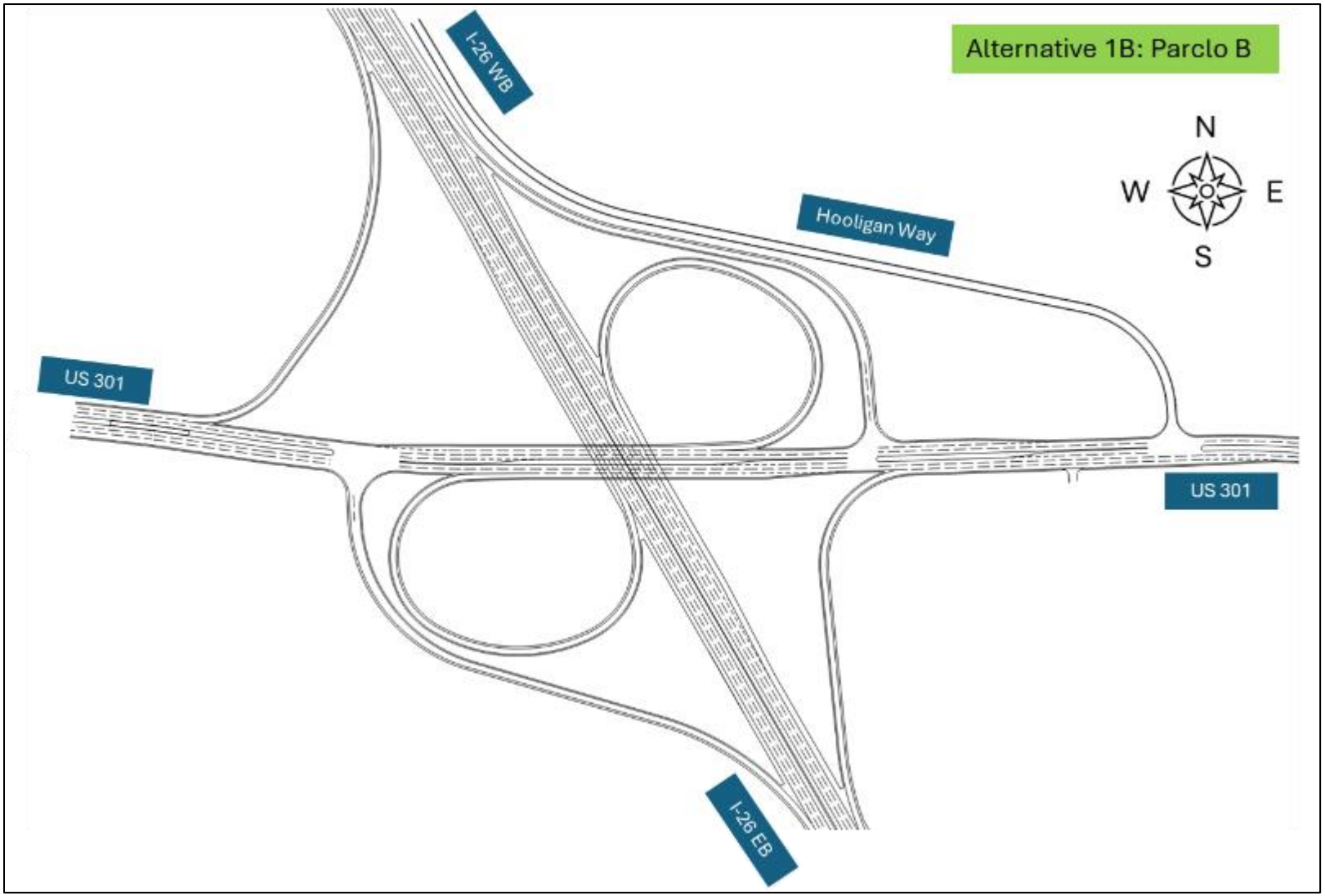


Figure 62: Alternative 2 for US 301 (Exit 154)

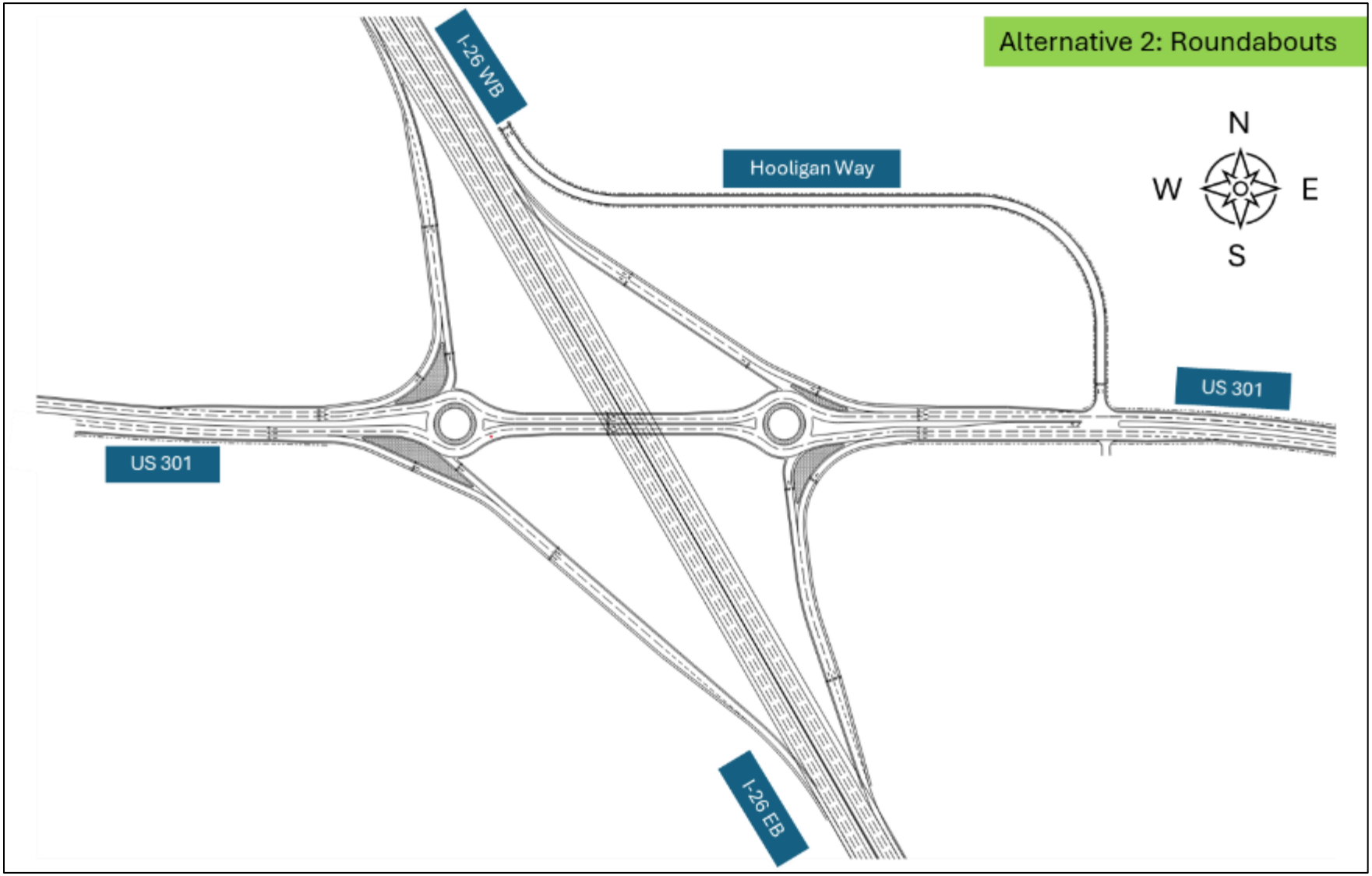
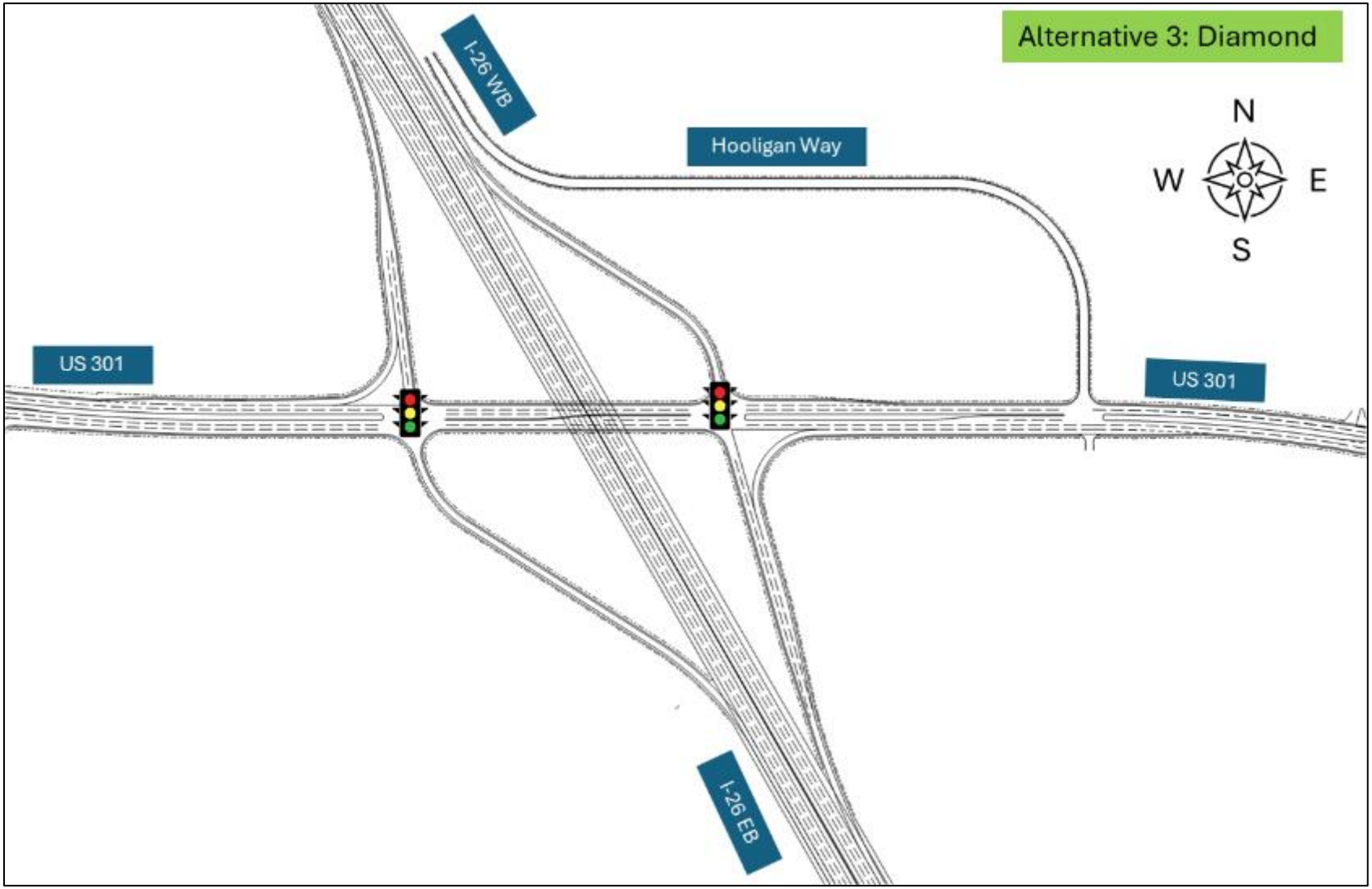


Figure 63: Alternative 3 for US 301 (Exit 154)



7.3 S-36 (Homestead Road) – Exit 159

Three (3) alternatives were considered for the S-36 (Homestead Road) interchange, two of which maintained the existing diamond interchange configuration.

Alternative 1

Alternative 1 maintains the existing Exit 159 diamond interchange configuration. The conceptual design of Alternative 1 is shown in Figure 64. Other elements of the alternative concept include:

- Eliminate the southernmost Pilot Gas station access to S-36 (Homestead Road).
- Relocate and adjust the alignment of the frontage road just south of the I-26 eastbound ramps intersection to the South to increase the spacing between the intersection and the eastbound ramps.

Alternative 2

Alternative 2 also maintains the existing Exit 159 diamond interchange configuration with roundabouts constructed at the ramp intersections. The conceptual design of Alternative 2 is shown in Figure 65. Other elements of the alternative concept include:

- Eliminate the southernmost Pilot Gas station access to S-36 (Homestead Road).
- Relocate and adjust the alignment of the frontage road just south of the I-26 eastbound ramps intersection to the South to increase the spacing between the intersection and the eastbound ramps.

Alternative 3

Alternative 3 replaces the existing Exit 159 interchange with a Single Point Urban Interchange (SPUI). The conceptual design of Alternative 3 is shown in Figure 66. Other elements of the alternative concept include:

- Install a full traffic signal at the SPUI.
- Eliminate the southernmost Pilot Gas station access to S-36 (Homestead Road).
- Relocate and adjust the alignment of the frontage road just south of the I-26 eastbound ramps intersection to the south to increase the spacing between the intersection and the eastbound ramps.

Figure 64: Alternative 1 for S-36 (Homestead Road) (Exit 159)

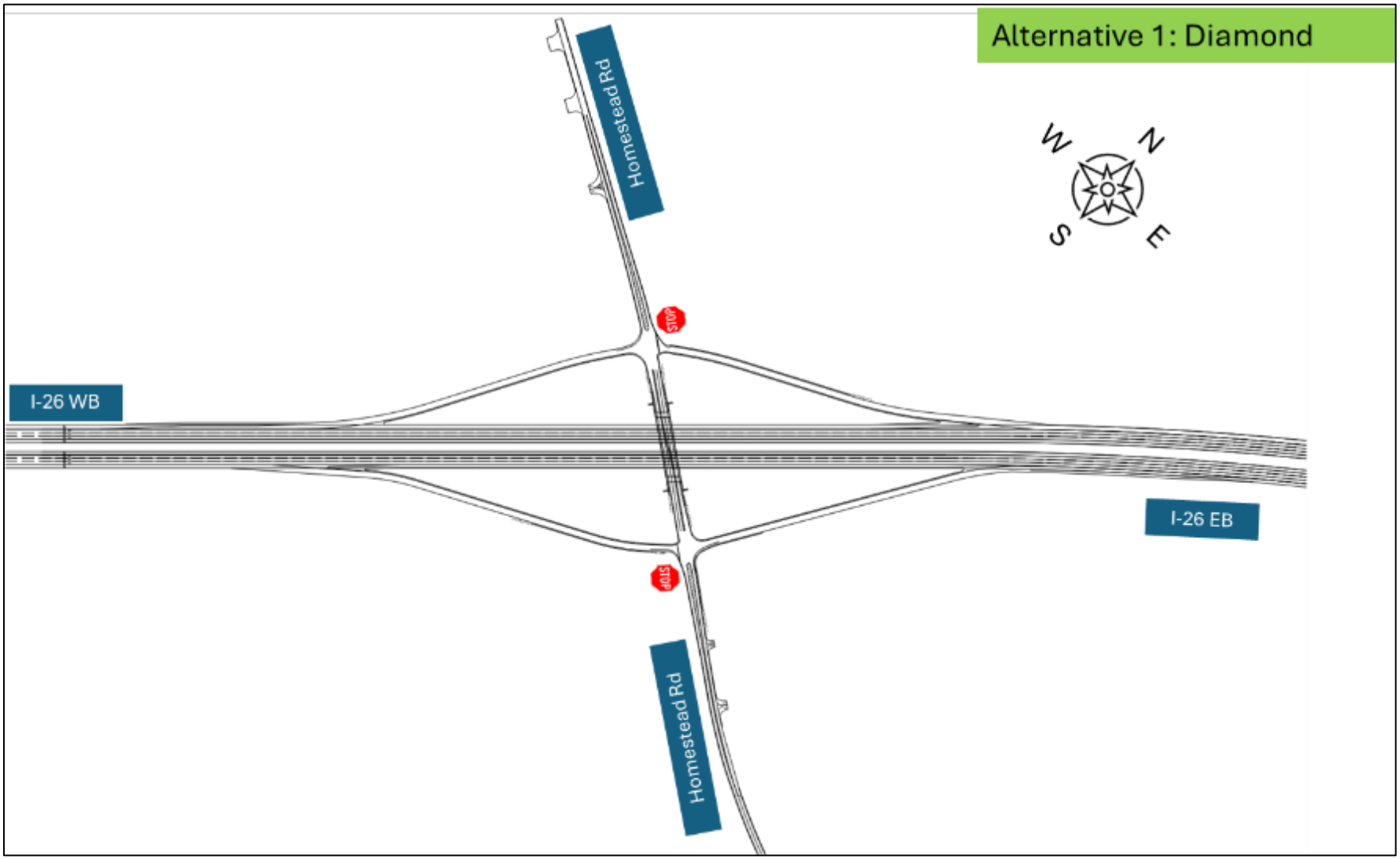


Figure 65: Alternative 2 for S-36 (Homestead Road) (Exit 159)

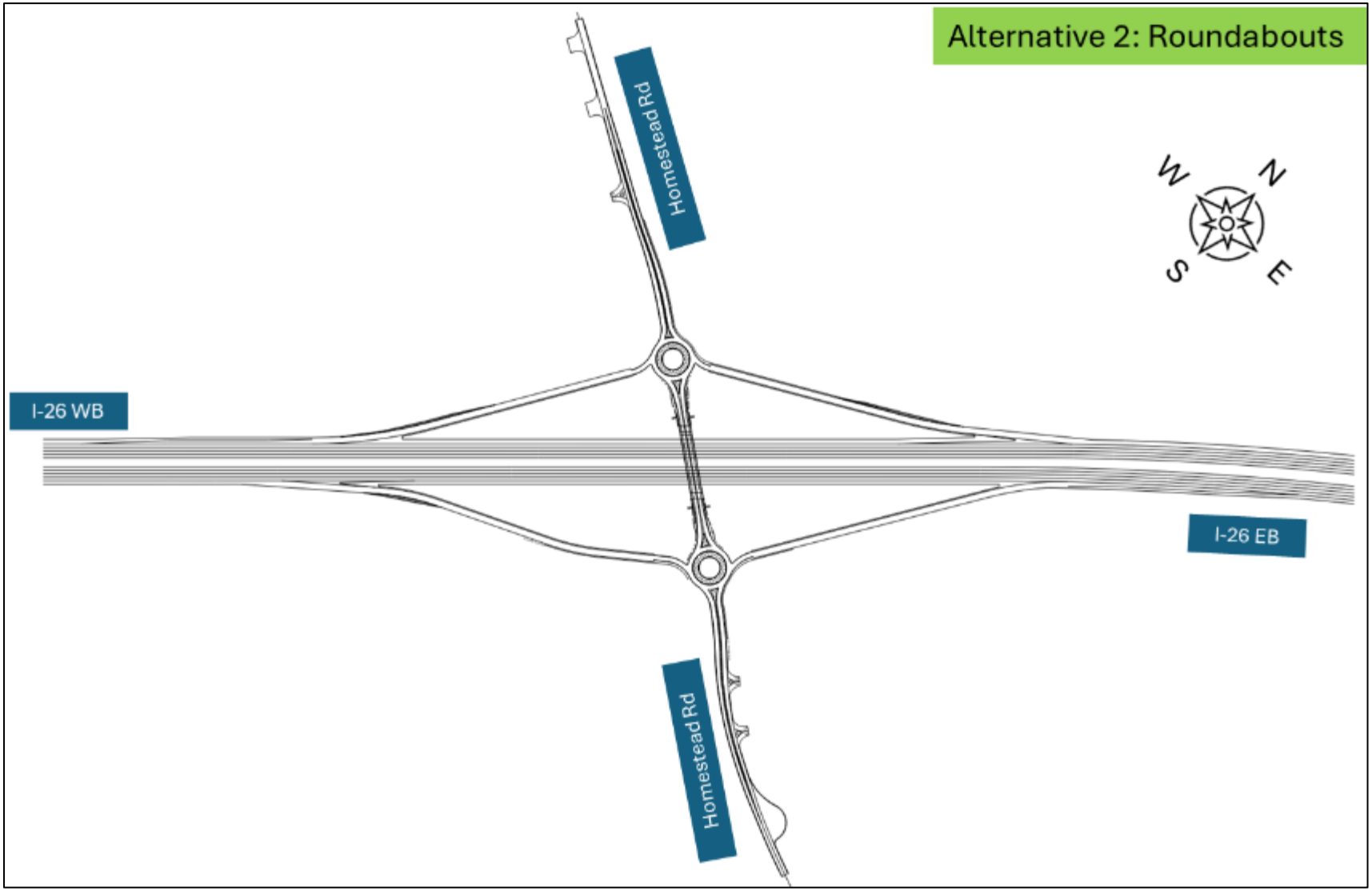
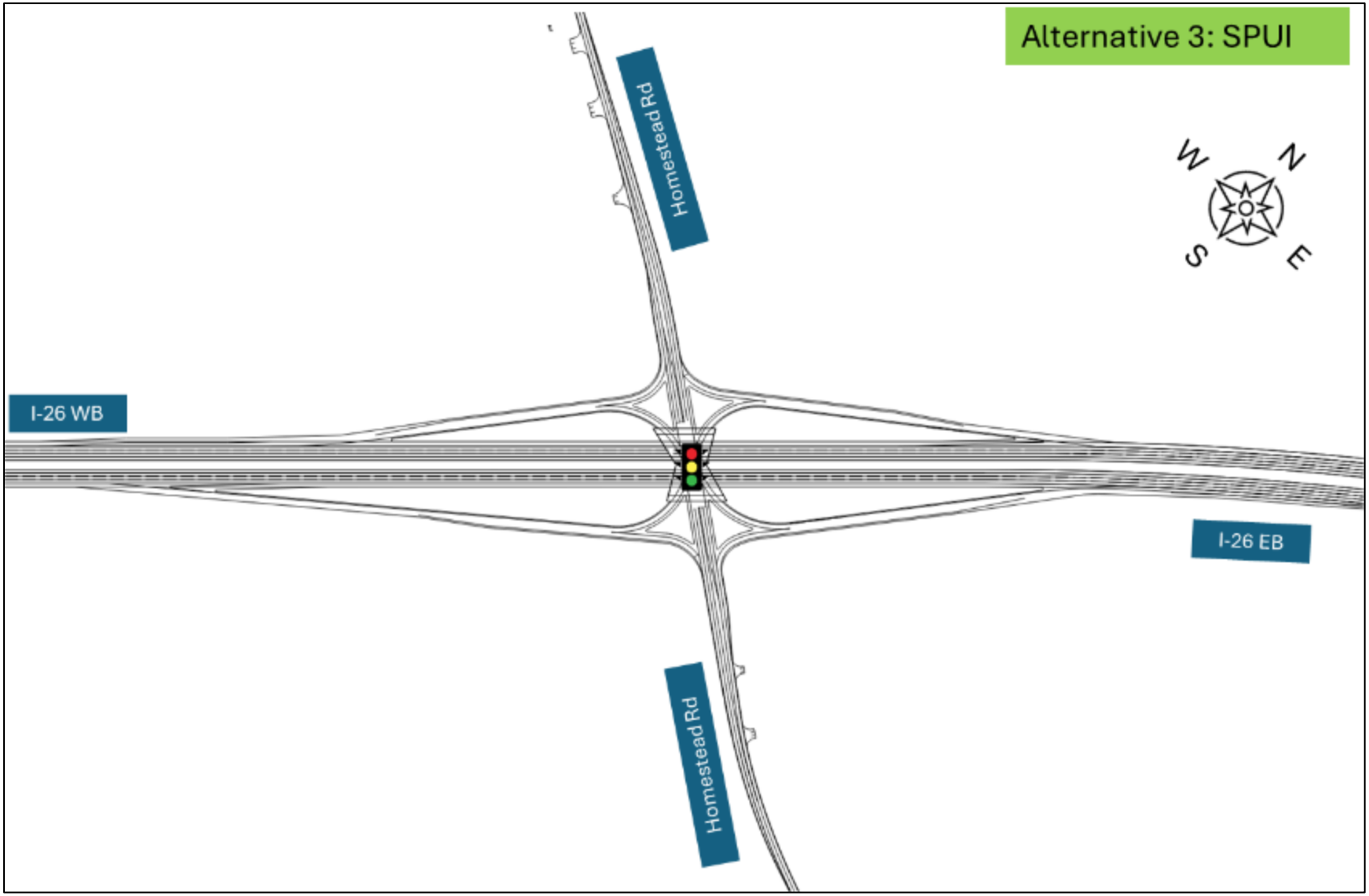


Figure 66: Alternative 1 for S-36 (Homestead Road) (Exit 159)



7.4 SC 210 (Vance Road) – Exit 165

Two (2) alternatives were considered for the SC 210 interchange, which both maintain the existing diamond interchange configuration.

Alternative 1

Figure 67 shows the conceptual design of Alternative 1, which maintains the existing Exit 165 diamond interchange configuration. The I-26 westbound off-ramp is currently controlled by an all-way stop and warrant analysis was conducted to evaluate whether the intersection satisfies the 11th edition of the MUTCD criteria to maintain the AWSC. It should be noted that the intersection was likely converted to AWSC because of sight distance limitations. Based on the warrant analysis shown in Table 39, no warrants for all-way stop control are met at this intersection. Therefore, the existing AWSC is not justified, supporting the proposed conversion to two-way stop control (TWSC). Therefore, the AWSC control will be changed to two-way stop control (TWSC).

Table 39: SC 210 AWSC MUTCD Warrant Analysis

Warrant	Name	AWSC Warrant Analysis	Warrant Met (Yes/No)
A	Crash Experience	No crashes were observed during the 2021–2023 period.	No
B	Sight Distance	The intersection will be reconstructed to eliminate existing sight distance issues.	No
C	Transition to Signal or Yield Control at a Circular Intersection	No signal is proposed at this location.	No
D	8-Hour Volumes (Vehicles, Pedestrians, Bicycles)	Major street volume: <300 veh/hr	No
		Minor street volume: <200 veh/hr	
		The major street 85th percentile speed is 40 mph, which does not meet the >40 mph threshold for application of the 70% volume factor.	
E	Other Factors	Left turn conflicts: No evidence since there are no crashes	No
		Intersection of two residential neighborhood collector (through) streets: Not applicable	
		Pedestrian and/or bicyclist movements: Not applicable	

Alternative 2

Alternative 2 also maintains the existing Exit 165 diamond interchange configuration, with roundabouts constructed at the ramp intersections. Figure 68 shows the conceptual design of Alternative 2.

Figure 67: Alternative 1 for SC 210 (Vance Road) (Exit 165)

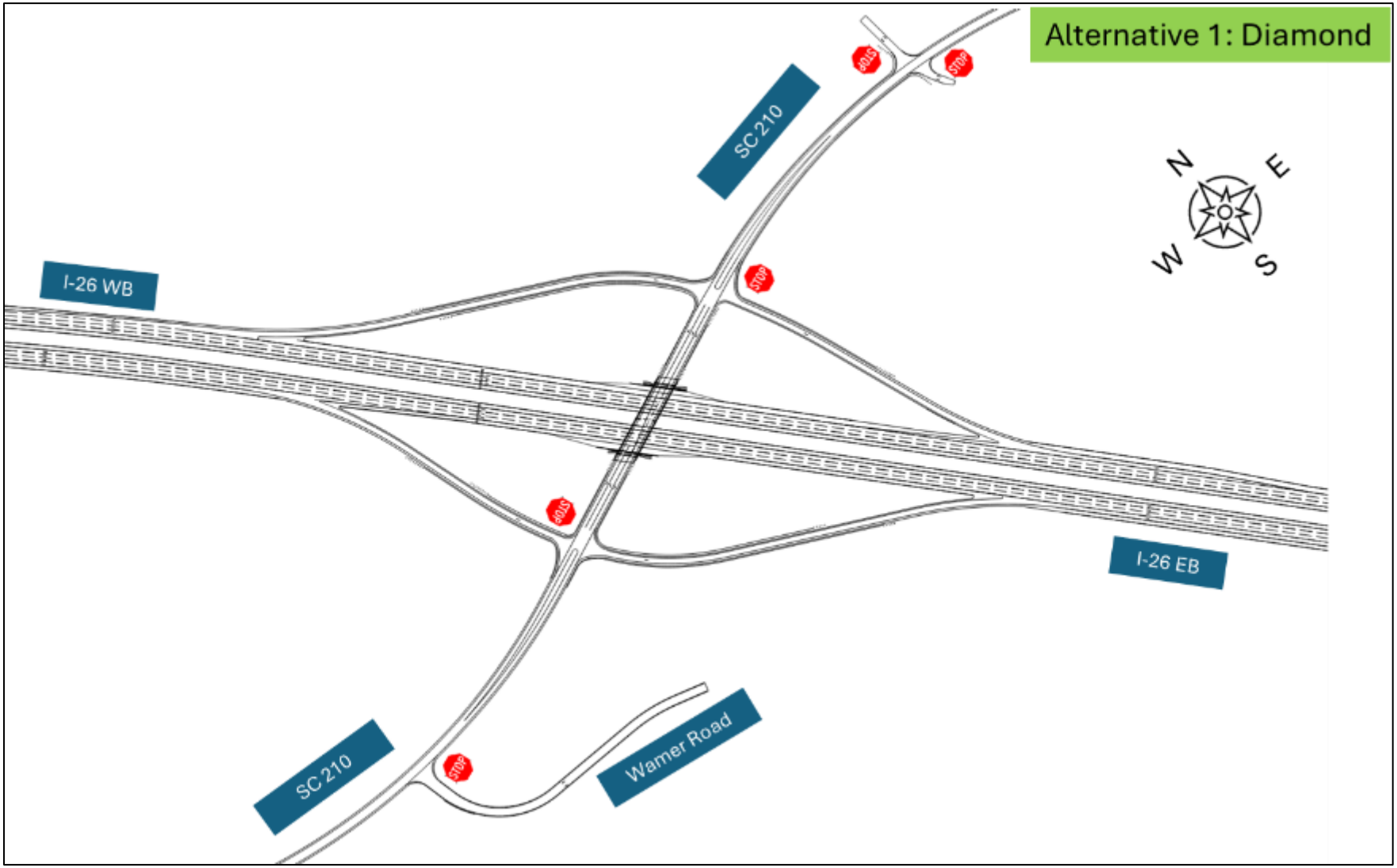
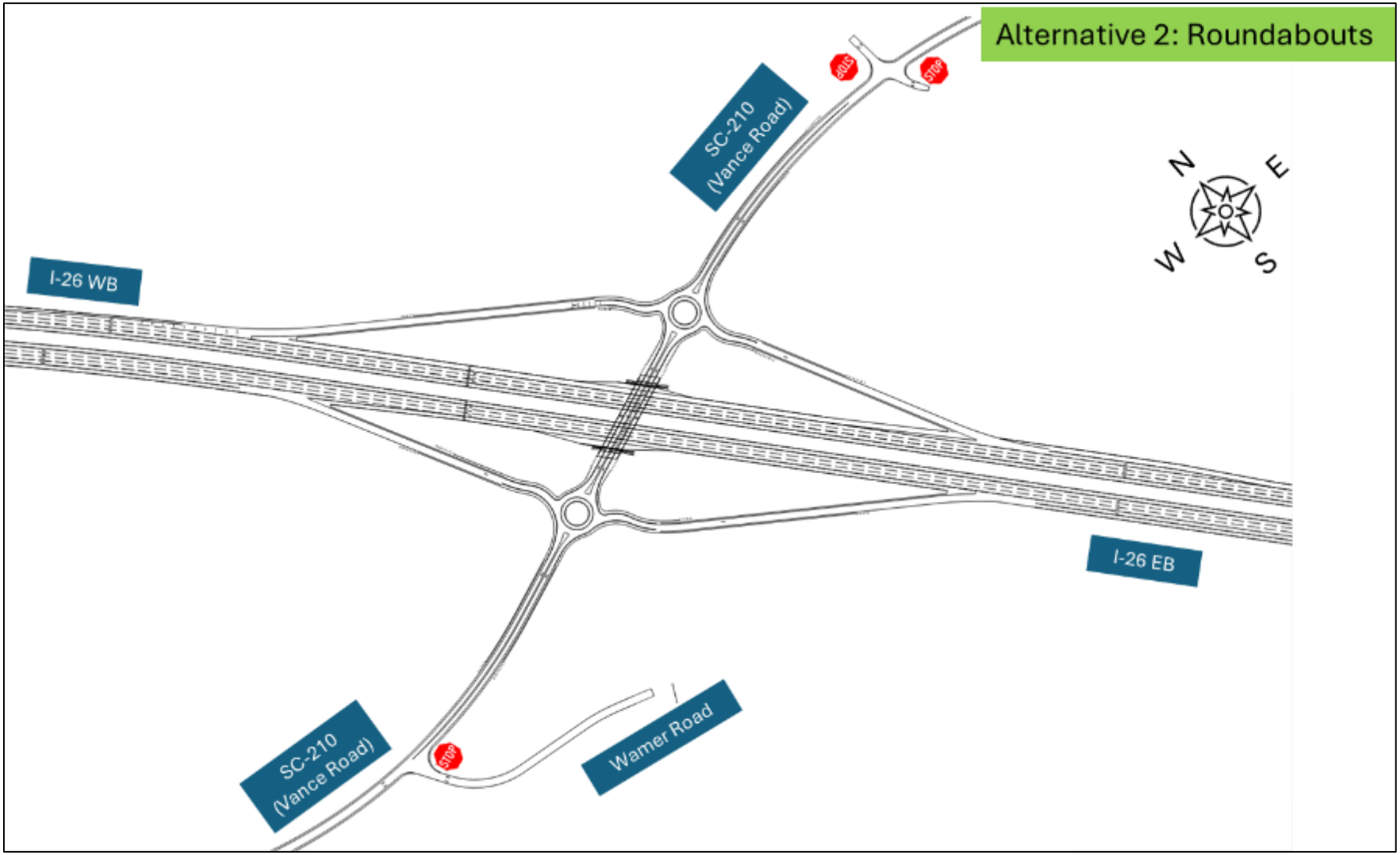


Figure 68: Alternative 2 for SC 210 (Vance Road) (Exit 165)



8 TRAFFIC ANALYSIS

Capacity analyses were conducted for the 2024 Existing, 2050 No Build, and 2050 Build conditions, covering both the side streets and freeway corridors. Ramp terminal intersections were evaluated using Synchro Studio® 12, while roundabouts were analyzed with SIDRA Intersections 9.1. For the freeway, both deterministic and microsimulation methods were applied: the Highway Capacity Manual (HCM) 7th Edition and Highway Capacity Software (HCS) Version 2024 were used for deterministic analysis. The results of these capacity analyses are presented in the following sections.

Level of Service, as defined in HCM 7, was used as the measure of effectiveness (MOE). The HCM defines LOS as:

"a quality measure describing operational conditions within the traffic stream, in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Six LOS are defined for each facility type, with analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions. Safety is not included in the measures that establish service levels."

HCM LOS criteria for signalized and unsignalized intersections and freeway segments are presented in Table 40. In addition to the basic, weaving, merge and diverge segments, the HCM also defines LOS criteria for the entire freeway facility. Freeway facility LOS criteria is presented in Exhibit 10-6 of HCM 7th Edition. Facility LOS is distinguished for urban and rural freeway facilities and are also shown in Table 40.

Table 40: LOS Criteria for Signalized and Unsignalized Intersection

LOS	Intersection Delay (seconds/vehicles)		Freeway Segments Density (pc/mi/ln)			Freeway Facility Density (pc/mi/ln)	
	TWSC/AWSC	Signalized	Freeway Segment	Merge/Diverge	Weaving	Urban	Rural
A	≤10	≤10	≤11	≤10	≤10	≤11	≤6
B	>10-15	>10-20	>11-18	>10-20	>10-20	>11-18	>6-14
C	>15-25	>20-35	>18-26	>20-28	>20-28	>18-26	>14-22
D	>25-35	>35-55	>26-35	>28-35	>28-35	>26-35	>22-29
E	>35-50	>55-80	>35-45	>35	>35-43	>35-45	>29-39
F	>50 sec	>80	>45| v/c>1	v/c>1	>43|v/c>1	>45| v/c>1	>39| v/c>1

Note: Source: HCM 7th Edition

8.1 Existing and No Build Conditions

Traffic operations for the study area network were analyzed based on the existing roadway geometry, interchange configuration, and intersection traffic control. For the future No Build condition, it was assumed that the planned improvements at the I-95/I-26 interchange (SCDOT Project P038677) and the US 601/I-26 interchange (SCDOT Project P042612) would be complete. Accordingly, the No-Build analysis reflects the proposed interchange configurations shown in Figures 12 and 15.

8.1.1 Intersection Level of Service

Ramp terminal and adjacent intersections were analyzed along the study area corridors using Synchro software. Analysis results for each corridor are presented in the following sections. Detailed Synchro reports are presented in Appendix D.

SC 33 Corridor

The following intersections were analyzed along SC 33:

- SC 33 & Monticello Rd
- SC 33 & I-26 EB Ramps
- SC 33 & I-26 WB Ramps
- SC 33 & Assembly Hall Way/Glenzell Rd

Table 41 presents the peak hour operational analysis results for the Existing and No Build conditions. All intersections along SC 33 are two-way stop-controlled, and all movements at these intersections currently operate—and are projected to continue operating—at LOS B or better.

US 301 Corridor

The following intersections along the US 301 corridor were analyzed:

- US 301 & Millenium Drive
- US 301 & All American Lane
- US 301 & Hooligan Way
- US 301 & Palmetto Commerce Pkwy/ Firefighter Lane

The existing interchange configuration has all the ramps as free flowing. Table 42 presents the operational analysis results for existing intersections along the US 301 interchange. All the movements in the study area currently operate at LOS D or better. In 2030 no build conditions, all the movements will continue to operate at LOS D. During the 2050 No build conditions, some stop-controlled approaches are projected to operate at LOS F.

Table 41: SC 33 Level of Service – 2024 Existing, 2030 No Build and 2050 No Build Conditions

Intersection	Traffic Control	Mvmt	2024 Existing Conditions				2030 No Build Conditions				2050 No Build Conditions			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)
SC 33 at Monticello Road	TWSC	EB	A	9.6	A	9.5	A	8.0	A	7.8	A	9.8	A	9.7
		NBL	A	7.8	A	7.7	A	9.7	A	9.7	A	8.1	A	7.8
SC 33 & I-26 Eastbound Ramps	TWSC	EB	B	11.5	B	11.8	A	7.9	A	7.8	B	12.1	B	12.5
		NBL	A	7.8	A	7.7	A	9.6	A	9.9	A	7.9	A	7.8
SC 33 & I-26 Westbound Ramps	TWSC	EB	B	11.0	B	11.9	A	7.8	A	7.8	B	11.4	B	12.6
		NBL	A	7.7	A	7.7	A	9.2	A	9.2	A	7.8	A	7.7
SC 33 & Assembly Hall Way/Glenzell Rd	TWSC	NBL	A	0.0	A	7.4	A	0.0	A	7.4	A	0.0	A	8.0
		SBL	A	0.0	B	10.1	A	0.0	A	7.6	A	0.0	A	7.6
		WB	A	9.5	B	10.1	A	9.5	B	10.2	A	9.6	B	10.5
		EB	A	0.0	A	8.6	A	0.0	A	8.6	A	0.0	A	0

Note: TWSC-Two-way stop control, AWSC- All way stop control

Table 42: US 301 Level of Service – 2024 Existing, 2030 No Build and 2050 No Build Conditions

Intersection	Traffic Control	Mvmt	2024 Existing Conditions				2030 No Build Conditions				2050 No Build Conditions			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)
US 301 & Millenium Drive	Signal	**Overall**	**B**	**11.0**	**B**	**12.5**	**B**	**11.3**	**B**	**12.2**	**B**	**17.4**	**B**	**18.8**
		WBL	C	22.6	C	21.1	C	25.7	C	28.6	D	44.6	D	47.2
		WBR	B	15.0	B	13.8	B	16.5	B	17.9	C	21.1	C	22.6
		NBT	B	12.4	B	15.3	B	12.2	B	12.8	B	16.3	B	18.9
		NBR	B	13.7	B	12.7	B	13.7	B	10.7	C	21.8	B	13.3
		SBL	A	8.3	A	7.0	A	8.4	A	8.3	B	17.1	B	15.5
		SBT	A	5.4	A	6.9	A	5.4	A	5.5	A	7.1	A	8.9
US 301 & I-26 Ramps	Free flowing (Full cloverleaf)													
US 301 & All American Lane	TWSC	WB	B	11.1	C	16.5	B	11.6	C	19.7	C	16.7	F	68.1
		SBL	A	8.7	A	0.0	A	8.9	A	0.0	B	10.5	A	0.0
US 301 & Hooligan Way	TWSC	EB	A	0.0	A	9.9	A	0.0	B	10.3	A	0.0	B	12.0
		WB	B	12.0	B	10.5	B	13.0	B	11.0	C	21.1	B	13.7
		NBL	B	11.0	A	9.4	B	11.9	A	9.9	C	17.2	B	13.0
		SBL	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
US 301 & Palmetto Commerce Pkwy/ Firefighter Lane	TWSC	EB	B	10.2	C	16.1	B	15.5	C	19.2	E	39.2	F	161.5
		WB	C	17.4	D	25.5	C	20.4	D	32.5	F	50.4	F	182.1
		NBL	A	9	A	8.7	A	9.4	A	9.1	B	12.0	B	11.3
		SBL	A	9.1	A	8.9	A	9.5	A	0.0	B	11.5	A	0.0

Note: TWSC-Two-way stop control, AWSC- All way stop control

S-36 (Homestead Road) Corridor

The following intersections along S-36 (Homestead Road) were analyzed:

- S-36 (Homestead Rd) & I-26 Eastbound Ramps
- S-36 (Homestead Rd) & I-26 Westbound Ramps
- S-36 (Homestead Rd) & South Pilot Driveway

The operation analysis results are presented in Table 43.

As Table 43 shows, all the movements at the study area intersections currently operate and will continue to operate at LOS B or better.

Table 43: S-36 (Homestead Road) Level of Service – 2024 Existing, 2030 No Build and 2050 No Build Conditions

Intersection	Traffic Control	Mvmt	2024 Existing Conditions				2030 No Build Conditions				2050 No Build Conditions			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)
S-36 (Homestead Rd) & Eastbound Ramps	TWSC	WBL	A	7.7	A	7.6	B	10.0	A	9.8	A	7.7	A	7.7
		SB	A	9.9	A	9.7	A	7.7	A	7.7	B	10.2	A	9.9
S-36 (Homestead Rd) & Westbound Ramps	TWSC	EBL	A	7.9	A	7.9	A	9.5	A	9.6	A	8.0	A	7.9
		NB	A	9.4	A	9.4	B	10.6	A	8.0	A	9.6	A	9.6
S-36 (Homestead Rd) & South Pilot Dr.	TWSC	EB	A	9.4	A	9.5	A	9.4	A	9.5	A	9.5	A	9.7

Note: TWSC-Two-way stop control

SC 210 Corridor

The following intersections were analyzed along the SC 210 corridor:

- SC 210 & Wamer Rd
- SC 210 & I-26 Eastbound Off Ramp
- SC 210 & I-26 Westbound Off Ramp
- SC 210 & Landsdowne Rd

Traffic operation analysis results are presented in Table 44. As can be seen from Table 44, all approaches at the study area intersections currently operate and will continue to operate at LOS A under both 2030 and 2050 No Build conditions.

Table 44: SC 210 Level of Service – 2024 Existing and 2050 No Build Conditions

Intersection	Traffic Control	Mvmt	2024 Existing Conditions				2030 No Build Conditions				2050 No Build Conditions			
			AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)
SC 210 & Wamer Rd	TWSC	WB	A	8.9	A	9.0	A	8.9	A	9.0	A	8.9	A	9.0
SC 210 & I-26 Eastbound Off Ramp	TWSC	EB	A	9	A	9.2	A	7.5	A	7.5	A	9.1	A	9.3
		WBL	A	7.5	A	7.5	A	9.0	A	9.2	A	7.5	A	7.5
SC 210 & I-26 Westbound Off Ramp	AWSC	WB	A	7.7	A	8	A	7.3	A	7.7	A	7.8	A	8.1
		NB	A	7.3	A	7.5	A	7.6	A	7.8	A	7.6	A	7.9
		SB	A	7.6	A	7.8	A	7.3	A	7.5	A	7.4	A	7.6
SC 210 & Landsdowne Rd	TWSC	EB	A	8.9	A	9.2	A	9.0	A	9.3	A	9.1	A	9.3
		WB	A	0	A	0	A	0.0	A	0.0	A	0	A	0

Note: TWSC-Two-way stop control, AWSC- All way stop control

8.1.2 Freeway Level of Service

The freeway segments were analyzed using HCS 2024 Freeway Facilities. It should be noted this analysis type considers the impact of queuing into adjacent sections. The analysis results for each method are presented in the following sections. The detailed analysis results are presented in Appendix E.

2024 Existing Conditions

The HCS analysis results for Phase 1 and Phase 2 in the eastbound direction under existing and no build conditions are presented in Tables 45 and 46, respectively. As shown in Table 45, all segments along I-26 between MM 145 and MM 154 operate at LOS C or better during the AM peak hour. In the PM peak hour, 80% (17 of 20) of the segments operate at LOS D, while three segments operate at LOS C or better.

All segments of I-26 within Phase 2 operate at LOS C or better during the AM peak hour. In the PM peak hour, approximately 41.4% (12 of 29 segments) operate at LOS C or better, 51.7% operate at LOS D, and the remaining 6.9% operate at LOS E. The operational analysis results for Phase 2 are presented in Table 46.

Operational analysis results for the westbound direction are presented in Tables 47 and 48 for Phases 1 and 2, respectively. In Phase 1, all segments operate at LOS C or better during the AM peak hour. During the PM peak hour, approximately 85% of the segments operate at LOS D, with only 3 of 20 segments operating at LOS C or better. In Phase 2, all segments operate at LOS C or better during the AM peak hour. During the PM peak hour, 16 of the 29 segments operate at LOS D, while the remaining 13 segments operate at LOS C or better.

2030 No Build Conditions

For Phase 1, traffic operations during the AM peak hour are expected to be similar to those in 2024 AM Peak hour. However, traffic operations are projected to worsen during PM peak hours. As shown, several segments reach a LOS F in the eastbound direction while several segments reach a LOS E in the westbound direction.

In Phase 2, traffic operations during the AM peak hour are expected to operate similarly to the 2024 existing AM peak hour, with all segments expected to operate at LOS C or better. However, traffic operations are projected to worsen in the PM peak hour. As shown, nine (9) segments reach LOS F in the eastbound direction while seven (7) segments reach LOS E in the westbound direction.

2050 No Build Conditions

Traffic operations are projected to worsen by 2050 during both the AM and PM peak hours. For Phase 1 eastbound direction, all segments except US 301 weaving area are projected to operate at LOS F in both AM and PM peak hours. In the westbound direction, segments around the US 6021 interchange area are expected to operate at LOS B or better in the AM peak hour while the rest of the segments operate at LOS F. All segments in the PM peak hour operate at LOS F.

For Phase 2 eastbound direction, majority of the segments operate at LOS F for both AM and PM peak hours expect the I-95 interchange area where the segments operate at LOS C or better. In the westbound direction, 48% of the segments are expected to operate at LOS F in the AM peak hour. In the PM peak hour, only four (4) segments operate at LOS C or better while the rest operate at LOS F.

As previously stated, the analysis is based on freeway facilities, which consider queues from adjacent facilities, which may cause failure in sections with densities that are below the failure rate. A heat map is shown in Appendix G. A comparison between the density heat map and LOS heat map shows that although some segments are failing under the LOS heat map, this is not the case in the density heat map.

Table 45: Eastbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2024 Existing, 2030 No Build and 2050 No Build Conditions

Segment Name	Type	2024 Existing Conditions				2030 No Build Conditions				2050 No Build Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB West of US 601	Basic	C	18.8	D	30.0	B	14.7	C	22.8	D	31.6	F	81.8
I-26 EB Off-Ramp to US 601	Diverge	C	24.2	D	33.4	C	17.5	C	25.2	F	32.9	F	49.8
I-26 EB US 601 Off-Ramp and Loop On-Ramp	Basic	B	14.5	C	25.9	Not in No Build Conditions				Not in No Build Conditions			
I-26 EB Between US 601 Ramps	Basic	Not in Existing Conditions				B	11.9	C	20.9	F	47.4	F	98.3
I-26 EB Loop-On-Ramp from US 601	Merge	B	19.2	D	29.4	Not in No Build Conditions				Not in No Build Conditions			
I-26 EB On-Ramp from US 601	Merge	B	17.1	C	27.3	B	15.1	F	24.7	F	28.2	F	45.8
I-26 EB East of US 601 (3 Lanes)	Basic	Not in Existing Conditions				B	11.4	F	66.7	F	85.9	F	96.3
I-26 EB East of US 601	Basic	B	17.6	D	31.5	C	21.9	F	38.2	F	38.2	F	38.2
I-26 EB Off Ramp to SC 33	Diverge	C	22.0	D	33.3	C	24.3	F	34.2	F	36.7	F	36.7
I-26 EB Off-Ramp and Loop On-Ramp from SC 33	Basic	B	16.8	D	30.3	C	21.0	F	36.5	F	36.0	F	36.4
I-26 EB Loop On-Ramp from SC 33	Merge	B	19.5	D	30.1	C	24.0	F	37.5	F	32.9	F	33.1
I-26 EB East of SC 33	Basic	B	17.3	D	31.4	C	21.6	F	37.9	F	37.3	F	37.9
I-26 EB Off Ramp to Rest Area	Diverge	C	24.8	D	33.3	C	24.1	F	36.2	F	39.5	F	39.8
I-26 EB Between Rest Area Ramps	Basic	B	16.4	D	30.3	C	20.3	F	36.2	F	33.3	F	34.9
I-26 EB On Ramp from Rest Area	Merge	B	19.2	D	30.0	C	23.3	F	37.2	F	32.1	F	32.9
I-26 EB West of US 301	Basic	B	17.0	D	31.2	C	21.1	F	37.6	F	35.6	F	37.4
I-26 EB Off Ramp to US 301	Diverge	C	21.3	D	33.2	C	26.0	F	37.2	F	35.6	F	36.4
I-26 EB Between I-26 Off-Ramp and Loop On-Ramp	Basic	B	15.6	D	29.8	C	19.2	F	35.6	F	30.5	F	34.3
I-26 EB Between US 301 Loop Ramps	Weaving	B	11.1	B	19.3	B	13.6	C	21.6	B	19.8	F	21.1
I-26 EB Between US 301 Loop Off-Ramp and On-Ramp	Basic	B	14.8	D	27.9	C	18.1	D	33.1	F	28.1	F	30.4
I-26 EB On-Ramp from US 301	Merge	B	18.3	D	29.5	C	22.4	F	36.6	F	30.8	F	32.2
I-26 EB East of US 301	Basic	B	16.3	D	30.6	C	20.1	F	36.8	F	33.0	F	36.0
Overall Facility		**C**	**17.7**	**E**	**31.0**	**C**	**19.7**	**F**	**36.4**	**F**	**39.8**	**F**	**49.3**

Table 46: Eastbound I-26 Operation Analysis Results for Phase 2 (MM 154-172) – 2024 Existing and 2050 No Build Conditions

Segment Name	Type	2024 Existing Conditions				2030 No Build Conditions				2050 No Build Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB East of US 301	Basic	B	17.5	D	32.2	C	19.9	F	45.0	F	52.7	F	45.0
I-26 EB Off Ramp to S-36 (Homestead Rd)	Diverge	C	23.7	E	35.6	C	21.9	F	35.7	F	43.3	F	38.7
I-26 EB Between S-36 (Homestead Rd) Ramps	Basic	B	16.8	D	31.0	C	19.1	F	42.8	F	58.0	F	42.6
I-26 EB On Ramp from S-36 (Homestead Rd)	Merge	C	21.1	D	31.8	C	22.3	F	41.7	F	32.9	F	35.3
I-26 EB East of S-36 (Homestead Rd)	Basic	B	17.5	D	32.1	C	19.9	F	47.3	F	38.2	F	47.7
I-26 EB Off Ramp to SC 210	Diverge	C	21.4	D	33.3	C	21.8	F	51.9	F	36.0	F	72.3
I-26 EB Between SC 210 Ramps	Basic	B	17.3	D	31.6	C	19.7	F	55.9	F	52.4	F	56.0
I-26 EB SC On Ramp from SC 210	Merge	C	20.1	D	30.6	C	22.5	F	37.1	F	32.9	F	32.9
I-26 East of SC 210	Basic	B	17.9	D	32.2	C	20.3	F	38.2	F	38.2	F	38.2
I-26 East of SC 210 (3 Lanes)	Basic	Not in Existing Conditions				B	13.2	C	20.2	C	20.2	F	20.2
I-26 EB Off Ramp to I-95	Diverge	C	24.1	E	35.6	A	14.1	B	21.5	B	14.1	F	17.2
I-26 EB Between Off Ramp and Loop On-Ramp from I-95	Basic	B	12.4	C	20.5	Not in No Build Conditions				Not in No Build Conditions			
I-26 EB Between I-95 Loop Ramps	Weave	B	12.8	B	18.9	Not in No Build Conditions				Not in No Build Conditions			
I-26 EB Between I-95 Off Ramp to Loop Off-Ramp	Basic	Not in Existing Conditions				A	9.3	B	13.5	B	12.6	A	9.5
I-26 EB Loop Off-Ramp to I-95	Diverge	Not in Existing Conditions				B	10.9	B	15.6	B	15.9	B	13.2
I-26 EB Between Loop Off Ramp and On Ramp from I-95	Basic	B	16.7	C	24.9	A	9.2	B	13.3	B	12.4	A	9.3
I-26 EB On Ramp from I-95	Merge	C	23.3	D	30.2	B	14.5	B	17.9	B	19.1	F	13.5
I-26 East of I-95 (3 Lanes)	Basic	Not in Existing Conditions				B	13.0	B	16.7	C	20.0	F	14.7
I-26 East of I-95	Basic	B	17.7	D	26.2	C	20.1	D	28.1	F	37.5	F	23.4
I-26 EB Off Ramp to US 15	Diverge	C	22.1	D	29.8	C	22.0	D	28.1	F	36.3	F	27.4
I-26 EB Between Off Ramp and Loop On-Ramp from US 15	Basic	B	17.3	C	25.4	C	19.5	D	27.0	F	35.0	F	21.8
I-26 EB Between US 15 Loop Ramps	Weave	B	12.5	B	17.2	B	13.8	B	17.7	C	21.3	F	15.1
I-26 EB Between Loop Off Ramp and On Ramp from US 15	Basic	B	17.1	C	25.3	C	19.3	D	26.8	F	34.1	F	21.6
I-26 EB On Ramp from US 15	Merge	C	20.5	C	26.9	C	22.6	C	29.0	F	33.0	F	24.1
I-26 East of US 15	Basic	B	17.9	C	25.8	C	20.3	D	27.4	F	37.8	F	22.5
I-26 EB Off Ramp to Weigh Station	Diverge	C	25.5	D	32.7	C	22.5	D	27.6	F	38.0	F	28.2
I-26 EB Between Weight Station Ramps	Basic	B	16.1	C	25.8	C	18.2	D	27.4	F	45.1	F	22.4
I-26 EB On Ramp from Weigh Station	Merge	C	25.4	D	29.3	C	23.9	D	29.2	F	31.7	F	25.2
I-26 East of Weigh Station	Basic	B	17.9	C	25.8	C	20.4	D	27.4	F	45.1	F	22.5

Segment Name	Type	2024 Existing Conditions				2030 No Build Conditions				2050 No Build Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB Off Ramp to SC 453	Diverge	C	24.2	D	31.4	C	22.3	D	27.6	F	44.3	F	26.6
I-26 EB Between SC 453 Ramps	Basic	B	17.0	C	25.3	C	19.4	D	26.8	F	59.0	F	21.9
I-26 EB On Ramp from SC 453	Merge	C	20.8	C	28.0	C	23.5	D	30.7	F	33.0	F	25.6
I-26 East of SC 453	Basic	C	18.8	D	27.7	C	21.3	D	29.6	F	38.2	F	24.3
Overall Facility		**C**	**17.9**	**E**	**29.4**	**C**	**21.3**	**F**	**33.3**	**F**	**37.2**	**F**	**31.2**

Table 47: Westbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2024 Existing, 2030 No Build and 2050 No Build Conditions

Segment Name	Type	2024 Existing Conditions				2030 No Build Conditions				2050 No Build Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB East of US 301	Basic	B	15.7	D	27.3	C	19.3	E	40.6	F	55.0	F	52.7
I-26 WB Off Ramp to US 301	Diverge	B	18.5	D	29.3	C	24.0	E	38.5	F	41.5	F	65.9
I-26 WB Between I-26 WB-Off Ramp and Loop On-Ramp from US 301	Basic	B	15.6	D	26.8	C	19.2	E	39.8	F	57.4	F	55.4
I-26 WB Between US 301 Loop Ramps	Weave	B	11.6	B	18.5	B	14.2	C	23.5	F	83.2	F	84.4
I-26 WB Between Loop Off Ramp and On Ramp from US 301	Basic	B	14.8	C	25.7	C	18.1	E	37.3	F	66.8	F	64.0
I-26 WB On Ramp from US 301	Merge	B	19.7	D	29.0	C	22.7	E	39.9	F	34.3	F	34.4
I-26 WB West of US 301	Basic	B	16.4	D	27.6	C	20.3	E	41.4	F	38.2	F	38.2
I-26 WB Off Ramp to Rest Area	Diverge	C	23.8	D	34.0	C	24.3	E	37.7	F	39.9	F	39.9
I-26 WB Between Rest Area Ramps	Basic	B	15.6	D	26.5	C	19.2	E	39.0	F	52.1	F	45.6
I-26 WB On Ramp from Rest Area	Merge	B	19.4	D	28.5	C	23.0	D	39.9	F	33.8	F	33.8
I-26 WB East of SC 33	Basic	B	16.6	D	27.6	C	20.6	E	41.5	F	38.2	F	45.2
I-26 WB Loop Off Ramp to SC 33	Diverge	C	20.9	D	30.9	C	25.4	E	38.9	F	45.0	F	67.7
I-26 WB Between Loop Off Ramp and On Ramp from SC 33	Basic	B	16.0	D	26.6	C	19.8	E	39.5	F	56.2	F	58.5
I-26 WB On Ramp from SC 33	Merge	C	21.3	D	30.4	C	23.6	E	41.4	F	35.4	F	35.4
I-26 WB West of SC 33	Basic	B	16.8	D	28.2	C	20.8	E	42.7	F	38.2	F	38.2
I-26 WB West of SC 33 (3 lanes)	Basic	Not in Existing Conditions				B	13.4	C	21.5	C	20.2	F	20.2
I-26 WB Off Ramp to US 601	Diverge	B	18.9	D	29.1	B	15.8	C	24.0	C	23.2	F	22.7
I-26 WB Between US 601 Off-Ramp and Loop On Ramp	Basic	B	14.4	C	25.3	Not in No Build Conditions				Not in No Build Conditions			
I-26 WB Between US 601 Ramps	Basic	Not in Existing Conditions				B	11.8	C	19.9	B	17.0	F	17.6
I-26 WB Loop On Ramp from US 601	Merge	B	17.9	D	29.1	Not in No Build Conditions				Not in No Build Conditions			
I-26 WB On-Ramp from US 601	Merge	B	18.4	D	29.5	B	14.0	C	23.8	C	20.6	F	23.6
I-26 WB West of US 601	Basic	B	16.1	D	30.3	C	13.0	C	22.6	C	19.3	F	22.0
Overall Facility		C	17.1	D	28.3	**B**	**19.0**	**E**	**36.1**	**F**	**36.8**	**F**	**38.4**

Table 48: Westbound I-26 Operation Analysis Results for Phase 2 (MM 154-172) – 2024 Existing, 2030 No Build and 2050 No Build Conditions

Segment Name	Type	2024 Existing Conditions				2030 No Build Conditions				2050 No Build Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB East of US SC 453	Basic	B	15.7	C	24.9	C	18.1	D	32.2	F	45.0	F	45.0
I-26 WB Off Ramp to US SC 453	Diverge	B	19.8	D	28.8	C	20.3	D	30.7	F	37.6	F	37.6
I-26 WB Between SC 453 Ramps	Basic	B	13.9	C	22.5	B	16.1	D	28.8	E	37.4	F	39.2
I-26 WB On Ramp from US SC 453	Merge	B	17.6	C	26.2	B	18.6	D	31.2	D	33.2	F	34.4
I-26 WB West of SC 453	Basic	B	14.2	C	23.4	B	16.5	D	30.2	E	38.4	F	41.7
I-26 WB Off Ramp to Weigh Station	Diverge	C	21.2	D	30.8	C	18.8	D	29.7	E	38.2	F	39.5
I-26 WB Between Weigh Station Ramps	Basic	B	13.7	C	21.8	B	15.9	D	27.6	C	25.8	F	31.0
I-26 WB On Ramp from Weigh Station	Merge	C	21.9	D	32.5	C	21.3	D	33.0	F	32.8	F	35.3
I-26 WB East of US 15	Basic	B	14.1	C	23.5	B	16.3	D	30.3	E	35.6	F	41.8
I-26 WB Off Ramp to US 15	Diverge	B	19.2	D	29.1	C	18.3	D	29.3	E	35.4	F	38.1
I-26 WB Between US 15 Off and Loop On Ramps	Basic	B	13.8	C	23.2	B	16.0	D	29.8	D	34.0	F	40.6
I-26 WB Between US 15 Loop Ramps	Weave	B	10.6	B	17.0	B	12.5	B	19.9	C	23.3	F	24.6
I-26 WB Between US 15 Loop Off and On Ramps	Basic	B	14.0	C	23.4	B	16.3	D	30.1	E	35.5	F	42.4
I-26 WB US 15 On Ramp from US 15	Merge	B	18.0	C	26.8	B	18.8	D	31.4	D	32.6	F	34.9
I-26 WB West of US 15	Basic	B	14.3	C	23.6	B	16.6	D	30.5	E	37.5	F	43.5
I-26 WB West of US 15 (3 Lanes)	Basic	Not in Existing Conditions				A	9.2	B	14.6	C	20.0	C	21.7
I-26 WB Off Ramp to I-95	Diverge	C	21.3	D	31.0	B	12.0	C	18.8	C	26.5	C	27.8
I-26 WB Between I-95 Off and Loop On Ramp	Basic	A	11.0	C	19.5	Not in No Build Conditions				Not in No Build Conditions			
I-26 WB Between I-95 Loop Ramps	Weave	B	14.0	C	22.3	Not in No Build Conditions				Not in No Build Conditions			
I-26 WB from I-95 Off Ramp to Loop Off Ramp	Basic	Not in Existing Conditions				A	8.6	B	15.1	B	15.7	B	17.0
I-26 WB Loop Off Ramp to I-95	Diverge	Not in Existing Conditions				B	10.1	B	17.5	B	19.5	C	21.6
I-26 WB Between I-95 Loop Off and On Ramp	Basic	B	15.1	D	28.5	A	8.1	B	14.7	F	14.8	F	15.7
I-26 WB On Ramp from I-95	Merge	C	21.4	D	32.5	B	14.4	C	23.3	F	24.7	F	38.5
I-26 WB West of I-95 (3 Lanes)	Basic	Not in Existing Conditions				A	9.8	B	16.7	F	91.5	F	97.7
I-26 WB West of I-95	Basic	B	15.3	D	28.8	B	17.9	E	39.1	F	38.2	F	38.2
I-26 WB Off Ramp to SC 210	Diverge	C	20.3	D	32.6	C	19.9	E	33.5	F	35.8	F	35.8
I-26 WB Between SC 210 Ramps	Basic	B	15.1	D	27.8	B	17.6	E	37.5	F	36.9	F	36.6
I-26 WB On-Ramp from SC 210	Merge	B	19.3	D	30.2	B	19.9	D	37.0	F	32.4	F	32.3
I-26 WB West of SC 210	Basic	B	15.3	D	28.3	B	17.8	E	38.3	F	37.5	F	37.4
I-26 WB Off Ramp to S-36 (Homestead Rd)	Diverge	C	20.3	D	32.3	C	19.9	E	33.3	F	36.7	F	36.6
I-26 WB Between S-36 (Homestead Rd) Ramps	Basic	B	14.6	D	26.7	B	17.0	E	35.8	F	45.6	F	34.6
I-26 WB On-Ramp from S-36 (Homestead Rd)	Merge	B	18.5	D	29.1	B	20.5	D	37.4	F	32.6	F	32.4
I-26 WB West of S-36 (Homestead Rd)	Basic	B	15.6	D	28.5	C	18.2	E	38.5	F	38.2	F	37.7
Overall Facility		**C**	**15.1**	**D**	**26.2**	**C**	**16.6**	**E**	**31.9**	**F**	**36.5**	**F**	**38.4**

8.2 Build Conditions

8.2.1 Intersection Level of Service

Several alternative configurations were developed for each interchange within the study area. Traffic operations for each alternative were analyzed using Synchro and SIDRA software. The following sections provide a summary of the 2050 design year alternative analysis results and 2030 opening year for the preferred alternative. Detailed Synchro and SIDRA outputs for the Build condition are included in Appendix D and Appendix E, respectively.

SC 33 Corridor

Only one alternative, as presented in Figure 52, was analyzed for this interchange. Under this alternative, the study area intersections will remain the same as in the No Build scenario. The AM and PM peak hour operational analysis results for the 2030 opening year and 2050 design year are presented in Table 49. As shown, all intersection approaches will operate at LOS B or better during both peak hours.

Table 49: SC 33 Level of Service – 2030 and 2050 Build Conditions

Intersection	Traffic Control	Movement	2030 Opening Build Conditions				2050 Build Conditions			
			AM Peak		PM Peak		AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)
SC-33 & Monticello Road	TWSC	EB	A	9.7	A	9.7	A	8.1	A	7.9
		NBL	A	8	A	7.8	B	10.1	B	10.1
SC-33 & I-26 EB Ramps	TWSC	EB	A	9.6	A	9.9	A	8	A	7.9
		NBL	A	7.9	A	7.8	A	9.8	B	10.2
SC-33 & I-26 WB Ramps	TWSC	EB	A	9.2	A	9.2	A	7.9	A	7.8
		NBL	A	7.8	A	7.8	A	9.4	A	9.4
SC-33 & Assembly Hall Way/Glenzell Rd	TWSC	EB	A	0	A	0	A	0	A	7.4
		NBL	A	8.2	A	8	A	0	A	8.6
SC-33 & Glenzell Road	TWSC	WB	A	9.2	A	9.5	A	9.3	A	9.6

Note: TWSC-Two-way stop control, AWSC- All way stop control

A queuing analysis was also performed to determine the adequacy of the proposed storage lengths. Queues are only reported for the 2050 design year, and the 95th percentile queue length from Synchro and SimTraffic was used for the analysis. If the highest reported queue length is less than the proposed storage length, then the storage length is considered adequate. Queue analysis results are presented in Table 50. No significant queueing is expected along the study area corridor.

Table 50: Queuing Analysis for Study Area Turn Lanes – 2050 Build Conditions

Intersection	Traffic Control	Mvmt	Proposed Storage Length (ft)	Alternative 1 Modify Ramps	
				Sim Traffic 95th Percentile Queue Length (ft)	
				AM Peak	PM Peak
SC 33 at Monticello Road	TWSC	NBL	200	11	10
SC 33 & I-26 EB Ramps	TWSC	EBR	100	47	49
		NBL	200	31	31
SC 33 & I-26 WB Ramps	TWSC	EBL	200	37	36
		NBL	200	25	18
SC 33 & Assembly Hall Way/Glenzell Rd	TWSC	EBL	200	---	---
		NBL	200	---	---

US 301 Corridor

Four (4) Build alternatives were analyzed for the US 301 corridor under the 2050 Build condition. The primary differences among the alternatives lie in the type of traffic control applied at the ramp terminals. Although no alternatives were specifically developed for the US 301/Millennial Drive intersection, it was included in the analysis as part of a coordinated signal system with the ramp terminal signals. The concepts for each alternative are presented in Section 7.2.

- Alternative 1A: Hybrid/modified partial cloverleaf
- Alternative 1B: Parclo B
- Alternative 2: Roundabouts
- Alternative 3: Diamond

The following intersections along the corridor were analyzed under each alternative:

- US 301 & Millenium Drive
- US 301 & I-26 EB Ramps
- US 301 & I-26 WB Ramps

No improvements were proposed to the stop-controlled gas station driveways, except for the intersection of All American Lane, where a cul-de-sac is proposed. The following stop-controlled intersections are also included in the Build alternatives.

- US 301 & Shell Driveway
- US 301 & Hooligan Way
- US 301 & Palmetto Commerce Pkwy/ Firefighter Lane

The following sections detail the LOS of each alternative.

US 301 Alternative 1A – Partial Cloverleaf

The results of the US 1A Partial Cloverleaf alternative are presented in Table 51. Overall, the study area intersections and their individual movements are projected to operate at LOS C or better during both the AM and PM peak hours. However, several stop-controlled driveways along the corridor are expected to operate at LOS E or worse during peak periods. Queue analysis results are shown in Table 52, which indicate that the proposed storage lengths accommodate the project. No queues are expected to exceed available storage.

Table 51: US 301 Alternative 1A LOS Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	2050 Build Conditions			
			AM Peak		PM Peak	
			LOS	Delay (sec)	LOS	Delay (sec)
US 301 & Millenium Drive	Signal	**Overall**	**B**	**18.5**	**C**	**19.9**
		WBL	D	54.0	D	53.3
		WBR	C	29.3	C	30.8
		NBT	B	15.8	B	18.5
		NBR	C	21.4	B	13.0
		SBL	B	17.2	B	14.2
		SBT	A	7.5	A	9.5
US 301 & I-26 EB Ramps	Signal	**Overall**	**A**	**9.9**	**B**	**12.2**
		EBL	D	54.9	D	53.5
		NBT	A	4.7	A	8.4
		NBR	A	5.5	A	7.3
		SBL	A	5.9	B	13.1
		SBT	A	5.4	A	7.4
US 301 & I-26 WB Ramps	Signal	**Overall**	**C**	**25.1**	**C**	**22.9**
		EBL	C	32.5	C	33.0
		EBR	D	49.2	D	48.8
		NBL	C	21.2	C	22.7
		NBT	A	7.4	B	10.2
		SBT	C	31.8	C	32.5
US 301 & Hooligan Way	TWSC	EB	A	0.1	B	12.5
		WB	B	10.9	B	14.4
US 301 & Palmetto Commerce Pkwy/ Firefighter Lane	TWSC	EB	D	30.3	F	128.8
		WB	E	41.1	F	151.3
		NBL	B	11.1	B	11.1
		SBL	B	11.2	A	0.0

Note: TWSC-Two way stop control

Table 52: US 301 Alternative 1A Queuing Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	Proposed Storage Length (ft)	Alternative 1A	
				Sim Traffic 95th Percentile Queue Length (ft)	
				AM Peak	PM Peak
US 301 & I-26 EB Ramps	Signal	NBR	275	92	198
		SBL	200	56	42
US 301 & I-26 WB Ramps	Signal	EBL	200	61	86
		EBR	250	119	110
		NBL	200	116	127
		SBR	300	75	41

US 301 Alternative 1B – Parclo B

Traffic operations for the study area intersections under Alternative 1B in the 2050 Build scenario are presented in Table 53. This alternative maintains free-flow conditions for on-ramp and off-ramp traffic, except for left turns from US 301 to the freeway, which must yield. The US 301/Millennial Drive intersection is expected to operate at an overall LOS C or better during both the AM and PM peak hours. However, several stop-controlled approaches along the corridor are projected to operate at LOS E or worse during peak periods. Because traffic control at these intersections remains unchanged, their performance is expected to be similar to the No Build condition. Since this alternative provides primarily free-flow movements, no queuing analysis was conducted.

Table 53: US 301 Alternative 1B LOS Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	2050 Build Conditions			
			AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)
US 301 & Millenium Drive	Signal	**Overall**	**C**	**17.2**	**B**	**16.7**
		WBL	C	33.2	C	29.3
		WBR	B	16.2	B	17.0
		NBT	B	17.6	B	19.6
		NBR	C	27.0	B	14.1
		SBL	B	14.5	B	15.6
		SBT	A	7.4	A	9.1
US 301 & Hooligan Way	TWSC	EB	A	0.1	B	12.5
		WB	B	10.9	B	14.4
US 301 & Palmetto Commerce Pkwy/ Firefighter Lane	TWSC	EB	D	30.2	F	128.8
		WB	E	40.7	F	151.3
		NBL	B	11.1	B	11.1
		SBL	B	11.2	A	0.0

Note: TWSC-Two way stop control

US 301 Alternative 2 – Roundabouts

The analysis results are presented in Table 54. The roundabouts are projected to operate at an overall LOS A during both the AM and PM peak hours, while the US 301/Millennial Drive intersection is expected to operate at an overall LOS C or better. Several stop-controlled approaches along the corridor, however, are anticipated to operate at LOS E or worse during peak periods. Queue analysis results from SIDRA are shown in Table 55. Notably, the northbound approach at the eastbound off-ramp intersection is expected to operate with a v/c ratio of 0.84, which is near the upper capacity limit for a roundabout, and significant queuing is anticipated at this approach.

Table 54: US 301 Alternative 2 LOS Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	2050 Build Conditions			
			AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)
US 301 & Millenium Drive	Signal	**Overall**	**C**	**17.2**	**B**	**16.7**
		EBT	C	33.2	C	29.3
		EBR	B	16.2	B	17.0
		WBL	B	17.6	B	19.6
		WBT	C	27.0	B	14.1
		NBL	B	14.5	B	15.6
		NBR	A	7.4	A	9.1
US 301 & I-26 EB Ramps	Roundabout	**Overall**	**A**	**7.3**	**A**	**7.8**
		EB	B	13.7	B	15.3
		NB	A	5.9	A	7.4
		SB	A	5.2	A	5.4
US 301 & I-26 WB Ramps	Roundabout	**Overall**	**A**	**9.9**	**A**	**8.4**
		WB	B	14.6	B	17.6
		NB	A	6.0	A	4.5
		SB	B	11.4	B	10.1
US 301 & Hooligan Way	TWSC	EB	A	0.1	B	12.5
		WB	B	10.9	B	14.4
US 301 & Palmetto Commerce Pkwy/ Firefighter Lane	TWSC	EB	D	30.2	F	128.8
		WB	E	40.7	F	151.3
		NBL	B	11.1	B	11.1
		SBL	B	11.2	A	0.0

Note: TWSC-Two way stop control

Table 55: US 301 Alternative 2 Queuing Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	Alternative 2	
			SIDRA 95th Percentile Queue Length (ft)	
			AM	PM
US 301 & I-26 EB Ramps	Roundabout	EB	52	57
		NB	93	376
		SB	84	103
US 301 & I-26 WB Ramps	Roundabout	WB	46	63
		NB	0	0
		SB	166	156

US 301 Alternative 3 – Diamond

The results of the 2050 Build Alternative 3 analysis are presented in Table 56. The ramp terminal intersections are expected to operate at an overall LOS B or better during both the AM and PM peak hours. The US 301/Millennial Drive intersection is also projected to operate at an overall LOS C or better during both peak periods. However, several stop-controlled approaches along the corridor are anticipated to operate at LOS E or worse in both the AM and PM peak hours.

Queuing results are presented in Table 57. There is no significant queueing expected for the proposed concept.

Table 56: US 301 Alternative 3 LOS Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	2050 Build Conditions			
			AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)
US 301 & Millenium Drive	Signal	**Overall**	**B**	**18.3**	**C**	**19.9**
		EBT	D	54.0	D	53.3
		EBR	C	28.9	C	30.8
		WBL	B	16.1	B	18.5
		WBT	C	21.8	B	13.0
		NBL	B	14.1	B	14.2
		NBR	A	7.5	A	9.5
US 301 & I-26 EB Ramps	Signal	**Overall**	**A**	**8.1**	**B**	**9.8**
		EBL	D	53.0	D	52.0
		NBT	A	5.6	A	8.5
		SBL	A	3.4	A	5.6
		SBT	B	0.4	A	0.5
US 301 & I-26 WB Ramps	Signal	**Overall**	**B**	**12.4**	**B**	**9.7**
		WBL	D	51.7	D	51.2
		NBL	A	4.8	A	5.2
		NBT	A	0.2	A	0.6
		SBT	A	7.6	A	8.2
US 301 & Hooligan Way	TWSC	EB	A	0.1	B	12.5
		WB	B	10.9	B	14.4
US 301 & Palmetto Commerce Pkwy/ Firefighter Lane	TWSC	EB	D	30.4	F	128.8
		WB	E	41.2	F	151.3
		NBL	B	11.1	B	11.1
		SBL	B	11.2	A	0.0

Note: TWSC-Two way stop control

Table 57: US 301 Alternative 3 Queuing Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	Proposed Storage Length (ft)	Alternative 3	
				Sim Traffic 95th Percentile Queue Length (ft)	
				AM Peak	PM Peak
US 301 & I-26 EB Ramps	Signal	EBL (2 lanes)	225	178	194
		SBL	200	39	39
US 301 & I-26 WB Ramps	Signal	WBL (2 lanes)	250	200	216
		NBL	200	90	115

Table 58 presents the AM and PM peak hour operational analysis results for the 2030 opening year for the preferred alternative, which is the diamond interchange. All ramp intersections are expected to operate at LOS B or better.

Table 58: US 301 Preferred Alternative – 2030 Build Conditions

Intersection	Traffic Control	Movement	2030 Opening Year Build Conditions			
			AM peak		PM Peak	
			LOS	Delay (sec)	LOS	Delay (sec)
US 301 & Millenium Drive	Signal	**Overall**	**B**	**12.5**	**B**	**14.8**
		WBL	E	56.6	D	54.7
		WBR	D	38.1	D	37.6
		NBT	A	8.4	B	10.1
		NBR	A	9.8	A	8.3
		SBL	A	5.8	A	6.4
		SBT	A	4.1	A	4.9
US 301 & I-26 EB Ramps	Signal	**Overall**	**A**	**7.6**	**A**	**8.4**
		EBL	D	54.9	D	54.1
		NBT	A	3.8	A	4.9
		SBL	A	2.4	A	3.1
		SBT	A	0.2	A	0.2
US 301 & I-26 WB Ramps	Signal	**Overall**	**B**	**11.6**	**A**	**8.9**
		WBL	D	53.5	D	53.4
		NBL	A	3	A	3.3
		NBT	A	0.1	A	0.3
		SBT	A	5.1	A	5.5
US 301 & All American Lane	TWSC	WB SBL	Intersection Removed			
US 301 & Hooligan Way	TWSC	EB	A	0	B	10.5
		WB	B	13.1	B	11.3
US 301 & Palmetto Commerce Pkwy/ Firefighter Lane	TWSC	EB	B	14.3	C	18.8
		WB	C	18.5	D	31.9
		NBL	A	9	A	9
		SBL	A	9.3	A	0

S-36 (Homestead Road) Corridor

The following three alternatives, as described in section 7.3, were analyzed:

- Alternative 1-Traditional Diamond Interchange
- Alternative 2- Roundabouts
- Alternative 3-Single Point Urban Interchange (SPUI)

The ramp terminal intersections were analyzed for each alternative. The proposed roundabouts in Alternative 2 were evaluated using SIDRA Solutions software, with detailed results provided in Appendix E. Operational analysis results for Alternatives 1, 2, and 3 are summarized in Tables 59-64. As shown in these tables, all study area intersections and their approaches are expected to operate at LOS D or better during both peak hours. No queuing issues are expected for any of the alternatives.

Table 59: S-36 (Homestead Road) Alternative 1 Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	2050 Build Conditions			
			AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)
S-36 (Homestead Rd) & EB Ramps	TWSC	EB	B	10.2	A	9.9
		SBL	A	7.7	A	7.7
S-36 (Homestead Rd) & WB Ramps	TWSC	WB	A	9.6	A	9.7
		NBL	A	8.0	A	8.0

Note: TWSC-Two way stop control

Table 60: S-36 (Homestead Road) Alternative 1 Queuing Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	Alternative 1	
			Sim Traffic 95th Percentile Queue Length (ft)	
			AM Peak	PM Peak
S-36 (Homestead Rd) & I-26 EB Ramps	TWSC	SBL	20	15
S-36 (Homestead Rd) & I-26 EB Ramps	TWSC	NBL	35	33

Table 61: S-36 (Homestead Road) Alternative 2 Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	2050 Build Conditions			
			AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)
S-36 (Homestead Rd) & EB Ramps	Roundabout	**Overall**	**A**	**7.8**	**A**	**4.1**
		EB	B	10.5	A	4.5
		NB	A	5.5	A	4.4
		SB	A	7.5	A	3.7
S-36 (Homestead Rd) & WB Ramps	Roundabout	**Overall**	**A**	**5.0**	**A**	**4.9**
		WB	A	5.3	A	5.1
		NB	A	4.0	A	3.7
		SB	A	5.5	A	5.4

Table 62: S-36 (Homestead Road) Alternative 2 Queuing Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	Alternative 2	
			SIDRA 95th Percentile Queue Length (ft)	
			AM	PM
S-36 (Homestead Rd) & I-26 EB Ramps	Roundabout	EB	13.7	12.0
		NB	16.4	13.3
		SB	0.0	0.0
S-36 (Homestead Rd) & I-26 WB Ramps	Roundabout	WB	18.7	21.6
		NB	0.0	0.0
		SB	32.9	35.7

Table 63: S-36 (Homestead Road) Alternative 3 Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	2050 Build Conditions			
			AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)
S-36 (Homestead Rd) at I-26 SPUI	Signal	**Overall**	B	13.4	B	18.6
		EBL	B	16.6	C	30.9
		EBR	B	15.4	C	29.4
		WBL	B	15.6	C	30.2
		WBR	B	15.5	C	29.7
		NBL	C	20.6	D	35.9
		NBT	A	8.2	A	6.2
		NBR	A	7.8	A	5.9
		SBL	C	21.2	C	33.9
		SBT	A	7.9	A	5.4
		SBR	A	7.9	A	5.4

Table 64: S-36 (Homestead Road) Alternative 3 Queuing Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	Proposed Storage Length (ft)	Alternative 1A	
				Sim Traffic 95th Percentile Queue Length (ft)	
				AM Peak	PM Peak
S-36 (Homestead Road) & I-26 Ramps	Signal	EBL	200	50	63
		WBL	200	32	44
		NBL	200	38	34
		SBL	200	46	59

Table 65 presents the 2030 opening year traffic operation analysis results for the preferred alternative. All approaches are expected to operate at LOS B or better during both AM and PM peak hours.

Table 65: S-36 (Homestead Road) Preferred Alternative – 2030 Build Conditions

Intersection	Traffic Control	Movement	2030 Opening- No Build and Build Conditions			
			AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)
S-36 (Homestead Rd) & EB Ramps	TWSC	EB	B	10	A	9.8
		SBL	A	7.7	A	7.7
S-36 (Homestead Rd) & WB Ramps	TWSC	WB	A	9.5	A	9.6
		NBL	B	10.6	A	8

Note: TWSC-Two way stop control

SC 210 Corridor

Traffic operations were analyzed for two SC 210 interchange alternatives. The following intersections were included in the analysis:

- SC 210 at Wamer Road
- SC 210 & Landsdowned Road
- SC 210 at I-26 EB Off-Ramp
- SC 210 at I-26 WB Off-Ramp

Tables 66-69 present the traffic operation analysis results for Alternative 1 and Alternative 2. Under each alternative, all approaches at the study area intersections are expected to operate at LOS A during both AM and PM peak hours. No queuing issues expected in any of the alternatives.

Table 66: SC 210 Alternative 1 Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	2050 Build Conditions			
			AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)
SC 210 & Wamer Rd	TWSC	WB	A	9.0	A	9.1
SC 210 & Landsdowned	TWSC	EB	A	9.1	A	9.3
		WB	A	0.0	A	0.0
SC 210 & I-26 EB Off Ramp	TWSC	EB	A	9.1	A	9.3
		SBL	A	7.5	A	8.9
SC 210 & I-26 WB Off Ramp	TWSC	WB	A	9.3	A	9.4
		NBL	A	7.5	A	7.5

Note: TWSC-Two way stop control

Table 67: SC 210 Alternative 1 Queuing Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	Alternative 1	
			Sim Traffic 95th Percentile Queue Length (ft)	
			AM Peak	PM Peak
SC 210 & I-26 EB Ramps	TWSC	SBL	13	5
SC 210 & I-26 EB Ramps	TWSC	NBL	4	9

Table 68: SC 210 Alternative 2 Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	2050 Build Conditions			
			AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)
SC 210 & Wamer Rd	TWSC	WB	A	9.0	A	9.1
SC 210 & Landsdowned	TWSC	EB	A	9.1	A	9.3
		WB	A	0.0	A	0.0
SC 210 & I-26 EB Off Ramp	Roundabout	**Overall**	**A**	**3.6**	**A**	**3.6**
		EB	A	3.4	A	3.7
		NB	A	3.8	A	3.7
		SB	A	3.3	A	3.5
SC 210 & I-26 WB Off Ramp	Roundabout	**Overall**	**A**	**3.5**	**A**	**3.7**
		WB	A	3.6	A	3.9
		NB	A	3.4	A	3.3
		SB	A	3.6	A	3.8

Note: TWSC-Two way stop control

Table 69: SC 210 Alternative 2 Queuing Analysis Results – 2050 Build Conditions

Intersection	Traffic Control	Movement	Alternative 2	
			SIDRA 95th Percentile Queue Length (ft)	
			AM Peak	PM Peak
SC 210 & I-26 EB Ramps	Roundabout	EB	2.0	4.6
		NB	12.4	10.8
		SB	0.0	0.0
SC 210 & I-26 WB Ramps	Roundabout	WB	4.2	3.8
		NB	0.0	0.0
		SB	7.6	9.5

Tables 70-71 present the traffic operation analysis results for the preferred alternative for the opening year. All approaches are expected to operate at LOS A during both AM and PM peak hours.

Table 70: SC 210 Preferred Alternative – 2030 Build Conditions

Intersection	Traffic Control	Movement	2030 Opening-Build Conditions			
			AM Peak		PM Peak	
			LOS	Delay (Sec)	LOS	Delay (Sec)
SC 210 & Wamer Rd	TWSC	WB	A	8.9	A	9.0
SC 210 & Landsdowned	TWSC	EB	A	9.0	A	9.3
		WB	A	0.0	A	0.0
SC 210 & I-26 EB Off Ramp	TWSC	EB	A	9	A	9.2
		SBL	A	7.5	A	7.5
SC 210 & I-26 WB Off Ramp	TWSC/AWSC	WB	A	9.0	A	9.3
		NBL	A	7.4	A	7.5

8.2.2 Freeway Level of Service

Build Condition with 3 Lanes

The freeway operations along I-26 within the study area were analyzed using HCS for the proposed widening of I-26 into six lanes. A separate model was developed for each project. For Phase 1 (MM 145-154), the freeway segments at the US 301 interchange changed between the alternatives. Therefore, the freeway segments along the US 301 interchange area are summarized separately.

The HCS analysis results for the eastbound and westbound directions are presented in Tables 71 and 72 for I-26 between MM 145 – 154. The operational analysis results for US 301 are presented in Tables 73 and 74 for eastbound and westbound directions, respectively.

As can be seen from Tables 71 to 74, all segments of I-26, in both eastbound and westbound directions, including those within the US 301 interchange area under each alternative, will operate at LOS D or better during the AM peak hour. However, during the PM peak hour, I-26 in both the eastbound and westbound directions will operate at LOS F.

The traffic operational analysis results for Phase 2 (I-26 between MM 154 and 172) are presented in Tables 75 and 76 for the eastbound and westbound directions, respectively. Freeway segments along S-36 (Homestead Road) and SC 210 interchange changes between the alternatives considered. Therefore, the operational analysis results for the S-36 (Homestead Road) interchange area are presented separately in Tables 77 and 78 for the eastbound and westbound directions. The operation analysis results for the SC 210 interchange area are also reported separately in Tables 79 and 80 for eastbound and westbound directions.

The freeway segments of I-26 between MM 154 and MM 172 will operate at a LOS D or better in the AM peak hour in the eastbound direction. During the PM peak hour, only four segments operate at a LOS C or better, while the remaining 16 segments operate at LOS F.

For the westbound direction, all the segments between MM 154 and 172 will operate at a LOS C or better during the AM peak hour. During the PM peak hour, six segments will operate at LOS F, seven segments will operate at LOS E, seven segments will operate at LOS D, and only one segment will operate at LOS C.

Table 71: Eastbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2050 Build Conditions with 3 lanes

Segment Name	Type	Eastbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB West of US 601	Basic	D	31.6	F	55.4
I-26 EB Off-Ramp to US 601	Diverge	D	33.4	F	49.8
I-26 EB Between US 601 Ramps	Basic	C	21.9	F	65.0
I-26 EB On-Ramp from US 601	Merge	D	28.2	F	33.2
I-26 EB East of US 601	Basic	D	28.6	F	38.2
I-26 EB Off Ramp to SC 33	Diverge	D	29.8	F	33.3
I-26 EB Between SC 33 Ramps	Basic	D	27.6	F	46.0
I-26 EB Loop On-Ramp from SC 33	Merge	C	25.7	F	30.2
I-26 EB East of SC 33	Basic	D	28.3	F	38.2
I-26 EB Off Ramp to Rest Area	Diverge	D	32.9	F	36.6
I-26 EB Between Rest Area Ramps	Basic	D	26.2	F	36.0
I-26 EB On Ramp from Rest Area	Merge	C	25.4	F	30.2
I-26 EB West of US 301	Basic	D	27.4	F	37.8
I-26 EB Off Ramp to US 301	Operation analysis results for the segments within US 301 are presented in **Table 73** for each alternative.				
I-26 EB Between US 301 Ramps					
I-26 EB On-Ramp from US 301					
I-26 EB East of US 301					

Table 72: Westbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2050 Build Conditions with 3 lanes

Segment Name	Type	Westbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB East of US 301		Operation analysis results for the segments within US 301 are presented in **Table 74** for each alternative.			
I-26 WB Off Ramp to US 301					
I-26 WB Between US 301 Ramps					
I-26 WB On Ramp from US 301					
I-26 WB West of US 301	Basic	D	26.2	F	38.2
I-26 WB Off Ramp to Rest Area	Diverge	D	31.7	F	36.6
I-26 WB Between Rest Area Ramps	Basic	C	24.5	F	45.4
I-26 WB On Ramp from Rest Area	Merge	C	25.7	F	31.0
I-26 WB East of SC 33	Basic	D	26.7	F	45.0
I-26 WB Loop Off Ramp to SC 33	Diverge	D	28.7	F	44.5
I-26 WB Between SC 33 Ramps	Basic	C	25.9	F	56.4
I-26 WB On Ramp from SC 33	Merge	C	26.9	F	32.1
I-26 WB West of SC 33 (3	Basic	D	26.8	F	45.7
I-26 WB Off Ramp to US 601	Diverge	C	27.3	F	42.8
I-26 WB Between US 601 Ramps	Basic	C	21.8	F	65.9
I-26 WB On-Ramp from US 601	Merge	C	24.6	F	32.0
I-26 WB West of US 601	Basic	C	25.3	F	38.2

Table 73: Eastbound I-26 Operation Analysis Results for US 301 Alternatives 2050 Build Conditions – 3 Lanes

Segment Name	Type	US 301 Alternative 1A				US 301 Alternative 1B				US 301 Alternative 2 & 4			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB West of US 301	Basic	D	27.4	F	37.8	D	27.4	F	37.8	D	27.4	F	37.8
I-26 EB Off Ramp to US 301	Diverge	D	28.8	F	34.4	D	28.8	F	32.7	C	27.5	F	31.4
I-26 EB Loop Off Ramp to US 301	Diverge	Not in Alternative 1A				C	21.7	D	31.0	Not in Alternative 2 & 4			
I-26 EB Between US 301 Off and On Ramps	Basic	C	23.0	F	32.5	C	23.0	F	32.8	C	23.0	F	32.5
I-26 EB On Ramp from US 301	Merge	C	24.9	F	30.3	C	24.3	F	29.4	C	21.4	F	27.1
I-26 EB East of US 301	Basic	D	26.1	F	36.8	D	26.1	F	37.1	D	26.1	F	36.8

Table 74: Westbound I-26 Operation Analysis Results for US 301 Alternatives 2050 Build Conditions – 3 Lanes

Segment Name	Type	US 301 Alternative 1A				US 301 Alternative 1B				US 301 Alternative 2 & 4			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB East of US 301	Basic	C	24.8	F	54.2	C	24.8	F	54.8	C	24.8	F	54.8
I-26 WB Off Ramp to US 301	Diverge	Not in Alternative 1A				C	27.0	F	32.8	C	26.3	F	32.0
I-26 WB Loop Off Ramp to US 301	Diverge	C	26.3	F	42.3	C	22.4	F	32.1	Not in Alternative 2 & 4			
I-26 WB Between US 301 Off and On Ramps	Basic	C	22.1	F	59.4	C	22.1	F	61.1	C	22.1	F	53.3
I-26 WB On-Ramp from US 301	Merge	C	24.7	F	30.4	C	24.7	F	30.4	C	21.9	F	27.8
I-26 WB Wast of US 301	Basic	D	26.2	F	38.2	D	26.2	F	38.2	D	26.2	F	38.2

Table 75: Eastbound I-26 Operation Analysis Results for Phase 2 (MM 154-172 – 2050 Build Conditions with 3 lanes

Segment Name	Type	Eastbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB East of US 301	Operation analysis results for the segments within the S-36 (Homestead Road) interchange area are presented in **Table 77** for each alternative.				
I-26 EB Off Ramp to S-36 (Homestead Rd)					
I-26 EB Between S-36 (Homestead Rd) Ramps					
I-26 EB On Ramp from S-36 (Homestead Rd)					
I-26 EB East of S-36 (Homestead Rd)	Operation analysis results for the segments within SC 210 interchange area are presented in **Table 79** for each alternative.				
I-26 EB Off Ramp to SC 210					
I-26 EB Between SC 210 Ramps					
I-26 EB SC On Ramp from SC 210					
I-26 EB East of SC 210					
I-26 EB Off Ramp to I-95	Diverge	B	18.7	F	25.3
I-26 EB from Off Ramp to Loop Off-Ramp	Basic	C	18.3	C	19.9
I-26 EB Loop Off-Ramp to I-95	Diverge	C	21.9	C	24.1
I-26 EB from Loop Off Ramp to On Ramp	Basic	B	18.0	C	19.6
I-26 EB On Ramp from I-95	Merge	C	26.3	F	22.8
I-26 EB East of I-95	Basic	D	26.9	F	27.4
I-26 EB Off Ramp to US 15	Diverge	D	28.7	F	29.0
I-26 EB from Off Ramp to Loop On-Ramp	Basic	C	25.9	F	26.0
I-26 EB Between US 15 Loop Ramps	Weaving	C	20.6	B	19.7
I-26 EB from Loop Off Ramp to On Ramp	Basic	C	25.7	F	25.9
I-26 EB On Ramp from US 15	Merge	C	26.4	F	24.9
I-26 East of US 15	Basic	D	27.3	F	26.6
I-26 EB Off Ramp to Weigh Station	Diverge	D	32.6	F	30.0
I-26 EB Between Weight Station Ramps	Basic	C	23.8	F	26.5
I-26 EB On Ramp from Weigh Station	Merge	D	31.4	F	23.6
I-26 East of Weigh Station	Basic	D	27.4	F	26.6
I-26 EB Off Ramp to SC 453	Diverge	D	29.0	F	28.4
I-26 EB Between SC 453 Ramps	Basic	D	26.3	F	26.1
I-26 EB On Ramp from SC 453	Merge	C	26.1	F	26.0
I-26 EB East of SC 453	Basic	D	28.3	F	28.0

Table 76: Westbound I-26 Operation Analysis Results for Phase 2 (MM 154-172) – 2050 Build Condition with 3 lanes

Segment Name	Type	Westbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB East of US SC 453	Basic	C	22.3	F	54.8
I-26 WB Off Ramp to US SC 453	Diverge	C	24.5	F	33.4
I-26 WB Between SC 453 Ramps	Basic	C	20.6	E	35.1
I-26 WB On Ramp from US SC 453	Merge	C	20.7	D	29.6
I-26 WB West of SC 453	Basic	C	20.9	E	36.4
I-26 WB Off Ramp to Weigh Station	Diverge	C	27.5	D	34.8
I-26 WB Between Weigh Station Ramps	Basic	C	20.0	D	30.1
I-26 WB On Ramp from Weigh Station	Merge	C	25.9	F	31.8
I-26 WB East of US 15	Basic	C	20.6	E	36.5
I-26 WB Off Ramp to US 15	Diverge	C	24.5	D	32.6
I-26 WB from Off Ramp to Loop On Ramp	Basic	C	20.2	E	35.9
I-26 WB Between US 15 Loop Ramps	Weave	B	18.2	C	26.1
I-26 WB from Loop Off Ramp to On Ramp	Basic	C	20.5	E	36.9
I-26 WB On Ramp from US 15	Merge	C	20.9	D	29.6
I-26 WB West of US 15	Basic	C	21.0	E	37.4
I-26 WB Off Ramp to I-95	Diverge	C	27.2	E	35.1
I-26 WB from Off Ramp to Loop On Ramp	Basic	B	16.4	D	28.8
I-26 WB Between I-95 Loop Ramps	Diverge	C	20.2	D	29.8
I-26 WB from Loop Off Ramp to On Ramp	Basic	B	15.5	F	27.3
I-26 WB On Ramp from I-95	Merge	C	24.7	F	36.2
I-26 WB West of I-95	Basic	C	22.7	F	38.2
I-26 WB Off Ramp to SC 210	Operation analysis results for the segments within SC 210 interchange area are presented in **Table 80** for each alternative.				
I-26 WB Between SC 210 Ramps					
I-26 WB On-Ramp from SC 210					
I-26 WB West of SC 210					
I-26 WB Off Ramp to S-36 (Homestead Rd)	Operation analysis results for the segments within the S-36 (Homestead Road) interchange area are presented in **Table 78** for each alternative.				
I-26 WB Between S-36 (Homestead Rd) Ramps					
I-26 WB On-Ramp from S-36 (Homestead Rd)					
I-26 WB West of S-36 (Homestead Rd)					

Table 77: Eastbound I-26 Operation Analysis Results for S-36 (Homestead Road) Alternatives 2050 Build Conditions – 3 Lanes

Segment Name	Type	S-36 (Homestead Rd) Alternative 1 & 2				S-36 (Homestead Rd) Alternative 3			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB East of US 301	Basic	D	26.8	F	54.8	D	26.8	F	54.8
I-26 EB Off Ramp to S-36 (Homestead Rd)	Diverge	D	30.4	F	35.0	D	30.6	F	35.2
I-26 EB Between S-36 (Homestead Rd) Ramps	Basic	C	26.0	F	37.0	C	26.0	F	37.0
I-26 EB On Ramp from S-36 (Homestead Rd)	Merge	C	25.1	F	30.2	C	25.1	F	30.2
I-26 EB East of S-36 (Homestead Rd)	Basic	D	26.8	F	38.2	D	26.8	F	38.2

Table 78: Westbound I-26 Operation Analysis Results for S-36 (Homestead Road) Alternatives 2050 Build Conditions – 3 Lanes

Segment Name	Type	S-36 (Homestead Rd) Alternative 1 & 2				S-36 (Homestead Rd) Alternative 3			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB West of SC 210	Basic	C	22.7	F	54.8	C	22.7	F	54.8
I-26 WB Off Ramp to S-36 (Homestead Rd)	Diverge	D	28.1	F	35.2	C	27.2	F	34.3
I-26 WB Between S-36 (Homestead Rd) Ramps	Basic	C	22.0	F	47.6	C	22.0	F	47.5
I-26 WB On-Ramp from S-36 (Homestead Rd)	Merge	C	22.8	F	30.4	C	23.4	F	30.9
I-26 WB West of S-36 (Homestead Rd)	Basic	C	23.0	F	38.2	C	23.0	F	38.2

Table 79: Eastbound I-26 Operation Analysis Results for SC 210 Alternatives 2050 Build Conditions – 3 Lanes

Segment Name	Type	SC 210 Alternative 1 & 2			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB Off Ramp to SC 210	Diverge	C	23.4	F	28.0
I-26 EB Between SC 210 Ramps	Basic	D	26.6	F	48.5
I-26 EB SC On Ramp from SC 210	Merge	C	23.7	F	28.8
I-26 East of SC 210	Basic	D	27.2	F	38.2

Table 80: Westbound I-26 Operation Analysis Results for SC 210 Road Alternatives 2050 Build Conditions – 3 Lanes

Segment Name	Type	SC 210 Alternative 1 & 2			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB West of I-95	Basic	C	22.7	F	52.0
I-26 WB Off Ramp to SC 210	Diverge	C	23.6	F	30.8
I-26 WB Between SC 210 Ramps	Basic	C	22.5	F	37.2
I-26 WB On-Ramp from SC 210	Merge	C	21.1	F	29.0

Opening Year Build Condition with 3 Lanes

Year 2030 HCS analysis was conducted for the preferred alternative. The results for the eastbound and westbound directions are presented in Tables 81 - 82 for I-26 between MM 145 and 154 and Tables 83 - 84 for MMD 154 to MM 172. All segments of I-26, in both eastbound and westbound directions, will operate at LOS D or better during the AM and PM peak hours.

Table 81: Eastbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2030 Opening Year with three lanes

Segment Name	Type	Eastbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB West of US 601	Basic	B	14.7	C	22.8
I-26 EB Off-Ramp to US 601	Diverge	C	20.9	C	27.6
I-26 EB Between US 601 Ramps	Basic	B	11.9	C	20.6
I-26 EB On-Ramp from US 601	Merge	B	16.3	C	24.4
I-26 EB East of US 601	Basic	B	14.0	C	23.6
I-26 EB Off Ramp to SC 33	Diverge	B	18.4	C	26.9
I-26 EB Between SC 33 Ramps	Basic	B	13.5	C	23.0
I-26 EB Loop On-Ramp from SC 33	Merge	B	14.5	C	22.8
I-26 EB East of SC 33	Basic	B	13.8	C	23.5
I-26 EB Off Ramp to Rest Area	Diverge	C	21.4	D	28.7
I-26 EB Between Rest Area Ramps	Basic	B	13.1	C	22.9
I-26 EB On Ramp from Rest Area	Merge	B	14.2	C	22.7
I-26 EB West of US 301	Basic	B	13.6	C	23.4
I-26 EB Off Ramp to US 301	Diverge	B	16.1	C	24.8
I-26 EB Between US 301 Ramps	Basic	B	11.8	C	21.4
I-26 EB On-Ramp from US 301	Merge	B	10.1	B	19.1
I-26 EB East of US 301	Basic	B	13.0	C	23.1
	Overall	**B**	**13.8**	**D**	**19.0**

Table 82: Westbound I-26 Operation Analysis Results for Phase 1 (MM 145-154)-2030 Opening Year with three lanes

Segment Name	Type	Westbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB East of US 301	Basic	B	12.6	C	21.0
I-26 WB Off Ramp to US 301	Diverge	B	15.4	C	23.5
I-26 WB Between US 301 Ramps	Basic	B	11.5	C	19.4

Segment Name	Type	Westbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB On Ramp from US 301	Merge	B	10.5	B	17.9
I-26 WB West of US 301	Basic	B	13.1	C	21.2
I-26 WB Off Ramp to Rest Area	Diverge	B	19.3	C	27.0
I-26 WB Between Rest Area Ramps	Basic	B	12.6	C	20.5
I-26 WB On Ramp from Rest Area	Merge	B	14.7	C	21.7
I-26 WB East of SC 33	Basic	B	13.3	C	21.2
I-26 WB Loop Off Ramp to SC 33	Diverge	B	17.6	C	25.1
I-26 WB Between SC 33 Ramps	Basic	B	12.9	C	20.6
I-26 WB On Ramp from SC 33	Merge	B	16.2	C	23.4
I-26 WB West of SC 33	Basic	B	13.4	C	21.5
I-26 WB Off Ramp to US 601	Diverge	B	15.8	C	23.4
I-26 WB Between US 601 Ramps	Basic	B	11.8	C	19.9
I-26 WB On-Ramp from US 601	Merge	B	13.9	C	22.7
I-26 WB West of US 601	Basic	B	13.0	C	22.6
	Overall	**B**	**13.4**	**C**	**21.5**

Table 83: Eastbound I-26 Operation Analysis Results for Phase 2 (MM 154-172)-2030 Opening Year with three lanes

Segment Name	Type	Eastbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB East of US 301	Basic	B	13.3	C	22.3
I-26 EB Off Ramp to S-36 (Homestead Rd)	Diverge	B	19.2	C	27.6
I-26 EB Between S-36 (Homestead Rd) Ramps	Basic	B	12.8	C	21.8
I-26 EB On Ramp from S-36 (Homestead Rd)	Merge	B	14.2	C	22.0
I-26 EB East of S-36 (Homestead Rd)	Basic	B	13.3	C	22.3
I-26 EB Off Ramp to SC 210	Diverge	B	12.2	C	20.6
I-26 EB Between SC 210 Ramps	Basic	B	13.2	C	22.0
I-26 EB SC On Ramp from SC 210	Merge	B	12.6	C	20.5
I-26 EB East of SC 210	Basic	B	13.5	C	22.3
I-26 EB Off Ramp to I-95	Diverge	A	6.6	B	14.8
I-26 EB from I-95 Off Ramp to Loop Off-Ramp	Basic	A	9.6	B	15.7
I-26 EB Loop Off-Ramp to I-95	Diverge	B	12.4	C	20.1
I-26 EB from Loop Off Ramp to On Ramp	Basic	A	9.5	B	15.5
I-26 EB On Ramp from I-95	Merge	B	13.2	B	16.0
I-26 EB East of I-95	Basic	B	13.4	C	19.0
I-26 EB Off Ramp to US 15	Diverge	B	17.5	C	23.1
I-26 EB from Off Ramp to Loop On-Ramp	Basic	B	13.1	C	18.6
I-26 EB Between US 15 Loop Ramps	Weaving	B	10.7	B	14.8
I-26 EB from Loop Off Ramp to On Ramp	Basic	B	13.0	C	18.5
I-26 EB On Ramp from US 15	Merge	B	14.8	B	19.1
I-26 East of US 15	Basic	B	13.5	C	18.8
I-26 EB Off Ramp to Weigh Station	Diverge	C	20.5	C	24.5
I-26 EB Between Weight Station Ramps	Basic	B	12.3	C	18.8
I-26 EB On Ramp from Weigh Station	Merge	B	17.0	B	17.9
I-26 East of Weigh Station	Basic	B	13.6	C	18.8
I-26 EB Off Ramp to SC 453	Diverge	B	17.8	C	22.9
I-26 EB Between SC 453 Ramps	Basic	B	13.0	C	18.5
I-26 EB On Ramp from SC 453	Merge	B	15.0	C	20.2
I-26 EB East of SC 453	Basic	B	14.0	C	19.7
	Overall	**B**	**13.4**	**C**	**17.1**

Table 84: Westbound I-26 Operation Analysis Results for Phase 2 (MM 154-172)-2030 Opening Year with three lanes

Segment Name	Type	Westbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB East of US SC 453	Basic	B	11.9	C	18.3
I-26 WB Off Ramp to US SC 453	Diverge	B	14.6	C	22.8
I-26 WB Between SC 453 Ramps	Basic	A	10.7	B	17.0
I-26 WB On Ramp from US SC 453	Merge	B	11.5	B	18.0
I-26 WB West of SC 453	Basic	A	10.9	B	17.6
I-26 WB Off Ramp to Weigh Station	Diverge	B	17.0	C	23.8
I-26 WB Between Weigh Station Ramps	Basic	A	10.5	B	16.5
I-26 WB On Ramp from Weigh Station	Merge	B	14.8	C	20.3
I-26 WB East of US 15	Basic	A	10.8	B	17.6
I-26 WB Off Ramp to US 15	Diverge	B	14.5	C	21.8
I-26 WB from Off Ramp to Loop On Ramp	Basic	A	10.7	B	17.4
I-26 WB Between US 15 Loop Ramps	Weave	A	9.3	B	14.6
I-26 WB from Loop Off Ramp to On Ramp	Basic	A	10.8	B	17.5
I-26 WB On Ramp from US 15	Merge	B	11.5	B	17.8
I-26 WB West of US 15	Basic	A	11.0	B	17.6
I-26 WB Off Ramp to I-95	Diverge	B	16.7	C	23.8
I-26 WB from Off Ramp to Loop On Ramp	Basic	A	8.6	B	15.1
I-26 WB Between I-95 Loop Ramps	Diverge	B	11.3	B	19.6
I-26 WB from Loop Off Ramp to On Ramp	Basic	A	8.1	B	14.7
I-26 WB On Ramp from I-95	Merge	B	12.3	C	20.3
I-26 WB West of I-95	Basic	B	11.8	C	20.5
I-26 WB Off Ramp to SC 210	Diverge	B	13.2	C	22.0
I-26 WB Between SC 210 Ramps	Basic	B	11.6	C	20.0
I-26 WB On-Ramp from SC 210	Merge	B	11.2	B	18.8
I-26 WB West of SC 210	Basic	B	11.7	C	20.3
I-26 WB Off Ramp to S-36 (Homestead Rd)	Diverge	B	17.7	C	26.3
I-26 WB Between S-36 (Homestead Rd) Ramps	Basic	B	11.3	C	19.5
I-26 WB On-Ramp from S-36 (Homestead Rd)	Merge	B	13.0	C	20.7
I-26 WB West of S-36 (Homestead Rd)	Basic	B	12.0	C	20.3
	Overall	**B**	**11.4**	**C**	**19.0**

Build Condition with 4 Lanes

The HCS analysis for the 2050 Build condition with three lanes indicated that I-26 will operate predominantly at LOS F during the PM peak hour. To evaluate whether an eight-lane I-26 would provide sufficient capacity to achieve acceptable LOS, the facility was also analyzed as an eight-lane section in 2050. The HCS results for eastbound and westbound I-26 between MM 145 and MM 154 are presented in Tables 85 and 86, while the operational analysis results for US 301 are presented in Tables 87 and 88 for the eastbound and westbound directions, respectively.

All the segments of I-26 in both the eastbound and the westbound direction will operate at LOS C or better during the AM peak hour. However, during the PM peak hour, five (5) segments will operate at LOS D or better while the rest will operate at LOS E in the eastbound direction. For the westbound direction, only one (1) segment will operate at LOS E, while the rest of the segments will operate at LOS D or better.

The segments on US 301 for all three alternatives will operate at LOS C or better during the AM peak hour for both the eastbound and westbound directions. During the PM peak hour, only one (1) segment will operate at a LOS E while the rest will operate at a LOS D for the eastbound direction. For the westbound direction, all the segments will operate at LOS D or better.

Traffic operation analysis results for I-26 between MM 154-172 are presented in Table 89 and Table 90 for the eastbound and westbound directions, respectively. Operation analysis results for S-36 (Homestead Road) interchange area are presented separately in Table 91 and Table 92 for the eastbound and westbound directions. Operation analysis results for the SC 210 interchange area are also reported separately in Tables 93 and 94 for eastbound and westbound directions, respectively.

Freeway segments of I-26 between MM 154 and MM 172 will operate at a LOS C or better in the AM peak hour for the eastbound direction except for one (1) segment that will operate at a LOS D. During the PM peak hour, only one (1) segment will operate at a LOS E. All other segments will operate at LOS D or better.

For the westbound direction, the freeway segments between MM 154 and 172 will operate at a LOS C or better during the AM peak hour. During the PM peak hour, all the segments will operate at LOS D or better.

Table 85: Eastbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2050 Build Conditions with 4 lanes

Segment Name	Type	Eastbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB West of US 601	Basic	C	20.8	E	37.4
I-26 EB Off-Ramp to US 601	Diverge	C	28.0	E	35.7
I-26 EB Between US 601 Ramps	Basic	B	15.8	D	31.3
I-26 EB On-Ramp from US 601	Merge	C	21.4	D	31.4
I-26 EB East of US 601	Basic	C	19.3	E	39.5
I-26 EB Off Ramp to SC 33	Diverge	C	21.4	D	33.0
I-26 EB Between SC 33 Ramps	Basic	C	18.9	E	38.6
I-26 EB Loop On-Ramp from SC 33	Merge	B	17.5	C	27.5
I-26 EB East of SC 33	Basic	C	19.2	E	39.5
I-26 EB Off Ramp to Rest Area	Diverge	C	25.0	E	36.6
I-26 EB Between Rest Area Ramps	Basic	C	18.1	E	37.7
I-26 EB On Ramp from Rest Area	Merge	B	17.4	C	27.6
I-26 EB West of US 301	Basic	C	18.7	E	39.2
I-26 EB Off Ramp to US 301	Operation analysis results for the segments within US 301 are presented in **Table 87** for each alternative.				
I-26 EB Between US 301 Ramps					
I-26 EB On-Ramp from US 301					
I-26 EB East of US 301					

Table 86: Westbound I-26 Operation Analysis Results for Phase 1 (MM 145-154) – 2050 Build Conditions with 4 lanes

Segment Name	Type	Westbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB East of US 301		Operation analysis results for the segments within US 301 are presented in **Table 85** for each alternative.			
I-26 WB Off Ramp to US 301					
I-26 WB Between US 301 Ramps					
I-26 WB On Ramp from US 301					
I-26 WB West of US 301	Basic	C	18.1	D	32.9
I-26 WB Off Ramp to Rest Area	Diverge	C	23.9	D	33.9
I-26 WB Between Rest Area Ramps	Basic	B	17.2	D	31.4
I-26 WB On Ramp from Rest Area	Merge	B	18.2	C	26.2
I-26 WB East of SC 33	Basic	C	18.3	D	32.9
I-26 WB Loop Off Ramp to SC 33	Diverge	C	20.4	D	30.3
I-26 WB Between SC 33 Ramps	Basic	B	17.9	D	32.2
I-26 WB On Ramp from SC 33	Merge	B	19.4	C	27.9
I-26 WB West of SC 33	Basic	C	18.5	D	33.4
I-26 WB Off Ramp to US 601	Diverge	C	20.7	D	30.1
I-26 WB Between US 601 Ramps	Basic	B	15.7	D	29.3
I-26 WB On-Ramp from US 601	Merge	B	17.7	D	28.9
I-26 WB West of US 601	Basic	B	17.7	E	36.4

Table 87: Eastbound I-26 Operation Analysis Results for US 301 Alternatives 2050 Build Conditions -4 Lanes

Segment Name	Type	US 301 Alternative 1A				US 301 Alternative 1B				US 301 Alternative 2 & 4			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB West of US 301	Basic	C	18.7	E	39.2	C	18.7	E	39.2	C	18.7	E	39.2
I-26 EB Off Ramp to US 301	Diverge	C	22.0	D	33.9	C	21.2	D	32.7	C	20.7	D	32.5
I-26 EB Loop Off Ramp to US 301	Diverge	Not in Alternative 1A				B	14.7	C	25.4	Not in Alternative 2 & 4			
I-26 EB Between US 301 Off and On Ramps	Basic	B	16.4	D	34.5	B	16.4	D	34.5	B	16.4	D	34.5
I-26 EB On Ramp from US 301	Merge	B	17.6	C	28.0	B	16.9	C	27.4	B	13.4	C	23.9
I-26 EB East of US 301	Basic	C	18.1	E	38.4	C	18.1	E	38.4	C	18.1	E	38.4

Table 88: Westbound I-26 Operation Analysis Results for US 301 Alternatives-4 Lanes

Segment Name	Type	US 301 Alternative 1A				US 301 Alternative 1B				US 301 Alternative 2 & 4			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB East of US 301	Basic	B	17.4	D	32.5	B	17.4	D	32.5	B	17.4	D	32.5
I-26 WB Off Ramp to US 301	Diverge	Not in Alternative 1A				B	18.6	D	29.3	B	19.1	D	29.9
I-26 WB Loop Off Ramp to US 301	Diverge	B	19.1	D	29.9	B	15.8	C	24.3	Not in Alternative 2 & 4			
I-26 WB Between US 301 Off and On Ramps	Basic	B	15.8	D	29.3	B	15.8	D	29.3	B	15.8	D	29.3
I-26 WB On-Ramp from US 301	Merge	B	17.5	C	25.6	B	17.5	C	25.6	B	14.2	C	22.4
I-26 WB Wast of US 301	Basic	C	18.1	D	32.9	C	18.1	D	32.9	C	18.1	D	32.9

Table 89: Eastbound I-26 Operation Analysis Results for Phase 2 (MM 154-172)-Build Condition with 4 lanes

Segment Name	Type	Eastbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB East of US 301	Operation analysis results for the segments within the S-36 (Homestead Road) interchange area are presented in **Table 92** for each alternative.				
I-26 EB Off Ramp to S-36 (Homestead Rd)					
I-26 EB Between S-36 (Homestead Rd) Ramps					
I-26 EB On Ramp from S-36 (Homestead Rd)					
I-26 EB East of S-36 (Homestead Rd)	Operation analysis results for the segments within SC 210 interchange area are presented in **Table 93** for each alternative.				
I-26 EB Off Ramp to SC 210					
I-26 EB Between SC 210 Ramps					
I-26 EB SC On Ramp from SC 210					
I-26 EB East of SC 210	Basic	C	18.7	E	36.5
I-26 EB Off Ramp to I-95	Diverge	B	12.8	C	22.9
I-26 EB from Off Ramp to Loop Off-Ramp	Basic	B	13.5	C	23.5
I-26 EB Loop Off-Ramp to I-95	Diverge	B	14.4	C	24.5
I-26 EB from Loop Off Ramp to On Ramp	Basic	B	13.4	C	23.3
I-26 EB On Ramp from I-95	Merge	C	21.2	C	24.1
I-26 EB East of I-95	Basic	C	18.5	D	29.7
I-26 EB Off Ramp to US 15	Diverge	C	20.6	D	28.8
I-26 EB from Off Ramp to Loop On-Ramp	Basic	B	18.0	D	28.8
I-26 EB Between US 15 Loop Ramps	Weaving	B	16.2	C	22.8
I-26 EB from Loop Off Ramp to On Ramp	Basic	B	17.8	D	28.7
I-26 EB On Ramp from US 15	Merge	B	18.5	C	23.7
I-26 East of US 15	Basic	C	18.7	D	29.3
I-26 EB Off Ramp to Weigh Station	Diverge	D	28.3	D	29.4
I-26 EB Between Weight Station Ramps	Basic	B	16.8	D	29.3
I-26 EB On Ramp from Weigh Station	Merge	C	23.8	C	22.0
I-26 East of Weigh Station	Basic	C	18.7	D	29.3
I-26 EB Off Ramp to SC 453	Diverge	C	20.9	D	28.1
I-26 EB Between SC 453 Ramps	Basic	C	18.2	D	28.9
I-26 EB On Ramp from SC 453	Merge	B	18.1	C	24.7
I-26 EB East of SC 453	Basic	C	19.2	D	30.5

Table 90: Westbound I-26 Operation Analysis Results for Phase 2 (MM 154-172)-Build Condition with 4 lanes

Segment Name	Type	Westbound Direction			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB East of US SC 453	Basic	B	16.0	D	26.6
I-26 WB Off Ramp to US SC 453	Diverge	B	17.5	C	27.4
I-26 WB Between SC 453 Ramps	Basic	B	14.9	C	25.1
I-26 WB On Ramp from US SC 453	Merge	B	14.1	C	21.8
I-26 WB West of SC 453	Basic	B	15.1	C	25.7
I-26 WB Off Ramp to Weigh Station	Diverge	C	22.3	D	30.1
I-26 WB Between Weigh Station Ramps	Basic	B	14.6	C	23.8
I-26 WB On Ramp from Weigh Station	Merge	B	19.6	C	25.7
I-26 WB East of US 15	Basic	B	15.0	C	25.7
I-26 WB Off Ramp to US 15	Diverge	B	16.9	C	25.9
I-26 WB from Off Ramp to Loop On Ramp	Basic	B	14.7	C	25.4
I-26 WB Between US 15 Loop Ramps	Weave	B	14.3	C	22.3
I-26 WB from Loop Off Ramp to On Ramp	Basic	B	14.9	C	25.7
I-26 WB On Ramp from US 15	Merge	B	14.3	C	21.4
I-26 WB West of US 15	Basic	B	15.2	C	25.9
I-26 WB Off Ramp to I-95	Diverge	C	21.9	D	30.9
I-26 WB from Off Ramp to Loop On Ramp	Basic	B	12.2	C	21.6
I-26 WB Between I-95 Loop Ramps	Diverge	B	13.7	C	23.4
I-26 WB from Loop Off Ramp to On Ramp	Basic	B	11.6	C	21.0
I-26 WB On Ramp from I-95	Merge	C	20.3	D	30.8
I-26 WB West of I-95	Basic	B	16.2	D	31.3
I-26 WB Off Ramp to SC 210	Operation analysis results for the segments within SC 210 interchange area are presented in **Table 94** for each alternative.				
I-26 WB Between SC 210 Ramps					
I-26 WB On-Ramp from SC 210					
I-26 WB West of SC 210					
I-26 WB Off Ramp to S-36 (Homestead Rd)	Operation analysis results for the segments within the S-36 (Homestead Road) interchange area are presented in **Table 92** for each alternative.				
I-26 WB Between S-36 (Homestead Rd) Ramps					
I-26 WB On-Ramp from S-36 (Homestead Rd)					
I-26 WB West of S-36 (Homestead Rd)					

Table 91: Eastbound I-26 Operation Analysis Results for S-36 (Homestead Road) Alternatives-4 Lanes

Segment Name	Type	S-36 (Homestead Road) Alternative 1 & 2				S-36 (Homestead Road) Alternative 3			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB East of US 301	Basic	C	18.4	E	36.5	C	18.4	E	36.5
I-26 EB Off Ramp to S-36 (Homestead Rd)	Diverge	C	22.2	D	33.5	C	22.4	D	33.7
I-26 EB Between S-36 (Homestead Rd) Ramps	Basic	B	18.0	E	35.6	B	18.0	E	35.6
I-26 EB On Ramp from S-36 (Homestead Rd)	Merge	B	17.2	C	26.5	B	17.2	C	26.5
I-26 EB East of S-36 (Homestead Rd)	Basic	C	18.4	E	36.4	C	18.4	E	36.4

Table 92: Westbound I-26 Operation Analysis Results for S-36 (Homestead Road) Alternatives-4 Lanes

Segment Name	Type	S-36 (Homestead Road) Alternative 1 & 2				S-36 (Homestead Road) Alternative 3			
		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB West of SC 210	Basic	B	16.2	D	31.0	B	16.2	D	31.0
I-26 WB Off Ramp to S-36 (Homestead Rd)	Diverge	C	20.4	D	31.5	C	20.4	D	31.5
I-26 WB Between S-36 (Homestead Rd) Ramps	Basic	B	15.8	D	30.0	B	15.8	D	30.0
I-26 WB On-Ramp from S-36 (Homestead Rd)	Merge	B	15.9	C	24.9	B	15.9	C	24.9
I-26 WB West of S-36 (Homestead Rd)	Basic	B	16.4	D	31.1	B	16.4	D	31.1

Table 93: Eastbound I-26 Operation Analysis Results for SC 210 Alternatives-4 Lanes

Segment Name	Type	SC 210 Alternative 1 & 2			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB Off Ramp to SC 210	Diverge	B	14.9	C	26.3
I-26 EB Between SC 210 Ramps	Basic	C	18.3	E	36.0
I-26 EB SC On Ramp from SC 210	Merge	B	15.4	C	26.4
I-26 East of SC 210	Basic	C	18.7	E	36.5

Table 94: Westbound I-26 Operation Analysis Results for SC 210 Alternatives-4 Lanes

Segment Name	Type	SC 210 Alternative 1 & 2			
		AM Peak		PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 WB West of I-95	Basic	B	16.2	D	31.3
I-26 WB Off Ramp to SC 210	Diverge	B	15.6	C	26.9
I-26 WB Between SC 210 Ramps	Basic	B	16.1	D	30.7
I-26 WB On-Ramp from SC 210	Merge	B	13.7	C	23.0

Based on the analysis results, widening I-26 to eight lanes would improve traffic operations, with no segments operating at LOS F during either peak hour.

9 BUILD SAFETY ANALYSIS

Following the Highway Safety Manual (HSM) Part C methodology, the Federal Highway Administration's (FHWA) Interchange Safety Analysis Tool Enhanced (ISATE) spreadsheet generated predicted crash information for the interchange alternatives along I-26. The ISATe is a decision-support tool that enables the estimation of safety impacts associated with design decisions related to interchanges. The tool was developed as part of a larger research effort under the National Cooperative Highway Research Program (NCHRP) Project 17-45, Enhanced Safety Prediction Methodology and Analysis Tool for Freeways and Interchanges, to develop predictive methods for freeways and interchanges to be included in future editions of the HSM. The ISATe tool can help users implement predictive methods for freeway segments, ramps, and ramp terminal intersections.

For each alternative, the existing and proposed ramp configurations were compared for the 2050 No Build and 2050 Build conditions. A two-mile segment (one mile on the east leg and one mile on the west leg) was used for comparing each alternative. For locations where ISATe cannot be used, an appropriate Crash Modification Factor (CMF) was used.

Existing crash analysis of the study area is summarized in Chapter 5. Future predicted crashes and potential crash reduction for each interchange alternative are shown in Tables 95-101 below.

Table 95: SC 33 Alternative 2050 Predicted Crashes and Crash Reduction

Crashes/Year[a]	Existing (Partial Cloverleaf)	Alternative 1 (Partial Cloverleaf)	% Change
Fatal	0.5	0.4	-20.0%
Injury	20.9	19.5	-6.7%
Property Damage	59.5	49.0	-17.6%
Total	**80.9**	**68.9**	**-14.8%**
Crashes by Component Type			
Freeway Segments	77.2	65.1	-15.7%
Ramp Segments	2.3	2.3	0.0%
Ramp Terminals	1.4	1.5	+7.1%
Total	**80.9**	**68.9**	**-14.8%**

[a]-2-mile segment (1 mile upstream and 1 mile downstream from SC 33 bridge

Table 96: US 301 Alternatives 2050 Predicted Crashes

2050 Predicted Crashes[a]					
Crashes/Year	**Existing (Clover leaf)**	**Alternative 1A (Hybrid Parclo)**	**Alternative 1B (Parclo B)**	**Alternative 2 (Roundabouts)[b]**	**Alternative 3 (Diamond)**
Fatal	0.6	0.4	0.5	0.4	0.4
Injury	23.2	26.0	22.3	22.5	26.0
Property Damage	61.2	63.2	55.0	57.2	64.1
Total	**85.0**	**89.6**	**77.8**	**80.1**	**90.4**
	Crashes by Component Type				
Freeway Segments	79.5	61.1	63.3	60.5	60.5
Ramp Segments	5.5	3.2	6.7	1.3	1.3
Ramp Terminals	0.0	25.3	7.8	18.3	28.6
Total	**85.0**	**89.6**	**77.8**	**80.1**	**90.4**

[a]-2-mile segment (1 mile upstream and 1 mile downstream from US 301 bridge)
[b]-CMF of 0.52 used to convert the diamond signals to roundabout
Except for Parclo B, all fatal crashes will occur on the freeway. In Parclo B, fatal crashes will occur on the freeway and ramps

Table 97: US 301 Alternatives 2050 Predicted Crash Reduction

		Alternative 1A (Hybrid Parclo)		**Alternative 1B (Parclo B)**		**Alternative 2 (Roundabouts)**		**Alternative 3 (Diamond)**	
Severity	**2050 NB**	**2050 Build**	**% Change**	**2050 Build**	**% Change**	**2050 Build**	**% Change**	**2050 Build**	**% Change**
Fatal	0.6	0.4	-33%	0.5	-17%	0.38	-37%	0.4	-33%
Injury	23.2	26.0	+12%	22.3	-4%	22.5	-3%	26.0	+12%
PDO	61.2	63.2	+3%	55.0	-10%	57.2	-6%	64.1	+5%
Total	**85**	**89.6**	**+5%**	**77.8**	**-8%**	**80.1**	**-6%**	**91**	**+6%**

Table 98: S-36 (Homestead Road) Alternatives 2050 Predicted Crashes

2050 Predicted Crashes				
Crashes/Year[a]	**Existing (Diamond)**	**Alternative 1 (Diamond)**	**Alternative 2 (Roundabouts)**	**Alternative 3 (SPUI)**
Fatal	0.5	0.4	0.3	0.3
Injury	18.9	14.6	14.1	14.3
Property Damage	49.5	39.3	38.6	39.5

Total	**68.9**	**54.3**	**53.1**	**54.1**
Crashes by Component Type				
Freeway Segments	66.3	51.4	51.4	51.4
Ramp Segments	0.8	1.0	1.0	1.1
Ramp Terminals	1.7	1.9	0.7	1.6
Total	**68.9**	**54.3**	**53.1**	**54.1**

[a]-2-mile segment (1 mile upstream and 1 mile downstream from Homestead bridge
[b]-CMF of 0.29 used to convert the STOP-controlled ramp terminals to roundabouts

Table 99: S-36 (Homestead Road) Alternatives 2050 Predicted Crash Reduction

	Existing (Diamond)	Alternative 1 (Diamond)		Alternative 1B (Roundabouts)		Alternative 2 (SPUI)	
Severity	**2050 NB**	**2050 Build**	**% Change**	**2050 Build**	**% Change**	**2050 Build**	**% Change**
Fatal	0.5	0.4	-22.9%	0.3	-24.2%	0.3	-24.4%
Injury	18.9	14.6	-22.6%	14.1	-25.2%	14.3	-24.5%
PDO	49.5	39.3	-20.6%	38.6	-22.0%	39.5	-20.2%
Total	**68.9**	**54.3**	**-21.2%**	**53.1**	**-22.9%**	**54.1**	**-21.4%**

Table 100: SC 210 Alternatives 2050 Predicted Crashes

Crashes/Year[a]	Existing (Diamond)	Alternative 1 (Diamond)	Alternative 2 (Roundabouts[b])
Fatal	0.4	0.3	0.3
Injury	18.6	13.9	13.7
Property Damage	49.8	38.9	38.6
Total	**68.9**	**53.1**	**52.7**
Crashes by Component Type			
Freeway Segments	67.7	51.9	51.9
Ramp Segments	0.4	0.5	0.5
Ramp Terminals	0.7	0.7	0.2
Total	**68.9**	**53.1**	**52.7**

[a]-2-mile segment (1 mile upstream and 1 mile downstream from SC 210 bridge
[b]-CMF of 0.29 used to convert the STOP-controlled ramp terminals to roundabouts

Table 101: SC 210 Alternatives 2050 Predicted Crash Reduction

	Existing (Diamond)	Alternative 1 (Diamond)		Alternative 2 (Roundabouts)	
Severity	2050 NB	2050 Build	% Change	2050 Build	% Change
Fatal	0.4	0.3	-21.6%	0.3	-22.0%
Injury	18.6	13.9	-25.5%	13.7	-26.2%
PDO	49.8	38.9	-21.9%	38.6	-22.5%
Total	**68.9**	**53.1**	**-22.9%**	**52.7**	**-23.5%**

10 RECOMMENDATIONS

10.1 Proposed Interchange Configuration

SC 33

Only one alternative was analyzed for this interchange, which maintains the existing partial cloverleaf configuration while realigning the Monticello Road and Assembly Road intersections with SC 33. Under Alternative 1, all intersections along SC 33 are projected to operate at LOS C or better during both peak hours.

US 301 (Five Chop Road)

Four alternatives were proposed for this interchange. All the intersections within the study corridor are expected to operate at LOS C or better during both peak hours. The freeway segments within the interchange area will also operate at a similar LOS level during both peak hours. So, it can be concluded that there is no significant difference between the alternatives from a traffic operations standpoint. However, Alternative 3, which proposes converting the interchange into a traditional diamond interchange, is recommended as the preferred alternative because, in the future, I-26 will likely need to be widened to four lanes in each direction. A diamond interchange will enable I-26 to be widened without requiring the reconstruction of the interchange. If loop ramps are constructed, these loop ramps may need to be modified to allow future widening and would require additional right-of-way. Other elements of the alternative concept include:

- Eliminate the intersection of US 301 and All-American Lane and place a cul-de-sac on the North end of All American Lane.
- Relocate and adjust the alignment of Hooligan Way and the Days Inn by Wyndham Orangeburg South driveway to the North to increase the spacing between the intersection and the I-26 westbound ramps.
- Install full traffic signals at both ramp intersections.

As noted in Table 93, the number of crashes is expected to increase by 6%; however, the number of fatal crashes is expected to decrease by 33 % through the design year. The reduction in crash severity is due to the diamond interchange replacing the partial clover interchange, which will eliminate the weave sections and reduce the number of conflict points along I-26.

The anticipated crash increase with the diamond interchange is expected to occur primarily at the ramp terminals, which is due to the added conflict points at the signalized intersections. However, it should be noted that the partial clover interchange crashes could be higher because ISATe does not compute crashes at the merge and diverge points onto and from US 301; the terminal crashes were reported as zero, despite crash records confirming that crashes do occur at these locations. Additionally, some larger vehicles struggle to navigate smaller cloverleaf turns, and favor directional ramps.

S-36 (Homestead Road)

Three alternatives were evaluated for this interchange. All the study area intersections will operate at LOS C or better. The freeway segments between the alternatives will also operate at a similar LOS, and there is no significant difference between the alternatives. Based on SCDOT input, Alternative 1 is recommended as the preferred alternative. Alternative 1 maintains the existing diamond interchange configuration and includes:

- Eliminate the southernmost Pilot Gas station access to S-36 (Homestead Road).
- Relocate and adjust the alignment of the frontage road just South of the I-26 eastbound ramps intersection to the South to increase the spacing between the intersection and the eastbound ramps.

SC 210

Two alternatives were evaluated for this interchange. Alternative 1 is a traditional diamond interchange, while Alternative 2 proposes a roundabout at the ramp terminal intersections. Under each alternative, study area intersections along SC 210 will operate at LOS C or better. The freeway segments will also operate at a similar LOS. Since there is no significant difference between the alternatives from an operational standpoint, Alternative 1 is the preferred alternative.

10.2 Freeway Segments

As a six-lane facility, I-26 is projected to operate at LOS F in both directions during the PM peak hour; however, the opening year operates acceptably until the year of failure, which is expected to occur around 2042-2043. Widening the roadway to six lanes will help achieve the project's goals of improving safety, reducing freeway congestion, improving speeds, and reducing travel times.

When evaluated as an eight-lane freeway, operations improve significantly, with most segments—67% in the eastbound direction and 98% in the westbound direction—operating at LOS D or better. As previously stated, the analysis is based on freeway facilities, which consider queues from adjacent facilities that may cause failure in sections with densities below the failure rate. A heat map is shown in Appendix G. A comparison between the density heat map and the LOS heat map reveals that although some segments fail under the LOS heat map, this is not the case in the density heat map.

11 I-26 FREEWAY FAILURE YEAR ANALYSIS

Under 2050 build conditions with three lanes on the freeway, analysis indicates that most freeway segments during the PM peak hour are projected to operate at failing conditions for both Phase 1 and Phase 2. The HCS was applied to evaluate the year of failure for the preferred interchange configurations.

For Phase 1, preliminary analysis shows that the eastbound direction will reach LOS E by the year 2042, while the westbound direction will reach LOS E by the year 2043. For Phase 2, the eastbound direction is projected to reach LOS E by the year 2043, and the westbound direction will reach LOS E in 2046. These results indicate that the eastbound direction is the critical movement for both phases. The detailed results of the failure year analysis are presented in Table 102 (Phase 1) and Table 103 (Phase 2).

Based on the failure analysis, the freeway will operate at a failing LOS between 2042 and 2044.

Table 102: Eastbound I-26 Failure Year Analysis Results for Phase 1 (MM 145-154)-2042 & 2043 Build Conditions with three lanes

Segment Name	Type	Eastbound Direction			
		2042 PM Peak hour		2043 PM Peak	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB West of US 601	Basic	E	42.6	F	54.8
I-26 EB Off-Ramp to US 601	Diverge	E	34.1	F	32.4
I-26 EB Between US 601 Ramps	Basic	E	37.0	F	53.4
I-26 EB On-Ramp from US 601	Merge	D	37.8	F	35.0
I-26 EB East of US 601	Basic	E	44.7	F	38.2
I-26 EB Off Ramp to SC 33	Diverge	E	34.5	F	32.1
I-26 EB Between SC 33 Ramps	Basic	E	43.1	F	45.7
I-26 EB Loop On-Ramp from SC 33	Merge	D	37.9	F	34.7
I-26 EB East of SC 33	Basic	E	44.5	F	38.2
I-26 EB Off Ramp to Rest Area	Diverge	E	34.5	F	32.2
I-26 EB Between Rest Area Ramps	Basic	E	42.2	F	36.4
I-26 EB On Ramp from Rest Area	Merge	D	37.7	F	34.5
I-26 EB West of US 301	Basic	E	44.1	F	37.8
I-26 EB Off Ramp to US 301	Diverge	D	34.6	F	32.3
I-26 EB Between US 301 Ramps	Basic	E	38.0	D	33.3
I-26 EB On Ramp from US 301	Merge	D	36.7	F	33.7
I-26 EB East of US 301	Basic	E	43.1	F	37.0

Table 103: Eastbound I-26 Failure Year Analysis Results for Phase 2 (MM 154-172)-2043 & 2044 Build Conditions with three lanes

Segment Name	Type	Eastbound Direction			
		2043 PM Peak hour		2044 PM Peak hour	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-26 EB East of US 301	Basic	E	43.6	F	54.8
I-26 EB Off Ramp to S-36 (Homestead Rd)	Diverge	E	33.6	F	31.6
I-26 EB Between S-36 (Homestead Rd) Ramps	Basic	E	42.2	F	37.0
I-26 EB On Ramp from S-36 (Homestead Rd)	Merge	D	37.4	F	34.6
I-26 EB East of S-36 (Homestead Rd)	Basic	E	43.5	F	38.2
I-26 EB Off Ramp to SC 210	Diverge	D	33.5	F	31.5
I-26 EB Between SC 210 Ramps	Basic	E	42.8	F	47.4
I-26 EB SC On Ramp from SC 210	Merge	D	37.2	F	34.3
I-26 EB East of SC 210	Basic	E	43.6	F	38.
I-26 EB Off Ramp to I-95	Diverge	C	35.2	F	233.
I-26 EB from Off Ramp to Loop Off-Ramp	Basic	C	26.0	C	21.6
I-26 EB Loop Off-Ramp to I-95	Diverge	D	27.3	C	23.9
I-26 EB from Loop Off Ramp to On Ramp	Basic	C	25.6	C	21.4
I-26 EB On Ramp from I-95	Merge	C	32.0	C	28.3
I-26 EB East of I-95	Basic	D	33.9	D	28.6
I-26 EB Off Ramp to US 15	Diverge	D	29.7	D	26.9
I-26 EB from Off Ramp to Loop On-Ramp	Basic	D	32.8	D	27.4
I-26 EB Between US 15 Loop Ramps	Weaving	C	23.0	C	20.4
I-26 EB from Loop Off Ramp to On Ramp	Basic	D	32.7	D	28.3
I-26 EB On Ramp from US 15	Merge	D	31.9	C	28.2
I-26 East of US 15	Basic	D	33.5	D	27.9
I-26 EB Off Ramp to Weigh Station	Diverge	D	29.5	D	26.4
I-26 EB Between Weight Station Ramps	Basic	D	33.4	D	27.9
I-26 EB On Ramp from Weigh Station	Merge	C	31.7	C	28.0
I-26 East of Weigh Station	Basic	D	33.4	D	27.9
I-26 EB Off Ramp to SC 453	Diverge	D	29.4	D	26.4
I-26 EB Between SC 453 Ramps	Basic	D	32.9	D	27.4
I-26 EB On Ramp from SC 453	Merge	D	33.1	C	29.3
I-26 EB East of SC 453	Basic	E	35.4	D	29.4



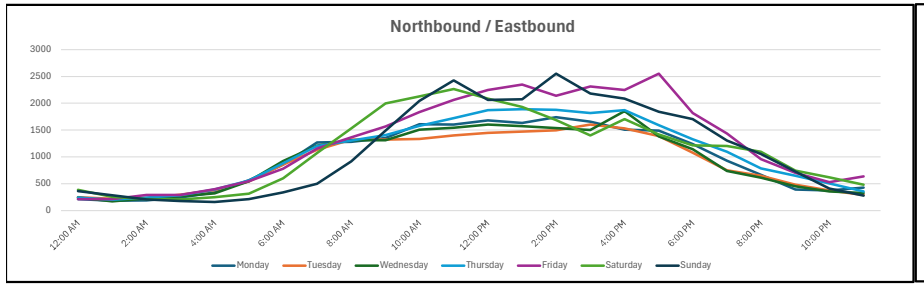
APPENDIX A

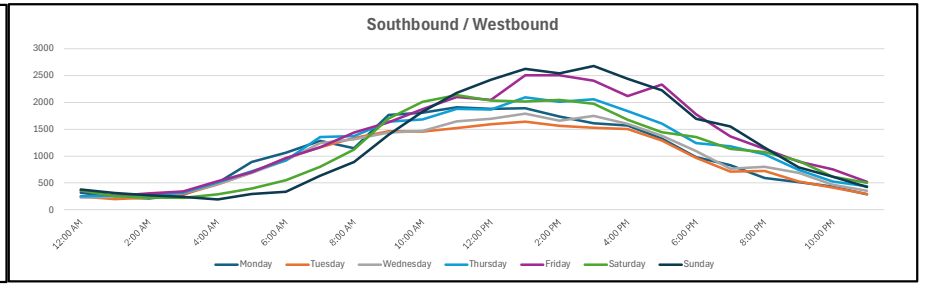
TRAFFIC COUNTS

Vehicle Volume Report - Hourly

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Time	Monday 10/28/24			Tuesday 10/29/24			Wednesday 10/23/24			Thursday 10/24/24			Friday 10/25/24			Saturday 10/26/24			Sunday 10/27/24			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	216	319	535	248	244	492	240	229	469	245	250	495	212	354	566	387	357	744	364	378	742	244	241	232	279	273	304
1:00 AM	184	237	421	218	199	417	169	241	410	203	263	466	215	259	474	253	254	507	287	314	601	197	234	198	240	218	252
2:00 AM	191	210	401	224	232	456	224	241	465	245	273	518	292	307	599	216	226	442	211	268	479	231	249	235	253	229	251
3:00 AM	240	281	521	297	291	588	264	312	576	283	319	602	289	342	631	205	223	428	180	242	422	281	307	275	309	251	287
4:00 AM	341	501	842	380	472	852	320	480	800	394	506	900	397	531	928	248	285	533	159	191	350	365	486	366	498	320	424
5:00 AM	565	889	1454	540	693	1233	550	687	1237	562	720	1282	545	702	1247	314	398	712	214	296	510	551	700	552	738	470	626
6:00 AM	857	1064	1921	857	960	1817	921	921	1842	883	920	1803	782	964	1746	602	551	1153	342	338	680	887	934	860	966	749	817
7:00 AM	1271	1286	2557	1132	1168	2300	1208	1241	2449	1203	1354	2557	1155	1167	2322	1075	800	1875	502	633	1135	1181	1254	1194	1243	1078	1093
8:00 AM	1279	1145	2424	1323	1337	2660	1307	1312	2619	1306	1375	2681	1362	1443	2805	1531	1124	2655	918	894	1812	1312	1341	1315	1322	1289	1233
9:00 AM	1351	1770	3121	1324	1462	2786	1311	1442	2753	1406	1641	3047	1566	1628	3194	1997	1703	3700	1492	1395	2887	1347	1515	1392	1589	1492	1577
10:00 AM	1611	1811	3422	1335	1461	2796	1509	1469	2978	1578	1684	3262	1834	1872	3706	2124	2013	4137	2042	1824	3866	1474	1538	1573	1659	1719	1733
11:00 AM	1599	1909	3508	1400	1524	2924	1542	1647	3189	1723	1879	3602	2060	2102	4162	2264	2136	4400	2427	2179	4606	1555	1683	1665	1812	1859	1911
12:00 PM	1682	1879	3561	1446	1593	3039	1600	1694	3294	1868	1868	3736	2246	2050	4296	2083	2036	4119	2062	2422	4484	1638	1718	1768	1817	1855	1935
1:00 PM	1632	1890	3522	1468	1644	3112	1571	1793	3364	1891	2098	3989	2349	2507	4856	1929	2015	3944	2072	2625	4697	1643	1845	1782	1986	1845	2082
2:00 PM	1738	1738	3476	1498	1562	3060	1538	1659	3197	1873	2013	3886	2138	2508	4646	1686	2046	3732	2549	2544	5093	1636	1745	1757	1896	1860	2010
3:00 PM	1657	1610	3267	1602	1526	3128	1500	1747	3247	1814	2058	3872	2313	2403	4716	1403	1979	3382	2180	2678	4858	1639	1777	1777	1869	1781	2000
4:00 PM	1509	1567	3076	1532	1507	3039	1855	1598	3453	1872	1839	3711	2246	2120	4366	1704	1678	3382	2085	2443	4528	1753	1648	1803	1726	1829	1822
5:00 PM	1488	1326	2814	1387	1290	2677	1378	1381	2759	1593	1604	3197	2548	2331	4879	1415	1444	2859	1844	2225	4069	1453	1425	1679	1586	1665	1657
6:00 PM	1239	984	2223	1078	969	2047	1143	1095	2238	1329	1241	2570	1817	1781	3598	1218	1354	2572	1703	1697	3400	1183	1102	1321	1214	1361	1303
7:00 PM	931	830	1761	748	712	1460	738	768	1506	1096	1180	2276	1437	1364	2801	1205	1136	2341	1303	1555	2858	861	887	990	971	1065	1078
8:00 PM	667	593	1260	652	724	1376	616	802	1418	785	1035	1820	956	1136	2092	1098	1073	2171	1054	1157	2211	684	854	735	858	833	931
9:00 PM	396	514	910	483	528	1011	454	690	1144	647	743	1390	705	896	1601	745	909	1654	725	791	1516	528	654	537	674	594	724
10:00 PM	371	433	804	373	411	784	358	471	829	506	530	1036	532	751	1283	618	617	1235	408	618	1026	412	471	428	519	452	547
11:00 PM	426	289	715	292	297	589	328	352	680	358	439	797	636	518	1154	480	503	983	276	423	699	326	363	408	379	399	403
6:00 AM - 9:00 AM	**3407**	**3495**	**6902**	**3312**	**3465**	**6777**	**3436**	**3474**	**6910**	**3392**	**3649**	**7041**	**3299**	**3574**	**6873**	**3208**	**2475**	**5683**	**1762**	**1865**	**3627**	**3380**	**3529**	**3369**	**3531**	**3117**	**3142**
3:00 PM - 6:00 PM	**4654**	**4503**	**9157**	**4521**	**4323**	**8844**	**4733**	**4726**	**9459**	**5279**	**5501**	**10780**	**7107**	**6854**	**13961**	**4522**	**5101**	**9623**	**6109**	**7346**	**13455**	**4844**	**4850**	**5259**	**5181**	**5275**	**5479**
6:00 AM - 7:00 PM	**18913**	**19979**	**38892**	**17382**	**18003**	**35385**	**18383**	**18999**	**37382**	**20339**	**21574**	**41913**	**24416**	**24876**	**49292**	**21031**	**20879**	**41910**	**22218**	**23897**	**46115**	**18701**	**19525**	**19887**	**20686**	**20383**	**21172**
12:00 AM - 12:00 AM	**23441**	**25075**	**48516**	**21837**	**22806**	**44643**	**22644**	**24272**	**46916**	**25663**	**27832**	**53495**	**30632**	**32036**	**62668**	**26800**	**26860**	**53660**	**27399**	**30130**	**57529**	**23381**	**24970**	**24843**	**26404**	**25488**	**27002**
Percent	***48.3%***	***51.7%***	***100.0%***	***48.9%***	***51.1%***	***100.0%***	***48.3%***	***51.7%***	***100.0%***	***48.0%***	***52.0%***	***100.0%***	***48.9%***	***51.1%***	***100.0%***	***49.9%***	***50.1%***	***100.0%***	***47.6%***	***52.4%***	***100.0%***	***48.4%***	***51.6%***	***48.5%***	***51.5%***	***48.6%***	***51.4%***
AM Peak	**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**							
PM Peak	**12:00 PM**	**1:00 PM**		**3:00 PM**	**4:00 PM**		**4:00 PM**	**5:00 PM**		**1:00 PM**	**2:00 PM**		**5:00 PM**	**6:00 PM**		**12:00 PM**	**1:00 PM**		**2:00 PM**	**3:00 PM**							





Vehicle Classification Report - Hourly

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Classification
Class 1 - Lights
Class 2 - Mediums
Class 3 -Trucks

		FHWA Vehicle Classification - Total Study												
	Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
Eastbound	178416	127913	17318	33185	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*71.7%*	*9.7%*	*18.6%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Westbound	189011	130526	23556	34929	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*69.1%*	*12.5%*	*18.5%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	367427	258439	40874	68114	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*70.3%*	*11.1%*	*18.5%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/28/2024)

Monday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/28/24														
12:00 AM	216	148	22	46	0	0	0	0	0	0	0	0	0	0
1:00 AM	184	108	13	63	0	0	0	0	0	0	0	0	0	0
2:00 AM	191	83	23	85	0	0	0	0	0	0	0	0	0	0
3:00 AM	240	112	25	103	0	0	0	0	0	0	0	0	0	0
4:00 AM	341	155	26	160	0	0	0	0	0	0	0	0	0	0
5:00 AM	565	282	75	208	0	0	0	0	0	0	0	0	0	0
6:00 AM	857	594	90	173	0	0	0	0	0	0	0	0	0	0
7:00 AM	1271	919	136	216	0	0	0	0	0	0	0	0	0	0
8:00 AM	1279	910	112	257	0	0	0	0	0	0	0	0	0	0
9:00 AM	1351	939	170	242	0	0	0	0	0	0	0	0	0	0
10:00 AM	1611	1125	190	296	0	0	0	0	0	0	0	0	0	0
11:00 AM	1599	1145	153	301	0	0	0	0	0	0	0	0	0	0
12:00 PM	1682	1192	176	314	0	0	0	0	0	0	0	0	0	0
1:00 PM	1632	1086	187	359	0	0	0	0	0	0	0	0	0	0
2:00 PM	1738	1189	190	359	0	0	0	0	0	0	0	0	0	0
3:00 PM	1657	1150	176	331	0	0	0	0	0	0	0	0	0	0
4:00 PM	1509	1014	165	330	0	0	0	0	0	0	0	0	0	0
5:00 PM	1488	985	161	342	0	0	0	0	0	0	0	0	0	0
6:00 PM	1239	828	123	288	0	0	0	0	0	0	0	0	0	0
7:00 PM	931	627	101	203	0	0	0	0	0	0	0	0	0	0
8:00 PM	667	409	63	195	0	0	0	0	0	0	0	0	0	0
9:00 PM	396	215	39	142	0	0	0	0	0	0	0	0	0	0
10:00 PM	371	181	38	152	0	0	0	0	0	0	0	0	0	0
11:00 PM	426	202	37	187	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3407	2423	338	646	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4654	3149	502	1003	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	18913	13076	2029	3808	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	23441	15598	2491	5352	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*66.5%*	*10.6%*	*22.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/28/2024)

Monday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/28/24														
12:00 AM	319	192	28	99	0	0	0	0	0	0	0	0	0	0
1:00 AM	237	110	31	96	0	0	0	0	0	0	0	0	0	0
2:00 AM	210	70	26	114	0	0	0	0	0	0	0	0	0	0
3:00 AM	281	105	34	142	0	0	0	0	0	0	0	0	0	0
4:00 AM	501	226	81	194	0	0	0	0	0	0	0	0	0	0
5:00 AM	889	505	185	199	0	0	0	0	0	0	0	0	0	0
6:00 AM	1064	618	232	214	0	0	0	0	0	0	0	0	0	0
7:00 AM	1286	777	249	260	0	0	0	0	0	0	0	0	0	0
8:00 AM	1145	677	228	240	0	0	0	0	0	0	0	0	0	0
9:00 AM	1770	1128	291	351	0	0	0	0	0	0	0	0	0	0
10:00 AM	1811	1146	272	393	0	0	0	0	0	0	0	0	0	0
11:00 AM	1909	1208	248	453	0	0	0	0	0	0	0	0	0	0
12:00 PM	1879	1226	235	418	0	0	0	0	0	0	0	0	0	0
1:00 PM	1890	1294	209	387	0	0	0	0	0	0	0	0	0	0
2:00 PM	1738	1179	224	335	0	0	0	0	0	0	0	0	0	0
3:00 PM	1610	1124	183	303	0	0	0	0	0	0	0	0	0	0
4:00 PM	1567	1088	209	270	0	0	0	0	0	0	0	0	0	0
5:00 PM	1326	930	165	231	0	0	0	0	0	0	0	0	0	0
6:00 PM	984	661	121	202	0	0	0	0	0	0	0	0	0	0
7:00 PM	830	550	110	170	0	0	0	0	0	0	0	0	0	0
8:00 PM	593	387	71	135	0	0	0	0	0	0	0	0	0	0
9:00 PM	514	299	62	153	0	0	0	0	0	0	0	0	0	0
10:00 PM	433	247	45	141	0	0	0	0	0	0	0	0	0	0
11:00 PM	289	136	34	119	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3495	2072	709	714	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4503	3142	557	804	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	19979	13056	2866	4057	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	25075	15883	3573	5619	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*63.3%*	*14.2%*	*22.4%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/29/2024)

Tuesday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/29/24														
12:00 AM	248	121	23	104	0	0	0	0	0	0	0	0	0	0
1:00 AM	218	79	19	120	0	0	0	0	0	0	0	0	0	0
2:00 AM	224	70	29	125	0	0	0	0	0	0	0	0	0	0
3:00 AM	297	88	32	177	0	0	0	0	0	0	0	0	0	0
4:00 AM	380	99	42	239	0	0	0	0	0	0	0	0	0	0
5:00 AM	540	209	77	254	0	0	0	0	0	0	0	0	0	0
6:00 AM	857	483	97	277	0	0	0	0	0	0	0	0	0	0
7:00 AM	1132	701	136	295	0	0	0	0	0	0	0	0	0	0
8:00 AM	1323	890	145	288	0	0	0	0	0	0	0	0	0	0
9:00 AM	1324	797	152	375	0	0	0	0	0	0	0	0	0	0
10:00 AM	1335	801	152	382	0	0	0	0	0	0	0	0	0	0
11:00 AM	1400	857	157	386	0	0	0	0	0	0	0	0	0	0
12:00 PM	1446	880	182	384	0	0	0	0	0	0	0	0	0	0
1:00 PM	1468	900	175	393	0	0	0	0	0	0	0	0	0	0
2:00 PM	1498	960	180	358	0	0	0	0	0	0	0	0	0	0
3:00 PM	1602	1031	201	370	0	0	0	0	0	0	0	0	0	0
4:00 PM	1532	980	201	351	0	0	0	0	0	0	0	0	0	0
5:00 PM	1387	922	162	303	0	0	0	0	0	0	0	0	0	0
6:00 PM	1078	660	142	276	0	0	0	0	0	0	0	0	0	0
7:00 PM	748	457	78	213	0	0	0	0	0	0	0	0	0	0
8:00 PM	652	401	72	179	0	0	0	0	0	0	0	0	0	0
9:00 PM	483	261	41	181	0	0	0	0	0	0	0	0	0	0
10:00 PM	373	189	28	156	0	0	0	0	0	0	0	0	0	0
11:00 PM	292	130	28	134	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3312	2074	378	860	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4521	2933	564	1024	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	17382	10862	2082	4438	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	21837	12966	2551	6320	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*59.4%*	*11.7%*	*28.9%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/29/2024)

Tuesday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/29/24														
12:00 AM	244	95	26	123	0	0	0	0	0	0	0	0	0	0
1:00 AM	199	58	26	115	0	0	0	0	0	0	0	0	0	0
2:00 AM	232	55	30	147	0	0	0	0	0	0	0	0	0	0
3:00 AM	291	78	34	179	0	0	0	0	0	0	0	0	0	0
4:00 AM	472	162	73	237	0	0	0	0	0	0	0	0	0	0
5:00 AM	693	305	121	267	0	0	0	0	0	0	0	0	0	0
6:00 AM	960	514	174	272	0	0	0	0	0	0	0	0	0	0
7:00 AM	1168	651	257	260	0	0	0	0	0	0	0	0	0	0
8:00 AM	1337	778	274	285	0	0	0	0	0	0	0	0	0	0
9:00 AM	1462	849	234	379	0	0	0	0	0	0	0	0	0	0
10:00 AM	1461	853	233	375	0	0	0	0	0	0	0	0	0	0
11:00 AM	1524	848	217	459	0	0	0	0	0	0	0	0	0	0
12:00 PM	1593	930	213	450	0	0	0	0	0	0	0	0	0	0
1:00 PM	1644	1006	194	444	0	0	0	0	0	0	0	0	0	0
2:00 PM	1562	935	200	427	0	0	0	0	0	0	0	0	0	0
3:00 PM	1526	993	190	343	0	0	0	0	0	0	0	0	0	0
4:00 PM	1507	1010	205	292	0	0	0	0	0	0	0	0	0	0
5:00 PM	1290	879	155	256	0	0	0	0	0	0	0	0	0	0
6:00 PM	969	641	117	211	0	0	0	0	0	0	0	0	0	0
7:00 PM	712	462	86	164	0	0	0	0	0	0	0	0	0	0
8:00 PM	724	435	77	212	0	0	0	0	0	0	0	0	0	0
9:00 PM	528	323	52	153	0	0	0	0	0	0	0	0	0	0
10:00 PM	411	221	58	132	0	0	0	0	0	0	0	0	0	0
11:00 PM	297	131	36	130	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3465	1943	705	817	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4323	2882	550	891	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	18003	10887	2663	4453	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	22806	13212	3282	6312	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*57.9%*	*14.4%*	*27.7%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/23/2024)

Wednesday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/23/24														
12:00 AM	240	105	34	101	0	0	0	0	0	0	0	0	0	0
1:00 AM	169	68	16	85	0	0	0	0	0	0	0	0	0	0
2:00 AM	224	64	19	141	0	0	0	0	0	0	0	0	0	0
3:00 AM	264	74	32	158	0	0	0	0	0	0	0	0	0	0
4:00 AM	320	95	29	196	0	0	0	0	0	0	0	0	0	0
5:00 AM	550	202	65	283	0	0	0	0	0	0	0	0	0	0
6:00 AM	921	538	104	279	0	0	0	0	0	0	0	0	0	0
7:00 AM	1208	756	128	324	0	0	0	0	0	0	0	0	0	0
8:00 AM	1307	858	127	322	0	0	0	0	0	0	0	0	0	0
9:00 AM	1311	829	152	330	0	0	0	0	0	0	0	0	0	0
10:00 AM	1509	986	175	348	0	0	0	0	0	0	0	0	0	0
11:00 AM	1542	974	187	381	0	0	0	0	0	0	0	0	0	0
12:00 PM	1600	1000	203	397	0	0	0	0	0	0	0	0	0	0
1:00 PM	1571	1013	202	356	0	0	0	0	0	0	0	0	0	0
2:00 PM	1538	991	199	348	0	0	0	0	0	0	0	0	0	0
3:00 PM	1500	997	181	322	0	0	0	0	0	0	0	0	0	0
4:00 PM	1855	1246	212	397	0	0	0	0	0	0	0	0	0	0
5:00 PM	1378	921	157	300	0	0	0	0	0	0	0	0	0	0
6:00 PM	1143	757	136	250	0	0	0	0	0	0	0	0	0	0
7:00 PM	738	477	77	184	0	0	0	0	0	0	0	0	0	0
8:00 PM	616	388	66	162	0	0	0	0	0	0	0	0	0	0
9:00 PM	454	263	46	145	0	0	0	0	0	0	0	0	0	0
10:00 PM	358	163	33	162	0	0	0	0	0	0	0	0	0	0
11:00 PM	328	144	48	136	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3436	2152	359	925	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4733	3164	550	1019	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	18383	11866	2163	4354	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	22644	13909	2628	6107	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*61.4%*	*11.6%*	*27.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/23/2024)

Wednesday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/23/24														
12:00 AM	229	83	22	124	0	0	0	0	0	0	0	0	0	0
1:00 AM	241	72	27	142	0	0	0	0	0	0	0	0	0	0
2:00 AM	241	54	22	165	0	0	0	0	0	0	0	0	0	0
3:00 AM	312	92	35	185	0	0	0	0	0	0	0	0	0	0
4:00 AM	480	160	74	246	0	0	0	0	0	0	0	0	0	0
5:00 AM	687	320	141	226	0	0	0	0	0	0	0	0	0	0
6:00 AM	921	476	172	273	0	0	0	0	0	0	0	0	0	0
7:00 AM	1241	677	238	326	0	0	0	0	0	0	0	0	0	0
8:00 AM	1312	771	226	315	0	0	0	0	0	0	0	0	0	0
9:00 AM	1442	836	250	356	0	0	0	0	0	0	0	0	0	0
10:00 AM	1469	831	222	416	0	0	0	0	0	0	0	0	0	0
11:00 AM	1647	960	209	478	0	0	0	0	0	0	0	0	0	0
12:00 PM	1694	1007	213	474	0	0	0	0	0	0	0	0	0	0
1:00 PM	1793	1143	215	435	0	0	0	0	0	0	0	0	0	0
2:00 PM	1659	1059	187	413	0	0	0	0	0	0	0	0	0	0
3:00 PM	1747	1202	211	334	0	0	0	0	0	0	0	0	0	0
4:00 PM	1598	1113	204	281	0	0	0	0	0	0	0	0	0	0
5:00 PM	1381	948	167	266	0	0	0	0	0	0	0	0	0	0
6:00 PM	1095	728	145	222	0	0	0	0	0	0	0	0	0	0
7:00 PM	768	489	109	170	0	0	0	0	0	0	0	0	0	0
8:00 PM	802	500	106	196	0	0	0	0	0	0	0	0	0	0
9:00 PM	690	402	97	191	0	0	0	0	0	0	0	0	0	0
10:00 PM	471	273	63	135	0	0	0	0	0	0	0	0	0	0
11:00 PM	352	168	45	139	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3474	1924	636	914	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4726	3263	582	881	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	18999	11751	2659	4589	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	24272	14364	3400	6508	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*59.2%*	*14.0%*	*26.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/24/2024)

Thursday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/24														
12:00 AM	245	102	31	112	0	0	0	0	0	0	0	0	0	0
1:00 AM	203	74	27	102	0	0	0	0	0	0	0	0	0	0
2:00 AM	245	60	40	145	0	0	0	0	0	0	0	0	0	0
3:00 AM	283	75	36	172	0	0	0	0	0	0	0	0	0	0
4:00 AM	394	121	54	219	0	0	0	0	0	0	0	0	0	0
5:00 AM	562	211	89	262	0	0	0	0	0	0	0	0	0	0
6:00 AM	883	521	111	251	0	0	0	0	0	0	0	0	0	0
7:00 AM	1203	775	129	299	0	0	0	0	0	0	0	0	0	0
8:00 AM	1306	854	141	311	0	0	0	0	0	0	0	0	0	0
9:00 AM	1406	912	166	328	0	0	0	0	0	0	0	0	0	0
10:00 AM	1578	1018	174	386	0	0	0	0	0	0	0	0	0	0
11:00 AM	1723	1164	189	370	0	0	0	0	0	0	0	0	0	0
12:00 PM	1868	1297	205	366	0	0	0	0	0	0	0	0	0	0
1:00 PM	1891	1303	199	389	0	0	0	0	0	0	0	0	0	0
2:00 PM	1873	1288	231	354	0	0	0	0	0	0	0	0	0	0
3:00 PM	1814	1266	209	339	0	0	0	0	0	0	0	0	0	0
4:00 PM	1872	1304	215	353	0	0	0	0	0	0	0	0	0	0
5:00 PM	1593	1131	177	285	0	0	0	0	0	0	0	0	0	0
6:00 PM	1329	912	165	252	0	0	0	0	0	0	0	0	0	0
7:00 PM	1096	776	107	213	0	0	0	0	0	0	0	0	0	0
8:00 PM	785	535	70	180	0	0	0	0	0	0	0	0	0	0
9:00 PM	647	412	73	162	0	0	0	0	0	0	0	0	0	0
10:00 PM	506	307	42	157	0	0	0	0	0	0	0	0	0	0
11:00 PM	358	192	40	126	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3392	2150	381	861	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	5279	3701	601	977	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	20339	13745	2311	4283	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	25663	16610	2920	6133	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*64.7%*	*11.4%*	*23.9%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/24/2024)

Thursday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/24														
12:00 AM	250	104	34	112	0	0	0	0	0	0	0	0	0	0
1:00 AM	263	91	34	138	0	0	0	0	0	0	0	0	0	0
2:00 AM	273	79	29	165	0	0	0	0	0	0	0	0	0	0
3:00 AM	319	92	44	183	0	0	0	0	0	0	0	0	0	0
4:00 AM	506	192	77	237	0	0	0	0	0	0	0	0	0	0
5:00 AM	720	326	141	253	0	0	0	0	0	0	0	0	0	0
6:00 AM	920	524	168	228	0	0	0	0	0	0	0	0	0	0
7:00 AM	1354	775	224	355	0	0	0	0	0	0	0	0	0	0
8:00 AM	1375	817	244	314	0	0	0	0	0	0	0	0	0	0
9:00 AM	1641	1005	277	359	0	0	0	0	0	0	0	0	0	0
10:00 AM	1684	1043	219	422	0	0	0	0	0	0	0	0	0	0
11:00 AM	1879	1173	199	507	0	0	0	0	0	0	0	0	0	0
12:00 PM	1868	1208	212	448	0	0	0	0	0	0	0	0	0	0
1:00 PM	2098	1402	257	439	0	0	0	0	0	0	0	0	0	0
2:00 PM	2013	1405	236	372	0	0	0	0	0	0	0	0	0	0
3:00 PM	2058	1511	219	328	0	0	0	0	0	0	0	0	0	0
4:00 PM	1839	1353	217	269	0	0	0	0	0	0	0	0	0	0
5:00 PM	1604	1186	185	233	0	0	0	0	0	0	0	0	0	0
6:00 PM	1241	912	138	191	0	0	0	0	0	0	0	0	0	0
7:00 PM	1180	865	125	190	0	0	0	0	0	0	0	0	0	0
8:00 PM	1035	723	124	188	0	0	0	0	0	0	0	0	0	0
9:00 PM	743	473	114	156	0	0	0	0	0	0	0	0	0	0
10:00 PM	530	323	70	137	0	0	0	0	0	0	0	0	0	0
11:00 PM	439	275	50	114	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3649	2116	636	897	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	5501	4050	621	830	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	21574	14314	2795	4465	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	27832	17857	3637	6338	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*64.2%*	*13.1%*	*22.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/25/2024)

Friday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/25/24														
12:00 AM	212	101	26	85	0	0	0	0	0	0	0	0	0	0
1:00 AM	215	97	30	88	0	0	0	0	0	0	0	0	0	0
2:00 AM	292	112	25	155	0	0	0	0	0	0	0	0	0	0
3:00 AM	289	91	42	156	0	0	0	0	0	0	0	0	0	0
4:00 AM	397	131	55	211	0	0	0	0	0	0	0	0	0	0
5:00 AM	545	220	84	241	0	0	0	0	0	0	0	0	0	0
6:00 AM	782	466	82	234	0	0	0	0	0	0	0	0	0	0
7:00 AM	1155	736	123	296	0	0	0	0	0	0	0	0	0	0
8:00 AM	1362	920	132	310	0	0	0	0	0	0	0	0	0	0
9:00 AM	1566	1078	152	336	0	0	0	0	0	0	0	0	0	0
10:00 AM	1834	1300	195	339	0	0	0	0	0	0	0	0	0	0
11:00 AM	2060	1535	201	324	0	0	0	0	0	0	0	0	0	0
12:00 PM	2246	1674	241	331	0	0	0	0	0	0	0	0	0	0
1:00 PM	2349	1806	248	295	0	0	0	0	0	0	0	0	0	0
2:00 PM	2138	1684	193	261	0	0	0	0	0	0	0	0	0	0
3:00 PM	2313	1840	203	270	0	0	0	0	0	0	0	0	0	0
4:00 PM	2246	1739	213	294	0	0	0	0	0	0	0	0	0	0
5:00 PM	2548	2054	226	268	0	0	0	0	0	0	0	0	0	0
6:00 PM	1817	1486	125	206	0	0	0	0	0	0	0	0	0	0
7:00 PM	1437	1180	102	155	0	0	0	0	0	0	0	0	0	0
8:00 PM	956	749	80	127	0	0	0	0	0	0	0	0	0	0
9:00 PM	705	523	66	116	0	0	0	0	0	0	0	0	0	0
10:00 PM	532	411	40	81	0	0	0	0	0	0	0	0	0	0
11:00 PM	636	439	52	145	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3299	2122	337	840	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	7107	5633	642	832	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	24416	18318	2334	3764	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	30632	22372	2936	5324	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*73.0%*	*9.6%*	*17.4%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/25/2024)

Friday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/25/24														
12:00 AM	354	163	52	139	0	0	0	0	0	0	0	0	0	0
1:00 AM	259	106	34	119	0	0	0	0	0	0	0	0	0	0
2:00 AM	307	103	37	167	0	0	0	0	0	0	0	0	0	0
3:00 AM	342	112	41	189	0	0	0	0	0	0	0	0	0	0
4:00 AM	531	217	66	248	0	0	0	0	0	0	0	0	0	0
5:00 AM	702	329	115	258	0	0	0	0	0	0	0	0	0	0
6:00 AM	964	531	174	259	0	0	0	0	0	0	0	0	0	0
7:00 AM	1167	683	232	252	0	0	0	0	0	0	0	0	0	0
8:00 AM	1443	924	230	289	0	0	0	0	0	0	0	0	0	0
9:00 AM	1628	1057	232	339	0	0	0	0	0	0	0	0	0	0
10:00 AM	1872	1260	237	375	0	0	0	0	0	0	0	0	0	0
11:00 AM	2102	1492	216	394	0	0	0	0	0	0	0	0	0	0
12:00 PM	2050	1519	202	329	0	0	0	0	0	0	0	0	0	0
1:00 PM	2507	1914	215	378	0	0	0	0	0	0	0	0	0	0
2:00 PM	2508	1997	244	267	0	0	0	0	0	0	0	0	0	0
3:00 PM	2403	1947	244	212	0	0	0	0	0	0	0	0	0	0
4:00 PM	2120	1741	222	157	0	0	0	0	0	0	0	0	0	0
5:00 PM	2331	1913	223	195	0	0	0	0	0	0	0	0	0	0
6:00 PM	1781	1444	198	139	0	0	0	0	0	0	0	0	0	0
7:00 PM	1364	1126	138	100	0	0	0	0	0	0	0	0	0	0
8:00 PM	1136	902	120	114	0	0	0	0	0	0	0	0	0	0
9:00 PM	896	670	96	130	0	0	0	0	0	0	0	0	0	0
10:00 PM	751	577	78	96	0	0	0	0	0	0	0	0	0	0
11:00 PM	518	369	57	92	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3574	2138	636	800	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	6854	5601	689	564	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	24876	18422	2869	3585	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	32036	23096	3703	5237	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*72.1%*	*11.6%*	*16.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/26/2024)

Saturday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/26/24														
12:00 AM	387	254	32	101	0	0	0	0	0	0	0	0	0	0
1:00 AM	253	149	27	77	0	0	0	0	0	0	0	0	0	0
2:00 AM	216	118	19	79	0	0	0	0	0	0	0	0	0	0
3:00 AM	205	112	10	83	0	0	0	0	0	0	0	0	0	0
4:00 AM	248	133	27	88	0	0	0	0	0	0	0	0	0	0
5:00 AM	314	202	30	82	0	0	0	0	0	0	0	0	0	0
6:00 AM	602	458	49	95	0	0	0	0	0	0	0	0	0	0
7:00 AM	1075	858	102	115	0	0	0	0	0	0	0	0	0	0
8:00 AM	1531	1239	141	151	0	0	0	0	0	0	0	0	0	0
9:00 AM	1997	1698	150	149	0	0	0	0	0	0	0	0	0	0
10:00 AM	2124	1782	184	158	0	0	0	0	0	0	0	0	0	0
11:00 AM	2264	1957	152	155	0	0	0	0	0	0	0	0	0	0
12:00 PM	2083	1792	131	160	0	0	0	0	0	0	0	0	0	0
1:00 PM	1929	1648	139	142	0	0	0	0	0	0	0	0	0	0
2:00 PM	1686	1450	142	94	0	0	0	0	0	0	0	0	0	0
3:00 PM	1403	1201	118	84	0	0	0	0	0	0	0	0	0	0
4:00 PM	1704	1409	150	145	0	0	0	0	0	0	0	0	0	0
5:00 PM	1415	1225	114	76	0	0	0	0	0	0	0	0	0	0
6:00 PM	1218	1054	94	70	0	0	0	0	0	0	0	0	0	0
7:00 PM	1205	1055	80	70	0	0	0	0	0	0	0	0	0	0
8:00 PM	1098	947	80	71	0	0	0	0	0	0	0	0	0	0
9:00 PM	745	659	49	37	0	0	0	0	0	0	0	0	0	0
10:00 PM	618	545	37	36	0	0	0	0	0	0	0	0	0	0
11:00 PM	480	406	34	40	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3208	2555	292	361	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4522	3835	382	305	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	21031	17771	1666	1594	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	26800	22351	2091	2358	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*83.4%*	*7.8%*	*8.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/26/2024)

Saturday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/26/24														
12:00 AM	357	241	35	81	0	0	0	0	0	0	0	0	0	0
1:00 AM	254	143	26	85	0	0	0	0	0	0	0	0	0	0
2:00 AM	226	122	29	75	0	0	0	0	0	0	0	0	0	0
3:00 AM	223	119	30	74	0	0	0	0	0	0	0	0	0	0
4:00 AM	285	127	39	119	0	0	0	0	0	0	0	0	0	0
5:00 AM	398	217	59	122	0	0	0	0	0	0	0	0	0	0
6:00 AM	551	358	78	115	0	0	0	0	0	0	0	0	0	0
7:00 AM	800	573	121	106	0	0	0	0	0	0	0	0	0	0
8:00 AM	1124	872	124	128	0	0	0	0	0	0	0	0	0	0
9:00 AM	1703	1404	165	134	0	0	0	0	0	0	0	0	0	0
10:00 AM	2013	1638	204	171	0	0	0	0	0	0	0	0	0	0
11:00 AM	2136	1744	208	184	0	0	0	0	0	0	0	0	0	0
12:00 PM	2036	1704	186	146	0	0	0	0	0	0	0	0	0	0
1:00 PM	2015	1714	203	98	0	0	0	0	0	0	0	0	0	0
2:00 PM	2046	1695	227	124	0	0	0	0	0	0	0	0	0	0
3:00 PM	1979	1667	191	121	0	0	0	0	0	0	0	0	0	0
4:00 PM	1678	1368	199	111	0	0	0	0	0	0	0	0	0	0
5:00 PM	1444	1187	162	95	0	0	0	0	0	0	0	0	0	0
6:00 PM	1354	1092	171	91	0	0	0	0	0	0	0	0	0	0
7:00 PM	1136	952	120	64	0	0	0	0	0	0	0	0	0	0
8:00 PM	1073	894	113	66	0	0	0	0	0	0	0	0	0	0
9:00 PM	909	731	103	75	0	0	0	0	0	0	0	0	0	0
10:00 PM	617	512	55	50	0	0	0	0	0	0	0	0	0	0
11:00 PM	503	403	53	47	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	2475	1803	323	349	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	5101	4222	552	327	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	20879	17016	2239	1624	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	26860	21477	2901	2482	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*80.0%*	*10.8%*	*9.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/27/2024)

Sunday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/27/24														
12:00 AM	364	303	24	37	0	0	0	0	0	0	0	0	0	0
1:00 AM	287	224	22	41	0	0	0	0	0	0	0	0	0	0
2:00 AM	211	173	11	27	0	0	0	0	0	0	0	0	0	0
3:00 AM	180	137	16	27	0	0	0	0	0	0	0	0	0	0
4:00 AM	159	112	15	32	0	0	0	0	0	0	0	0	0	0
5:00 AM	214	161	11	42	0	0	0	0	0	0	0	0	0	0
6:00 AM	342	277	28	37	0	0	0	0	0	0	0	0	0	0
7:00 AM	502	410	42	50	0	0	0	0	0	0	0	0	0	0
8:00 AM	918	794	60	64	0	0	0	0	0	0	0	0	0	0
9:00 AM	1492	1282	111	99	0	0	0	0	0	0	0	0	0	0
10:00 AM	2042	1794	159	89	0	0	0	0	0	0	0	0	0	0
11:00 AM	2427	2189	145	93	0	0	0	0	0	0	0	0	0	0
12:00 PM	2062	1893	95	74	0	0	0	0	0	0	0	0	0	0
1:00 PM	2072	1893	107	72	0	0	0	0	0	0	0	0	0	0
2:00 PM	2549	2273	151	125	0	0	0	0	0	0	0	0	0	0
3:00 PM	2180	1992	104	84	0	0	0	0	0	0	0	0	0	0
4:00 PM	2085	1870	125	90	0	0	0	0	0	0	0	0	0	0
5:00 PM	1844	1640	123	81	0	0	0	0	0	0	0	0	0	0
6:00 PM	1703	1505	91	107	0	0	0	0	0	0	0	0	0	0
7:00 PM	1303	1152	88	63	0	0	0	0	0	0	0	0	0	0
8:00 PM	1054	888	71	95	0	0	0	0	0	0	0	0	0	0
9:00 PM	725	624	39	62	0	0	0	0	0	0	0	0	0	0
10:00 PM	408	324	30	54	0	0	0	0	0	0	0	0	0	0
11:00 PM	276	197	33	46	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1762	1481	130	151	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	6109	5502	352	255	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	22218	19812	1341	1065	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	27399	24107	1701	1591	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*88.0%*	*6.2%*	*5.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/27/2024)

Sunday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/27/24														
12:00 AM	378	297	43	38	0	0	0	0	0	0	0	0	0	0
1:00 AM	314	243	26	45	0	0	0	0	0	0	0	0	0	0
2:00 AM	268	210	23	35	0	0	0	0	0	0	0	0	0	0
3:00 AM	242	177	27	38	0	0	0	0	0	0	0	0	0	0
4:00 AM	191	126	25	40	0	0	0	0	0	0	0	0	0	0
5:00 AM	296	196	44	56	0	0	0	0	0	0	0	0	0	0
6:00 AM	338	234	45	59	0	0	0	0	0	0	0	0	0	0
7:00 AM	633	485	77	71	0	0	0	0	0	0	0	0	0	0
8:00 AM	894	714	108	72	0	0	0	0	0	0	0	0	0	0
9:00 AM	1395	1148	130	117	0	0	0	0	0	0	0	0	0	0
10:00 AM	1824	1500	169	155	0	0	0	0	0	0	0	0	0	0
11:00 AM	2179	1793	222	164	0	0	0	0	0	0	0	0	0	0
12:00 PM	2422	2042	221	159	0	0	0	0	0	0	0	0	0	0
1:00 PM	2625	2242	232	151	0	0	0	0	0	0	0	0	0	0
2:00 PM	2544	2140	246	158	0	0	0	0	0	0	0	0	0	0
3:00 PM	2678	2265	265	148	0	0	0	0	0	0	0	0	0	0
4:00 PM	2443	2048	245	150	0	0	0	0	0	0	0	0	0	0
5:00 PM	2225	1873	203	149	0	0	0	0	0	0	0	0	0	0
6:00 PM	1697	1409	162	126	0	0	0	0	0	0	0	0	0	0
7:00 PM	1555	1239	199	117	0	0	0	0	0	0	0	0	0	0
8:00 PM	1157	901	138	118	0	0	0	0	0	0	0	0	0	0
9:00 PM	791	629	82	80	0	0	0	0	0	0	0	0	0	0
10:00 PM	618	444	76	98	0	0	0	0	0	0	0	0	0	0
11:00 PM	423	282	52	89	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1865	1433	230	202	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	7346	6186	713	447	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	23897	19893	2325	1679	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	30130	24637	3060	2433	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*81.8%*	*10.2%*	*8.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Vehicle Speed Report - Hourly

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Total Study Speed Summary		
	Eastbound	**Westbound**
Average Speed	73.7 mph	75.1 mph
50th Percentile	74.0 mph	75.0 mph
85th Percentile	82.0 mph	82.0 mph
95th Percentile	85.0 mph	87.0 mph

Speed Range (MPH) - Total Study																					
	Total	**0-10**	**10-15**	**15-20**	**20-25**	**25-30**	**30-35**	**35-40**	**40-45**	**45-50**	**50-55**	**55-60**	**60-65**	**65-70**	**70-75**	**75-80**	**80-85**	**85-90**	**90-95**	**95-100**	**100+**
Eastbound	178416	61	137	333	580	589	483	243	300	325	435	1588	8387	32795	43011	48623	28562	10286	1599	79	0
Percent	*100.0%*	*0.0%*	*0.1%*	*0.2%*	*0.3%*	*0.3%*	*0.3%*	*0.1%*	*0.2%*	*0.2%*	*0.2%*	*0.9%*	*4.7%*	*18.4%*	*24.1%*	*27.3%*	*16.0%*	*5.8%*	*0.9%*	*0.0%*	*0.0%*
Westbound	189011	0	2	3	8	14	25	28	42	60	200	932	8440	35052	35935	65557	23186	16943	1958	588	38
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.1%*	*0.5%*	*4.5%*	*18.5%*	*19.0%*	*34.7%*	*12.3%*	*9.0%*	*1.0%*	*0.3%*	*0.0%*
Total	367427	61	139	336	588	603	508	271	342	385	635	2520	16827	67847	78946	114180	51748	27229	3557	667	38
Percent	*100.0%*	*0.0%*	*0.0%*	*0.1%*	*0.2%*	*0.2%*	*0.1%*	*0.1%*	*0.1%*	*0.1%*	*0.2%*	*0.7%*	*4.6%*	*18.5%*	*21.5%*	*31.1%*	*14.1%*	*7.4%*	*1.0%*	*0.2%*	*0.0%*

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/28/2024)

Monday	Eastbound																				
10/28/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	216	0	0	0	0	0	0	0	0	2	0	2	4	43	56	50	31	23	5	0	0
1:00 AM	184	0	0	0	0	0	0	0	0	0	1	2	4	40	49	49	28	10	1	0	0
2:00 AM	191	0	0	0	0	0	0	0	0	0	0	5	16	41	63	37	21	7	1	0	0
3:00 AM	240	0	0	0	0	0	0	0	0	0	0	3	10	72	68	41	25	16	5	0	0
4:00 AM	341	0	0	0	0	0	0	0	0	0	0	1	9	95	104	81	36	14	1	0	0
5:00 AM	565	0	0	0	0	0	0	0	0	0	1	1	18	114	133	160	103	25	10	0	0
6:00 AM	857	0	0	0	0	0	0	0	0	0	0	9	21	126	200	243	178	73	7	0	0
7:00 AM	1271	0	0	0	0	0	0	0	0	0	0	4	40	222	280	396	235	85	8	1	0
8:00 AM	1279	0	0	0	0	0	0	0	0	1	0	2	36	222	293	393	226	90	15	1	0
9:00 AM	1351	0	0	0	0	0	0	0	0	1	0	3	43	237	304	428	239	80	15	1	0
10:00 AM	1611	0	0	0	0	0	0	0	0	0	3	6	56	293	427	473	265	77	9	2	0
11:00 AM	1599	0	0	0	0	0	0	0	0	1	1	13	81	259	435	455	262	76	15	1	0
12:00 PM	1682	0	0	0	0	0	0	0	0	1	0	13	97	330	394	539	227	73	8	0	0
1:00 PM	1632	0	0	0	0	0	1	0	0	0	2	15	85	353	419	468	220	61	8	0	0
2:00 PM	1738	0	0	0	0	0	0	0	0	0	1	14	105	358	455	462	262	74	6	1	0
3:00 PM	1657	0	0	0	0	0	0	0	0	0	0	5	61	321	427	466	269	83	24	1	0
4:00 PM	1509	0	0	0	0	0	0	0	0	0	1	17	93	318	356	405	236	72	9	2	0
5:00 PM	1488	0	0	0	0	0	1	0	0	0	4	17	82	301	365	421	208	78	11	0	0
6:00 PM	1239	0	0	0	0	0	0	0	0	0	1	11	91	266	276	361	158	67	8	0	0
7:00 PM	931	0	0	0	0	0	0	0	0	0	3	8	42	177	223	261	149	57	11	0	0
8:00 PM	667	0	0	0	0	0	0	0	0	0	0	12	27	147	141	175	108	49	8	0	0
9:00 PM	396	0	0	0	0	0	0	0	0	0	1	8	17	89	98	108	51	19	5	0	0
10:00 PM	371	0	0	0	0	0	0	0	0	0	1	3	22	115	105	70	36	16	3	0	0
11:00 PM	426	0	0	0	0	0	0	0	0	0	3	6	29	137	131	76	19	20	5	0	0
6:00 AM - 9:00 AM	**3407**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**15**	**97**	**570**	**773**	**1032**	**639**	**248**	**30**	**2**	**0**
3:00 PM - 6:00 PM	**4654**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**39**	**236**	**940**	**1148**	**1292**	**713**	**233**	**44**	**3**	**0**
6:00 AM - 7:00 PM	**18913**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**13**	**129**	**891**	**3606**	**4631**	**5510**	**2985**	**989**	**143**	**10**	**0**
12:00 AM - 12:00 AM	**23441**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**6**	**23**	**180**	**1089**	**4676**	**5802**	**6618**	**3592**	**1245**	**198**	**10**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.8%***	***4.6%***	***19.9%***	***24.8%***	***28.2%***	***15.3%***	***5.3%***	***0.8%***	***0.0%***	***0.0%***
50th Percentile	**74.0 mph**																				
85th Percentile	**81.0 mph**																				
95th Percentile	**85.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/28/2024)

Monday	Westbound																				
10/28/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	319	0	0	0	0	0	0	0	0	0	0	3	21	70	65	101	22	28	4	4	1
1:00 AM	237	0	0	0	0	0	0	0	0	0	1	4	27	66	45	51	18	21	4	0	0
2:00 AM	210	0	0	0	1	0	0	0	0	0	0	3	17	73	56	43	9	7	1	0	0
3:00 AM	281	0	0	0	0	0	0	0	0	0	0	3	23	87	72	56	19	17	3	1	0
4:00 AM	501	0	0	0	0	0	0	1	0	0	1	6	46	154	92	119	36	37	7	2	0
5:00 AM	889	0	0	0	0	1	0	0	0	1	1	5	48	172	162	252	130	97	15	5	0
6:00 AM	1064	0	0	0	0	0	0	2	0	0	0	6	55	201	195	379	130	79	12	5	0
7:00 AM	1286	0	0	0	1	0	0	0	0	0	0	3	65	263	264	426	156	96	10	2	0
8:00 AM	1145	0	0	0	0	0	0	0	0	1	2	10	59	260	200	415	122	68	6	1	1
9:00 AM	1770	0	0	0	0	0	1	6	3	11	6	29	88	427	393	583	137	78	7	0	1
10:00 AM	1811	0	0	0	0	0	1	0	0	0	9	21	93	408	376	603	173	121	6	0	0
11:00 AM	1909	0	0	0	0	0	0	0	0	0	1	8	111	453	463	661	146	62	3	1	0
12:00 PM	1879	0	0	0	0	0	0	1	1	0	3	13	108	443	420	629	167	85	8	1	0
1:00 PM	1890	0	0	0	0	0	0	0	0	0	7	27	129	411	400	634	169	103	7	3	0
2:00 PM	1738	0	0	0	0	0	0	0	0	1	0	13	89	382	364	623	171	90	4	1	0
3:00 PM	1610	0	0	0	0	0	0	0	0	1	1	2	64	269	296	596	220	144	15	2	0
4:00 PM	1567	0	0	0	0	0	0	0	0	0	1	4	66	246	267	559	217	190	14	2	1
5:00 PM	1326	0	0	0	0	0	0	0	1	0	0	5	64	251	216	457	167	136	15	13	1
6:00 PM	984	0	0	0	0	0	0	0	0	0	0	4	36	165	146	332	150	126	20	3	2
7:00 PM	830	0	0	0	0	0	0	0	0	0	0	4	55	158	140	273	115	69	8	8	0
8:00 PM	593	0	0	0	0	0	0	0	0	0	2	1	33	126	128	208	52	37	3	3	0
9:00 PM	514	0	0	0	0	0	0	0	1	0	0	6	35	107	106	153	38	52	13	3	0
10:00 PM	433	0	0	0	0	0	0	0	0	0	0	4	31	90	88	128	38	43	7	4	0
11:00 PM	289	0	0	0	0	0	0	0	0	0	0	3	31	77	69	73	18	16	0	2	0
6:00 AM - 9:00 AM	**3495**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**1**	**2**	**19**	**179**	**724**	**659**	**1220**	**408**	**243**	**28**	**8**	**1**
3:00 PM - 6:00 PM	**4503**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**11**	**194**	**766**	**779**	**1612**	**604**	**470**	**44**	**17**	**2**
6:00 AM - 7:00 PM	**19979**	**0**	**0**	**0**	**1**	**0**	**2**	**9**	**5**	**14**	**30**	**145**	**1027**	**4179**	**4000**	**6897**	**2125**	**1378**	**127**	**34**	**6**
12:00 AM - 12:00 AM	**25075**	**0**	**0**	**0**	**2**	**1**	**2**	**10**	**6**	**15**	**35**	**187**	**1394**	**5359**	**5023**	**8354**	**2620**	**1802**	**192**	**66**	**7**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.1%***	***0.7%***	***5.6%***	***21.4%***	***20.0%***	***33.3%***	***10.4%***	***7.2%***	***0.8%***	***0.3%***	***0.0%***
50th Percentile	**75.0 mph**																				
85th Percentile	**81.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/29/2024)

Tuesday	Eastbound																				
10/29/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	248	0	0	0	0	0	0	0	1	0	1	2	9	71	70	50	24	17	3	0	0
1:00 AM	218	0	0	0	0	0	0	0	0	0	0	2	14	79	61	34	18	8	2	0	0
2:00 AM	224	0	0	0	0	0	0	0	0	0	0	2	17	87	65	30	10	9	4	0	0
3:00 AM	297	0	0	0	0	0	0	0	0	0	3	2	14	110	92	50	21	2	3	0	0
4:00 AM	380	0	0	0	0	0	0	0	0	0	1	4	19	145	113	68	19	10	1	0	0
5:00 AM	540	0	0	0	0	0	0	0	0	0	1	4	24	165	162	107	52	21	4	0	0
6:00 AM	857	0	0	0	0	0	0	0	0	0	1	0	35	197	232	204	122	60	6	0	0
7:00 AM	1132	0	0	0	0	0	0	0	0	0	0	9	61	255	320	283	156	45	3	0	0
8:00 AM	1323	0	0	0	0	0	0	0	0	0	0	6	70	266	344	382	197	51	7	0	0
9:00 AM	1324	0	0	0	0	0	0	0	0	0	0	8	79	346	356	325	176	34	0	0	0
10:00 AM	1335	0	0	0	0	0	0	1	0	1	1	12	50	321	324	396	170	47	11	1	0
11:00 AM	1400	0	0	0	0	0	0	0	1	0	3	21	83	300	433	372	143	43	1	0	0
12:00 PM	1446	0	0	0	0	0	0	0	0	0	0	7	80	310	457	345	186	55	4	2	0
1:00 PM	1468	0	0	0	0	0	0	0	2	1	1	12	69	309	422	408	183	54	7	0	0
2:00 PM	1498	0	0	0	0	0	0	0	0	0	1	10	90	343	403	398	191	53	9	0	0
3:00 PM	1602	0	0	0	0	0	0	0	0	0	2	13	86	367	422	411	228	62	11	0	0
4:00 PM	1532	0	0	0	0	0	0	0	0	0	0	11	70	345	379	385	255	75	10	2	0
5:00 PM	1387	0	0	0	0	0	0	0	0	0	4	20	125	309	334	370	161	56	6	2	0
6:00 PM	1078	0	0	0	0	0	0	0	0	0	2	6	64	259	250	269	167	53	8	0	0
7:00 PM	748	0	0	0	0	0	0	0	0	0	0	15	39	169	176	190	110	43	6	0	0
8:00 PM	652	0	0	0	0	0	0	0	0	0	1	18	34	157	156	155	98	29	4	0	0
9:00 PM	483	0	0	0	0	0	0	0	0	1	2	3	29	148	95	114	55	31	5	0	0
10:00 PM	373	0	0	0	0	0	0	0	0	0	0	1	11	113	104	81	33	27	3	0	0
11:00 PM	292	0	0	0	0	0	0	0	0	0	1	4	22	94	64	55	29	17	6	0	0
6:00 AM - 9:00 AM	**3312**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**166**	**718**	**896**	**869**	**475**	**156**	**16**	**0**	**0**
3:00 PM - 6:00 PM	**4521**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**44**	**281**	**1021**	**1135**	**1166**	**644**	**193**	**27**	**4**	**0**
6:00 AM - 7:00 PM	**17382**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**2**	**15**	**135**	**962**	**3927**	**4676**	**4548**	**2335**	**688**	**83**	**7**	**0**
12:00 AM - 12:00 AM	**21837**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**3**	**25**	**192**	**1194**	**5265**	**5834**	**5482**	**2804**	**902**	**124**	**7**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.9%***	***5.5%***	***24.1%***	***26.7%***	***25.1%***	***12.8%***	***4.1%***	***0.6%***	***0.0%***	***0.0%***
50th Percentile	**73.0 mph**																				
85th Percentile	**80.0 mph**																				
95th Percentile	**84.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/29/2024)

Tuesday	Westbound																				
10/29/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	244	0	0	0	0	0	0	0	0	0	1	2	42	68	58	49	11	11	2	0	0
1:00 AM	199	0	0	0	0	0	0	0	1	0	0	3	16	79	50	31	11	7	1	0	0
2:00 AM	232	0	0	0	0	0	0	0	0	0	1	4	26	93	56	39	5	6	1	1	0
3:00 AM	291	0	0	0	0	0	0	0	0	0	0	1	27	113	72	53	11	13	1	0	0
4:00 AM	472	0	0	0	0	0	0	0	0	0	1	4	42	181	94	90	28	28	3	1	0
5:00 AM	693	0	0	0	0	0	0	0	0	0	0	3	53	201	156	172	59	43	4	2	0
6:00 AM	960	0	0	0	0	0	1	0	1	0	0	4	57	244	183	311	97	55	7	0	0
7:00 AM	1168	0	0	0	0	0	0	0	0	0	0	6	57	261	266	377	109	87	5	0	0
8:00 AM	1337	0	0	0	1	0	1	0	0	1	0	8	63	323	304	458	122	48	6	1	1
9:00 AM	1462	0	0	0	0	0	0	1	0	0	1	4	93	360	350	485	108	52	5	3	0
10:00 AM	1461	0	0	0	0	0	0	1	1	0	2	6	66	307	324	537	131	80	4	2	0
11:00 AM	1524	0	0	0	0	0	1	0	1	1	3	7	76	383	340	487	137	80	8	0	0
12:00 PM	1593	0	0	0	0	0	0	0	0	0	0	7	105	405	381	458	148	82	7	0	0
1:00 PM	1644	0	0	0	0	0	0	0	0	0	1	2	98	385	373	566	145	67	3	3	1
2:00 PM	1562	0	0	0	1	1	1	0	1	0	1	7	90	356	338	523	142	94	6	1	0
3:00 PM	1526	0	1	0	0	0	0	0	0	2	0	3	63	286	325	534	177	120	13	2	0
4:00 PM	1507	0	0	0	0	0	0	0	2	1	0	5	63	264	294	545	172	139	16	6	0
5:00 PM	1290	0	0	0	0	1	1	0	0	0	2	3	52	229	245	396	189	150	17	5	0
6:00 PM	969	0	0	0	0	0	0	1	0	2	0	3	40	167	177	344	119	96	15	4	1
7:00 PM	712	0	0	0	0	0	0	0	0	0	0	6	35	164	137	220	78	66	5	1	0
8:00 PM	724	0	0	0	0	0	0	0	0	0	1	1	53	184	145	222	57	52	6	3	0
9:00 PM	528	0	0	0	0	0	1	0	1	1	1	2	30	121	112	159	50	41	4	5	0
10:00 PM	411	0	0	0	0	1	0	0	0	0	1	6	23	104	108	108	32	22	4	2	0
11:00 PM	297	0	0	0	0	1	0	0	0	0	1	3	40	76	57	79	16	16	4	3	1
6:00 AM - 9:00 AM	**3465**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**1**	**0**	**18**	**177**	**828**	**753**	**1146**	**328**	**190**	**18**	**1**	**1**
3:00 PM - 6:00 PM	**4323**	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**2**	**3**	**2**	**11**	**178**	**779**	**864**	**1475**	**538**	**409**	**46**	**13**	**0**
6:00 AM - 7:00 PM	**18003**	**0**	**1**	**0**	**2**	**2**	**5**	**3**	**6**	**7**	**10**	**65**	**923**	**3970**	**3900**	**6021**	**1796**	**1150**	**112**	**27**	**3**
12:00 AM - 12:00 AM	**22806**	**0**	**1**	**0**	**2**	**4**	**6**	**3**	**8**	**8**	**17**	**100**	**1310**	**5354**	**4945**	**7243**	**2154**	**1455**	**147**	**45**	**4**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.4%***	***5.7%***	***23.5%***	***21.7%***	***31.8%***	***9.4%***	***6.4%***	***0.6%***	***0.2%***	***0.0%***
50th Percentile	**74.0 mph**																				
85th Percentile	**80.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/23/2024)

Wednesday	Eastbound																				
10/23/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	240	0	0	0	0	1	0	0	0	0	3	5	22	60	61	49	23	13	3	0	0
1:00 AM	169	0	0	0	0	0	0	0	0	1	0	4	10	51	47	38	12	5	1	0	0
2:00 AM	224	0	0	0	0	0	0	0	0	0	2	5	18	82	58	31	20	6	2	0	0
3:00 AM	264	0	0	0	0	0	0	0	0	0	0	2	21	92	82	47	14	4	2	0	0
4:00 AM	320	0	0	0	0	0	0	0	0	0	1	3	22	123	89	52	22	8	0	0	0
5:00 AM	550	0	0	0	0	0	0	0	0	0	0	5	23	167	162	115	44	26	8	0	0
6:00 AM	921	0	0	0	0	0	0	1	0	0	0	8	62	193	217	229	149	49	12	1	0
7:00 AM	1208	0	0	0	0	0	0	0	0	1	0	5	57	267	328	329	166	51	4	0	0
8:00 AM	1307	0	0	0	0	0	0	0	0	0	1	5	68	263	336	357	195	69	11	2	0
9:00 AM	1311	0	0	0	0	0	0	0	0	0	0	3	50	276	329	380	195	67	11	0	0
10:00 AM	1509	0	0	0	0	0	0	0	0	0	2	13	71	316	399	449	196	57	4	2	0
11:00 AM	1542	0	0	0	0	0	0	0	0	0	3	5	71	341	433	436	193	49	10	1	0
12:00 PM	1600	0	0	0	0	0	2	0	0	0	0	14	87	382	492	395	169	53	4	2	0
1:00 PM	1571	0	0	0	0	0	1	0	0	0	1	24	80	291	415	440	246	67	5	1	0
2:00 PM	1538	0	0	0	0	0	0	0	0	0	1	10	64	349	384	439	220	61	7	3	0
3:00 PM	1500	0	0	0	0	0	0	1	0	0	1	5	92	356	410	409	164	51	10	1	0
4:00 PM	1855	0	0	0	0	2	6	8	22	16	12	34	101	375	520	459	231	64	5	0	0
5:00 PM	1378	0	0	0	1	0	0	0	0	0	0	18	76	278	341	387	204	63	10	0	0
6:00 PM	1143	0	0	0	0	0	0	0	0	0	2	12	43	239	266	300	203	67	11	0	0
7:00 PM	738	0	0	0	0	0	0	0	0	0	1	1	36	160	186	187	113	40	13	1	0
8:00 PM	616	0	0	0	0	0	0	1	0	0	1	8	30	151	143	129	110	36	7	0	0
9:00 PM	454	0	0	0	0	0	0	0	0	0	0	7	31	121	103	103	48	35	6	0	0
10:00 PM	358	0	0	0	0	0	0	0	0	0	0	5	28	101	101	73	30	18	2	0	0
11:00 PM	328	0	0	0	0	0	0	0	0	1	1	6	16	101	91	72	26	12	2	0	0
6:00 AM - 9:00 AM	**3436**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**18**	**187**	**723**	**881**	**915**	**510**	**169**	**27**	**3**	**0**
3:00 PM - 6:00 PM	**4733**	**0**	**0**	**0**	**1**	**2**	**6**	**9**	**22**	**16**	**13**	**57**	**269**	**1009**	**1271**	**1255**	**599**	**178**	**25**	**1**	**0**
6:00 AM - 7:00 PM	**18383**	**0**	**0**	**0**	**1**	**2**	**9**	**10**	**22**	**17**	**23**	**156**	**922**	**3926**	**4870**	**5009**	**2531**	**768**	**104**	**13**	**0**
12:00 AM - 12:00 AM	**22644**	**0**	**0**	**0**	**1**	**3**	**9**	**11**	**22**	**19**	**32**	**207**	**1179**	**5135**	**5993**	**5905**	**2993**	**971**	**150**	**14**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.1%***	***0.1%***	***0.9%***	***5.2%***	***22.7%***	***26.5%***	***26.1%***	***13.2%***	***4.3%***	***0.7%***	***0.1%***	***0.0%***
50th Percentile	**74.0 mph**																				
85th Percentile	**81.0 mph**																				
95th Percentile	**85.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/23/2024)

Wednesday	Westbound																				
10/23/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	229	0	0	0	0	0	0	0	0	0	0	1	23	69	51	47	21	11	5	1	0
1:00 AM	241	0	0	0	0	0	0	0	0	0	0	2	24	93	50	49	9	13	1	0	0
2:00 AM	241	0	0	0	0	0	0	0	0	0	0	1	20	96	67	34	12	8	1	2	0
3:00 AM	312	0	0	0	0	0	0	0	0	0	0	3	22	116	72	72	16	11	0	0	0
4:00 AM	480	0	0	0	0	0	1	0	0	0	0	6	52	171	82	111	25	28	3	1	0
5:00 AM	687	0	0	0	0	0	0	0	0	0	0	2	49	169	148	180	64	63	9	3	0
6:00 AM	921	0	0	0	0	0	0	0	0	0	3	4	49	238	180	264	97	71	11	2	2
7:00 AM	1241	0	0	0	1	0	1	0	0	0	0	4	71	287	283	361	135	87	10	1	0
8:00 AM	1312	0	0	0	0	0	0	0	1	1	2	5	66	278	278	450	134	87	8	2	0
9:00 AM	1442	0	0	0	0	0	0	0	0	0	1	2	44	304	333	470	169	103	15	1	0
10:00 AM	1469	0	0	0	0	0	0	0	0	0	0	7	77	344	321	497	129	82	9	3	0
11:00 AM	1647	0	0	0	0	0	1	0	0	0	1	11	83	376	378	569	143	81	4	0	0
12:00 PM	1694	0	0	0	0	0	0	0	0	0	0	4	85	411	403	535	149	94	12	1	0
1:00 PM	1793	0	0	0	0	0	0	0	0	0	9	12	107	416	388	597	151	101	11	1	0
2:00 PM	1659	0	0	0	0	0	0	0	0	0	3	3	101	341	327	541	185	134	20	4	0
3:00 PM	1747	0	0	0	0	0	0	0	0	0	1	3	82	309	287	655	227	161	16	6	0
4:00 PM	1598	0	0	0	0	0	0	0	0	0	2	5	61	262	257	576	247	168	19	1	0
5:00 PM	1381	0	0	0	0	0	1	0	0	0	2	5	51	226	245	448	209	168	21	5	0
6:00 PM	1095	0	0	0	0	0	0	0	0	0	4	3	44	185	199	362	147	128	18	5	0
7:00 PM	768	0	0	0	0	3	3	0	2	6	5	6	51	163	129	249	83	63	3	2	0
8:00 PM	802	0	0	0	0	0	0	0	0	1	0	5	49	159	138	261	95	78	12	4	0
9:00 PM	690	0	0	0	0	0	0	1	1	0	2	3	39	130	132	238	91	45	5	3	0
10:00 PM	471	0	0	0	0	0	0	0	1	2	2	4	31	104	95	144	52	33	3	0	0
11:00 PM	352	0	0	0	0	0	0	0	0	0	1	5	38	100	80	90	15	19	1	3	0
6:00 AM - 9:00 AM	**3474**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**1**	**1**	**5**	**13**	**186**	**803**	**741**	**1075**	**366**	**245**	**29**	**5**	**2**
3:00 PM - 6:00 PM	**4726**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**5**	**13**	**194**	**797**	**789**	**1679**	**683**	**497**	**56**	**12**	**0**
6:00 AM - 7:00 PM	**18999**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**1**	**1**	**28**	**68**	**921**	**3977**	**3879**	**6325**	**2122**	**1465**	**174**	**32**	**2**
12:00 AM - 12:00 AM	**24272**	**0**	**0**	**0**	**1**	**3**	**7**	**1**	**5**	**10**	**38**	**106**	**1319**	**5347**	**4923**	**7800**	**2605**	**1837**	**217**	**51**	**2**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.2%***	***0.4%***	***5.4%***	***22.0%***	***20.3%***	***32.1%***	***10.7%***	***7.6%***	***0.9%***	***0.2%***	***0.0%***
50th Percentile	**75.0 mph**																				
85th Percentile	**81.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/24/2024)

Thursday	Eastbound																				
10/24/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	245	0	0	0	0	0	0	0	0	1	2	0	14	70	81	43	19	12	3	0	0
1:00 AM	203	0	0	0	0	0	0	0	0	0	2	2	15	80	44	29	16	14	1	0	0
2:00 AM	245	0	0	0	0	0	0	0	1	2	1	6	19	101	66	34	11	3	1	0	0
3:00 AM	283	0	0	0	0	0	0	0	0	0	0	4	14	102	92	45	20	4	2	0	0
4:00 AM	394	0	0	0	0	0	0	0	0	0	1	5	18	127	128	78	25	9	3	0	0
5:00 AM	562	0	0	0	0	0	0	0	0	0	0	5	43	178	168	105	35	22	5	1	0
6:00 AM	883	0	0	0	0	0	0	0	0	0	0	3	38	190	245	231	113	56	7	0	0
7:00 AM	1203	0	0	0	0	0	0	0	0	1	3	10	68	255	323	323	185	32	3	0	0
8:00 AM	1306	0	0	0	0	0	0	0	0	2	2	4	50	258	308	368	232	71	11	0	0
9:00 AM	1406	0	0	0	0	0	0	0	0	0	1	8	74	276	351	390	234	63	7	2	0
10:00 AM	1578	0	0	0	0	0	0	0	0	0	1	7	74	332	445	429	216	70	4	0	0
11:00 AM	1723	0	0	0	0	0	2	0	0	0	1	8	89	341	480	513	213	71	4	1	0
12:00 PM	1868	0	0	0	0	0	0	0	0	1	5	26	134	385	517	520	219	49	12	0	0
1:00 PM	1891	0	0	0	0	0	0	0	0	0	2	14	131	394	514	525	244	61	6	0	0
2:00 PM	1873	0	0	0	0	0	0	0	0	1	3	27	120	384	488	497	268	71	12	2	0
3:00 PM	1814	0	0	0	0	0	0	0	0	0	1	6	57	348	469	512	321	91	7	2	0
4:00 PM	1872	0	0	0	0	0	2	1	0	0	1	41	110	446	505	491	197	71	7	0	0
5:00 PM	1593	0	0	0	0	0	0	0	0	0	7	16	69	262	351	453	302	117	16	0	0
6:00 PM	1329	0	0	0	0	0	0	0	0	0	0	13	63	228	303	360	238	114	10	0	0
7:00 PM	1096	0	0	0	0	0	0	0	0	0	2	10	58	182	243	352	174	68	6	1	0
8:00 PM	785	0	0	0	0	0	0	0	0	0	1	6	41	161	173	198	140	49	16	0	0
9:00 PM	647	0	0	0	0	0	0	0	0	0	2	4	40	132	129	168	107	55	9	1	0
10:00 PM	506	0	0	0	0	0	0	0	0	0	2	6	28	123	122	110	72	40	3	0	0
11:00 PM	358	0	0	0	0	0	0	0	0	0	1	5	32	84	91	80	45	19	1	0	0
6:00 AM - 9:00 AM	**3392**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	**17**	**156**	**703**	**876**	**922**	**530**	**159**	**21**	**0**	**0**
3:00 PM - 6:00 PM	**5279**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**9**	**63**	**236**	**1056**	**1325**	**1456**	**820**	**279**	**30**	**2**	**0**
6:00 AM - 7:00 PM	**20339**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**5**	**27**	**183**	**1077**	**4099**	**5299**	**5612**	**2982**	**937**	**106**	**7**	**0**
12:00 AM - 12:00 AM	**25663**	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**1**	**8**	**41**	**236**	**1399**	**5439**	**6636**	**6854**	**3646**	**1232**	**156**	**10**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.2%***	***0.9%***	***5.5%***	***21.2%***	***25.9%***	***26.7%***	***14.2%***	***4.8%***	***0.6%***	***0.0%***	***0.0%***
50th Percentile	**74.0 mph**																				
85th Percentile	**81.0 mph**																				
95th Percentile	**85.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/24/2024)

Thursday	Westbound																				
10/24/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	250	0	0	0	0	0	0	0	0	0	0	3	20	87	52	52	15	18	1	2	0
1:00 AM	263	0	0	0	0	0	0	0	0	0	0	2	37	92	56	42	13	17	1	2	1
2:00 AM	273	0	0	0	0	0	0	1	0	0	0	5	30	102	58	50	15	10	2	0	0
3:00 AM	319	0	0	0	0	0	0	0	0	0	0	5	46	109	70	55	17	14	2	1	0
4:00 AM	506	0	0	0	0	1	0	0	0	1	1	4	38	184	96	99	40	34	4	4	0
5:00 AM	720	0	0	0	0	0	0	0	0	0	0	7	45	210	154	176	57	55	11	4	1
6:00 AM	920	0	0	0	0	0	0	0	0	0	1	1	71	187	173	286	112	74	11	4	0
7:00 AM	1354	0	0	0	0	0	1	0	0	0	1	6	70	331	304	465	100	65	10	1	0
8:00 AM	1375	0	0	0	0	0	0	0	0	0	4	8	75	292	292	462	144	89	8	1	0
9:00 AM	1641	0	0	0	0	0	0	0	0	0	0	7	58	339	392	552	202	81	10	0	0
10:00 AM	1684	0	0	0	0	0	0	0	0	0	0	18	78	350	338	589	193	112	5	1	0
11:00 AM	1879	0	0	0	0	1	0	0	0	0	2	5	129	459	414	641	142	78	8	0	0
12:00 PM	1868	0	0	0	0	0	0	0	0	0	2	5	110	431	438	658	158	60	5	1	0
1:00 PM	2098	0	0	1	0	0	0	0	0	0	7	31	121	533	565	644	132	55	7	2	0
2:00 PM	2013	0	0	0	0	0	0	0	0	0	1	5	110	387	441	705	220	138	6	0	0
3:00 PM	2058	0	0	0	0	0	0	0	1	2	3	6	47	346	369	749	285	221	26	2	1
4:00 PM	1839	0	0	0	0	0	0	1	1	0	0	1	42	237	281	718	318	222	17	1	0
5:00 PM	1604	0	0	0	0	0	1	1	0	0	0	8	58	227	280	579	254	173	19	4	0
6:00 PM	1241	0	0	0	0	0	0	0	0	1	0	11	40	191	202	431	167	170	25	3	0
7:00 PM	1180	0	0	0	0	0	0	0	0	0	0	15	67	208	202	399	172	107	6	4	0
8:00 PM	1035	0	0	0	0	0	0	2	0	0	0	8	51	204	180	355	127	94	11	2	1
9:00 PM	743	0	0	0	0	0	0	0	0	0	0	8	36	142	122	245	99	76	8	5	2
10:00 PM	530	0	0	0	0	0	0	0	0	0	0	9	35	103	71	170	64	57	16	5	0
11:00 PM	439	0	0	0	1	0	0	0	0	0	0	5	23	79	80	151	54	40	5	1	0
6:00 AM - 9:00 AM	**3649**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**6**	**15**	**216**	**810**	**769**	**1213**	**356**	**228**	**29**	**6**	**0**
3:00 PM - 6:00 PM	**5501**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**2**	**2**	**3**	**15**	**147**	**810**	**930**	**2046**	**857**	**616**	**62**	**7**	**1**
6:00 AM - 7:00 PM	**21574**	**0**	**0**	**1**	**0**	**1**	**2**	**2**	**2**	**3**	**21**	**112**	**1009**	**4310**	**4489**	**7479**	**2427**	**1538**	**157**	**20**	**1**
12:00 AM - 12:00 AM	**27832**	**0**	**0**	**1**	**1**	**2**	**2**	**5**	**2**	**4**	**22**	**183**	**1437**	**5830**	**5630**	**9273**	**3100**	**2060**	**224**	**50**	**6**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.7%***	***5.2%***	***20.9%***	***20.2%***	***33.3%***	***11.1%***	***7.4%***	***0.8%***	***0.2%***	***0.0%***
50th Percentile	**75.0 mph**																				
85th Percentile	**81.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/25/2024)

Friday	Eastbound																				
10/25/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	212	0	0	0	0	0	0	0	0	0	0	1	18	71	41	38	29	11	3	0	0
1:00 AM	215	0	0	0	0	0	0	0	0	0	0	6	12	57	53	49	21	14	2	1	0
2:00 AM	292	0	0	0	0	0	0	0	0	0	0	3	21	95	85	55	22	10	1	0	0
3:00 AM	289	0	0	0	0	0	0	0	0	1	0	2	21	96	88	45	24	6	5	1	0
4:00 AM	397	0	0	0	0	0	0	1	0	0	0	3	23	147	106	75	27	14	1	0	0
5:00 AM	545	0	0	0	0	0	0	0	0	2	0	7	18	164	169	107	46	29	3	0	0
6:00 AM	782	0	0	0	0	0	0	0	0	0	1	8	48	141	229	194	121	30	10	0	0
7:00 AM	1155	0	0	0	0	0	0	0	0	0	1	5	57	242	311	317	173	43	6	0	0
8:00 AM	1362	0	0	0	0	0	0	0	0	0	2	8	77	300	382	374	172	41	6	0	0
9:00 AM	1566	0	0	0	0	0	0	0	0	0	3	4	51	295	381	465	275	81	11	0	0
10:00 AM	1834	0	0	0	0	0	0	0	0	0	1	4	73	292	490	538	312	110	14	0	0
11:00 AM	2060	0	0	0	0	0	0	0	0	0	0	13	122	414	623	552	256	73	7	0	0
12:00 PM	2246	0	0	0	0	0	0	0	0	1	0	13	120	425	578	700	317	78	13	1	0
1:00 PM	2349	0	0	0	0	0	0	0	0	3	1	17	145	447	679	619	325	107	6	0	0
2:00 PM	2138	0	0	0	0	0	0	0	0	0	1	24	124	357	546	601	353	115	16	1	0
3:00 PM	2313	0	0	1	0	0	0	0	0	4	3	8	100	443	598	668	344	131	12	1	0
4:00 PM	2246	0	0	0	0	0	0	0	1	0	2	29	168	401	588	655	301	89	12	0	0
5:00 PM	2548	0	0	0	1	0	0	0	1	1	9	73	282	616	689	597	186	83	10	0	0
6:00 PM	1817	0	0	0	0	0	0	0	0	0	3	14	57	230	460	554	362	125	11	1	0
7:00 PM	1437	0	0	0	0	0	0	0	0	0	1	12	90	192	328	404	282	109	19	0	0
8:00 PM	956	0	0	0	0	0	0	0	0	7	2	7	30	149	187	277	210	75	11	1	0
9:00 PM	705	0	0	0	0	0	0	0	0	2	0	6	21	103	158	175	163	58	18	1	0
10:00 PM	532	0	0	0	0	0	0	0	0	0	0	6	14	79	91	158	115	52	17	0	0
11:00 PM	636	0	0	0	0	0	0	0	0	0	0	4	18	133	138	169	115	45	13	1	0
6:00 AM - 9:00 AM	**3299**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**21**	**182**	**683**	**922**	**885**	**466**	**114**	**22**	**0**	**0**
3:00 PM - 6:00 PM	**7107**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**5**	**14**	**110**	**550**	**1460**	**1875**	**1920**	**831**	**303**	**34**	**1**	**0**
6:00 AM - 7:00 PM	**24416**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**9**	**27**	**220**	**1424**	**4603**	**6554**	**6834**	**3497**	**1106**	**134**	**4**	**0**
12:00 AM - 12:00 AM	**30632**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**2**	**21**	**30**	**277**	**1710**	**5889**	**7998**	**8386**	**4551**	**1529**	**227**	**9**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.1%***	***0.9%***	***5.6%***	***19.2%***	***26.1%***	***27.4%***	***14.9%***	***5.0%***	***0.7%***	***0.0%***	***0.0%***
50th Percentile	**74.0 mph**																				
85th Percentile	**81.0 mph**																				
95th Percentile	**85.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/25/2024)

Friday	Westbound																				
10/25/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	354	0	0	0	0	0	0	0	0	0	1	6	25	101	71	85	24	35	3	3	0
1:00 AM	259	0	0	0	0	0	0	0	0	1	0	2	26	77	60	56	14	16	7	0	0
2:00 AM	307	0	0	0	0	0	0	0	0	0	0	8	33	125	59	52	15	10	4	1	0
3:00 AM	342	0	0	0	0	0	0	0	0	0	1	2	37	126	69	76	15	14	2	0	0
4:00 AM	531	0	0	0	0	0	0	0	0	0	2	1	45	177	115	127	30	28	3	3	0
5:00 AM	702	0	0	0	0	0	0	0	1	0	0	3	48	199	154	190	56	40	9	2	0
6:00 AM	964	0	0	0	0	0	0	1	0	0	6	7	59	225	185	297	95	78	10	1	0
7:00 AM	1167	0	0	0	0	0	2	1	0	0	1	5	50	250	240	368	155	88	6	0	1
8:00 AM	1443	0	0	0	0	0	0	0	0	0	0	6	73	303	318	490	148	93	9	3	0
9:00 AM	1628	0	1	0	0	0	0	0	2	2	1	2	60	353	325	549	194	125	13	1	0
10:00 AM	1872	0	0	0	0	0	0	0	0	0	1	12	78	386	366	680	240	97	11	1	0
11:00 AM	2102	0	0	0	0	0	1	0	0	0	2	4	68	423	416	794	247	133	14	0	0
12:00 PM	2050	0	0	0	0	0	1	0	2	0	0	5	76	379	425	804	221	113	19	4	1
1:00 PM	2507	0	0	0	0	0	0	0	0	1	7	28	172	596	571	832	177	103	19	1	0
2:00 PM	2508	0	0	0	0	0	2	0	0	0	0	4	96	493	485	978	314	126	10	0	0
3:00 PM	2403	0	0	1	0	0	0	0	3	2	2	23	115	403	486	926	294	139	8	1	0
4:00 PM	2120	0	0	0	0	0	0	0	0	0	1	7	61	298	368	802	313	242	21	6	1
5:00 PM	2331	0	0	0	0	0	0	0	0	0	1	3	58	339	458	930	305	213	21	3	0
6:00 PM	1781	0	0	0	0	0	0	0	0	0	1	4	37	209	254	656	330	249	31	10	0
7:00 PM	1364	0	0	0	0	0	0	0	0	0	0	2	30	154	194	483	235	237	26	2	1
8:00 PM	1136	0	0	0	0	0	0	0	0	1	0	1	31	141	192	409	183	160	15	3	0
9:00 PM	896	0	0	0	0	0	0	0	1	0	3	1	30	122	151	316	120	122	20	9	1
10:00 PM	751	0	0	0	0	0	1	1	1	0	0	0	26	108	132	256	96	108	18	4	0
11:00 PM	518	0	0	0	0	0	0	0	0	0	2	2	23	89	63	196	72	54	12	3	2
6:00 AM - 9:00 AM	**3574**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**7**	**18**	**182**	**778**	**743**	**1155**	**398**	**259**	**25**	**4**	**1**
3:00 PM - 6:00 PM	**6854**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**2**	**4**	**33**	**234**	**1040**	**1312**	**2658**	**912**	**594**	**50**	**10**	**1**
6:00 AM - 7:00 PM	**24876**	**0**	**1**	**1**	**0**	**0**	**6**	**2**	**7**	**5**	**23**	**110**	**1003**	**4657**	**4897**	**9106**	**3033**	**1799**	**192**	**31**	**3**
12:00 AM - 12:00 AM	**32036**	**0**	**1**	**1**	**0**	**0**	**7**	**3**	**10**	**7**	**32**	**138**	**1357**	**6076**	**6157**	**11352**	**3893**	**2623**	**311**	**61**	**7**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.4%***	***4.2%***	***19.0%***	***19.2%***	***35.4%***	***12.2%***	***8.2%***	***1.0%***	***0.2%***	***0.0%***
50th Percentile	**75.0 mph**																				
85th Percentile	**82.0 mph**																				
95th Percentile	**87.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/26/2024)

Saturday	Eastbound																				
10/26/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	387	0	0	0	0	0	0	0	0	0	1	2	12	83	92	92	62	32	11	0	0
1:00 AM	253	0	0	0	0	0	0	0	0	0	0	1	18	61	60	46	37	18	12	0	0
2:00 AM	216	0	0	0	0	0	0	0	0	0	0	6	10	52	61	43	27	12	5	0	0
3:00 AM	205	0	0	0	0	0	0	0	0	0	0	1	15	59	56	39	20	14	1	0	0
4:00 AM	248	0	0	0	0	0	0	0	0	0	1	0	13	65	61	62	34	10	2	0	0
5:00 AM	314	0	0	0	0	0	0	0	0	0	0	0	12	64	81	74	50	28	5	0	0
6:00 AM	602	0	0	0	0	0	0	0	0	0	0	6	24	95	120	185	114	53	4	1	0
7:00 AM	1075	0	0	0	0	0	0	0	0	0	1	3	26	152	197	330	266	93	7	0	0
8:00 AM	1531	0	0	0	0	0	0	0	0	0	0	2	38	167	309	439	375	177	23	1	0
9:00 AM	1997	0	0	0	0	0	0	1	0	0	0	4	43	241	384	696	449	159	17	3	0
10:00 AM	2124	0	0	0	0	0	0	0	0	0	1	8	53	227	518	734	427	133	21	2	0
11:00 AM	2264	0	0	0	0	0	0	0	0	0	2	12	62	264	504	777	479	153	10	1	0
12:00 PM	2083	0	0	0	0	0	0	0	0	1	0	4	69	285	405	689	438	178	13	1	0
1:00 PM	1929	0	0	0	0	0	0	1	1	2	0	8	65	240	377	548	484	176	27	0	0
2:00 PM	1686	0	0	0	0	0	0	0	0	0	1	8	34	129	285	492	486	218	32	1	0
3:00 PM	1403	0	0	0	0	0	0	0	0	0	0	3	29	114	233	397	359	228	36	4	0
4:00 PM	1704	0	0	0	0	0	0	0	0	0	1	7	43	209	324	483	400	198	39	0	0
5:00 PM	1415	0	0	0	0	0	0	0	0	0	0	2	22	127	238	417	371	180	56	2	0
6:00 PM	1218	0	0	0	0	0	0	0	0	0	1	5	20	84	224	353	343	158	30	0	0
7:00 PM	1205	0	0	0	0	0	0	0	0	1	2	12	47	155	260	378	238	91	20	1	0
8:00 PM	1098	0	0	0	0	0	0	1	0	0	0	9	51	129	231	310	237	108	21	1	0
9:00 PM	745	0	0	0	0	0	0	0	0	1	1	9	31	71	143	230	155	75	28	1	0
10:00 PM	618	0	0	0	0	0	0	0	0	0	2	4	33	80	149	201	98	39	12	0	0
11:00 PM	480	0	0	0	0	0	0	0	0	0	0	3	6	54	103	138	101	46	28	1	0
6:00 AM - 9:00 AM	**3208**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**88**	**414**	**626**	**954**	**755**	**323**	**34**	**2**	**0**
3:00 PM - 6:00 PM	**4522**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**12**	**94**	**450**	**795**	**1297**	**1130**	**606**	**131**	**6**	**0**
6:00 AM - 7:00 PM	**21031**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**3**	**7**	**72**	**528**	**2334**	**4118**	**6540**	**4991**	**2104**	**315**	**16**	**0**
12:00 AM - 12:00 AM	**26800**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**5**	**14**	**119**	**776**	**3207**	**5415**	**8153**	**6050**	**2577**	**460**	**20**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.4%***	***2.9%***	***12.0%***	***20.2%***	***30.4%***	***22.6%***	***9.6%***	***1.7%***	***0.1%***	***0.0%***
50th Percentile	**77.0 mph**																				
85th Percentile	**84.0 mph**																				
95th Percentile	**87.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/26/2024)

Saturday	Westbound																				
10/26/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	357	0	0	0	0	0	0	0	0	0	1	2	23	68	67	116	39	32	8	1	0
1:00 AM	254	0	0	0	0	0	0	0	0	1	0	1	23	62	44	76	21	23	2	1	0
2:00 AM	226	0	0	0	0	0	0	0	0	0	1	4	17	63	49	59	16	13	3	1	0
3:00 AM	223	0	0	0	0	0	0	0	0	1	1	2	23	60	48	53	18	14	0	3	0
4:00 AM	285	0	0	0	0	0	0	0	0	0	1	3	23	88	54	70	21	19	4	2	0
5:00 AM	398	0	0	0	0	0	0	0	0	1	0	2	23	105	69	121	30	38	7	2	0
6:00 AM	551	0	0	0	0	0	0	0	0	0	0	2	27	108	106	185	61	49	9	4	0
7:00 AM	800	0	0	0	0	0	0	0	0	0	0	2	15	122	145	263	116	117	14	6	0
8:00 AM	1124	0	0	0	0	1	0	1	0	0	1	2	26	131	181	400	190	163	20	8	0
9:00 AM	1703	0	0	0	0	0	0	0	0	1	0	2	37	213	200	623	305	282	37	3	0
10:00 AM	2013	0	0	0	0	0	0	0	1	0	0	4	53	230	300	780	372	251	19	3	0
11:00 AM	2136	0	0	0	0	0	0	0	0	0	0	4	42	300	377	815	344	225	22	7	0
12:00 PM	2036	0	0	0	1	0	0	1	0	0	0	4	37	205	327	840	343	249	25	4	0
1:00 PM	2015	0	0	0	0	0	0	0	0	0	2	5	30	139	325	755	389	313	44	13	0
2:00 PM	2046	0	0	0	0	0	0	0	0	3	7	18	74	237	311	712	335	315	23	10	1
3:00 PM	1979	0	0	0	0	0	0	0	0	0	1	15	65	169	252	736	355	330	39	16	1
4:00 PM	1678	0	0	1	0	0	0	0	0	0	0	4	47	143	203	517	332	353	51	27	0
5:00 PM	1444	0	0	0	0	0	0	0	0	1	0	1	27	147	178	494	270	270	42	14	0
6:00 PM	1354	0	0	0	0	0	0	0	1	0	1	1	19	128	178	481	193	286	44	22	0
7:00 PM	1136	0	0	0	0	0	0	1	0	0	0	5	38	117	171	413	184	172	25	10	0
8:00 PM	1073	0	0	0	0	0	0	0	0	0	0	1	18	129	147	354	153	208	48	13	2
9:00 PM	909	0	0	0	0	0	0	0	0	0	2	4	34	115	128	297	154	138	28	9	0
10:00 PM	617	0	0	0	0	0	0	0	1	0	1	7	18	90	109	191	83	93	14	10	0
11:00 PM	503	0	0	0	0	0	0	0	0	0	0	5	27	64	75	170	77	65	9	11	0
6:00 AM - 9:00 AM	**2475**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**1**	**6**	**68**	**361**	**432**	**848**	**367**	**329**	**43**	**18**	**0**
3:00 PM - 6:00 PM	**5101**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**20**	**139**	**459**	**633**	**1747**	**957**	**953**	**132**	**57**	**1**
6:00 AM - 7:00 PM	**20879**	**0**	**0**	**1**	**1**	**1**	**0**	**2**	**2**	**5**	**12**	**64**	**499**	**2272**	**3083**	**7601**	**3605**	**3203**	**389**	**137**	**2**
12:00 AM - 12:00 AM	**26860**	**0**	**0**	**1**	**1**	**1**	**0**	**3**	**3**	**8**	**19**	**100**	**766**	**3233**	**4044**	**9521**	**4401**	**4018**	**537**	**200**	**4**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.4%***	***2.9%***	***12.0%***	***15.1%***	***35.4%***	***16.4%***	***15.0%***	***2.0%***	***0.7%***	***0.0%***
50th Percentile	**77.0 mph**																				
85th Percentile	**85.0 mph**																				
95th Percentile	**88.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/27/2024)

Sunday	Eastbound																				
10/27/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	364	0	0	0	0	0	0	0	0	0	0	2	16	48	80	93	68	38	19	0	0
1:00 AM	287	0	0	0	0	0	0	0	0	0	0	1	19	44	63	70	55	24	10	1	0
2:00 AM	211	0	0	0	0	0	0	0	0	0	0	6	12	37	48	49	32	15	10	2	0
3:00 AM	180	0	0	0	0	0	0	0	0	0	0	3	11	38	47	42	29	5	4	1	0
4:00 AM	159	0	0	0	0	0	0	0	0	0	1	1	9	29	35	37	33	11	3	0	0
5:00 AM	214	0	0	0	0	0	0	0	0	0	1	1	10	31	33	65	46	21	6	0	0
6:00 AM	342	0	0	0	0	0	0	0	0	0	0	2	11	41	68	101	78	31	10	0	0
7:00 AM	502	0	0	0	0	0	0	0	0	0	1	4	8	49	95	179	107	47	12	0	0
8:00 AM	918	0	0	0	0	0	0	0	0	0	0	4	27	62	163	319	226	97	20	0	0
9:00 AM	1492	0	0	0	0	0	0	0	0	0	3	6	15	131	265	478	424	148	22	0	0
10:00 AM	2042	0	0	0	0	0	0	1	1	0	0	5	58	194	369	611	555	221	26	1	0
11:00 AM	2427	0	0	0	0	0	0	0	0	1	4	13	83	298	559	812	502	142	13	0	0
12:00 PM	2062	0	0	0	0	0	0	0	1	2	3	46	153	480	646	476	197	51	7	0	0
1:00 PM	2072	0	0	0	0	0	0	0	0	2	17	51	72	233	552	708	337	94	6	0	0
2:00 PM	2549	31	74	161	189	184	156	75	70	113	132	135	232	457	381	134	21	3	1	0	0
3:00 PM	2180	30	63	171	389	402	312	150	198	144	105	54	40	51	30	23	10	8	0	0	0
4:00 PM	2085	0	0	0	0	0	0	0	0	0	1	8	45	191	359	665	562	227	27	0	0
5:00 PM	1844	0	0	0	0	0	0	0	0	0	1	6	27	166	373	611	445	193	22	0	0
6:00 PM	1703	0	0	0	0	0	0	0	0	0	0	16	65	176	393	581	337	129	4	2	0
7:00 PM	1303	0	0	0	0	0	0	0	0	1	0	1	45	155	279	408	293	107	14	0	0
8:00 PM	1054	0	0	0	0	0	0	0	0	0	1	7	43	103	218	342	236	89	15	0	0
9:00 PM	725	0	0	0	0	0	0	0	0	0	0	0	20	69	133	239	176	70	17	1	0
10:00 PM	408	0	0	0	0	0	0	0	0	0	0	4	7	59	84	116	99	33	5	1	0
11:00 PM	276	0	0	0	0	0	0	0	0	0	0	1	12	42	60	66	58	26	11	0	0
6:00 AM - 9:00 AM	**1762**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**46**	**152**	**326**	**599**	**411**	**175**	**42**	**0**	**0**
3:00 PM - 6:00 PM	**6109**	**30**	**63**	**171**	**389**	**402**	**312**	**150**	**198**	**144**	**107**	**68**	**112**	**408**	**762**	**1299**	**1017**	**428**	**49**	**0**	**0**
6:00 AM - 7:00 PM	**22218**	**61**	**137**	**332**	**578**	**586**	**468**	**226**	**270**	**262**	**267**	**350**	**836**	**2529**	**4253**	**5698**	**3801**	**1391**	**170**	**3**	**0**
12:00 AM - 12:00 AM	**27399**	**61**	**137**	**332**	**578**	**586**	**468**	**226**	**270**	**263**	**270**	**377**	**1040**	**3184**	**5333**	**7225**	**4926**	**1830**	**284**	**9**	**0**
Percent	***100%***	***0.2%***	***0.5%***	***1.2%***	***2.1%***	***2.1%***	***1.7%***	***0.8%***	***1.0%***	***1.0%***	***1.0%***	***1.4%***	***3.8%***	***11.6%***	***19.5%***	***26.4%***	***18.0%***	***6.7%***	***1.0%***	***0.0%***	***0.0%***
50th Percentile	**75.0 mph**																				
85th Percentile	**82.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O US-601 - PROJECT 1
Site Number: 41
Start Date: 10/23/2024
End Date: 10/29/2024

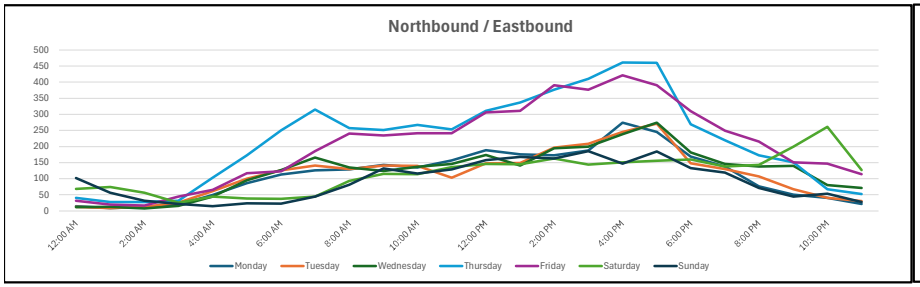
Vehicle Speed Report (Westbound - 10/27/2024)

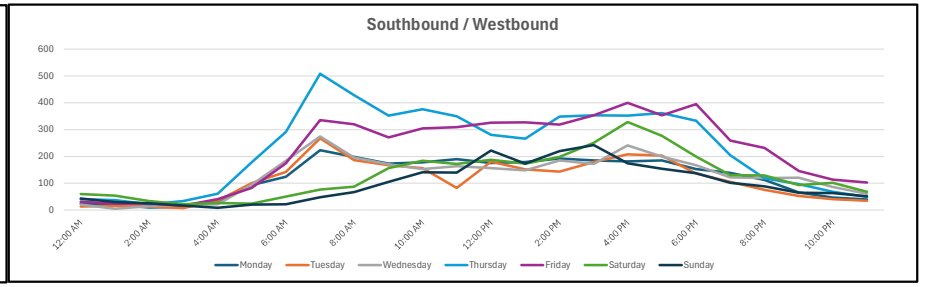
Sunday	Westbound																				
10/27/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	378	0	0	0	0	0	0	0	0	0	0	2	11	54	60	128	59	51	9	2	2
1:00 AM	314	0	0	0	0	0	0	0	0	0	0	2	9	55	66	99	40	31	7	5	0
2:00 AM	268	0	0	0	0	0	0	0	2	0	1	2	9	47	48	77	27	40	5	9	1
3:00 AM	242	0	0	0	0	0	0	0	0	0	1	3	12	53	40	60	31	25	10	7	0
4:00 AM	191	0	0	0	0	0	0	0	1	0	0	0	7	46	41	50	15	25	4	2	0
5:00 AM	296	0	0	0	0	0	0	0	0	0	0	2	13	41	61	105	31	31	4	7	1
6:00 AM	338	0	0	0	0	0	0	0	0	0	0	0	25	50	72	126	31	29	3	2	0
7:00 AM	633	0	0	0	0	0	0	0	0	0	1	0	17	76	108	261	73	82	10	5	0
8:00 AM	894	0	0	0	0	0	0	0	1	0	0	2	20	96	141	330	144	138	13	9	0
9:00 AM	1395	0	0	0	0	1	0	0	0	0	0	1	32	163	234	558	225	157	18	6	0
10:00 AM	1824	0	0	0	0	0	0	0	0	0	1	7	43	231	275	701	298	233	30	5	0
11:00 AM	2179	0	0	0	0	0	0	0	0	1	8	18	79	272	355	874	343	206	20	3	0
12:00 PM	2422	0	0	0	0	0	0	1	1	0	2	12	73	297	452	977	366	223	14	3	1
1:00 PM	2625	0	0	0	0	0	1	0	0	0	0	3	66	323	477	1143	384	208	18	2	0
2:00 PM	2544	0	0	0	0	1	0	0	2	5	17	33	103	366	462	1048	315	177	11	4	0
3:00 PM	2678	0	0	0	0	0	0	1	1	0	0	2	52	369	562	1199	339	139	12	1	1
4:00 PM	2443	0	0	0	1	1	0	0	0	0	2	5	62	321	464	1038	353	179	14	3	0
5:00 PM	2225	0	0	0	0	0	0	1	0	1	0	4	54	251	343	875	380	282	27	7	0
6:00 PM	1697	0	0	0	0	0	0	0	0	0	1	1	33	165	225	651	293	279	37	12	0
7:00 PM	1555	0	0	0	0	0	0	0	0	1	2	9	57	182	261	603	227	193	16	4	0
8:00 PM	1157	0	0	0	0	0	0	0	0	0	0	1	23	143	188	418	188	175	15	6	0
9:00 PM	791	0	0	0	0	0	0	0	0	0	1	4	19	75	110	327	125	112	16	2	0
10:00 PM	618	0	0	0	0	0	0	0	0	0	0	2	19	102	104	232	70	72	11	6	0
11:00 PM	423	0	0	0	0	0	0	0	0	0	0	3	19	75	64	134	56	61	6	3	2
6:00 AM - 9:00 AM	**1865**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**2**	**62**	**222**	**321**	**717**	**248**	**249**	**26**	**16**	**0**
3:00 PM - 6:00 PM	**7346**	**0**	**0**	**0**	**1**	**1**	**0**	**2**	**1**	**1**	**2**	**11**	**168**	**941**	**1369**	**3112**	**1072**	**600**	**53**	**11**	**1**
6:00 AM - 7:00 PM	**23897**	**0**	**0**	**0**	**1**	**3**	**1**	**3**	**5**	**7**	**32**	**88**	**659**	**2980**	**4170**	**9781**	**3544**	**2332**	**227**	**62**	**2**
12:00 AM - 12:00 AM	**30130**	**0**	**0**	**0**	**1**	**3**	**1**	**3**	**8**	**8**	**37**	**118**	**857**	**3853**	**5213**	**12014**	**4413**	**3148**	**330**	**115**	**8**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.4%***	***2.8%***	***12.8%***	***17.3%***	***39.9%***	***14.6%***	***10.4%***	***1.1%***	***0.4%***	***0.0%***
50th Percentile	**76.0 mph**																				
85th Percentile	**83.0 mph**																				
95th Percentile	**87.0 mph**																				

Vehicle Volume Report - Hourly

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Time	Monday 9/30/24			Tuesday 10/1/24			Wednesday 9/25/24			Thursday 9/26/24			Friday 9/27/24			Saturday 9/28/24			Sunday 9/29/24			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	15	26	41	13	13	26	12	21	33	41	41	82	32	32	64	68	60	128	102	44	146	22	25	23	27	40	34
1:00 AM	9	19	28	9	16	25	13	5	18	28	37	65	20	25	45	74	54	128	56	30	86	17	19	16	20	30	27
2:00 AM	13	10	23	13	14	27	8	15	23	28	22	50	17	25	42	56	34	90	32	26	58	16	17	16	17	24	21
3:00 AM	20	12	32	26	7	33	16	19	35	32	34	66	45	17	62	26	22	48	22	17	39	25	20	28	18	27	18
4:00 AM	49	33	82	61	35	96	44	22	66	103	61	164	65	41	106	44	27	71	15	9	24	69	39	64	38	54	33
5:00 AM	86	93	179	100	100	200	95	95	190	173	178	351	117	83	200	39	25	64	24	20	44	123	124	114	110	91	85
6:00 AM	113	125	238	126	142	268	127	184	311	250	292	542	123	175	298	37	51	88	23	22	45	168	206	148	184	114	142
7:00 AM	126	223	349	141	267	408	166	275	441	315	508	823	186	336	522	45	77	122	44	48	92	207	350	187	322	146	248
8:00 AM	129	198	327	130	187	317	135	196	331	257	429	686	240	320	560	93	88	181	81	67	148	174	271	178	266	152	212
9:00 AM	143	173	316	141	167	308	124	171	295	251	352	603	234	271	505	115	157	272	132	105	237	172	230	179	227	163	199
10:00 AM	135	178	313	140	156	296	137	153	290	267	376	643	241	305	546	114	184	298	116	141	257	181	228	184	234	164	213
11:00 AM	157	190	347	103	82	185	146	163	309	253	350	603	241	309	550	136	172	308	129	140	269	167	198	180	219	166	201
12:00 PM	189	176	365	148	180	328	174	156	330	311	281	592	306	326	632	146	188	334	158	222	380	211	206	226	224	205	218
1:00 PM	175	179	354	149	152	301	141	149	290	337	266	603	311	327	638	145	173	318	168	173	341	209	189	223	215	204	203
2:00 PM	173	192	365	196	144	340	195	185	380	376	349	725	390	319	709	163	198	361	163	220	383	256	226	266	238	237	230
3:00 PM	188	185	373	208	179	387	199	172	371	410	354	764	376	354	730	144	251	395	186	242	428	272	235	276	249	244	248
4:00 PM	274	182	456	245	208	453	238	241	479	461	352	813	421	400	821	151	328	479	147	175	322	315	267	328	277	277	269
5:00 PM	245	185	430	271	203	474	274	200	474	460	362	822	390	353	743	156	277	433	185	154	339	335	255	328	261	283	248
6:00 PM	169	153	322	148	136	284	181	168	349	269	333	602	310	395	705	160	200	360	133	137	270	199	212	215	237	196	217
7:00 PM	138	139	277	130	106	236	146	122	268	219	204	423	249	259	508	138	131	269	119	101	220	165	144	176	166	163	152
8:00 PM	76	112	188	107	76	183	138	120	258	173	118	291	215	232	447	143	129	272	71	89	160	139	105	142	132	132	125
9:00 PM	51	66	117	67	53	120	140	121	261	151	97	248	151	146	297	200	94	294	44	65	109	119	90	112	97	115	92
10:00 PM	41	47	88	40	41	81	80	86	166	67	69	136	147	114	261	261	101	362	54	63	117	62	65	75	71	99	74
11:00 PM	22	40	62	31	35	66	72	61	133	52	49	101	114	103	217	127	68	195	28	52	80	52	48	58	58	64	58
6:00 AM - 9:00 AM	**368**	**546**	**914**	**397**	**596**	**993**	**428**	**655**	**1083**	**822**	**1229**	**2051**	**549**	**831**	**1380**	**175**	**216**	**391**	**148**	**137**	**285**	**549**	**827**	**513**	**771**	**412**	**601**
3:00 PM - 6:00 PM	**707**	**552**	**1259**	**724**	**590**	**1314**	**711**	**613**	**1324**	**1331**	**1068**	**2399**	**1187**	**1107**	**2294**	**451**	**856**	**1307**	**518**	**571**	**1089**	**922**	**757**	**932**	**786**	**804**	**765**
6:00 AM - 7:00 PM	**2216**	**2339**	**4555**	**2146**	**2203**	**4349**	**2237**	**2413**	**4650**	**4217**	**4604**	**8821**	**3769**	**4190**	**7959**	**1605**	**2344**	**3949**	**1665**	**1846**	**3511**	**2867**	**3073**	**2917**	**3150**	**2551**	**2848**
12:00 AM - 12:00 AM	**2736**	**2936**	**5672**	**2743**	**2699**	**5442**	**3001**	**3100**	**6101**	**5284**	**5514**	**10798**	**4941**	**5267**	**10208**	**2781**	**3089**	**5870**	**2232**	**2362**	**4594**	**3676**	**3771**	**3741**	**3903**	**3388**	**3567**
Percent	***48.2%***	***51.8%***	***100.0%***	***50.4%***	***49.6%***	***100.0%***	***49.2%***	***50.8%***	***100.0%***	***48.9%***	***51.1%***	***100.0%***	***48.4%***	***51.6%***	***100.0%***	***47.4%***	***52.6%***	***100.0%***	***48.6%***	***51.4%***	***100.0%***	***49.4%***	***50.6%***	***48.9%***	***51.1%***	***48.7%***	***51.3%***
AM Peak	**7:00 AM**	**8:00 AM**		**7:00 AM**	**8:00 AM**		**7:00 AM**	**8:00 AM**		**7:00 AM**	**8:00 AM**		**8:00 AM**	**9:00 AM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**							
PM Peak	**4:00 PM**	**5:00 PM**		**5:00 PM**	**6:00 PM**		**4:00 PM**	**5:00 PM**		**5:00 PM**	**6:00 PM**		**4:00 PM**	**5:00 PM**		**4:00 PM**	**5:00 PM**		**3:00 PM**	**4:00 PM**							





Vehicle Classification Report - Hourly

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

		FHWA Vehicle Classification - Total Study												
	Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
Northbound	23718	20874	1419	1425	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*88.0%*	*6.0%*	*6.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	24967	22127	1516	1324	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*88.6%*	*6.1%*	*5.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	48685	43001	2935	2749	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*88.3%*	*6.0%*	*5.6%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Northbound - 09/30/2024)

Monday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/30/24														
12:00 AM	15	14	0	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	9	8	0	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	13	10	3	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	20	12	1	7	0	0	0	0	0	0	0	0	0	0
4:00 AM	49	40	1	8	0	0	0	0	0	0	0	0	0	0
5:00 AM	86	75	3	8	0	0	0	0	0	0	0	0	0	0
6:00 AM	113	98	3	12	0	0	0	0	0	0	0	0	0	0
7:00 AM	126	99	9	18	0	0	0	0	0	0	0	0	0	0
8:00 AM	129	100	8	21	0	0	0	0	0	0	0	0	0	0
9:00 AM	143	104	16	23	0	0	0	0	0	0	0	0	0	0
10:00 AM	135	100	17	18	0	0	0	0	0	0	0	0	0	0
11:00 AM	157	121	20	16	0	0	0	0	0	0	0	0	0	0
12:00 PM	189	165	14	10	0	0	0	0	0	0	0	0	0	0
1:00 PM	175	139	10	26	0	0	0	0	0	0	0	0	0	0
2:00 PM	173	134	16	23	0	0	0	0	0	0	0	0	0	0
3:00 PM	188	163	7	18	0	0	0	0	0	0	0	0	0	0
4:00 PM	274	238	21	15	0	0	0	0	0	0	0	0	0	0
5:00 PM	245	226	9	10	0	0	0	0	0	0	0	0	0	0
6:00 PM	169	156	7	6	0	0	0	0	0	0	0	0	0	0
7:00 PM	138	128	4	6	0	0	0	0	0	0	0	0	0	0
8:00 PM	76	72	3	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	51	46	0	5	0	0	0	0	0	0	0	0	0	0
10:00 PM	41	36	3	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	22	20	1	1	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	368	297	20	51	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	707	627	37	43	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2216	1843	157	216	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2736	2304	176	256	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*84.2%*	*6.4%*	*9.4%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Southbound - 09/30/2024)

Monday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/30/24														
12:00 AM	26	25	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	19	19	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	10	9	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	12	9	2	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	33	30	2	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	93	85	5	3	0	0	0	0	0	0	0	0	0	0
6:00 AM	125	108	10	7	0	0	0	0	0	0	0	0	0	0
7:00 AM	223	195	6	22	0	0	0	0	0	0	0	0	0	0
8:00 AM	198	163	16	19	0	0	0	0	0	0	0	0	0	0
9:00 AM	173	146	11	16	0	0	0	0	0	0	0	0	0	0
10:00 AM	178	141	16	21	0	0	0	0	0	0	0	0	0	0
11:00 AM	190	156	13	21	0	0	0	0	0	0	0	0	0	0
12:00 PM	176	150	13	13	0	0	0	0	0	0	0	0	0	0
1:00 PM	179	149	12	18	0	0	0	0	0	0	0	0	0	0
2:00 PM	192	148	19	25	0	0	0	0	0	0	0	0	0	0
3:00 PM	185	156	13	16	0	0	0	0	0	0	0	0	0	0
4:00 PM	182	158	10	14	0	0	0	0	0	0	0	0	0	0
5:00 PM	185	160	14	11	0	0	0	0	0	0	0	0	0	0
6:00 PM	153	133	9	11	0	0	0	0	0	0	0	0	0	0
7:00 PM	139	122	10	7	0	0	0	0	0	0	0	0	0	0
8:00 PM	112	99	5	8	0	0	0	0	0	0	0	0	0	0
9:00 PM	66	62	3	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	47	40	2	5	0	0	0	0	0	0	0	0	0	0
11:00 PM	40	39	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	546	466	32	48	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	552	474	37	41	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2339	1963	162	214	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2936	2502	193	241	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*85.2%*	*6.6%*	*8.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Northbound - 10/01/2024)

Tuesday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/1/24														
12:00 AM	13	13	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	9	9	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	13	8	1	4	0	0	0	0	0	0	0	0	0	0
3:00 AM	26	20	0	6	0	0	0	0	0	0	0	0	0	0
4:00 AM	61	41	1	19	0	0	0	0	0	0	0	0	0	0
5:00 AM	100	80	4	16	0	0	0	0	0	0	0	0	0	0
6:00 AM	126	105	11	10	0	0	0	0	0	0	0	0	0	0
7:00 AM	141	108	16	17	0	0	0	0	0	0	0	0	0	0
8:00 AM	130	101	12	17	0	0	0	0	0	0	0	0	0	0
9:00 AM	141	100	21	20	0	0	0	0	0	0	0	0	0	0
10:00 AM	140	105	18	17	0	0	0	0	0	0	0	0	0	0
11:00 AM	103	88	7	8	0	0	0	0	0	0	0	0	0	0
12:00 PM	148	121	17	10	0	0	0	0	0	0	0	0	0	0
1:00 PM	149	125	16	8	0	0	0	0	0	0	0	0	0	0
2:00 PM	196	164	18	14	0	0	0	0	0	0	0	0	0	0
3:00 PM	208	187	12	9	0	0	0	0	0	0	0	0	0	0
4:00 PM	245	215	15	15	0	0	0	0	0	0	0	0	0	0
5:00 PM	271	241	17	13	0	0	0	0	0	0	0	0	0	0
6:00 PM	148	138	6	4	0	0	0	0	0	0	0	0	0	0
7:00 PM	130	125	2	3	0	0	0	0	0	0	0	0	0	0
8:00 PM	107	102	4	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	67	64	0	3	0	0	0	0	0	0	0	0	0	0
10:00 PM	40	34	4	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	31	29	0	2	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	397	314	39	44	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	724	643	44	37	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2146	1798	186	162	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2743	2323	202	218	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*84.7%*	*7.4%*	*7.9%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Southbound - 10/01/2024)

Tuesday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/1/24														
12:00 AM	13	12	0	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	16	15	0	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	14	11	0	3	0	0	0	0	0	0	0	0	0	0
3:00 AM	7	7	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	35	29	1	5	0	0	0	0	0	0	0	0	0	0
5:00 AM	100	94	3	3	0	0	0	0	0	0	0	0	0	0
6:00 AM	142	120	9	13	0	0	0	0	0	0	0	0	0	0
7:00 AM	267	230	17	20	0	0	0	0	0	0	0	0	0	0
8:00 AM	187	165	9	13	0	0	0	0	0	0	0	0	0	0
9:00 AM	167	142	14	11	0	0	0	0	0	0	0	0	0	0
10:00 AM	156	129	13	14	0	0	0	0	0	0	0	0	0	0
11:00 AM	82	63	10	9	0	0	0	0	0	0	0	0	0	0
12:00 PM	180	140	17	23	0	0	0	0	0	0	0	0	0	0
1:00 PM	152	120	18	14	0	0	0	0	0	0	0	0	0	0
2:00 PM	144	112	15	17	0	0	0	0	0	0	0	0	0	0
3:00 PM	179	155	15	9	0	0	0	0	0	0	0	0	0	0
4:00 PM	208	184	15	9	0	0	0	0	0	0	0	0	0	0
5:00 PM	203	184	12	7	0	0	0	0	0	0	0	0	0	0
6:00 PM	136	126	6	4	0	0	0	0	0	0	0	0	0	0
7:00 PM	106	103	2	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	76	67	4	5	0	0	0	0	0	0	0	0	0	0
9:00 PM	53	48	1	4	0	0	0	0	0	0	0	0	0	0
10:00 PM	41	37	2	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	35	35	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	596	515	35	46	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	590	523	42	25	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2203	1870	170	163	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2699	2328	183	188	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*86.3%*	*6.8%*	*7.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Northbound - 09/25/2024)

Wednesday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/25/24														
12:00 AM	12	10	0	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	13	12	0	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	8	7	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	16	12	1	3	0	0	0	0	0	0	0	0	0	0
4:00 AM	44	30	4	10	0	0	0	0	0	0	0	0	0	0
5:00 AM	95	74	8	13	0	0	0	0	0	0	0	0	0	0
6:00 AM	127	114	6	7	0	0	0	0	0	0	0	0	0	0
7:00 AM	166	142	13	11	0	0	0	0	0	0	0	0	0	0
8:00 AM	135	112	5	18	0	0	0	0	0	0	0	0	0	0
9:00 AM	124	86	12	26	0	0	0	0	0	0	0	0	0	0
10:00 AM	137	106	15	16	0	0	0	0	0	0	0	0	0	0
11:00 AM	146	115	13	18	0	0	0	0	0	0	0	0	0	0
12:00 PM	174	130	15	29	0	0	0	0	0	0	0	0	0	0
1:00 PM	141	116	14	11	0	0	0	0	0	0	0	0	0	0
2:00 PM	195	160	16	19	0	0	0	0	0	0	0	0	0	0
3:00 PM	199	173	13	13	0	0	0	0	0	0	0	0	0	0
4:00 PM	238	197	24	17	0	0	0	0	0	0	0	0	0	0
5:00 PM	274	247	16	11	0	0	0	0	0	0	0	0	0	0
6:00 PM	181	169	9	3	0	0	0	0	0	0	0	0	0	0
7:00 PM	146	135	4	7	0	0	0	0	0	0	0	0	0	0
8:00 PM	138	128	9	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	140	126	6	8	0	0	0	0	0	0	0	0	0	0
10:00 PM	80	76	1	3	0	0	0	0	0	0	0	0	0	0
11:00 PM	72	64	4	4	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	428	368	24	36	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	711	617	53	41	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2237	1867	171	199	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	3001	2541	208	252	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*84.7%*	*6.9%*	*8.4%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Southbound - 09/25/2024)

Wednesday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/25/24														
12:00 AM	21	19	2	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	5	5	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	15	12	0	3	0	0	0	0	0	0	0	0	0	0
3:00 AM	19	17	0	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	22	21	0	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	95	82	4	9	0	0	0	0	0	0	0	0	0	0
6:00 AM	184	156	20	8	0	0	0	0	0	0	0	0	0	0
7:00 AM	275	243	16	16	0	0	0	0	0	0	0	0	0	0
8:00 AM	196	170	16	10	0	0	0	0	0	0	0	0	0	0
9:00 AM	171	138	15	18	0	0	0	0	0	0	0	0	0	0
10:00 AM	153	115	20	18	0	0	0	0	0	0	0	0	0	0
11:00 AM	163	126	10	27	0	0	0	0	0	0	0	0	0	0
12:00 PM	156	125	14	17	0	0	0	0	0	0	0	0	0	0
1:00 PM	149	120	16	13	0	0	0	0	0	0	0	0	0	0
2:00 PM	185	142	17	26	0	0	0	0	0	0	0	0	0	0
3:00 PM	172	144	18	10	0	0	0	0	0	0	0	0	0	0
4:00 PM	241	211	13	17	0	0	0	0	0	0	0	0	0	0
5:00 PM	200	179	13	8	0	0	0	0	0	0	0	0	0	0
6:00 PM	168	160	5	3	0	0	0	0	0	0	0	0	0	0
7:00 PM	122	110	8	4	0	0	0	0	0	0	0	0	0	0
8:00 PM	120	112	5	3	0	0	0	0	0	0	0	0	0	0
9:00 PM	121	110	7	4	0	0	0	0	0	0	0	0	0	0
10:00 PM	86	73	7	6	0	0	0	0	0	0	0	0	0	0
11:00 PM	61	56	2	3	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	655	569	52	34	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	613	534	44	35	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2413	2029	193	191	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	3100	2646	228	226	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*85.4%*	*7.4%*	*7.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Northbound - 09/26/2024)

Thursday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/26/24														
12:00 AM	41	36	1	4	0	0	0	0	0	0	0	0	0	0
1:00 AM	28	22	2	4	0	0	0	0	0	0	0	0	0	0
2:00 AM	28	17	1	10	0	0	0	0	0	0	0	0	0	0
3:00 AM	32	26	0	6	0	0	0	0	0	0	0	0	0	0
4:00 AM	103	85	1	17	0	0	0	0	0	0	0	0	0	0
5:00 AM	173	141	6	26	0	0	0	0	0	0	0	0	0	0
6:00 AM	250	216	14	20	0	0	0	0	0	0	0	0	0	0
7:00 AM	315	275	19	21	0	0	0	0	0	0	0	0	0	0
8:00 AM	257	202	20	35	0	0	0	0	0	0	0	0	0	0
9:00 AM	251	185	27	39	0	0	0	0	0	0	0	0	0	0
10:00 AM	267	210	26	31	0	0	0	0	0	0	0	0	0	0
11:00 AM	253	209	24	20	0	0	0	0	0	0	0	0	0	0
12:00 PM	311	261	23	27	0	0	0	0	0	0	0	0	0	0
1:00 PM	337	293	22	22	0	0	0	0	0	0	0	0	0	0
2:00 PM	376	328	27	21	0	0	0	0	0	0	0	0	0	0
3:00 PM	410	359	29	22	0	0	0	0	0	0	0	0	0	0
4:00 PM	461	416	22	23	0	0	0	0	0	0	0	0	0	0
5:00 PM	460	425	24	11	0	0	0	0	0	0	0	0	0	0
6:00 PM	269	249	10	10	0	0	0	0	0	0	0	0	0	0
7:00 PM	219	207	6	6	0	0	0	0	0	0	0	0	0	0
8:00 PM	173	164	5	4	0	0	0	0	0	0	0	0	0	0
9:00 PM	151	143	0	8	0	0	0	0	0	0	0	0	0	0
10:00 PM	67	64	1	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	52	52	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	822	693	53	76	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1331	1200	75	56	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	4217	3628	287	302	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	5284	4585	310	389	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*86.8%*	*5.9%*	*7.4%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Southbound - 09/26/2024)

Thursday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/26/24														
12:00 AM	41	36	2	3	0	0	0	0	0	0	0	0	0	0
1:00 AM	37	29	4	4	0	0	0	0	0	0	0	0	0	0
2:00 AM	22	21	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	34	27	3	4	0	0	0	0	0	0	0	0	0	0
4:00 AM	61	57	1	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	178	161	6	11	0	0	0	0	0	0	0	0	0	0
6:00 AM	292	258	24	10	0	0	0	0	0	0	0	0	0	0
7:00 AM	508	447	36	25	0	0	0	0	0	0	0	0	0	0
8:00 AM	429	378	31	20	0	0	0	0	0	0	0	0	0	0
9:00 AM	352	291	33	28	0	0	0	0	0	0	0	0	0	0
10:00 AM	376	310	35	31	0	0	0	0	0	0	0	0	0	0
11:00 AM	350	282	27	41	0	0	0	0	0	0	0	0	0	0
12:00 PM	281	225	18	38	0	0	0	0	0	0	0	0	0	0
1:00 PM	266	223	24	19	0	0	0	0	0	0	0	0	0	0
2:00 PM	349	291	32	26	0	0	0	0	0	0	0	0	0	0
3:00 PM	354	298	30	26	0	0	0	0	0	0	0	0	0	0
4:00 PM	352	312	16	24	0	0	0	0	0	0	0	0	0	0
5:00 PM	362	321	21	20	0	0	0	0	0	0	0	0	0	0
6:00 PM	333	302	14	17	0	0	0	0	0	0	0	0	0	0
7:00 PM	204	192	6	6	0	0	0	0	0	0	0	0	0	0
8:00 PM	118	111	5	2	0	0	0	0	0	0	0	0	0	0
9:00 PM	97	92	3	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	69	63	2	4	0	0	0	0	0	0	0	0	0	0
11:00 PM	49	47	1	1	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1229	1083	91	55	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1068	931	67	70	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	4604	3938	341	325	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	5514	4774	374	366	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*86.6%*	*6.8%*	*6.6%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Northbound - 09/27/2024)

Friday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/27/24														
12:00 AM	32	32	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	20	16	0	4	0	0	0	0	0	0	0	0	0	0
2:00 AM	17	13	3	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	45	30	4	11	0	0	0	0	0	0	0	0	0	0
4:00 AM	65	56	4	5	0	0	0	0	0	0	0	0	0	0
5:00 AM	117	99	5	13	0	0	0	0	0	0	0	0	0	0
6:00 AM	123	109	9	5	0	0	0	0	0	0	0	0	0	0
7:00 AM	186	167	13	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	240	195	29	16	0	0	0	0	0	0	0	0	0	0
9:00 AM	234	187	18	29	0	0	0	0	0	0	0	0	0	0
10:00 AM	241	201	20	20	0	0	0	0	0	0	0	0	0	0
11:00 AM	241	205	20	16	0	0	0	0	0	0	0	0	0	0
12:00 PM	306	276	19	11	0	0	0	0	0	0	0	0	0	0
1:00 PM	311	276	21	14	0	0	0	0	0	0	0	0	0	0
2:00 PM	390	354	24	12	0	0	0	0	0	0	0	0	0	0
3:00 PM	376	334	24	18	0	0	0	0	0	0	0	0	0	0
4:00 PM	421	374	31	16	0	0	0	0	0	0	0	0	0	0
5:00 PM	390	358	20	12	0	0	0	0	0	0	0	0	0	0
6:00 PM	310	294	12	4	0	0	0	0	0	0	0	0	0	0
7:00 PM	249	231	10	8	0	0	0	0	0	0	0	0	0	0
8:00 PM	215	208	4	3	0	0	0	0	0	0	0	0	0	0
9:00 PM	151	144	4	3	0	0	0	0	0	0	0	0	0	0
10:00 PM	147	142	4	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	114	103	9	2	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	549	471	51	27	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1187	1066	75	46	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	3769	3330	260	179	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	4941	4404	307	230	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*89.1%*	*6.2%*	*4.7%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Southbound - 09/27/2024)

Friday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/27/24														
12:00 AM	32	31	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	25	21	1	3	0	0	0	0	0	0	0	0	0	0
2:00 AM	25	21	3	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	17	15	0	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	41	37	0	4	0	0	0	0	0	0	0	0	0	0
5:00 AM	83	70	8	5	0	0	0	0	0	0	0	0	0	0
6:00 AM	175	154	12	9	0	0	0	0	0	0	0	0	0	0
7:00 AM	336	294	25	17	0	0	0	0	0	0	0	0	0	0
8:00 AM	320	276	25	19	0	0	0	0	0	0	0	0	0	0
9:00 AM	271	231	23	17	0	0	0	0	0	0	0	0	0	0
10:00 AM	305	266	24	15	0	0	0	0	0	0	0	0	0	0
11:00 AM	309	270	23	16	0	0	0	0	0	0	0	0	0	0
12:00 PM	326	288	25	13	0	0	0	0	0	0	0	0	0	0
1:00 PM	327	289	29	9	0	0	0	0	0	0	0	0	0	0
2:00 PM	319	277	18	24	0	0	0	0	0	0	0	0	0	0
3:00 PM	354	319	21	14	0	0	0	0	0	0	0	0	0	0
4:00 PM	400	358	22	20	0	0	0	0	0	0	0	0	0	0
5:00 PM	353	332	16	5	0	0	0	0	0	0	0	0	0	0
6:00 PM	395	370	14	11	0	0	0	0	0	0	0	0	0	0
7:00 PM	259	248	7	4	0	0	0	0	0	0	0	0	0	0
8:00 PM	232	220	9	3	0	0	0	0	0	0	0	0	0	0
9:00 PM	146	135	7	4	0	0	0	0	0	0	0	0	0	0
10:00 PM	114	108	4	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	103	102	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	831	724	62	45	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1107	1009	59	39	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	4190	3724	277	189	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	5267	4732	318	217	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*89.8%*	*6.0%*	*4.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Northbound - 09/28/2024)

Saturday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/28/24														
12:00 AM	68	63	3	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	74	74	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	56	55	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	26	24	0	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	44	39	2	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	39	36	0	3	0	0	0	0	0	0	0	0	0	0
6:00 AM	37	31	5	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	45	40	4	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	93	86	5	2	0	0	0	0	0	0	0	0	0	0
9:00 AM	115	100	8	7	0	0	0	0	0	0	0	0	0	0
10:00 AM	114	108	3	3	0	0	0	0	0	0	0	0	0	0
11:00 AM	136	124	7	5	0	0	0	0	0	0	0	0	0	0
12:00 PM	146	139	5	2	0	0	0	0	0	0	0	0	0	0
1:00 PM	145	132	10	3	0	0	0	0	0	0	0	0	0	0
2:00 PM	163	151	10	2	0	0	0	0	0	0	0	0	0	0
3:00 PM	144	135	5	4	0	0	0	0	0	0	0	0	0	0
4:00 PM	151	143	5	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	156	146	7	3	0	0	0	0	0	0	0	0	0	0
6:00 PM	160	142	16	2	0	0	0	0	0	0	0	0	0	0
7:00 PM	138	126	11	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	143	133	10	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	200	195	5	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	261	243	17	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	127	122	5	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	175	157	14	4	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	451	424	17	10	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1605	1477	90	38	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2781	2587	144	50	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*93.0%*	*5.2%*	*1.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Southbound - 09/28/2024)

Saturday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/28/24														
12:00 AM	60	58	2	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	54	53	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	34	31	2	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	22	21	0	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	27	26	1	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	25	21	2	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	51	46	4	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	77	65	10	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	88	83	1	4	0	0	0	0	0	0	0	0	0	0
9:00 AM	157	138	13	6	0	0	0	0	0	0	0	0	0	0
10:00 AM	184	166	11	7	0	0	0	0	0	0	0	0	0	0
11:00 AM	172	153	9	10	0	0	0	0	0	0	0	0	0	0
12:00 PM	188	182	2	4	0	0	0	0	0	0	0	0	0	0
1:00 PM	173	163	8	2	0	0	0	0	0	0	0	0	0	0
2:00 PM	198	190	6	2	0	0	0	0	0	0	0	0	0	0
3:00 PM	251	237	12	2	0	0	0	0	0	0	0	0	0	0
4:00 PM	328	310	16	2	0	0	0	0	0	0	0	0	0	0
5:00 PM	277	264	12	1	0	0	0	0	0	0	0	0	0	0
6:00 PM	200	192	6	2	0	0	0	0	0	0	0	0	0	0
7:00 PM	131	123	8	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	129	122	7	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	94	87	6	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	101	98	3	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	68	67	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	216	194	15	7	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	856	811	40	5	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	2344	2189	110	45	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	3089	2896	143	50	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*93.8%*	*4.6%*	*1.6%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Northbound - 09/29/2024)

Sunday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/29/24														
12:00 AM	102	98	2	2	0	0	0	0	0	0	0	0	0	0
1:00 AM	56	51	4	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	32	32	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	22	21	0	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	15	15	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	24	23	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	23	20	2	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	44	40	4	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	81	78	3	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	132	123	6	3	0	0	0	0	0	0	0	0	0	0
10:00 AM	116	112	2	2	0	0	0	0	0	0	0	0	0	0
11:00 AM	129	122	5	2	0	0	0	0	0	0	0	0	0	0
12:00 PM	158	151	6	1	0	0	0	0	0	0	0	0	0	0
1:00 PM	168	163	4	1	0	0	0	0	0	0	0	0	0	0
2:00 PM	163	154	7	2	0	0	0	0	0	0	0	0	0	0
3:00 PM	186	180	3	3	0	0	0	0	0	0	0	0	0	0
4:00 PM	147	142	1	4	0	0	0	0	0	0	0	0	0	0
5:00 PM	185	179	6	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	133	128	4	1	0	0	0	0	0	0	0	0	0	0
7:00 PM	119	111	7	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	71	70	0	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	44	39	3	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	54	51	2	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	28	27	0	1	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	148	138	9	1	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	518	501	10	7	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1665	1592	53	20	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2232	2130	72	30	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*95.4%*	*3.2%*	*1.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Classification Report (Southbound - 09/29/2024)

Sunday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/29/24														
12:00 AM	44	43	0	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	30	29	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	26	25	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	17	15	2	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	9	7	1	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	20	17	3	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	22	20	2	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	48	44	3	1	0	0	0	0	0	0	0	0	0	0
8:00 AM	67	63	4	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	105	97	7	1	0	0	0	0	0	0	0	0	0	0
10:00 AM	141	133	5	3	0	0	0	0	0	0	0	0	0	0
11:00 AM	140	134	4	2	0	0	0	0	0	0	0	0	0	0
12:00 PM	222	218	1	3	0	0	0	0	0	0	0	0	0	0
1:00 PM	173	163	8	2	0	0	0	0	0	0	0	0	0	0
2:00 PM	220	207	9	4	0	0	0	0	0	0	0	0	0	0
3:00 PM	242	236	3	3	0	0	0	0	0	0	0	0	0	0
4:00 PM	175	168	4	3	0	0	0	0	0	0	0	0	0	0
5:00 PM	154	151	1	2	0	0	0	0	0	0	0	0	0	0
6:00 PM	137	126	8	3	0	0	0	0	0	0	0	0	0	0
7:00 PM	101	97	2	2	0	0	0	0	0	0	0	0	0	0
8:00 PM	89	85	4	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	65	61	2	2	0	0	0	0	0	0	0	0	0	0
10:00 PM	63	61	1	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	52	49	1	2	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	137	127	9	1	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	571	555	8	8	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	1846	1760	59	27	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	2362	2249	77	36	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*95.2%*	*3.3%*	*1.5%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Vehicle Speed Report - Hourly

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	58.0 mph	57.4 mph
50th Percentile	58.0 mph	58.0 mph
85th Percentile	65.0 mph	64.0 mph
95th Percentile	69.0 mph	69.0 mph

	Speed Range (MPH) - Total Study																				
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	23718	0	4	8	12	17	58	194	588	1726	4323	6792	5744	3107	670	339	79	51	6	0	0
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.1%*	*0.1%*	*0.2%*	*0.8%*	*2.5%*	*7.3%*	*18.2%*	*28.6%*	*24.2%*	*13.1%*	*2.8%*	*1.4%*	*0.3%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*
Southbound	24967	0	1	3	14	22	69	217	722	1876	5075	6953	6460	2445	697	319	65	27	2	0	0
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.1%*	*0.1%*	*0.3%*	*0.9%*	*2.9%*	*7.5%*	*20.3%*	*27.8%*	*25.9%*	*9.8%*	*2.8%*	*1.3%*	*0.3%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*
Total	48685	0	5	11	26	39	127	411	1310	3602	9398	13745	12204	5552	1367	658	144	78	8	0	0
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.1%*	*0.1%*	*0.3%*	*0.8%*	*2.7%*	*7.4%*	*19.3%*	*28.2%*	*25.1%*	*11.4%*	*2.8%*	*1.4%*	*0.3%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Northbound - 09/30/2024)

Monday	Northbound																				
9/30/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	15	0	0	0	0	0	1	0	0	1	4	4	1	4	0	0	0	0	0	0	0
1:00 AM	9	0	0	0	0	0	0	0	0	2	2	4	1	0	0	0	0	0	0	0	0
2:00 AM	13	0	0	0	0	0	0	0	0	3	2	2	4	2	0	0	0	0	0	0	0
3:00 AM	20	0	0	0	0	0	0	0	0	0	2	6	7	3	0	1	1	0	0	0	0
4:00 AM	49	0	0	0	1	0	0	0	2	0	5	13	12	12	2	2	0	0	0	0	0
5:00 AM	86	0	0	0	0	0	0	1	2	3	18	27	21	8	4	1	1	0	0	0	0
6:00 AM	113	0	0	0	0	0	0	1	3	7	27	34	24	16	1	0	0	0	0	0	0
7:00 AM	126	0	0	0	0	0	0	1	1	4	24	36	30	20	5	2	2	1	0	0	0
8:00 AM	129	0	0	0	0	1	0	1	2	2	10	47	37	23	4	2	0	0	0	0	0
9:00 AM	143	0	0	0	0	0	0	1	1	6	26	39	28	27	7	4	3	1	0	0	0
10:00 AM	135	0	0	0	0	0	1	0	2	9	20	48	31	20	3	0	0	1	0	0	0
11:00 AM	157	0	0	0	0	0	1	1	0	12	25	38	44	25	7	2	2	0	0	0	0
12:00 PM	189	0	0	0	0	0	0	1	1	10	30	53	50	32	3	7	1	1	0	0	0
1:00 PM	175	0	0	0	2	0	0	0	4	9	28	58	47	15	4	5	0	2	1	0	0
2:00 PM	173	0	0	0	0	0	0	1	2	10	29	48	43	33	3	3	0	1	0	0	0
3:00 PM	188	0	0	0	0	0	0	0	4	10	21	48	60	38	5	2	0	0	0	0	0
4:00 PM	274	0	0	0	0	0	0	2	5	2	44	75	100	35	5	6	0	0	0	0	0
5:00 PM	245	0	0	1	0	1	0	0	2	10	23	71	64	57	10	6	0	0	0	0	0
6:00 PM	169	0	0	0	0	0	0	1	9	7	36	62	30	19	2	1	2	0	0	0	0
7:00 PM	138	0	0	0	0	1	0	1	6	14	38	35	25	12	4	2	0	0	0	0	0
8:00 PM	76	0	0	0	0	0	1	3	3	19	23	15	10	2	0	0	0	0	0	0	0
9:00 PM	51	0	0	0	0	1	1	0	2	12	12	11	9	1	1	0	1	0	0	0	0
10:00 PM	41	0	0	0	0	0	0	1	0	6	10	12	7	4	1	0	0	0	0	0	0
11:00 PM	22	0	0	0	0	0	0	1	1	3	3	7	4	2	1	0	0	0	0	0	0
6:00 AM - 9:00 AM	**368**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**6**	**13**	**61**	**117**	**91**	**59**	**10**	**4**	**2**	**1**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**707**	**0**	**0**	**1**	**0**	**1**	**0**	**2**	**11**	**22**	**88**	**194**	**224**	**130**	**20**	**14**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**2216**	**0**	**0**	**1**	**2**	**2**	**2**	**10**	**36**	**98**	**343**	**657**	**588**	**360**	**59**	**40**	**10**	**7**	**1**	**0**	**0**
12:00 AM - 12:00 AM	**2736**	**0**	**0**	**1**	**3**	**4**	**5**	**17**	**52**	**161**	**462**	**793**	**689**	**410**	**72**	**46**	**13**	**7**	**1**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.1%***	***0.2%***	***0.6%***	***1.9%***	***5.9%***	***16.9%***	***29.0%***	***25.2%***	***15.0%***	***2.6%***	***1.7%***	***0.5%***	***0.3%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**59.0 mph**																				
85th Percentile	**66.0 mph**																				
95th Percentile	**70.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Southbound - 09/30/2024)

Monday	Southbound																				
9/30/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	26	0	0	0	0	1	0	0	3	3	7	3	6	1	2	0	0	0	0	0	0
1:00 AM	19	0	0	0	0	0	0	0	1	1	6	5	4	2	0	0	0	0	0	0	0
2:00 AM	10	0	0	0	0	0	0	0	0	1	3	1	2	2	1	0	0	0	0	0	0
3:00 AM	12	0	0	0	0	0	0	0	1	2	4	3	2	0	0	0	0	0	0	0	0
4:00 AM	33	0	0	0	0	0	0	1	1	7	5	10	6	2	0	1	0	0	0	0	0
5:00 AM	93	0	0	0	0	0	0	1	4	8	12	31	29	7	0	1	0	0	0	0	0
6:00 AM	125	0	0	0	0	0	0	2	3	11	38	26	30	13	2	0	0	0	0	0	0
7:00 AM	223	0	0	0	0	0	0	0	1	18	35	73	61	25	7	2	0	1	0	0	0
8:00 AM	198	0	0	0	0	0	0	2	5	6	44	59	47	19	8	7	1	0	0	0	0
9:00 AM	173	0	0	0	1	0	0	1	2	10	46	48	38	25	1	1	0	0	0	0	0
10:00 AM	178	0	0	0	0	0	0	0	3	11	56	53	41	9	3	2	0	0	0	0	0
11:00 AM	190	0	0	0	1	0	0	1	10	18	41	56	47	11	3	1	0	1	0	0	0
12:00 PM	176	0	0	0	0	0	0	0	3	13	43	50	46	16	2	2	1	0	0	0	0
1:00 PM	179	0	0	0	0	0	1	1	5	16	38	48	52	10	3	4	1	0	0	0	0
2:00 PM	192	0	0	0	0	0	0	2	10	11	43	58	46	16	3	3	0	0	0	0	0
3:00 PM	185	0	0	0	0	0	0	1	8	12	39	54	50	16	5	0	0	0	0	0	0
4:00 PM	182	0	0	0	0	0	0	0	7	7	38	48	55	18	5	4	0	0	0	0	0
5:00 PM	185	0	0	0	2	0	1	0	3	8	48	55	42	19	3	4	0	0	0	0	0
6:00 PM	153	0	0	0	0	0	1	2	7	19	44	37	34	7	1	0	1	0	0	0	0
7:00 PM	139	0	0	0	0	0	2	4	1	19	42	34	27	8	0	2	0	0	0	0	0
8:00 PM	112	0	0	0	0	0	1	1	7	19	30	30	12	8	2	2	0	0	0	0	0
9:00 PM	66	0	0	0	0	0	0	2	6	7	16	17	14	2	2	0	0	0	0	0	0
10:00 PM	47	0	0	0	0	0	0	0	0	3	8	17	10	6	2	1	0	0	0	0	0
11:00 PM	40	0	0	0	0	0	0	2	5	3	7	12	6	3	1	1	0	0	0	0	0
6:00 AM - 9:00 AM	**546**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**9**	**35**	**117**	**158**	**138**	**57**	**17**	**9**	**1**	**1**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**552**	**0**	**0**	**0**	**2**	**0**	**1**	**1**	**18**	**27**	**125**	**157**	**147**	**53**	**13**	**8**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**2339**	**0**	**0**	**0**	**4**	**0**	**3**	**12**	**67**	**160**	**553**	**665**	**589**	**204**	**46**	**30**	**4**	**2**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**2936**	**0**	**0**	**0**	**4**	**1**	**6**	**23**	**96**	**233**	**693**	**828**	**707**	**245**	**56**	**38**	**4**	**2**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.0%***	***0.2%***	***0.8%***	***3.3%***	***7.9%***	***23.6%***	***28.2%***	***24.1%***	***8.3%***	***1.9%***	***1.3%***	***0.1%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**57.0 mph**																				
85th Percentile	**63.0 mph**																				
95th Percentile	**68.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Northbound - 10/01/2024)

Tuesday	Northbound																				
10/1/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	13	0	0	0	0	0	0	0	2	4	3	2	0	1	1	0	0	0	0	0	0
1:00 AM	9	0	0	0	0	0	0	0	0	1	1	4	1	1	1	0	0	0	0	0	0
2:00 AM	13	0	0	0	0	0	0	0	1	2	3	4	2	1	0	0	0	0	0	0	0
3:00 AM	26	0	0	0	0	0	0	0	0	2	8	7	8	1	0	0	0	0	0	0	0
4:00 AM	61	0	0	0	0	0	0	0	3	3	9	21	13	7	4	1	0	0	0	0	0
5:00 AM	100	0	0	0	0	1	0	1	4	6	10	31	28	13	4	2	0	0	0	0	0
6:00 AM	126	0	0	0	0	0	0	1	8	12	25	36	26	16	2	0	0	0	0	0	0
7:00 AM	141	0	0	0	0	0	0	0	1	9	23	38	39	25	5	1	0	0	0	0	0
8:00 AM	130	0	0	0	0	0	0	0	1	10	22	35	32	26	2	1	1	0	0	0	0
9:00 AM	141	0	0	0	0	0	1	0	4	8	24	48	24	24	7	1	0	0	0	0	0
10:00 AM	140	0	0	0	0	0	0	0	5	5	42	43	26	15	2	0	2	0	0	0	0
11:00 AM	103	0	0	0	1	1	0	1	1	11	13	27	36	10	1	1	0	0	0	0	0
12:00 PM	148	0	0	0	0	0	0	1	0	5	20	56	38	24	4	0	0	0	0	0	0
1:00 PM	149	0	0	0	0	0	0	2	6	15	27	39	40	13	6	0	1	0	0	0	0
2:00 PM	196	0	0	0	1	0	0	0	7	9	30	65	53	25	3	3	0	0	0	0	0
3:00 PM	208	0	0	0	0	0	0	3	4	13	30	63	54	36	3	2	0	0	0	0	0
4:00 PM	245	0	0	0	0	0	0	0	0	14	25	67	76	44	12	3	3	1	0	0	0
5:00 PM	271	0	0	0	0	0	0	2	1	11	35	70	81	43	17	8	2	1	0	0	0
6:00 PM	148	0	0	0	0	0	0	0	2	9	28	42	48	12	4	1	0	2	0	0	0
7:00 PM	130	0	0	0	0	0	0	0	2	14	37	31	25	16	2	2	0	1	0	0	0
8:00 PM	107	0	0	0	0	0	0	2	8	16	27	26	18	7	3	0	0	0	0	0	0
9:00 PM	67	0	0	0	0	0	1	0	2	8	13	22	17	4	0	0	0	0	0	0	0
10:00 PM	40	0	0	0	0	0	0	0	1	2	8	13	11	3	1	0	0	1	0	0	0
11:00 PM	31	0	0	0	0	0	0	0	0	3	11	8	6	2	0	0	0	1	0	0	0
6:00 AM - 9:00 AM	**397**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**10**	**31**	**70**	**109**	**97**	**67**	**9**	**2**	**1**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**724**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**5**	**38**	**90**	**200**	**211**	**123**	**32**	**13**	**5**	**2**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**2146**	**0**	**0**	**0**	**2**	**1**	**1**	**10**	**40**	**131**	**344**	**629**	**573**	**313**	**68**	**21**	**9**	**4**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**2743**	**0**	**0**	**0**	**2**	**2**	**2**	**13**	**63**	**192**	**474**	**798**	**702**	**369**	**84**	**26**	**9**	**7**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.1%***	***0.1%***	***0.5%***	***2.3%***	***7.0%***	***17.3%***	***29.1%***	***25.6%***	***13.5%***	***3.1%***	***0.9%***	***0.3%***	***0.3%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**59.0 mph**																				
85th Percentile	**65.0 mph**																				
95th Percentile	**69.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Southbound - 10/01/2024)

Tuesday	Southbound																				
10/1/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	13	0	0	0	0	0	0	0	2	3	2	2	3	1	0	0	0	0	0	0	0
1:00 AM	16	0	0	0	0	0	0	0	1	3	4	3	3	1	0	0	1	0	0	0	0
2:00 AM	14	0	0	0	0	0	0	0	1	0	6	4	3	0	0	0	0	0	0	0	0
3:00 AM	7	0	0	0	0	0	0	0	0	2	2	3	0	0	0	0	0	0	0	0	0
4:00 AM	35	0	0	0	0	0	0	0	3	1	5	18	5	3	0	0	0	0	0	0	0
5:00 AM	100	0	0	0	0	0	0	1	4	3	17	30	31	10	4	0	0	0	0	0	0
6:00 AM	142	0	0	0	0	0	0	0	0	14	35	48	30	11	1	3	0	0	0	0	0
7:00 AM	267	0	0	0	0	0	0	2	6	13	49	72	81	32	11	1	0	0	0	0	0
8:00 AM	187	0	0	0	0	1	0	2	4	10	44	50	44	21	8	2	1	0	0	0	0
9:00 AM	167	0	0	0	0	0	1	4	4	10	39	49	38	13	5	3	1	0	0	0	0
10:00 AM	156	0	0	0	0	1	1	0	6	10	38	40	43	14	2	0	1	0	0	0	0
11:00 AM	82	0	0	0	0	0	0	0	1	6	24	35	10	4	1	1	0	0	0	0	0
12:00 PM	180	0	0	0	1	0	0	1	7	14	35	62	42	15	2	1	0	0	0	0	0
1:00 PM	152	0	0	0	0	0	0	3	5	19	31	38	40	12	2	2	0	0	0	0	0
2:00 PM	144	0	0	0	0	0	0	2	4	11	36	37	36	16	2	0	0	0	0	0	0
3:00 PM	179	0	0	0	0	0	0	2	5	20	35	56	37	17	5	2	0	0	0	0	0
4:00 PM	208	0	0	0	0	0	1	0	5	12	36	62	64	20	5	2	1	0	0	0	0
5:00 PM	203	0	0	0	0	1	0	1	5	15	35	55	58	22	9	1	0	1	0	0	0
6:00 PM	136	0	0	0	0	0	0	1	5	13	28	31	33	19	3	1	1	1	0	0	0
7:00 PM	106	0	0	0	0	0	0	2	4	15	34	29	18	4	0	0	0	0	0	0	0
8:00 PM	76	0	0	0	0	0	0	0	4	9	27	16	13	7	0	0	0	0	0	0	0
9:00 PM	53	0	0	0	0	0	0	0	3	6	15	13	10	6	0	0	0	0	0	0	0
10:00 PM	41	0	0	0	0	1	0	2	0	1	8	17	9	2	1	0	0	0	0	0	0
11:00 PM	35	0	0	0	0	0	0	1	2	1	9	11	9	2	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**596**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**10**	**37**	**128**	**170**	**155**	**64**	**20**	**6**	**1**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**590**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**15**	**47**	**106**	**173**	**159**	**59**	**19**	**5**	**1**	**1**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**2203**	**0**	**0**	**0**	**1**	**3**	**3**	**18**	**57**	**167**	**465**	**635**	**556**	**216**	**56**	**19**	**5**	**2**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**2699**	**0**	**0**	**0**	**1**	**4**	**3**	**24**	**81**	**211**	**594**	**781**	**660**	**252**	**61**	**19**	**6**	**2**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.1%***	***0.9%***	***3.0%***	***7.8%***	***22.0%***	***28.9%***	***24.5%***	***9.3%***	***2.3%***	***0.7%***	***0.2%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**57.0 mph**																				
85th Percentile	**63.0 mph**																				
95th Percentile	**68.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Northbound - 09/25/2024)

Wednesday	Northbound																				
9/25/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	12	0	0	0	0	0	1	0	2	0	2	5	1	0	0	1	0	0	0	0	0
1:00 AM	13	0	0	0	0	0	0	0	1	4	1	2	3	2	0	0	0	0	0	0	0
2:00 AM	8	0	0	0	0	0	0	0	1	0	3	0	3	1	0	0	0	0	0	0	0
3:00 AM	16	0	0	0	0	0	0	0	0	1	3	2	6	1	2	1	0	0	0	0	0
4:00 AM	44	0	0	0	0	0	0	0	3	2	5	15	9	9	1	0	0	0	0	0	0
5:00 AM	95	0	0	0	0	1	0	0	2	6	23	20	17	20	4	1	0	1	0	0	0
6:00 AM	127	0	0	0	0	0	1	1	8	10	29	28	35	13	1	1	0	0	0	0	0
7:00 AM	166	0	0	0	0	0	0	0	1	14	28	48	51	17	5	2	0	0	0	0	0
8:00 AM	135	0	0	0	0	0	0	0	3	4	17	34	37	27	7	4	2	0	0	0	0
9:00 AM	124	0	0	0	0	0	0	4	0	5	31	39	30	11	2	2	0	0	0	0	0
10:00 AM	137	0	0	0	0	0	0	0	3	8	24	42	38	17	2	2	1	0	0	0	0
11:00 AM	146	0	0	0	0	0	0	2	3	9	23	58	30	14	2	4	1	0	0	0	0
12:00 PM	174	0	0	0	0	1	0	0	5	12	39	54	40	18	5	0	0	0	0	0	0
1:00 PM	141	0	1	1	0	0	0	3	4	15	17	49	26	15	7	2	0	1	0	0	0
2:00 PM	195	0	0	0	0	0	0	1	3	7	33	65	45	33	3	3	1	1	0	0	0
3:00 PM	199	0	0	0	0	0	0	0	2	20	36	55	52	25	8	1	0	0	0	0	0
4:00 PM	238	0	0	0	0	0	0	1	0	13	40	75	68	30	7	4	0	0	0	0	0
5:00 PM	274	0	0	0	0	0	0	0	3	16	35	67	84	53	9	7	0	0	0	0	0
6:00 PM	181	0	0	0	0	0	1	1	6	8	31	54	48	22	6	2	1	1	0	0	0
7:00 PM	146	0	0	0	0	0	0	2	4	18	38	48	17	16	1	1	1	0	0	0	0
8:00 PM	138	0	0	1	0	0	2	2	5	17	38	37	26	5	3	2	0	0	0	0	0
9:00 PM	140	0	0	0	0	0	1	2	3	19	32	37	32	13	1	0	0	0	0	0	0
10:00 PM	80	0	0	0	0	0	0	2	9	15	17	20	12	3	1	1	0	0	0	0	0
11:00 PM	72	0	0	0	0	0	0	2	3	5	17	25	8	10	1	1	0	0	0	0	0
6:00 AM - 9:00 AM	**428**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**12**	**28**	**74**	**110**	**123**	**57**	**13**	**7**	**2**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**711**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**49**	**111**	**197**	**204**	**108**	**24**	**12**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**2237**	**0**	**1**	**1**	**0**	**1**	**2**	**13**	**41**	**141**	**383**	**668**	**584**	**295**	**64**	**34**	**6**	**3**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**3001**	**0**	**1**	**2**	**0**	**2**	**6**	**23**	**74**	**228**	**562**	**879**	**718**	**375**	**78**	**42**	**7**	**4**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.1%***	***0.0%***	***0.1%***	***0.2%***	***0.8%***	***2.5%***	***7.6%***	***18.7%***	***29.3%***	***23.9%***	***12.5%***	***2.6%***	***1.4%***	***0.2%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**58.0 mph**																				
85th Percentile	**65.0 mph**																				
95th Percentile	**69.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Southbound - 09/25/2024)

Wednesday	Southbound																				
9/25/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	21	0	0	0	0	0	0	0	0	2	8	3	6	1	0	1	0	0	0	0	0
1:00 AM	5	0	0	0	0	0	1	0	0	1	1	1	0	1	0	0	0	0	0	0	0
2:00 AM	15	0	0	0	0	0	0	0	0	0	4	6	4	1	0	0	0	0	0	0	0
3:00 AM	19	0	0	0	0	0	0	1	1	5	4	3	5	0	0	0	0	0	0	0	0
4:00 AM	22	0	0	0	0	0	0	0	0	3	5	7	5	2	0	0	0	0	0	0	0
5:00 AM	95	0	0	0	0	0	0	0	3	5	14	39	23	8	3	0	0	0	0	0	0
6:00 AM	184	0	0	0	0	0	0	0	11	21	45	48	42	12	4	1	0	0	0	0	0
7:00 AM	275	0	0	0	0	0	1	0	9	19	45	68	80	41	7	4	0	1	0	0	0
8:00 AM	196	0	0	0	0	0	0	0	4	14	50	50	46	22	7	2	1	0	0	0	0
9:00 AM	171	0	0	0	0	0	0	1	1	12	45	62	37	11	0	1	0	1	0	0	0
10:00 AM	153	0	0	0	0	0	0	0	3	7	41	53	30	14	2	3	0	0	0	0	0
11:00 AM	163	0	0	0	0	0	0	3	6	13	38	49	36	14	4	0	0	0	0	0	0
12:00 PM	156	0	0	0	1	0	0	1	6	17	36	47	30	16	2	0	0	0	0	0	0
1:00 PM	149	0	0	0	0	1	0	0	3	8	34	39	46	14	3	0	0	1	0	0	0
2:00 PM	185	0	0	0	0	0	1	1	4	9	39	61	51	14	4	1	0	0	0	0	0
3:00 PM	172	0	0	0	0	0	0	0	4	11	36	40	48	20	6	5	2	0	0	0	0
4:00 PM	241	0	0	0	0	0	0	3	4	14	57	70	58	23	6	4	1	1	0	0	0
5:00 PM	200	0	0	0	0	0	0	1	6	12	45	51	56	18	5	5	1	0	0	0	0
6:00 PM	168	0	0	0	0	0	1	2	1	12	44	39	44	17	7	1	0	0	0	0	0
7:00 PM	122	0	0	0	0	0	1	5	5	11	36	31	21	8	2	1	0	1	0	0	0
8:00 PM	120	0	0	0	0	0	1	3	3	21	29	30	27	4	2	0	0	0	0	0	0
9:00 PM	121	0	0	0	0	0	1	2	5	16	27	38	25	5	2	0	0	0	0	0	0
10:00 PM	86	0	0	0	0	0	0	2	2	10	21	26	17	4	4	0	0	0	0	0	0
11:00 PM	61	0	0	0	0	0	1	1	3	5	16	15	11	5	3	0	1	0	0	0	0
6:00 AM - 9:00 AM	**655**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**24**	**54**	**140**	**166**	**168**	**75**	**18**	**7**	**1**	**1**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**613**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**14**	**37**	**138**	**161**	**162**	**61**	**17**	**14**	**4**	**1**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**2413**	**0**	**0**	**0**	**1**	**1**	**3**	**12**	**62**	**169**	**555**	**677**	**604**	**236**	**57**	**27**	**5**	**4**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**3100**	**0**	**0**	**0**	**1**	**1**	**8**	**26**	**84**	**248**	**720**	**876**	**748**	**275**	**73**	**29**	**6**	**5**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.3%***	***0.8%***	***2.7%***	***8.0%***	***23.2%***	***28.3%***	***24.1%***	***8.9%***	***2.4%***	***0.9%***	***0.2%***	***0.2%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**57.0 mph**																				
85th Percentile	**63.0 mph**																				
95th Percentile	**68.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Northbound - 09/26/2024)

Thursday	Northbound																				
9/26/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	41	0	0	0	0	0	0	2	2	4	7	9	9	6	1	1	0	0	0	0	0
1:00 AM	28	0	0	0	0	0	1	1	2	3	3	9	8	0	1	0	0	0	0	0	0
2:00 AM	28	0	0	0	0	0	0	0	0	3	4	10	8	2	0	1	0	0	0	0	0
3:00 AM	32	0	0	0	0	0	0	1	1	2	3	10	4	8	1	1	1	0	0	0	0
4:00 AM	103	0	0	0	0	0	0	1	0	4	19	24	25	18	8	4	0	0	0	0	0
5:00 AM	173	0	0	0	1	0	0	1	2	10	30	41	44	27	7	7	3	0	0	0	0
6:00 AM	250	0	0	0	0	1	1	2	4	27	53	76	55	23	5	2	1	0	0	0	0
7:00 AM	315	0	0	0	0	0	0	2	3	12	62	78	88	57	10	3	0	0	0	0	0
8:00 AM	257	0	0	0	0	0	0	0	5	21	41	71	70	33	11	4	0	1	0	0	0
9:00 AM	251	0	0	0	0	0	0	1	3	19	68	69	59	23	7	0	2	0	0	0	0
10:00 AM	267	0	0	0	1	0	1	1	3	19	62	88	61	27	3	1	0	0	0	0	0
11:00 AM	253	0	0	0	1	1	0	3	9	24	66	66	48	21	10	3	0	1	0	0	0
12:00 PM	311	0	0	0	0	0	1	1	7	15	66	108	71	33	3	5	1	0	0	0	0
1:00 PM	337	0	0	0	0	0	2	2	4	15	75	106	90	30	9	2	1	1	0	0	0
2:00 PM	376	0	0	0	0	0	1	0	14	28	82	107	92	40	6	4	2	0	0	0	0
3:00 PM	410	0	0	0	0	0	0	1	8	18	82	130	110	41	14	5	1	0	0	0	0
4:00 PM	461	0	0	0	0	0	0	3	7	22	75	130	143	70	8	2	0	1	0	0	0
5:00 PM	460	0	0	0	0	0	1	3	4	22	80	117	125	79	20	7	0	2	0	0	0
6:00 PM	269	0	0	0	0	0	1	2	7	17	47	85	59	33	9	7	2	0	0	0	0
7:00 PM	219	0	0	0	0	0	1	2	7	21	52	67	42	22	3	1	1	0	0	0	0
8:00 PM	173	0	0	0	0	0	0	1	5	25	56	43	27	10	2	4	0	0	0	0	0
9:00 PM	151	0	0	0	0	0	1	4	6	22	40	39	21	16	2	0	0	0	0	0	0
10:00 PM	67	0	0	0	0	0	1	4	6	6	16	10	17	6	0	0	0	1	0	0	0
11:00 PM	52	0	0	0	0	0	0	3	3	6	18	15	6	1	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**822**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**12**	**60**	**156**	**225**	**213**	**113**	**26**	**9**	**1**	**1**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**1331**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**19**	**62**	**237**	**377**	**378**	**190**	**42**	**14**	**1**	**3**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**4217**	**0**	**0**	**0**	**2**	**2**	**8**	**21**	**78**	**259**	**859**	**1231**	**1071**	**510**	**115**	**45**	**10**	**6**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**5284**	**0**	**0**	**0**	**3**	**2**	**12**	**41**	**112**	**365**	**1107**	**1508**	**1282**	**626**	**140**	**64**	**15**	**7**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.0%***	***0.2%***	***0.8%***	***2.1%***	***6.9%***	***21.0%***	***28.5%***	***24.3%***	***11.8%***	***2.6%***	***1.2%***	***0.3%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**58.0 mph**																				
85th Percentile	**65.0 mph**																				
95th Percentile	**69.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Southbound - 09/26/2024)

Thursday	Southbound																				
9/26/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	41	0	0	0	0	0	0	1	4	3	12	13	6	2	0	0	0	0	0	0	0
1:00 AM	37	0	0	0	0	0	0	1	3	4	4	13	7	4	1	0	0	0	0	0	0
2:00 AM	22	0	0	0	0	0	0	0	3	3	6	3	5	2	0	0	0	0	0	0	0
3:00 AM	34	0	0	0	0	0	2	0	1	4	5	11	7	4	0	0	0	0	0	0	0
4:00 AM	61	0	0	0	0	0	1	2	2	5	10	12	18	9	2	0	0	0	0	0	0
5:00 AM	178	0	0	0	0	0	0	0	4	8	34	52	56	19	4	1	0	0	0	0	0
6:00 AM	292	0	0	0	0	0	0	1	10	22	69	74	74	26	9	5	2	0	0	0	0
7:00 AM	508	0	0	0	1	0	1	1	8	27	93	124	156	62	21	11	2	1	0	0	0
8:00 AM	429	0	0	0	0	0	2	3	9	35	73	135	109	36	19	8	0	0	0	0	0
9:00 AM	352	0	0	0	0	0	0	3	9	34	73	109	88	27	5	4	0	0	0	0	0
10:00 AM	376	0	1	0	0	0	1	3	11	30	105	125	70	28	1	1	0	0	0	0	0
11:00 AM	350	0	0	0	0	0	1	5	15	28	82	99	81	31	4	2	2	0	0	0	0
12:00 PM	281	0	0	0	0	1	1	1	8	15	67	84	69	28	4	1	1	1	0	0	0
1:00 PM	266	0	0	0	0	0	2	0	10	21	55	79	76	17	4	1	0	1	0	0	0
2:00 PM	349	0	0	0	0	1	0	3	14	25	76	88	102	27	9	4	0	0	0	0	0
3:00 PM	354	0	0	0	0	0	0	3	8	18	54	95	106	44	14	8	4	0	0	0	0
4:00 PM	352	0	0	0	2	0	0	2	9	17	68	103	94	37	18	2	0	0	0	0	0
5:00 PM	362	0	0	0	0	0	4	3	8	18	63	113	98	39	6	9	1	0	0	0	0
6:00 PM	333	0	0	0	0	0	1	1	14	19	65	90	97	31	9	6	0	0	0	0	0
7:00 PM	204	0	0	0	0	0	1	1	4	23	61	64	37	9	2	2	0	0	0	0	0
8:00 PM	118	0	0	0	0	0	0	1	7	14	35	27	26	6	2	0	0	0	0	0	0
9:00 PM	97	0	0	0	0	0	2	0	1	9	33	31	14	4	2	1	0	0	0	0	0
10:00 PM	69	0	0	0	0	0	0	3	5	9	15	19	8	7	3	0	0	0	0	0	0
11:00 PM	49	0	0	0	0	0	0	0	5	6	12	12	8	4	2	0	0	0	0	0	0
6:00 AM - 9:00 AM	**1229**	**0**	**0**	**0**	**1**	**0**	**3**	**5**	**27**	**84**	**235**	**333**	**339**	**124**	**49**	**24**	**4**	**1**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**1068**	**0**	**0**	**0**	**2**	**0**	**4**	**8**	**25**	**53**	**185**	**311**	**298**	**120**	**38**	**19**	**5**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**4604**	**0**	**1**	**0**	**3**	**2**	**13**	**29**	**133**	**309**	**943**	**1318**	**1220**	**433**	**123**	**62**	**12**	**3**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**5514**	**0**	**1**	**0**	**3**	**2**	**19**	**38**	**172**	**397**	**1170**	**1575**	**1412**	**503**	**141**	**66**	**12**	**3**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.0%***	***0.3%***	***0.7%***	***3.1%***	***7.2%***	***21.2%***	***28.6%***	***25.6%***	***9.1%***	***2.6%***	***1.2%***	***0.2%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**57.0 mph**																				
85th Percentile	**64.0 mph**																				
95th Percentile	**69.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Northbound - 09/27/2024)

Friday	Northbound																				
9/27/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	32	0	0	0	0	0	0	1	1	7	5	11	4	2	0	0	0	1	0	0	0
1:00 AM	20	0	0	0	0	0	0	1	0	5	9	1	4	0	0	0	0	0	0	0	0
2:00 AM	17	0	0	0	0	0	0	1	2	5	3	3	3	0	0	0	0	0	0	0	0
3:00 AM	45	0	0	0	0	1	0	2	1	5	8	12	12	3	1	0	0	0	0	0	0
4:00 AM	65	0	0	0	0	0	2	0	4	7	9	23	9	6	2	3	0	0	0	0	0
5:00 AM	117	0	0	0	0	0	0	2	5	11	22	30	31	10	3	3	0	0	0	0	0
6:00 AM	123	0	0	0	0	2	3	3	8	15	19	26	28	15	2	1	0	1	0	0	0
7:00 AM	186	0	0	1	0	0	0	1	4	11	29	61	48	21	3	4	3	0	0	0	0
8:00 AM	240	0	0	0	0	0	1	2	5	9	39	81	64	26	9	4	0	0	0	0	0
9:00 AM	234	0	0	0	1	0	0	7	8	20	35	71	54	29	4	5	0	0	0	0	0
10:00 AM	241	0	0	0	0	0	0	5	9	17	41	83	57	21	7	1	0	0	0	0	0
11:00 AM	241	0	1	0	0	0	1	1	10	24	46	60	65	23	6	2	1	1	0	0	0
12:00 PM	306	0	0	0	0	0	1	5	3	19	53	82	88	41	4	8	1	1	0	0	0
1:00 PM	311	0	0	0	0	0	0	2	3	18	42	100	84	49	10	3	0	0	0	0	0
2:00 PM	390	0	0	0	0	1	1	3	9	17	57	120	88	69	15	5	3	2	0	0	0
3:00 PM	376	0	1	0	0	0	2	2	2	18	59	129	90	56	13	2	2	0	0	0	0
4:00 PM	421	0	0	0	0	0	0	1	9	19	53	115	129	71	11	10	1	2	0	0	0
5:00 PM	390	0	0	2	0	0	0	2	2	13	42	124	108	65	19	8	3	0	2	0	0
6:00 PM	310	0	0	0	0	0	0	0	6	16	40	96	80	54	11	4	2	0	1	0	0
7:00 PM	249	0	0	0	0	0	12	3	5	25	49	68	50	27	8	1	0	1	0	0	0
8:00 PM	215	0	0	0	0	0	1	5	10	30	61	43	39	21	4	1	0	0	0	0	0
9:00 PM	151	0	0	0	0	0	1	11	17	25	36	31	21	8	0	0	1	0	0	0	0
10:00 PM	147	0	0	0	0	0	2	2	6	24	40	39	23	7	2	2	0	0	0	0	0
11:00 PM	114	0	0	0	0	0	0	1	8	18	26	33	17	8	0	1	1	1	0	0	0
6:00 AM - 9:00 AM	**549**	**0**	**0**	**1**	**0**	**2**	**4**	**6**	**17**	**35**	**87**	**168**	**140**	**62**	**14**	**9**	**3**	**1**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**1187**	**0**	**1**	**2**	**0**	**0**	**2**	**5**	**13**	**50**	**154**	**368**	**327**	**192**	**43**	**20**	**6**	**2**	**2**	**0**	**0**
6:00 AM - 7:00 PM	**3769**	**0**	**2**	**3**	**1**	**3**	**9**	**34**	**78**	**216**	**555**	**1148**	**983**	**540**	**114**	**57**	**16**	**7**	**3**	**0**	**0**
12:00 AM - 12:00 AM	**4941**	**0**	**2**	**3**	**1**	**4**	**27**	**63**	**137**	**378**	**823**	**1442**	**1196**	**632**	**134**	**68**	**18**	**10**	**3**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.1%***	***0.0%***	***0.1%***	***0.5%***	***1.3%***	***2.8%***	***7.7%***	***16.7%***	***29.2%***	***24.2%***	***12.8%***	***2.7%***	***1.4%***	***0.4%***	***0.2%***	***0.1%***	***0.0%***	***0.0%***
50th Percentile	**58.0 mph**																				
85th Percentile	**65.0 mph**																				
95th Percentile	**69.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Southbound - 09/27/2024)

Friday	Southbound																				
9/27/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	32	0	0	0	0	0	0	0	0	6	5	11	9	0	1	0	0	0	0	0	0
1:00 AM	25	0	0	0	0	0	0	2	1	3	7	6	3	2	0	1	0	0	0	0	0
2:00 AM	25	0	0	0	0	0	0	1	0	4	0	11	7	0	2	0	0	0	0	0	0
3:00 AM	17	0	0	0	0	1	0	1	3	3	4	2	1	2	0	0	0	0	0	0	0
4:00 AM	41	0	0	0	2	0	3	2	1	3	10	9	7	4	0	0	0	0	0	0	0
5:00 AM	83	0	0	0	0	1	0	0	7	10	15	19	17	10	2	1	1	0	0	0	0
6:00 AM	175	0	0	0	1	0	1	1	11	18	49	38	36	14	5	1	0	0	0	0	0
7:00 AM	336	0	0	0	0	0	0	1	6	21	62	91	108	32	10	5	0	0	0	0	0
8:00 AM	320	0	0	0	0	0	0	7	6	27	75	81	82	34	8	0	0	0	0	0	0
9:00 AM	271	0	0	0	0	0	0	4	10	20	54	79	63	28	7	3	2	1	0	0	0
10:00 AM	305	0	0	0	0	0	1	3	11	27	59	86	81	22	8	3	3	1	0	0	0
11:00 AM	309	0	0	0	0	1	0	2	5	30	53	95	74	32	10	4	2	1	0	0	0
12:00 PM	326	0	0	0	0	0	1	4	6	26	55	85	77	50	13	7	2	0	0	0	0
1:00 PM	327	0	0	0	0	0	2	3	5	20	54	108	89	33	11	1	1	0	0	0	0
2:00 PM	319	0	0	0	0	0	1	4	9	28	49	96	88	30	8	6	0	0	0	0	0
3:00 PM	354	0	0	0	0	0	1	6	7	21	65	73	113	47	16	5	0	0	0	0	0
4:00 PM	400	0	0	0	0	0	1	1	7	32	65	108	112	41	21	10	1	1	0	0	0
5:00 PM	353	0	0	1	0	2	1	0	3	23	49	108	102	43	13	7	1	0	0	0	0
6:00 PM	395	0	0	0	0	0	2	4	11	24	63	126	105	38	12	8	0	2	0	0	0
7:00 PM	259	0	0	0	0	0	0	4	18	27	55	71	57	18	4	3	2	0	0	0	0
8:00 PM	232	0	0	0	0	1	0	1	5	24	58	56	61	16	8	2	0	0	0	0	0
9:00 PM	146	0	0	0	0	1	1	2	13	17	41	31	27	10	3	0	0	0	0	0	0
10:00 PM	114	0	0	1	0	0	0	4	5	13	23	26	26	14	2	0	0	0	0	0	0
11:00 PM	103	0	0	0	0	1	0	1	3	12	19	33	23	5	3	1	1	1	0	0	0
6:00 AM - 9:00 AM	**831**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**23**	**66**	**186**	**210**	**226**	**80**	**23**	**6**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**1107**	**0**	**0**	**1**	**0**	**2**	**3**	**7**	**17**	**76**	**179**	**289**	**327**	**131**	**50**	**22**	**2**	**1**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**4190**	**0**	**0**	**1**	**1**	**3**	**11**	**40**	**97**	**317**	**752**	**1174**	**1130**	**444**	**142**	**60**	**12**	**6**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**5267**	**0**	**0**	**2**	**3**	**8**	**15**	**58**	**153**	**439**	**989**	**1449**	**1368**	**525**	**167**	**68**	**16**	**7**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.2%***	***0.3%***	***1.1%***	***2.9%***	***8.3%***	***18.8%***	***27.5%***	***26.0%***	***10.0%***	***3.2%***	***1.3%***	***0.3%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**58.0 mph**																				
85th Percentile	**64.0 mph**																				
95th Percentile	**69.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Northbound - 09/28/2024)

Saturday	Northbound																				
9/28/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	68	0	0	0	0	0	0	0	2	9	19	15	11	7	4	1	0	0	0	0	0
1:00 AM	74	0	0	0	0	0	0	0	5	11	15	21	17	4	1	0	0	0	0	0	0
2:00 AM	56	0	0	0	0	1	0	1	3	7	18	10	7	8	1	0	0	0	0	0	0
3:00 AM	26	0	0	1	0	0	0	1	2	1	3	11	5	1	0	1	0	0	0	0	0
4:00 AM	44	0	0	0	0	0	0	0	2	4	11	11	7	4	2	3	0	0	0	0	0
5:00 AM	39	0	0	0	0	0	0	0	2	2	8	12	12	3	0	0	0	0	0	0	0
6:00 AM	37	0	0	0	0	0	1	0	1	3	7	12	6	3	1	0	1	1	1	0	0
7:00 AM	45	0	0	1	0	0	0	0	2	2	3	15	14	5	2	1	0	0	0	0	0
8:00 AM	93	0	0	0	0	1	0	0	1	6	17	29	26	11	2	0	0	0	0	0	0
9:00 AM	115	0	0	0	0	0	0	0	5	3	19	31	31	16	6	3	1	0	0	0	0
10:00 AM	114	0	0	0	0	0	0	0	5	9	18	35	29	15	2	0	0	1	0	0	0
11:00 AM	136	0	0	0	0	0	0	1	0	6	25	43	35	12	8	4	2	0	0	0	0
12:00 PM	146	0	0	0	0	0	2	1	2	13	21	42	44	14	6	1	0	0	0	0	0
1:00 PM	145	0	0	0	0	0	0	1	2	8	17	51	36	24	6	0	0	0	0	0	0
2:00 PM	163	0	0	0	0	0	1	4	4	8	31	48	37	24	5	1	0	0	0	0	0
3:00 PM	144	0	0	0	0	0	0	1	4	9	19	52	26	19	9	3	1	1	0	0	0
4:00 PM	151	0	0	0	0	0	0	0	1	7	27	53	35	21	4	3	0	0	0	0	0
5:00 PM	156	0	0	0	0	0	0	0	2	13	17	45	45	23	6	4	1	0	0	0	0
6:00 PM	160	0	0	0	1	0	1	4	3	11	30	42	38	21	5	2	1	1	0	0	0
7:00 PM	138	0	0	0	0	0	0	1	9	15	28	43	29	9	3	1	0	0	0	0	0
8:00 PM	143	0	0	0	0	0	0	4	12	27	36	34	22	5	1	2	0	0	0	0	0
9:00 PM	200	0	0	0	1	0	0	1	9	39	59	44	29	12	2	3	1	0	0	0	0
10:00 PM	261	0	0	0	1	0	0	4	19	37	81	65	38	9	3	3	1	0	0	0	0
11:00 PM	127	0	0	0	0	0	0	1	5	13	42	32	17	16	0	1	0	0	0	0	0
6:00 AM - 9:00 AM	**175**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**4**	**11**	**27**	**56**	**46**	**19**	**5**	**1**	**1**	**1**	**1**	**0**	**0**
3:00 PM - 6:00 PM	**451**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**29**	**63**	**150**	**106**	**63**	**19**	**10**	**2**	**1**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1605**	**0**	**0**	**1**	**1**	**1**	**5**	**12**	**32**	**98**	**251**	**498**	**402**	**208**	**62**	**22**	**7**	**4**	**1**	**0**	**0**
12:00 AM - 12:00 AM	**2781**	**0**	**0**	**2**	**3**	**2**	**5**	**25**	**102**	**263**	**571**	**796**	**596**	**286**	**79**	**37**	**9**	**4**	**1**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.1%***	***0.1%***	***0.1%***	***0.2%***	***0.9%***	***3.7%***	***9.5%***	***20.5%***	***28.6%***	***21.4%***	***10.3%***	***2.8%***	***1.3%***	***0.3%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**57.0 mph**																				
85th Percentile	**64.0 mph**																				
95th Percentile	**69.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Southbound - 09/28/2024)

Saturday	Southbound																				
9/28/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	60	0	0	1	0	0	0	1	1	6	14	12	17	4	0	2	2	0	0	0	0
1:00 AM	54	0	0	0	0	0	0	1	9	10	11	12	6	4	1	0	0	0	0	0	0
2:00 AM	34	0	0	0	0	0	1	1	2	3	6	7	12	2	0	0	0	0	0	0	0
3:00 AM	22	0	0	0	0	0	1	0	2	1	5	4	3	4	1	1	0	0	0	0	0
4:00 AM	27	0	0	0	0	0	0	1	0	4	8	7	5	2	0	0	0	0	0	0	0
5:00 AM	25	0	0	0	0	0	0	0	1	3	6	3	7	4	1	0	0	0	0	0	0
6:00 AM	51	0	0	0	0	0	0	1	4	3	10	18	10	3	1	0	0	1	0	0	0
7:00 AM	77	0	0	0	0	0	0	1	2	6	9	26	20	9	2	1	0	1	0	0	0
8:00 AM	88	0	0	0	1	0	0	0	3	3	13	33	26	7	2	0	0	0	0	0	0
9:00 AM	157	0	0	0	0	0	1	3	2	5	31	41	51	15	6	2	0	0	0	0	0
10:00 AM	184	0	0	0	0	0	0	0	0	11	38	48	56	19	9	3	0	0	0	0	0
11:00 AM	172	0	0	0	0	0	0	2	2	14	30	47	50	18	5	4	0	0	0	0	0
12:00 PM	188	0	0	0	0	0	4	1	2	12	28	56	52	24	7	1	1	0	0	0	0
1:00 PM	173	0	0	0	0	0	1	2	2	11	21	42	57	22	12	2	1	0	0	0	0
2:00 PM	198	0	0	0	0	0	0	1	4	7	31	42	75	27	7	4	0	0	0	0	0
3:00 PM	251	0	0	0	0	0	0	0	3	4	30	74	78	44	13	4	1	0	0	0	0
4:00 PM	328	0	0	0	1	1	1	3	3	8	37	72	115	54	15	15	1	2	0	0	0
5:00 PM	277	0	0	0	0	0	3	2	6	8	24	66	90	52	17	7	1	1	0	0	0
6:00 PM	200	0	0	0	0	1	1	1	3	12	20	43	56	35	14	12	1	0	1	0	0
7:00 PM	131	0	0	0	0	0	0	1	3	18	24	37	34	6	2	4	2	0	0	0	0
8:00 PM	129	0	0	0	0	2	0	2	6	14	36	36	25	2	6	0	0	0	0	0	0
9:00 PM	94	0	0	0	0	1	2	0	5	8	22	26	21	7	1	0	1	0	0	0	0
10:00 PM	101	0	0	0	0	0	0	3	7	12	22	24	20	9	2	2	0	0	0	0	0
11:00 PM	68	0	0	0	0	0	0	0	1	5	15	21	14	8	3	0	0	0	1	0	0
6:00 AM - 9:00 AM	**216**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**9**	**12**	**32**	**77**	**56**	**19**	**5**	**1**	**0**	**2**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**856**	**0**	**0**	**0**	**1**	**1**	**4**	**5**	**12**	**20**	**91**	**212**	**283**	**150**	**45**	**26**	**3**	**3**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**2344**	**0**	**0**	**0**	**2**	**2**	**11**	**17**	**36**	**104**	**322**	**608**	**736**	**329**	**110**	**55**	**6**	**5**	**1**	**0**	**0**
12:00 AM - 12:00 AM	**3089**	**0**	**0**	**1**	**2**	**5**	**15**	**27**	**73**	**188**	**491**	**797**	**900**	**381**	**127**	**64**	**11**	**5**	**2**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.2%***	***0.5%***	***0.9%***	***2.4%***	***6.1%***	***15.9%***	***25.8%***	***29.1%***	***12.3%***	***4.1%***	***2.1%***	***0.4%***	***0.2%***	***0.1%***	***0.0%***	***0.0%***
50th Percentile	**59.0 mph**																				
85th Percentile	**66.0 mph**																				
95th Percentile	**70.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Northbound - 09/29/2024)

Sunday	Northbound																				
9/29/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	102	0	0	0	0	1	0	0	3	9	17	30	16	14	5	5	0	2	0	0	0
1:00 AM	56	0	0	0	0	0	0	3	2	4	11	18	11	5	1	1	0	0	0	0	0
2:00 AM	32	0	0	0	0	0	0	0	0	4	8	4	8	4	3	0	0	1	0	0	0
3:00 AM	22	0	0	0	0	0	0	0	0	1	4	5	5	4	0	1	1	1	0	0	0
4:00 AM	15	0	0	0	0	0	0	0	0	2	1	3	2	4	1	1	0	1	0	0	0
5:00 AM	24	0	0	0	0	0	0	0	1	1	3	9	6	1	0	3	0	0	0	0	0
6:00 AM	23	0	0	0	0	0	0	0	2	3	5	6	5	0	1	0	1	0	0	0	0
7:00 AM	44	0	0	0	0	0	0	0	2	3	7	16	9	4	1	1	1	0	0	0	0
8:00 AM	81	0	0	0	0	0	0	0	1	4	16	25	17	15	1	1	0	1	0	0	0
9:00 AM	132	0	0	0	0	0	0	0	2	5	22	39	36	15	9	4	0	0	0	0	0
10:00 AM	116	0	0	0	0	0	0	0	1	6	11	27	29	30	9	3	0	0	0	0	0
11:00 AM	129	0	1	0	0	0	0	0	3	2	8	34	38	36	4	2	0	1	0	0	0
12:00 PM	158	0	0	0	0	0	0	1	2	5	26	37	40	32	10	3	2	0	0	0	0
1:00 PM	168	0	0	0	0	0	0	3	1	6	19	33	54	39	5	6	1	0	1	0	0
2:00 PM	163	0	0	0	0	0	0	0	3	4	22	52	39	35	5	3	0	0	0	0	0
3:00 PM	186	0	0	0	0	0	1	0	2	14	19	40	62	33	7	7	1	0	0	0	0
4:00 PM	147	0	0	0	0	0	0	0	1	5	17	36	28	46	7	5	0	2	0	0	0
5:00 PM	185	0	0	0	0	0	0	0	3	6	22	39	58	47	5	4	0	1	0	0	0
6:00 PM	133	0	0	0	0	0	0	0	4	11	26	35	32	16	6	3	0	0	0	0	0
7:00 PM	119	0	0	0	0	0	0	3	1	14	25	30	30	14	1	1	0	0	0	0	0
8:00 PM	71	0	0	0	0	0	0	0	3	13	12	23	15	5	0	0	0	0	0	0	0
9:00 PM	44	0	0	0	0	0	0	1	1	6	11	10	8	6	0	0	0	1	0	0	0
10:00 PM	54	0	0	0	0	0	0	0	4	10	8	19	7	3	1	1	1	0	0	0	0
11:00 PM	28	0	0	0	0	0	0	1	6	1	4	6	6	1	1	1	0	1	0	0	0
6:00 AM - 9:00 AM	**148**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**10**	**28**	**47**	**31**	**19**	**3**	**2**	**2**	**1**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**518**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**25**	**58**	**115**	**148**	**126**	**19**	**16**	**1**	**3**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1665**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**27**	**74**	**220**	**419**	**447**	**348**	**70**	**42**	**6**	**5**	**1**	**0**	**0**
12:00 AM - 12:00 AM	**2232**	**0**	**1**	**0**	**0**	**1**	**1**	**12**	**48**	**139**	**324**	**576**	**561**	**409**	**83**	**56**	**8**	**12**	**1**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.5%***	***2.2%***	***6.2%***	***14.5%***	***25.8%***	***25.1%***	***18.3%***	***3.7%***	***2.5%***	***0.4%***	***0.5%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**60.0 mph**																				
85th Percentile	**67.0 mph**																				
95th Percentile	**72.0 mph**																				

Site Description: RUSSELL RD-US 33 E.O CHAMPY RD
Site Number: 42
Start Date: 9/25/2024
End Date: 10/5/2024

Vehicle Speed Report (Southbound - 09/29/2024)

Sunday	Southbound																				
9/29/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	44	0	0	0	0	0	0	0	1	5	5	12	11	4	5	0	0	1	0	0	0
1:00 AM	30	0	0	0	0	0	0	0	1	3	5	12	5	3	0	1	0	0	0	0	0
2:00 AM	26	0	0	0	0	0	0	0	1	2	5	7	7	3	0	0	0	1	0	0	0
3:00 AM	17	0	0	0	0	0	0	0	1	5	4	4	1	2	0	0	0	0	0	0	0
4:00 AM	9	0	0	0	0	0	0	0	1	1	4	0	1	1	0	1	0	0	0	0	0
5:00 AM	20	0	0	0	0	0	0	0	0	0	6	4	5	3	2	0	0	0	0	0	0
6:00 AM	22	0	0	0	0	0	0	0	2	3	0	7	8	2	0	0	0	0	0	0	0
7:00 AM	48	0	0	0	0	0	0	0	1	4	8	7	15	9	2	2	0	0	0	0	0
8:00 AM	67	0	0	0	0	0	0	0	2	2	8	16	31	5	2	1	0	0	0	0	0
9:00 AM	105	0	0	0	0	0	0	1	1	2	17	26	34	14	5	5	0	0	0	0	0
10:00 AM	141	0	0	0	0	0	0	0	0	3	26	46	40	19	5	0	2	0	0	0	0
11:00 AM	140	0	0	0	0	1	0	1	3	8	16	50	45	14	1	1	0	0	0	0	0
12:00 PM	222	0	0	0	0	0	1	1	3	20	49	52	65	22	6	3	0	0	0	0	0
1:00 PM	173	0	0	0	0	0	1	2	3	8	36	43	51	18	7	3	1	0	0	0	0
2:00 PM	220	0	0	0	0	0	0	3	7	11	29	56	66	29	8	10	1	0	0	0	0
3:00 PM	242	0	0	0	0	0	0	3	9	13	27	53	86	41	7	3	0	0	0	0	0
4:00 PM	175	0	0	0	0	0	1	3	3	10	37	53	39	21	3	3	2	0	0	0	0
5:00 PM	154	0	0	0	0	0	0	2	2	8	29	52	40	16	4	1	0	0	0	0	0
6:00 PM	137	0	0	0	0	0	0	0	8	15	31	35	27	13	6	1	1	0	0	0	0
7:00 PM	101	0	0	0	0	0	0	1	6	10	24	33	17	8	2	0	0	0	0	0	0
8:00 PM	89	0	0	0	0	0	0	3	3	5	18	25	24	8	2	0	1	0	0	0	0
9:00 PM	65	0	0	0	0	0	0	0	2	4	13	22	19	2	1	0	1	1	0	0	0
10:00 PM	63	0	0	0	0	0	0	0	1	8	12	23	13	4	1	0	1	0	0	0	0
11:00 PM	52	0	0	0	0	0	0	1	2	10	9	9	15	3	3	0	0	0	0	0	0
6:00 AM - 9:00 AM	**137**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**9**	**16**	**30**	**54**	**16**	**4**	**3**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**571**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**14**	**31**	**93**	**158**	**165**	**78**	**14**	**7**	**2**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1846**	**0**	**0**	**0**	**0**	**1**	**3**	**16**	**44**	**107**	**313**	**496**	**547**	**223**	**56**	**33**	**7**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**2362**	**0**	**0**	**0**	**0**	**1**	**3**	**21**	**63**	**160**	**418**	**647**	**665**	**264**	**72**	**35**	**10**	**3**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.9%***	***2.7%***	***6.8%***	***17.7%***	***27.4%***	***28.2%***	***11.2%***	***3.0%***	***1.5%***	***0.4%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**59.0 mph**																				
85th Percentile	**65.0 mph**																				
95th Percentile	**70.0 mph**																				

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/10/24	0	6	4	0	1	0	0	0	0	0	0	0	0	11
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
04:00	0	8	3	0	2	0	0	0	1	0	0	0	0	14
05:00	0	13	7	0	1	0	0	0	**3**	0	0	0	0	24
06:00	0	45	11	**1**	**6**	3	0	0	2	0	0	0	0	68
07:00	0	51	16	1	2	3	0	**1**	1	0	0	0	0	75
08:00	0	37	**22**	0	1	**7**	0	0	0	0	0	0	0	67
09:00	0	37	8	1	2	3	0	1	1	0	0	0	0	53
10:00	0	42	13	0	4	6	0	0	0	0	0	0	0	65
11:00	0	**52**	18	1	3	2	0	0	0	0	0	0	0	**76**
12 PM	0	58	13	0	**4**	**6**	0	**1**	**1**	0	0	0	0	83
13:00	0	56	19	0	3	3	0	0	1	0	0	0	0	82
14:00	0	66	15	0	1	3	0	0	1	0	0	0	0	86
15:00	0	**92**	18	1	2	3	0	0	0	0	0	0	0	116
16:00	**1**	91	**25**	**2**	1	1	0	0	0	0	0	0	0	**121**
17:00	0	66	12	0	0	0	0	0	0	**1**	0	0	0	79
18:00	1	55	10	0	0	0	0	0	0	0	0	0	0	66
19:00	0	38	4	0	2	0	0	0	0	0	0	0	0	44
20:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28
21:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
22:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	2	874	233	7	35	40	0	3	12	1	0	0	0	1207
Percent	0.2%	72.4%	19.3%	0.6%	2.9%	3.3%	0.0%	0.2%	1.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak		11:00	08:00	06:00	06:00	08:00		07:00	05:00					11:00
Vol.		52	22	1	6	7		1	3					76
PM Peak	16:00	15:00	16:00	16:00	12:00	12:00		12:00	12:00	17:00				16:00
Vol.	1	92	25	2	4	6		1	1	1				121

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/11/24	0	4	2	0	1	0	0	0	0	0	0	0	0	7
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	3	0	0	0	0	0	**1**	0	0	0	0	9
04:00	0	7	1	0	2	0	0	0	1	0	0	0	0	11
05:00	0	15	7	0	3	0	0	0	0	**1**	0	0	0	26
06:00	0	45	14	**1**	2	1	0	0	0	0	0	0	0	63
07:00	0	45	18	0	0	**5**	0	0	0	0	0	0	0	68
08:00	0	38	11	0	2	3	0	**2**	1	0	0	0	0	57
09:00	0	41	12	0	**5**	5	0	0	1	1	0	0	0	65
10:00	**1**	41	**22**	1	2	3	0	0	1	0	0	0	0	71
11:00	0	**52**	15	0	4	3	0	1	1	0	0	0	0	**76**
12 PM	0	54	20	1	4	7	0	0	0	0	0	0	0	86
13:00	0	55	25	0	3	3	0	0	**1**	0	0	0	0	87
14:00	0	74	23	0	4	**10**	0	0	1	0	0	0	0	112
15:00	0	94	25	1	0	3	0	0	1	0	0	0	0	124
16:00	0	**102**	**29**	**3**	**5**	0	0	0	0	0	0	0	0	**139**
17:00	0	54	12	0	0	1	0	0	1	0	0	0	0	68
18:00	**1**	62	7	1	1	0	0	0	0	0	0	0	0	72
19:00	0	46	8	0	1	0	0	0	0	0	0	0	0	55
20:00	0	20	3	0	2	0	0	0	0	0	0	0	0	25
21:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	2	873	263	8	41	44	0	3	10	2	0	0	0	1246
Percent	0.2%	70.1%	21.1%	0.6%	3.3%	3.5%	0.0%	0.2%	0.8%	0.2%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	10:00	06:00	09:00	07:00		08:00	03:00	05:00				11:00
Vol.	1	52	22	1	5	5		2	1	1				76
PM Peak	18:00	16:00	16:00	16:00	16:00	14:00			13:00					16:00
Vol.	1	102	29	3	5	10			1					139

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/12/24	0	6	4	0	1	0	0	0	0	0	0	0	0	11
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
03:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
04:00	0	8	3	0	2	0	0	0	1	0	0	0	0	14
05:00	0	13	7	0	1	0	0	0	**3**	0	0	0	0	24
06:00	0	47	11	**1**	**6**	3	0	0	2	0	0	0	0	70
07:00	0	**55**	16	1	2	3	0	**1**	1	0	0	0	0	79
08:00	0	38	**22**	0	1	7	0	0	0	0	0	0	0	68
09:00	0	37	8	1	2	3	0	1	1	0	0	0	0	53
10:00	0	55	22	0	4	**8**	0	0	0	0	0	0	0	**89**
11:00	0	39	18	0	1	4	0	0	0	0	0	0	0	62
12 PM	0	46	14	0	**5**	2	0	**1**	0	0	0	0	0	68
13:00	**1**	64	23	0	2	2	0	0	**2**	0	0	0	0	94
14:00	0	75	18	0	2	**10**	0	0	1	**1**	0	0	0	107
15:00	0	87	**25**	1	1	1	0	0	0	0	0	0	0	115
16:00	0	**113**	23	**2**	1	0	0	0	2	0	0	0	0	**141**
17:00	0	60	13	0	0	0	0	0	1	0	0	0	0	74
18:00	0	54	8	1	0	0	0	0	0	0	0	0	0	63
19:00	0	44	4	0	0	0	0	0	0	0	0	0	0	48
20:00	0	23	3	1	2	0	0	0	0	0	0	0	0	29
21:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
Day Total	1	909	250	8	34	43	0	3	15	1	0	0	0	1264
Percent	0.1%	71.9%	19.8%	0.6%	2.7%	3.4%	0.0%	0.2%	1.2%	0.1%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00	06:00	06:00	10:00		07:00	05:00					10:00
Vol.		55	22	1	6	8		1	3					89
PM Peak	13:00	16:00	15:00	16:00	12:00	14:00		12:00	13:00	14:00				16:00
Vol.	1	113	25	2	5	10		1	2	1				141

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/13/24	0	7	2	0	1	0	0	0	0	0	0	0	0	10
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
04:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
05:00	0	11	3	0	1	1	0	0	0	0	0	0	0	16
06:00	0	41	10	0	4	2	0	0	0	**1**	0	0	0	58
07:00	0	46	20	1	**5**	4	0	0	0	0	0	0	0	76
08:00	0	34	15	**2**	1	5	0	0	2	0	0	0	0	59
09:00	0	47	9	0	3	3	0	0	1	0	0	0	0	63
10:00	0	**51**	15	0	4	**7**	0	**1**	**3**	0	0	0	0	81
11:00	0	49	**27**	1	2	3	0	1	1	0	0	0	0	**84**
12 PM	0	49	13	0	**3**	3	0	0	0	0	0	0	0	68
13:00	**1**	64	22	0	1	3	0	0	2	0	0	0	0	93
14:00	0	82	20	0	2	**5**	0	0	**4**	0	0	0	0	113
15:00	1	84	**24**	1	2	4	0	0	1	0	0	0	0	117
16:00	0	**94**	22	**2**	2	0	0	0	1	0	0	0	0	**121**
17:00	0	65	16	1	2	0	0	0	0	0	0	0	0	84
18:00	0	55	11	0	1	0	0	0	1	0	0	0	0	68
19:00	0	35	7	0	0	0	0	0	0	0	0	0	0	42
20:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
21:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
22:00	0	16	1	0	2	0	0	0	0	0	0	0	0	19
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Day Total	2	892	250	8	36	40	0	2	16	1	0	0	0	1247
Percent	0.2%	71.5%	20.0%	0.6%	2.9%	3.2%	0.0%	0.2%	1.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak		10:00	11:00	08:00	07:00	10:00		10:00	10:00	06:00				11:00
Vol.		51	27	2	5	7		1	3	1				84
PM Peak	13:00	16:00	15:00	16:00	12:00	14:00			14:00					16:00
Vol.	1	94	24	2	3	5			4					121

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/14/24	0	4	3	0	0	0	0	0	0	0	0	0	0	7
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	15	4	0	3	0	0	0	**1**	0	0	0	0	23
06:00	0	28	10	0	3	0	0	0	0	0	0	0	0	41
07:00	0	45	13	**3**	**5**	4	0	0	1	0	0	0	0	71
08:00	0	31	17	1	2	**5**	0	0	1	0	0	0	0	57
09:00	0	37	12	0	3	4	0	0	0	0	0	0	0	56
10:00	0	32	17	0	2	5	0	0	0	0	0	0	0	56
11:00	0	**73**	**30**	1	2	4	0	0	0	0	0	0	0	**110**
12 PM	0	55	**20**	0	3	6	0	0	0	0	0	0	0	84
13:00	0	60	17	0	3	6	0	**1**	**1**	0	0	0	0	88
14:00	0	68	17	0	**4**	**8**	0	0	0	0	0	0	0	97
15:00	0	81	20	0	2	2	0	1	0	0	0	0	0	**106**
16:00	0	**87**	7	0	0	0	0	0	0	0	0	0	0	94
17:00	0	68	8	0	1	0	0	0	0	**1**	0	0	0	78
18:00	0	47	7	0	1	0	0	0	0	0	0	0	0	55
19:00	0	43	9	0	1	0	0	0	0	0	0	0	0	53
20:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
21:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
22:00	0	13	7	0	0	0	0	0	0	0	0	0	0	20
23:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
Day Total	0	867	227	5	35	44	0	2	4	1	0	0	0	1185
Percent	0.0%	73.2%	19.2%	0.4%	3.0%	3.7%	0.0%	0.2%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	07:00	07:00	08:00			05:00					11:00
Vol.		73	30	3	5	5			1					110
PM Peak		16:00	12:00		14:00	14:00		13:00	13:00	17:00				15:00
Vol.		87	20		4	8		1	1	1				106

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/24	0	9	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
06:00	0	15	7	0	**1**	2	0	0	0	0	0	0	0	25
07:00	0	27	7	0	0	1	0	0	0	0	0	0	0	35
08:00	0	17	4	0	1	2	0	0	0	0	0	0	0	24
09:00	0	36	12	0	0	**3**	0	0	0	0	0	0	0	51
10:00	0	43	**13**	0	1	1	0	0	0	0	0	0	0	58
11:00	0	**49**	10	0	1	0	0	0	0	0	0	0	0	**60**
12 PM	0	53	10	0	**2**	0	0	0	0	0	0	0	0	65
13:00	0	52	13	0	1	0	0	**1**	0	0	0	0	0	67
14:00	0	55	11	0	2	0	0	0	0	0	0	0	0	68
15:00	0	**56**	**19**	0	1	0	0	0	0	0	0	0	0	**76**
16:00	0	48	8	0	1	0	0	0	0	0	0	0	0	57
17:00	0	47	11	0	0	0	0	0	0	0	0	0	0	58
18:00	0	52	6	0	1	0	0	0	0	0	0	0	0	59
19:00	0	41	5	0	1	0	0	0	0	0	0	0	0	47
20:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30
21:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
22:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Day Total	0	702	153	0	13	9	0	1	0	0	0	0	0	878
Percent	0.0%	80.0%	17.4%	0.0%	1.5%	1.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	10:00		06:00	09:00								11:00
Vol.		49	13		1	3								60
PM Peak		15:00	15:00		12:00			13:00						15:00
Vol.		56	19		2			1						76

All Traffic Data Services

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Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	11	1	0	0	0	0	0	0	0	0	0	0	12
01:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
02:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	**1**	0	0	0	0	0	0	0	3
05:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
06:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
07:00	0	28	7	0	**1**	0	0	0	0	0	0	0	0	36
08:00	0	37	9	0	1	0	0	0	0	0	0	0	0	47
09:00	0	32	5	0	0	0	0	0	**1**	0	0	0	0	38
10:00	0	41	11	0	1	0	0	0	0	0	0	0	0	53
11:00	0	**52**	**12**	0	0	0	0	0	0	0	0	0	0	**64**
12 PM	**1**	44	7	0	0	0	0	0	0	0	0	0	0	52
13:00	0	48	**11**	**1**	0	0	0	0	0	0	0	0	0	60
14:00	0	47	10	0	0	0	0	0	0	0	0	0	0	57
15:00	0	51	11	0	0	0	0	0	0	0	0	0	0	**62**
16:00	0	50	7	0	0	0	0	0	0	0	0	0	0	57
17:00	0	37	10	0	0	0	0	0	0	0	0	0	0	47
18:00	0	**52**	1	0	0	0	0	0	0	0	0	0	0	53
19:00	0	31	5	0	**1**	0	0	0	0	0	0	0	0	37
20:00	0	17	6	0	0	0	0	0	0	0	0	0	0	23
21:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
22:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Day Total	1	643	124	1	4	1	0	0	1	0	0	0	0	775
Percent	0.1%	83.0%	16.0%	0.1%	0.5%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00		07:00	04:00			09:00					11:00
Vol.		52	12		1	1			1					64
PM Peak	12:00	18:00	13:00	13:00	19:00									15:00
Vol.	1	52	11	1	1									62
Grand Total	8	5760	1500	37	198	221	0	14	58	6	0	0	0	7802
Percent	0.1%	73.8%	19.2%	0.5%	2.5%	2.8%	0.0%	0.2%	0.7%	0.1%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/10/24	0	6	2	0	0	0	0	0	0	0	0	0	0	8
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
03:00	0	7	0	0	1	1	0	0	0	0	0	0	0	9
04:00	0	28	10	0	0	3	0	0	0	0	0	0	0	41
05:00	0	37	12	**1**	1	1	0	0	**1**	0	0	0	0	53
06:00	0	**103**	**34**	1	4	**7**	0	0	1	0	0	0	0	**150**
07:00	0	84	18	0	3	3	0	0	0	0	0	0	0	108
08:00	0	57	20	0	0	4	0	0	1	0	0	0	0	82
09:00	0	56	20	0	**5**	6	0	0	1	0	0	0	0	88
10:00	0	39	19	0	4	3	0	0	0	0	0	0	0	65
11:00	0	52	22	0	5	4	0	0	0	0	0	0	0	83
12 PM	0	60	11	0	1	**2**	0	0	0	0	0	0	0	74
13:00	0	49	19	0	2	2	0	0	1	0	0	0	0	73
14:00	0	59	**23**	**1**	2	1	0	0	1	0	0	0	0	**87**
15:00	**1**	49	8	1	**3**	0	0	0	**2**	0	0	0	0	64
16:00	0	**63**	11	0	1	0	0	0	0	0	0	0	0	75
17:00	0	48	9	0	0	1	0	0	0	0	0	0	0	58
18:00	0	36	12	0	1	0	0	0	1	0	0	0	0	50
19:00	0	27	3	0	0	0	0	0	0	0	0	0	0	30
20:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
21:00	0	15	3	0	1	0	0	0	0	0	0	0	0	19
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Day Total	1	909	265	4	34	38	0	0	9	0	0	0	0	1260
Percent	0.1%	72.1%	21.0%	0.3%	2.7%	3.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak		06:00	06:00	05:00	09:00	06:00			05:00					06:00
Vol.		103	34	1	5	7			1					150
PM Peak	15:00	16:00	14:00	14:00	15:00	12:00			15:00					14:00
Vol.	1	63	23	1	3	2			2					87

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/11/24	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
03:00	0	8	2	0	1	0	0	0	0	0	0	0	0	11
04:00	0	21	8	0	0	1	0	0	0	0	0	0	0	30
05:00	0	44	14	1	1	1	0	0	0	0	0	0	0	61
06:00	0	**92**	**26**	**2**	3	5	0	0	0	**1**	0	0	0	**129**
07:00	**1**	92	26	0	4	1	0	**1**	2	0	0	0	0	127
08:00	0	55	17	0	1	**6**	0	0	0	0	0	0	0	79
09:00	1	46	23	0	4	6	0	0	1	0	0	0	0	81
10:00	0	41	18	0	1	2	0	0	**3**	0	0	0	0	65
11:00	0	59	17	0	**6**	4	0	1	0	0	0	0	0	87
12 PM	0	52	23	0	3	3	0	0	0	0	0	0	0	81
13:00	0	62	19	**1**	3	**7**	0	0	1	0	0	0	0	**93**
14:00	0	55	**27**	0	**4**	3	0	0	0	0	0	0	0	89
15:00	0	61	12	1	2	1	0	0	0	0	0	0	0	77
16:00	**1**	**67**	16	1	4	0	0	0	1	0	0	0	0	90
17:00	0	50	11	0	0	1	0	0	0	0	0	0	0	62
18:00	0	36	5	0	0	0	0	0	**2**	0	0	0	0	43
19:00	0	29	4	0	1	0	0	0	0	0	0	0	0	34
20:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
21:00	0	15	4	0	0	0	0	0	0	0	0	0	0	19
22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
23:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
Day Total	3	924	281	6	38	41	0	2	10	1	0	0	0	1306
Percent	0.2%	70.8%	21.5%	0.5%	2.9%	3.1%	0.0%	0.2%	0.8%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	06:00	06:00	11:00	08:00		07:00	10:00	06:00				06:00
Vol.	1	92	26	2	6	6		1	3	1				129
PM Peak	16:00	16:00	14:00	13:00	14:00	13:00			18:00					13:00
Vol.	1	67	27	1	4	7			2					93

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/12/24	0	6	2	0	0	0	0	0	0	0	0	0	0	8
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
03:00	0	7	0	0	1	1	0	0	0	0	0	0	0	9
04:00	0	28	10	0	0	3	0	0	0	0	0	0	0	41
05:00	0	37	12	**1**	1	1	0	0	1	0	0	0	0	53
06:00	0	**106**	**34**	1	4	**7**	0	0	1	0	0	0	0	**153**
07:00	0	87	18	0	3	3	0	0	0	0	0	0	0	111
08:00	0	57	20	0	0	4	0	0	1	0	0	0	0	82
09:00	0	57	20	0	**5**	6	0	0	1	0	0	0	0	89
10:00	0	39	19	0	4	3	0	0	0	0	0	0	0	65
11:00	0	62	17	1	1	3	0	0	**2**	0	0	0	0	86
12 PM	0	39	14	0	2	**5**	0	0	**3**	0	0	0	0	63
13:00	0	57	19	1	2	5	0	0	0	0	0	0	0	84
14:00	0	69	17	0	1	2	0	0	0	0	0	0	0	**89**
15:00	0	55	**23**	**2**	1	0	0	0	1	0	0	0	0	82
16:00	0	**73**	13	0	0	0	0	0	0	0	0	0	0	86
17:00	0	38	8	1	**3**	0	0	0	0	0	0	0	0	50
18:00	0	36	5	0	1	1	0	0	0	0	0	0	0	43
19:00	0	25	4	0	0	0	0	0	1	0	0	0	0	30
20:00	0	29	1	0	0	0	0	0	0	0	0	0	0	30
21:00	0	14	1	0	1	0	0	0	0	0	0	0	0	16
22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
Day Total	0	942	264	7	30	44	0	0	11	0	0	0	0	1298
Percent	0.0%	72.6%	20.3%	0.5%	2.3%	3.4%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak		06:00	06:00	05:00	09:00	06:00			11:00					06:00
Vol.		106	34	1	5	7			2					153
PM Peak		16:00	15:00	15:00	17:00	12:00			12:00					14:00
Vol.		73	23	2	3	5			3					89

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/13/24	0	3	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	21	6	0	0	1	0	0	0	0	0	0	0	28
05:00	0	45	13	0	2	1	0	0	0	0	0	0	0	61
06:00	0	**87**	26	0	3	**5**	0	0	0	0	0	0	0	121
07:00	**2**	86	**27**	**3**	1	3	0	0	0	0	0	0	0	**122**
08:00	0	60	13	1	1	4	0	0	**1**	**1**	0	0	0	81
09:00	0	51	20	1	3	4	0	0	0	0	0	0	0	79
10:00	0	51	20	0	**4**	4	0	0	0	0	0	0	0	79
11:00	0	54	20	0	3	5	0	0	1	0	0	0	0	83
12 PM	**1**	53	21	**1**	1	2	0	0	0	0	0	0	0	79
13:00	0	65	15	0	2	**5**	0	0	0	0	0	0	0	87
14:00	0	55	16	0	**3**	3	0	0	**1**	0	0	0	0	78
15:00	0	**72**	17	1	0	2	0	0	0	0	0	0	0	**92**
16:00	0	65	**22**	0	2	0	0	0	0	0	0	0	0	89
17:00	0	51	13	0	1	0	0	0	1	0	0	0	0	66
18:00	0	35	11	0	1	0	0	0	0	0	0	0	0	47
19:00	0	15	1	0	1	0	0	0	0	0	0	0	0	17
20:00	0	18	5	0	0	0	0	0	0	0	0	0	0	23
21:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
22:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Day Total	3	944	270	7	28	39	0	0	4	1	0	0	0	1296
Percent	0.2%	72.8%	20.8%	0.5%	2.2%	3.0%	0.0%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	06:00	07:00	07:00	10:00	06:00			08:00	08:00				07:00
Vol.	2	87	27	3	4	5			1	1				122
PM Peak	12:00	15:00	16:00	12:00	14:00	13:00			14:00					15:00
Vol.	1	72	22	1	3	5			1					92

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/14/24	0	4	1	0	0	0	0	0	0	0	0	0	0	5
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	7	3	0	0	0	0	0	**1**	0	0	0	0	11
04:00	0	17	3	0	1	2	0	0	0	0	0	0	0	23
05:00	0	29	9	0	0	0	0	0	0	0	0	0	0	38
06:00	0	**74**	19	**3**	**6**	**6**	0	0	0	0	0	0	0	**108**
07:00	0	61	21	3	5	4	0	0	0	0	0	0	0	94
08:00	0	52	13	2	2	2	0	0	0	0	0	0	0	71
09:00	0	49	10	0	2	5	**1**	0	1	0	0	0	0	68
10:00	0	47	**24**	0	3	6	0	0	1	0	0	0	0	81
11:00	0	62	17	0	4	2	0	0	0	0	0	0	0	85
12 PM	0	51	**21**	**1**	1	2	0	0	0	0	0	0	0	76
13:00	0	54	19	0	**5**	**7**	0	0	0	0	0	0	0	85
14:00	0	**73**	14	1	2	3	0	0	0	0	0	0	0	**93**
15:00	0	68	17	1	2	0	0	0	0	0	0	0	0	88
16:00	0	59	11	0	0	0	0	0	0	0	0	0	0	70
17:00	0	53	7	0	1	0	0	0	0	0	0	0	0	61
18:00	0	32	11	0	0	0	0	0	**1**	0	0	0	0	44
19:00	0	31	0	0	1	0	0	0	0	0	0	0	0	32
20:00	0	20	6	0	0	0	0	0	0	0	0	0	0	26
21:00	0	23	0	0	0	0	0	0	0	0	0	0	0	23
22:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Day Total	0	896	231	11	35	39	1	0	4	0	0	0	0	1217
Percent	0.0%	73.6%	19.0%	0.9%	2.9%	3.2%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak		06:00	10:00	06:00	06:00	06:00	09:00		03:00					06:00
Vol.		74	24	3	6	6	1		1					108
PM Peak		14:00	12:00	12:00	13:00	13:00			18:00					14:00
Vol.		73	21	1	5	7			1					93

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/24	0	4	0	0	0	1	0	0	0	0	0	0	0	5
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
05:00	0	12	5	0	0	**2**	0	0	0	0	0	0	0	19
06:00	0	11	7	0	1	0	0	0	0	0	0	0	0	19
07:00	0	36	10	0	0	1	0	0	0	0	0	0	0	47
08:00	0	42	16	**1**	0	2	0	0	0	0	0	0	0	61
09:00	0	48	12	0	0	1	0	0	**1**	0	0	0	0	62
10:00	0	45	20	0	**5**	0	0	0	0	0	0	0	0	70
11:00	0	**55**	**21**	0	3	0	0	0	0	0	0	0	0	**79**
12 PM	0	47	13	0	0	0	0	0	0	0	0	0	0	60
13:00	0	57	14	0	**3**	0	0	0	0	0	0	0	0	**74**
14:00	0	43	8	**1**	2	0	0	0	0	0	0	0	0	54
15:00	0	**59**	13	0	1	0	0	0	0	0	0	0	0	73
16:00	0	51	8	0	0	0	0	0	0	0	0	0	0	59
17:00	0	53	10	0	0	0	0	0	0	0	0	0	0	63
18:00	0	49	**19**	0	0	0	0	0	0	0	0	0	0	68
19:00	0	23	4	0	0	0	0	0	0	0	0	0	0	27
20:00	0	25	3	0	2	0	0	0	0	0	0	0	0	30
21:00	0	26	2	0	0	0	0	0	0	0	0	0	0	28
22:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
23:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Day Total	0	735	192	2	18	7	0	0	1	0	0	0	0	955
Percent	0.0%	77.0%	20.1%	0.2%	1.9%	0.7%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	08:00	10:00	05:00			09:00					11:00
Vol.		55	21	1	5	2			1					79
PM Peak		15:00	18:00	14:00	13:00									13:00
Vol.		59	19	1	3									74

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	7	2	0	0	0	0	0	0	0	0	0	0	9
01:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
02:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
07:00	0	32	10	0	**1**	0	0	0	0	0	0	0	0	43
08:00	0	43	7	0	1	0	0	0	0	0	0	0	0	51
09:00	0	34	11	0	0	0	0	0	0	0	0	0	0	45
10:00	0	52	16	0	1	0	0	0	0	0	0	0	0	69
11:00	0	**63**	**17**	0	1	0	0	0	0	0	0	0	0	**81**
12 PM	0	38	**14**	0	0	0	0	0	0	0	0	0	0	52
13:00	0	**52**	7	0	1	0	0	0	0	0	0	0	0	**60**
14:00	0	39	9	0	1	0	0	0	0	0	0	0	0	49
15:00	0	48	6	0	1	0	0	0	0	0	0	0	0	55
16:00	0	50	6	0	0	0	0	0	0	0	0	0	0	56
17:00	0	34	10	0	0	0	0	0	0	0	0	0	0	44
18:00	0	36	6	0	0	0	0	0	0	0	0	0	0	42
19:00	0	18	3	0	**2**	0	0	0	0	0	0	0	0	23
20:00	0	13	6	0	1	0	0	0	0	0	0	0	0	20
21:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
22:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
Day Total	0	638	141	0	11	0	0	0	0	0	0	0	0	790
Percent	0.0%	80.8%	17.8%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00		07:00									11:00
Vol.		63	17		1									81
PM Peak		13:00	12:00		19:00									13:00
Vol.		52	14		2									60
Grand Total	7	5988	1644	37	194	208	1	2	39	2	0	0	0	8122
Percent	0.1%	73.7%	20.2%	0.5%	2.4%	2.6%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/10/24	0	0	0	0	0	1	1	1	5	2	1	0	0	11	58	62
01:00	0	0	0	0	0	0	1	0	0	1	0	0	0	2	58	59
02:00	0	0	0	0	0	0	1	1	2	0	0	0	0	4	53	54
03:00	0	0	0	0	0	0	1	3	3	1	0	0	0	8	54	57
04:00	0	0	0	0	1	1	1	3	4	4	0	0	0	14	57	59
05:00	0	0	0	0	0	1	3	7	3	5	4	0	0	23	60	63
06:00	0	0	0	0	0	1	12	14	24	**14**	4	**1**	0	70	58	61
07:00	0	0	0	**1**	1	**4**	5	**31**	22	12	3	0	0	**79**	56	59
08:00	0	0	0	0	2	3	9	18	23	8	**5**	0	0	68	56	61
09:00	0	0	0	0	**3**	2	5	10	15	12	4	1	0	52	58	63
10:00	0	0	0	0	1	1	8	20	25	5	5	1	0	66	56	62
11:00	0	0	0	0	0	2	**16**	15	**26**	13	3	1	0	76	57	60
12 PM	0	0	0	0	**3**	2	**9**	22	28	14	3	1	0	82	57	59
13:00	0	0	0	0	0	1	8	22	27	17	5	2	0	82	58	62
14:00	0	0	0	0	0	1	7	20	35	15	6	1	**1**	86	58	62
15:00	0	0	0	0	1	**3**	7	23	45	**29**	7	1	0	116	58	61
16:00	0	0	0	0	0	0	9	**26**	**46**	27	9	3	1	**121**	58	63
17:00	0	0	0	0	2	2	4	21	27	13	**10**	0	0	79	59	63
18:00	0	0	0	**1**	0	3	8	16	20	12	1	**4**	1	66	58	65
19:00	0	0	0	0	0	3	8	16	11	5	1	0	0	44	54	58
20:00	0	0	0	0	0	2	2	12	5	2	1	1	0	25	55	63
21:00	0	0	0	0	0	2	4	4	2	2	3	1	0	18	62	65
22:00	0	0	0	0	0	0	3	2	2	3	3	0	0	13	61	63
23:00	0	0	0	0	0	0	0	0	2	1	0	0	0	3	57	59
Total	0	0	0	2	14	35	132	307	402	217	78	18	3	1208		
Percent	0.0%	0.0%	0.0%	0.2%	1.2%	2.9%	10.9%	25.4%	33.3%	18.0%	6.5%	1.5%	0.2%			
AM Peak				07:00	09:00	07:00	11:00	07:00	11:00	06:00	08:00	06:00		07:00		
Vol.				1	3	4	16	31	26	14	5	1		79		
PM Peak				18:00	12:00	15:00	12:00	16:00	16:00	15:00	17:00	18:00	14:00	16:00		
Vol.				1	3	3	9	26	46	29	10	4	1	121		

All Traffic Data Services

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Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/11/24	0	0	0	0	0	1	3	1	0	0	0	1	0	6	65	68
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	64	64
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2	48	49
03:00	0	0	0	0	0	1	3	1	2	1	1	0	0	9	58	62
04:00	0	0	0	0	0	1	1	4	1	2	1	1	0	11	61	67
05:00	0	0	0	0	0	2	3	5	8	6	1	1	0	26	58	63
06:00	0	0	**1**	0	0	0	4	15	**26**	9	**8**	0	0	63	59	63
07:00	0	0	0	0	0	**3**	7	22	20	**11**	2	**3**	0	68	57	63
08:00	0	0	0	0	0	2	3	18	20	11	3	0	0	57	57	60
09:00	0	0	0	0	0	2	4	**27**	19	11	2	0	0	65	56	59
10:00	0	0	0	0	0	1	6	23	25	11	5	0	0	71	57	61
11:00	0	0	0	0	**1**	3	**13**	24	24	9	1	1	0	**76**	54	58
12 PM	0	0	0	0	**2**	**7**	12	17	28	14	3	1	0	84	56	59
13:00	0	0	0	0	0	1	4	22	35	18	5	1	0	86	58	61
14:00	0	0	0	0	0	2	3	29	44	22	8	2	0	110	58	62
15:00	0	0	0	0	2	5	9	**42**	36	21	**9**	0	0	124	57	61
16:00	0	0	0	0	0	4	16	30	**49**	**31**	8	1	0	**139**	58	61
17:00	0	0	0	0	0	2	7	12	15	20	7	**3**	0	66	60	64
18:00	0	0	**1**	0	0	4	6	18	27	11	4	1	0	72	57	61
19:00	0	0	0	0	1	2	**17**	13	11	6	4	1	0	55	57	62
20:00	0	0	0	0	0	1	1	12	6	4	0	1	0	25	56	59
21:00	0	0	0	0	0	0	2	4	5	2	0	0	0	13	55	58
22:00	0	0	0	0	0	0	2	1	3	1	0	0	0	7	54	58
23:00	0	0	0	0	0	1	0	0	1	0	0	0	0	2	53	54
Total	0	0	2	0	6	46	126	341	405	221	73	18	0	1238		
Percent	0.0%	0.0%	0.2%	0.0%	0.5%	3.7%	10.2%	27.5%	32.7%	17.9%	5.9%	1.5%	0.0%			
AM Peak			06:00		11:00	07:00	11:00	09:00	06:00	07:00	06:00	07:00		11:00		
Vol.			1		1	3	13	27	26	11	8	3		76		
PM Peak			18:00		12:00	12:00	19:00	15:00	16:00	16:00	15:00	17:00		16:00		
Vol.			1		2	7	17	42	49	31	9	3		139		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/12/24	0	0	0	0	0	1	1	1	5	2	1	0	0	11	58	62
01:00	0	0	0	0	0	0	1	0	0	1	0	0	0	2	58	59
02:00	0	0	0	0	0	0	1	1	2	0	0	0	0	4	53	54
03:00	0	0	0	0	0	0	1	3	3	1	0	0	0	8	54	57
04:00	0	0	0	0	1	1	1	3	4	4	0	0	0	14	57	59
05:00	0	0	0	0	0	1	3	7	3	5	4	0	0	23	60	63
06:00	0	0	0	0	0	1	**12**	14	24	14	4	**1**	0	70	58	61
07:00	0	0	0	**1**	1	**4**	5	**31**	22	12	3	0	0	79	56	59
08:00	0	0	0	0	2	3	9	18	23	8	**5**	0	0	68	56	61
09:00	0	0	0	0	**3**	2	5	10	15	12	4	1	0	52	58	63
10:00	0	0	0	0	0	2	8	25	**37**	11	5	1	0	**89**	56	61
11:00	0	0	0	0	0	3	7	15	18	**15**	4	0	0	62	58	61
12 PM	0	0	0	0	0	1	9	20	20	12	4	2	0	68	58	63
13:00	0	0	0	0	**1**	3	11	31	26	17	2	2	0	93	57	59
14:00	0	0	**1**	0	0	1	9	**43**	32	17	3	1	0	107	56	59
15:00	0	**1**	0	0	1	**4**	12	27	38	**27**	2	2	0	114	57	59
16:00	0	0	0	0	0	1	**13**	41	**49**	26	**9**	2	0	**141**	58	62
17:00	0	0	1	**2**	1	0	4	17	27	18	3	1	0	74	58	60
18:00	0	0	0	0	0	4	10	10	26	12	1	0	0	63	56	59
19:00	0	0	0	0	0	2	6	14	16	6	1	1	0	46	55	59
20:00	0	0	0	0	1	2	1	10	6	7	2	0	0	29	58	61
21:00	0	0	0	0	0	2	1	3	9	3	2	0	0	20	58	62
22:00	0	0	0	0	0	0	5	3	3	1	0	0	0	12	53	56
23:00	0	0	0	0	0	0	0	3	2	0	0	**3**	0	8	68	69
Total	0	1	2	3	11	38	135	350	410	231	59	17	0	1257		
Percent	0.0%	0.1%	0.2%	0.2%	0.9%	3.0%	10.7%	27.8%	32.6%	18.4%	4.7%	1.4%	0.0%			
AM Peak				07:00	09:00	07:00	06:00	07:00	10:00	11:00	08:00	06:00		10:00		
Vol.				1	3	4	12	31	37	15	5	1		89		
PM Peak		15:00	14:00	17:00	13:00	15:00	16:00	14:00	16:00	15:00	16:00	23:00		16:00		
Vol.		1	1	2	1	4	13	43	49	27	9	3		141		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/13/24	0	0	0	0	0	0	3	2	1	2	1	**1**	0	10	62	67
01:00	0	0	0	0	0	0	0	2	1	0	0	0	0	3	52	54
02:00	0	0	0	0	0	0	0	2	1	1	0	0	0	4	57	58
03:00	0	0	0	0	0	1	0	1	0	2	0	1	0	5	66	68
04:00	0	0	0	1	0	1	1	2	2	3	1	0	0	11	58	62
05:00	0	0	0	0	0	2	6	2	2	3	1	0	0	16	57	60
06:00	0	0	1	1	3	10	9	9	16	6	**3**	0	0	58	55	60
07:00	0	0	1	**2**	3	**11**	8	21	17	**10**	2	0	0	75	55	59
08:00	0	0	0	0	**7**	3	14	18	9	6	2	0	0	59	54	59
09:00	0	0	1	1	3	5	17	22	9	5	0	0	0	63	52	56
10:00	0	0	0	0	1	11	16	20	**19**	10	0	1	0	78	54	58
11:00	0	**2**	**3**	2	0	8	**18**	**26**	17	7	0	1	0	**84**	53	57
12 PM	0	0	0	0	0	1	8	26	22	8	2	**1**	0	68	55	59
13:00	0	0	0	0	**1**	1	**18**	33	28	9	3	0	0	93	54	59
14:00	0	0	0	0	0	2	14	34	**41**	16	4	0	0	111	56	59
15:00	0	0	0	0	1	**6**	10	44	27	**20**	**8**	1	0	117	57	61
16:00	0	0	0	0	0	5	18	**45**	31	17	5	0	0	**121**	56	59
17:00	0	0	0	0	0	1	15	22	20	18	5	1	0	82	58	61
18:00	0	0	0	0	1	5	14	26	11	9	2	0	0	68	55	59
19:00	0	0	0	0	0	3	8	13	8	7	1	1	0	41	57	59
20:00	0	0	0	**1**	0	0	5	8	6	3	0	1	0	24	55	59
21:00	0	0	0	0	0	1	3	6	7	3	0	1	0	21	56	59
22:00	0	0	0	0	0	1	9	4	3	1	1	0	0	19	53	60
23:00	0	0	0	0	0	0	1	1	3	1	1	0	0	7	59	63
Total	0	2	6	8	20	78	215	389	301	167	42	10	0	1238		
Percent	0.0%	0.2%	0.5%	0.6%	1.6%	6.3%	17.4%	31.4%	24.3%	13.5%	3.4%	0.8%	0.0%			
AM Peak		11:00	11:00	07:00	08:00	07:00	11:00	11:00	10:00	07:00	06:00	00:00		11:00		
Vol.		2	3	2	7	11	18	26	19	10	3	1		84		
PM Peak				20:00	13:00	15:00	13:00	16:00	14:00	15:00	15:00	12:00		16:00		
Vol.				1	1	6	18	45	41	20	8	1		121		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/14/24	0	0	0	0	0	0	0	2	1	2	1	1	0	7	64	68
01:00	0	0	0	0	0	1	0	0	1	1	0	1	0	4	67	69
02:00	0	0	0	0	0	0	1	3	0	2	0	0	0	6	57	59
03:00	0	0	0	0	0	0	2	2	2	0	0	0	0	6	52	54
04:00	0	0	0	0	0	0	2	1	1	1	0	0	0	5	56	58
05:00	0	0	0	0	0	1	5	2	8	5	2	0	0	23	58	62
06:00	0	0	0	0	0	0	4	10	17	8	2	0	0	41	57	59
07:00	0	0	0	0	0	2	7	20	28	10	4	0	0	71	56	60
08:00	0	0	0	0	1	0	**8**	17	17	4	**8**	2	0	57	60	64
09:00	0	0	0	0	0	0	6	18	18	10	4	0	0	56	57	61
10:00	0	0	0	0	0	2	5	13	24	6	4	1	0	55	57	62
11:00	0	0	**2**	0	**2**	**4**	8	**36**	**31**	**19**	3	**4**	0	**109**	57	62
12 PM	0	0	0	0	2	5	10	16	28	16	**7**	0	0	84	58	62
13:00	0	0	0	**1**	1	2	10	23	32	13	4	2	0	88	57	62
14:00	0	0	0	0	0	2	8	24	35	**21**	4	**3**	0	97	58	62
15:00	0	0	0	1	0	3	**11**	25	**43**	16	6	1	0	**106**	57	61
16:00	0	0	0	0	**3**	1	10	**30**	28	15	6	1	0	94	57	61
17:00	0	0	0	1	1	1	6	20	22	18	6	2	0	77	59	63
18:00	0	0	0	0	0	4	5	16	12	14	4	0	0	55	58	61
19:00	0	0	0	0	0	**6**	5	15	21	6	0	0	0	53	54	57
20:00	0	0	0	0	0	2	5	8	9	1	3	0	0	28	54	62
21:00	0	0	0	0	0	2	3	8	5	4	0	1	0	23	56	59
22:00	0	0	0	0	0	0	4	6	4	1	2	0	0	17	57	62
23:00	0	0	0	0	0	0	2	3	3	4	2	0	0	14	59	63
Total	0	0	2	3	10	38	127	318	390	197	72	19	0	1176		
Percent	0.0%	0.0%	0.2%	0.3%	0.9%	3.2%	10.8%	27.0%	33.2%	16.8%	6.1%	1.6%	0.0%			
AM Peak			11:00		11:00	11:00	08:00	11:00	11:00	11:00	08:00	11:00		11:00		
Vol.			2		2	4	8	36	31	19	8	4		109		
PM Peak				13:00	16:00	19:00	15:00	16:00	15:00	14:00	12:00	14:00		15:00		
Vol.				1	3	6	11	30	43	21	7	3		106		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
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BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/15/24	0	0	0	0	0	1	1	2	2	1	2	0	0	9	61	63
01:00	0	0	0	0	0	0	1	1	3	2	0	0	0	7	57	59
02:00	0	0	0	0	0	0	1	2	1	0	0	1	0	5	66	68
03:00	0	0	0	0	0	0	1	1	1	0	1	0	0	4	62	64
04:00	0	0	0	0	0	1	2	0	1	0	0	0	0	4	52	54
05:00	0	0	0	0	0	0	1	3	2	1	0	0	0	7	54	58
06:00	0	0	**1**	0	0	0	3	9	6	3	**3**	0	0	25	58	62
07:00	0	0	0	0	1	1	4	9	10	6	2	**2**	0	35	58	65
08:00	0	0	0	0	0	0	3	10	4	6	1	0	0	24	57	59
09:00	0	0	0	0	0	**4**	3	11	**23**	8	2	0	0	51	56	59
10:00	0	0	0	0	**2**	3	**8**	**15**	12	13	2	2	0	57	58	62
11:00	0	0	0	**1**	0	3	5	13	20	**14**	3	1	0	**60**	58	61
12 PM	0	0	0	0	1	2	7	17	24	6	4	**3**	0	64	57	64
13:00	0	**1**	0	0	0	2	8	13	26	**10**	5	2	0	67	58	63
14:00	0	0	0	0	0	1	6	17	29	8	5	1	0	67	57	62
15:00	0	0	0	0	0	4	8	16	**32**	8	**8**	0	0	**76**	57	62
16:00	**1**	1	**2**	0	**3**	3	4	10	17	9	4	2	0	56	58	64
17:00	0	0	0	0	1	3	5	18	14	9	4	2	0	56	58	64
18:00	0	0	0	0	0	1	8	**25**	14	9	2	0	0	59	56	59
19:00	0	0	0	**1**	1	2	**12**	17	6	5	1	0	0	45	54	58
20:00	0	0	0	0	1	**5**	6	5	6	6	1	0	0	30	57	59
21:00	0	0	0	0	0	1	4	5	6	7	1	1	0	25	58	63
22:00	0	0	0	0	1	2	2	6	2	3	2	0	0	18	58	62
23:00	0	0	0	0	1	2	1	4	2	5	1	1	0	17	59	65
Total	1	2	3	2	12	41	104	229	263	139	54	18	0	868		
Percent	0.1%	0.2%	0.3%	0.2%	1.4%	4.7%	12.0%	26.4%	30.3%	16.0%	6.2%	2.1%	0.0%			
AM Peak			06:00	11:00	10:00	09:00	10:00	10:00	09:00	11:00	06:00	07:00		11:00		
Vol.			1	1	2	4	8	15	23	14	3	2		60		
PM Peak	16:00	13:00	16:00	19:00	16:00	20:00	19:00	18:00	15:00	13:00	15:00	12:00		15:00		
Vol.	1	1	2	1	3	5	12	25	32	10	8	3		76		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/16/24	0	0	0	0	0	1	0	3	0	2	4	0	0	10	63	64
01:00	0	0	0	0	**2**	0	2	1	1	1	2	0	0	9	61	63
02:00	0	0	0	0	0	0	2	4	6	0	0	0	0	12	53	54
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	39	39
04:00	0	0	0	0	0	1	1	0	0	0	0	1	0	3	67	69
05:00	0	0	0	0	0	0	0	5	0	1	0	0	0	6	55	58
06:00	0	0	0	0	0	0	3	2	1	3	3	0	0	12	62	64
07:00	0	0	0	0	0	0	**5**	6	10	13	1	1	0	36	58	61
08:00	0	0	0	0	0	**2**	4	8	19	10	2	1	0	46	58	61
09:00	0	0	0	0	1	0	2	7	14	5	**6**	1	0	36	61	64
10:00	0	0	0	0	0	2	4	**13**	18	**14**	1	0	0	52	57	59
11:00	0	0	0	0	1	2	3	13	**26**	14	3	**2**	0	**64**	58	63
12 PM	0	0	0	0	0	0	4	14	18	11	5	0	0	52	58	62
13:00	0	0	0	0	0	1	11	10	13	**14**	**6**	**5**	0	60	61	67
14:00	0	0	0	0	0	3	2	14	18	14	3	2	0	56	58	63
15:00	0	0	0	0	0	**4**	6	**25**	11	10	6	0	0	**62**	58	62
16:00	0	0	0	0	0	1	6	16	18	12	3	1	0	57	58	61
17:00	0	0	**1**	0	**1**	4	9	16	10	6	0	0	0	47	54	58
18:00	0	0	1	**1**	0	1	**12**	8	**20**	6	3	1	0	53	56	62
19:00	0	0	0	0	0	3	9	6	9	7	2	0	0	36	57	60
20:00	0	0	0	0	0	1	4	7	5	3	1	0	0	21	56	59
21:00	0	0	0	0	0	0	6	6	0	1	1	0	0	14	49	61
22:00	0	0	0	0	0	0	2	3	6	2	2	0	0	15	59	63
23:00	0	0	0	0	0	0	1	0	2	0	2	0	0	5	63	64
Total	0	0	2	1	5	27	98	187	225	149	56	15	0	765		
Percent	0.0%	0.0%	0.3%	0.1%	0.7%	3.5%	12.8%	24.4%	29.4%	19.5%	7.3%	2.0%	0.0%			
AM Peak					01:00	08:00	07:00	10:00	11:00	10:00	09:00	11:00		11:00		
Vol.					2	2	5	13	26	14	6	2		64		
PM Peak			17:00	18:00	17:00	15:00	18:00	15:00	18:00	13:00	13:00	13:00		15:00		
Vol.			1	1	1	4	12	25	20	14	6	5		62		
Grand Total	1	5	17	19	78	303	937	2121	2396	1321	434	115	3	7750		
Percent	0.0%	0.1%	0.2%	0.2%	1.0%	3.9%	12.1%	27.4%	30.9%	17.0%	5.6%	1.5%	0.0%			

	15th Percentile :	43 MPH
	50th Percentile :	50 MPH
	85th Percentile :	57 MPH
	95th Percentile :	61 MPH
Stats	10 MPH Pace Speed :	46-55 MPH
	Number in Pace :	4517
	Percent in Pace :	58.3%
	Number of Vehicles > 55 MPH :	1873
	Percent of Vehicles > 55 MPH :	24.2%

All Traffic Data Services

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Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/10/24	0	0	0	0	0	1	0	1	1	4	0	1	0	8	59	67
01:00	0	0	0	0	0	0	1	2	0	0	0	1	0	4	67	69
02:00	0	0	0	0	0	0	2	0	2	0	1	1	0	6	65	68
03:00	0	0	0	0	0	0	2	1	3	2	0	0	0	8	57	58
04:00	0	0	**1**	0	**1**	0	1	7	14	12	4	1	0	41	59	63
05:00	0	0	0	0	0	1	4	9	21	10	7	1	0	53	60	63
06:00	0	0	0	**1**	1	0	**13**	**39**	38	**47**	10	4	0	**153**	59	63
07:00	0	0	0	0	1	3	10	22	**48**	17	6	2	0	109	57	62
08:00	0	0	0	1	0	1	3	26	26	11	**12**	2	0	82	60	64
09:00	0	0	0	0	0	**5**	11	26	23	14	4	**6**	0	89	58	66
10:00	0	0	0	0	1	0	5	20	20	11	6	2	0	65	59	63
11:00	0	0	0	0	0	2	12	21	22	20	6	0	0	83	58	61
12 PM	0	0	0	0	**2**	0	7	17	20	20	5	**3**	0	74	59	64
13:00	0	0	0	0	2	**5**	6	13	26	13	**8**	0	0	73	58	62
14:00	0	0	0	0	0	3	6	**18**	27	**28**	5	0	0	**87**	58	60
15:00	0	0	0	0	0	2	8	10	22	16	3	3	0	64	58	64
16:00	0	0	0	0	0	1	**12**	12	**31**	13	6	0	0	75	57	61
17:00	0	0	0	0	0	2	8	15	18	11	4	0	0	58	57	61
18:00	0	0	0	0	0	0	7	14	11	15	1	2	0	50	58	62
19:00	0	0	0	0	0	1	5	8	11	2	3	0	0	30	56	62
20:00	0	0	0	0	1	1	1	2	7	5	0	0	0	17	57	59
21:00	0	0	0	0	1	2	1	5	4	0	2	3	0	18	65	68
22:00	0	0	0	0	0	1	0	1	0	2	3	0	0	7	63	64
23:00	0	0	0	0	0	0	1	1	5	1	1	0	0	9	58	62
Total	0	0	1	2	10	31	126	290	400	274	97	32	0	1263		
Percent	0.0%	0.0%	0.1%	0.2%	0.8%	2.5%	10.0%	23.0%	31.7%	21.7%	7.7%	2.5%	0.0%			
AM Peak			04:00	06:00	04:00	09:00	06:00	06:00	07:00	06:00	08:00	09:00		06:00		
Vol.			1	1	1	5	13	39	48	47	12	6		153		
PM Peak					12:00	13:00	16:00	14:00	16:00	14:00	13:00	12:00		14:00		
Vol.					2	5	12	18	31	28	8	3		87		

All Traffic Data Services

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Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/11/24	0	0	0	0	0	0	1	1	1	0	0	1	0	4	67	69
01:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	69	69
02:00	0	0	0	0	0	0	1	2	2	0	1	0	0	6	60	63
03:00	0	0	0	0	0	0	2	1	3	3	1	1	0	11	61	67
04:00	0	0	0	0	**2**	0	1	6	6	7	4	**4**	0	30	64	68
05:00	0	0	0	0	1	1	7	14	15	18	4	1	0	61	58	62
06:00	0	**2**	0	**1**	0	1	6	24	39	**44**	10	2	0	**129**	59	62
07:00	0	0	0	0	0	1	**14**	**27**	**47**	22	**14**	2	0	127	59	63
08:00	0	0	0	0	1	0	7	17	23	21	8	2	0	79	59	63
09:00	0	0	0	0	0	**4**	7	22	21	22	5	0	0	81	58	60
10:00	0	0	0	0	0	1	6	16	27	6	7	2	0	65	59	64
11:00	0	0	0	0	0	1	12	26	21	16	9	2	0	87	59	63
12 PM	0	0	0	0	**2**	**7**	12	20	15	**21**	2	2	0	81	58	59
13:00	0	0	0	0	0	4	10	19	27	21	**6**	5	0	**92**	59	65
14:00	0	**1**	0	0	0	7	10	**24**	**32**	13	2	0	0	89	55	59
15:00	0	0	0	0	0	2	9	18	25	16	4	3	0	77	58	63
16:00	0	0	0	0	0	4	**15**	17	24	18	6	**6**	0	90	59	66
17:00	0	0	0	0	0	7	9	13	14	15	2	1	0	61	57	59
18:00	0	0	0	0	0	5	5	14	13	4	2	0	0	43	54	59
19:00	0	0	0	0	0	2	6	10	13	1	2	0	0	34	54	60
20:00	0	0	0	0	0	1	2	6	4	5	1	0	0	19	58	60
21:00	0	0	0	0	0	2	3	2	6	3	1	2	0	19	60	67
22:00	0	0	0	0	1	2	1	2	3	1	0	0	0	10	54	57
23:00	0	0	0	0	0	1	0	2	4	0	0	0	0	7	53	54
Total	0	3	0	1	7	53	146	303	385	277	91	37	0	1303		
Percent	0.0%	0.2%	0.0%	0.1%	0.5%	4.1%	11.2%	23.3%	29.5%	21.3%	7.0%	2.8%	0.0%			
AM Peak		06:00		06:00	04:00	09:00	07:00	07:00	07:00	06:00	07:00	04:00		06:00		
Vol.		2		1	2	4	14	27	47	44	14	4		129		
PM Peak		14:00			12:00	12:00	16:00	14:00	14:00	12:00	13:00	16:00		13:00		
Vol.		1			2	7	15	24	32	21	6	6		92		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/12/24	0	0	0	0	0	1	0	1	1	4	0	1	0	8	59	67
01:00	0	0	0	0	0	0	1	2	0	0	0	1	0	4	67	69
02:00	0	0	0	0	0	0	2	0	2	0	1	1	0	6	65	68
03:00	0	0	0	0	0	0	2	1	3	2	0	0	0	8	57	58
04:00	0	0	**1**	0	**1**	0	1	7	14	12	4	1	0	41	59	63
05:00	0	0	0	0	0	1	4	9	21	10	7	1	0	53	60	63
06:00	0	0	0	**1**	1	0	**13**	**39**	38	**47**	10	4	0	**153**	59	63
07:00	0	0	0	0	1	3	10	22	**49**	17	6	2	0	110	57	62
08:00	0	0	0	1	0	1	3	26	26	11	**12**	2	0	82	60	64
09:00	0	0	0	0	0	**5**	11	26	23	14	4	**6**	0	89	58	66
10:00	0	0	0	0	1	0	5	20	20	11	6	2	0	65	59	63
11:00	0	0	0	0	0	1	4	19	29	23	8	2	0	86	59	63
12 PM	0	0	0	0	0	1	8	14	18	**17**	4	1	0	63	58	62
13:00	0	0	0	0	0	3	**11**	14	30	15	7	**4**	0	84	59	64
14:00	0	**1**	0	0	**2**	2	8	**30**	23	11	**9**	3	0	**89**	59	64
15:00	0	0	0	**1**	1	2	9	28	22	16	2	1	0	82	57	59
16:00	0	0	0	0	0	3	4	27	**31**	12	6	2	0	85	58	63
17:00	0	0	0	1	1	**5**	5	13	13	6	5	1	0	50	58	63
18:00	0	0	0	0	1	2	3	10	13	9	2	3	0	43	59	66
19:00	0	0	0	1	2	3	4	2	7	10	0	1	0	30	58	59
20:00	0	0	0	0	2	2	4	9	3	2	3	4	0	29	64	68
21:00	0	0	0	0	1	2	2	2	3	3	1	1	0	15	59	66
22:00	0	0	0	0	0	3	3	1	3	1	0	0	0	11	53	57
23:00	0	0	0	0	0	0	2	2	1	1	0	1	0	7	59	68
Total	0	1	1	5	14	40	119	324	393	254	97	45	0	1293		
Percent	0.0%	0.1%	0.1%	0.4%	1.1%	3.1%	9.2%	25.1%	30.4%	19.6%	7.5%	3.5%	0.0%			
AM Peak			04:00	06:00	04:00	09:00	06:00	06:00	07:00	06:00	08:00	09:00		06:00		
Vol.			1	1	1	5	13	39	49	47	12	6		153		
PM Peak		14:00		15:00	14:00	17:00	13:00	14:00	16:00	12:00	14:00	13:00		14:00		
Vol.		1		1	2	5	11	30	31	17	9	4		89		

All Traffic Data Services

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Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/13/24	0	0	0	0	0	0	0	0	1	1	0	0	0	2	58	59
01:00	0	0	0	0	0	0	0	0	1	1	0	0	0	2	58	59
02:00	0	0	0	0	1	0	0	2	1	0	0	2	0	6	67	69
03:00	0	0	0	0	0	0	3	1	0	3	1	0	0	8	59	62
04:00	0	0	0	0	**2**	1	1	6	9	5	2	2	0	28	59	66
05:00	0	0	0	0	0	3	6	11	18	14	6	3	0	61	59	64
06:00	0	0	0	0	0	1	10	30	**39**	**28**	9	**4**	0	121	59	63
07:00	**1**	0	0	0	1	5	12	**31**	36	27	5	4	0	**122**	58	62
08:00	0	0	0	0	2	5	7	29	26	9	3	0	0	81	54	59
09:00	0	0	0	0	1	**7**	14	13	29	10	5	0	0	79	56	61
10:00	0	0	0	0	1	0	**16**	26	18	9	5	2	0	77	57	63
11:00	0	**1**	0	0	0	7	15	18	16	12	**11**	3	0	83	60	64
12 PM	0	0	0	0	0	1	8	19	28	17	5	1	0	79	58	62
13:00	0	0	0	0	1	1	6	**25**	25	**22**	5	2	0	87	58	62
14:00	0	0	0	0	1	3	9	23	22	15	5	0	0	78	57	61
15:00	0	0	0	0	0	3	9	24	30	18	4	**3**	0	**91**	58	63
16:00	0	0	0	0	**3**	1	**11**	15	**31**	20	**6**	2	0	89	58	62
17:00	0	0	0	0	0	1	6	17	23	12	4	3	0	66	58	64
18:00	0	0	0	1	0	2	7	8	18	8	1	2	0	47	57	63
19:00	0	0	0	0	0	**4**	2	1	7	3	0	0	0	17	55	58
20:00	0	0	0	0	0	0	3	2	7	9	1	1	0	23	59	64
21:00	0	0	0	**2**	2	1	2	4	7	3	1	1	0	23	57	64
22:00	0	0	0	0	0	0	1	2	7	2	1	0	0	13	57	61
23:00	0	0	0	0	0	0	2	0	1	1	1	2	0	7	67	69
Total	1	1	0	3	15	46	150	307	400	249	81	37	0	1290		
Percent	0.1%	0.1%	0.0%	0.2%	1.2%	3.6%	11.6%	23.8%	31.0%	19.3%	6.3%	2.9%	0.0%			
AM Peak	07:00	11:00			04:00	09:00	10:00	07:00	06:00	06:00	11:00	06:00		07:00		
Vol.	1	1			2	7	16	31	39	28	11	4		122		
PM Peak				21:00	16:00	19:00	16:00	13:00	16:00	13:00	16:00	15:00		15:00		
Vol.				2	3	4	11	25	31	22	6	3		91		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/14/24	0	0	0	0	0	0	1	1	2	1	0	0	0	5	56	58
01:00	0	0	0	0	**1**	0	0	1	2	2	0	0	0	6	57	59
02:00	0	0	0	0	0	0	0	2	2	0	1	1	0	6	65	68
03:00	0	0	0	0	0	1	2	3	3	1	1	0	0	11	56	62
04:00	0	0	0	0	0	1	2	4	9	4	2	1	0	23	59	64
05:00	0	0	0	0	0	1	3	5	8	10	9	2	0	38	62	65
06:00	0	0	0	0	0	0	8	15	**41**	28	**14**	2	0	**108**	59	63
07:00	0	0	0	0	0	2	**12**	**25**	27	22	3	**3**	0	94	58	62
08:00	0	0	0	0	0	2	2	18	24	21	3	1	0	71	58	60
09:00	0	0	0	0	0	2	3	18	21	19	5	0	0	68	58	61
10:00	0	**1**	0	0	1	0	5	15	21	**29**	7	2	0	81	59	63
11:00	0	0	0	**1**	1	**5**	12	18	21	21	6	0	0	85	58	61
12 PM	0	0	0	0	0	**4**	9	16	19	**20**	6	2	0	76	59	63
13:00	0	0	0	0	0	3	12	23	21	18	4	**4**	0	85	58	64
14:00	0	0	0	1	0	3	**18**	**27**	20	17	5	2	0	**93**	57	62
15:00	0	0	0	**2**	0	3	11	20	**26**	16	**8**	1	0	87	58	62
16:00	0	0	0	0	0	2	14	14	22	8	8	2	0	70	59	64
17:00	0	0	0	0	**3**	2	4	19	14	11	5	3	0	61	59	64
18:00	0	0	0	0	0	2	2	13	10	10	4	3	0	44	60	66
19:00	0	0	0	0	1	1	1	8	13	7	1	0	0	32	57	59
20:00	0	0	0	0	0	1	2	4	7	5	5	2	0	26	63	66
21:00	0	0	0	0	1	2	4	4	6	5	0	1	0	23	57	59
22:00	0	0	0	0	0	0	3	2	3	2	0	1	0	11	58	67
23:00	0	0	0	0	0	0	1	0	6	1	0	3	0	11	67	69
Total	0	1	0	4	8	37	131	275	348	278	97	36	0	1215		
Percent	0.0%	0.1%	0.0%	0.3%	0.7%	3.0%	10.8%	22.6%	28.6%	22.9%	8.0%	3.0%	0.0%			
AM Peak		10:00		11:00	01:00	11:00	07:00	07:00	06:00	10:00	06:00	07:00		06:00		
Vol.		1		1	1	5	12	25	41	29	14	3		108		
PM Peak				15:00	17:00	12:00	14:00	14:00	15:00	12:00	15:00	13:00		14:00		
Vol.				2	3	4	18	27	26	20	8	4		93		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/15/24	0	0	0	0	0	0	1	1	2	0	1	0	0	5	61	63
01:00	0	0	0	0	0	1	0	0	1	3	0	0	0	5	58	59
02:00	0	0	0	0	**1**	0	0	0	2	1	1	1	0	6	65	68
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	2	53	54
04:00	0	0	0	0	0	1	2	3	4	1	0	1	0	12	55	66
05:00	0	0	0	0	1	0	3	4	6	2	1	2	0	19	60	67
06:00	0	0	**1**	0	0	0	0	2	7	6	2	0	0	18	59	62
07:00	0	0	0	0	0	1	4	10	14	12	3	**3**	0	47	59	66
08:00	0	0	0	**1**	1	1	5	10	**25**	13	3	1	0	60	58	61
09:00	0	0	0	0	0	2	6	14	20	12	5	2	0	61	59	63
10:00	0	0	0	0	0	**3**	7	16	20	16	**7**	1	0	70	59	63
11:00	0	0	0	0	0	2	**10**	**21**	22	**18**	3	3	0	**79**	58	63
12 PM	0	0	0	**1**	1	4	6	11	15	**18**	3	1	0	60	58	61
13:00	0	**1**	0	0	0	**5**	**11**	17	19	16	2	3	0	**74**	58	63
14:00	0	0	0	0	0	0	11	8	16	10	6	2	**1**	54	60	64
15:00	0	0	0	0	**2**	0	7	10	**27**	18	**8**	0	0	72	59	62
16:00	0	0	**1**	0	1	3	7	11	13	11	8	**4**	0	59	61	66
17:00	0	0	0	0	1	3	8	**20**	15	7	6	3	0	63	59	64
18:00	0	0	0	0	0	0	9	17	18	14	6	2	0	66	59	63
19:00	0	0	0	0	1	5	4	5	7	4	1	0	0	27	56	59
20:00	0	0	0	0	1	3	2	5	7	7	1	4	0	30	62	68
21:00	0	0	0	0	0	5	6	3	7	1	4	2	0	28	62	66
22:00	0	0	0	0	0	0	1	6	6	0	1	2	0	16	62	67
23:00	0	0	0	0	1	1	1	3	6	1	2	1	0	16	61	65
Total	0	1	2	2	11	40	111	198	280	191	74	38	1	949		
Percent	0.0%	0.1%	0.2%	0.2%	1.2%	4.2%	11.7%	20.9%	29.5%	20.1%	7.8%	4.0%	0.1%			
AM Peak			06:00	08:00	02:00	10:00	11:00	11:00	08:00	11:00	10:00	07:00		11:00		
Vol.			1	1	1	3	10	21	25	18	7	3		79		
PM Peak		13:00	16:00	12:00	15:00	13:00	13:00	17:00	15:00	12:00	15:00	16:00	14:00	13:00		
Vol.		1	1	1	2	5	11	20	27	18	8	4	1	74		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/16/24	0	0	0	0	0	1	2	0	4	1	0	1	0	9	58	67
01:00	0	0	0	0	0	0	1	0	3	1	1	1	0	7	64	68
02:00	0	0	0	0	**1**	0	2	1	2	0	0	3	0	9	67	69
03:00	0	0	0	0	1	**2**	0	0	0	0	0	0	0	3	38	39
04:00	0	0	0	0	0	1	1	3	2	1	1	0	0	9	58	62
05:00	0	0	0	0	0	1	0	1	1	1	1	1	0	6	65	68
06:00	0	0	0	0	1	0	2	3	4	2	4	1	0	17	63	65
07:00	0	0	0	0	0	0	**7**	12	13	6	4	1	0	43	58	63
08:00	0	0	0	0	1	2	5	12	12	7	8	4	0	51	62	66
09:00	0	0	0	0	0	1	4	8	13	8	5	**5**	0	44	63	67
10:00	0	0	0	**1**	0	0	5	**15**	**27**	15	5	0	0	68	58	61
11:00	0	0	**1**	0	0	0	6	12	23	**19**	**13**	5	0	**79**	62	66
12 PM	0	0	0	0	0	0	5	9	17	**13**	5	3	0	52	60	65
13:00	0	0	0	0	0	0	**8**	11	18	13	6	**4**	0	**60**	60	66
14:00	0	0	0	0	0	1	8	8	18	6	**7**	1	0	49	60	63
15:00	0	0	0	0	1	2	5	10	16	11	7	1	0	53	60	63
16:00	0	0	0	0	0	**3**	5	10	**19**	13	2	4	0	56	59	66
17:00	0	**1**	0	0	0	0	3	**14**	15	8	2	1	0	44	57	62
18:00	0	0	0	0	**2**	1	7	8	11	8	4	1	0	42	59	63
19:00	0	0	0	0	0	2	3	5	5	5	2	1	0	23	59	64
20:00	0	0	0	0	0	1	0	3	6	7	2	1	0	20	60	65
21:00	0	0	0	0	0	1	5	4	2	3	2	1	0	18	60	65
22:00	0	0	0	0	0	1	3	1	2	3	2	0	0	12	60	63
23:00	0	0	0	0	0	3	0	0	2	1	1	1	0	8	64	68
Total	0	1	1	1	7	23	87	150	235	152	84	41	0	782		
Percent	0.0%	0.1%	0.1%	0.1%	0.9%	2.9%	11.1%	19.2%	30.1%	19.4%	10.7%	5.2%	0.0%			
AM Peak			11:00	10:00	02:00	03:00	07:00	10:00	10:00	11:00	11:00	09:00		11:00		
Vol.			1	1	1	2	7	15	27	19	13	5		79		
PM Peak		17:00			18:00	16:00	13:00	17:00	16:00	12:00	14:00	13:00		13:00		
Vol.		1			2	3	8	14	19	13	7	4		60		
Grand Total	1	8	5	18	72	270	870	1847	2441	1675	621	266	1	8095		
Percent	0.0%	0.1%	0.1%	0.2%	0.9%	3.3%	10.7%	22.8%	30.2%	20.7%	7.7%	3.3%	0.0%			

	15th Percentile :	44 MPH
	50th Percentile :	51 MPH
	85th Percentile :	59 MPH
	95th Percentile :	63 MPH
Stats	10 MPH Pace Speed :	46-55 MPH
	Number in Pace :	4288
	Percent in Pace :	53.0%
	Number of Vehicles > 55 MPH :	2563
	Percent of Vehicles > 55 MPH :	31.7%

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	NB	SB							Total
12:00 AM		11	8							19
01:00		2	4							6
02:00		4	6							10
03:00		8	9							17
04:00		14	41							55
05:00		24	53							77
06:00		68	**150**							**218**
07:00		75	108							183
08:00		67	82							149
09:00		53	88							141
10:00		65	65							130
11:00		**76**	83							159
12:00 PM		83	74							157
01:00		82	73							155
02:00		86	**87**							173
03:00		116	64							180
04:00		**121**	75							**196**
05:00		79	58							137
06:00		66	50							116
07:00		44	30							74
08:00		28	17							45
09:00		19	19							38
10:00		13	7							20
11:00		3	9							12
Total		1207	1260							2467
Percent		48.9%	51.1%							
AM Peak	-	11:00	06:00	-	-	-	-	-	-	06:00
Vol.	-	76	150	-	-	-	-	-	-	218
PM Peak	-	16:00	14:00	-	-	-	-	-	-	16:00
Vol.	-	121	87	-	-	-	-	-	-	196

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

Start Time	11-Sep-24 Wed	NB	SB							Total
12:00 AM		7	5							12
01:00		1	1							2
02:00		2	6							8
03:00		9	11							20
04:00		11	30							41
05:00		26	61							87
06:00		63	**129**							192
07:00		68	127							**195**
08:00		57	79							136
09:00		65	81							146
10:00		71	65							136
11:00		**76**	87							163
12:00 PM		86	81							167
01:00		87	**93**							180
02:00		112	89							201
03:00		124	77							201
04:00		**139**	90							**229**
05:00		68	62							130
06:00		72	43							115
07:00		55	34							89
08:00		25	19							44
09:00		13	19							32
10:00		7	10							17
11:00		2	7							9
Total		1246	1306							2552
Percent		48.8%	51.2%							
AM Peak	-	11:00	06:00	-	-	-	-	-	-	07:00
Vol.	-	76	129	-	-	-	-	-	-	195
PM Peak	-	16:00	13:00	-	-	-	-	-	-	16:00
Vol.	-	139	93	-	-	-	-	-	-	229

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

Start Time	12-Sep-24 Thu	NB	SB							Total
12:00 AM		11	8							19
01:00		2	4							6
02:00		4	6							10
03:00		8	9							17
04:00		14	41							55
05:00		24	53							77
06:00		70	**153**							**223**
07:00		79	111							190
08:00		68	82							150
09:00		53	89							142
10:00		**89**	65							154
11:00		62	86							148
12:00 PM		68	63							131
01:00		94	84							178
02:00		107	**89**							196
03:00		115	82							197
04:00		**141**	86							**227**
05:00		74	50							124
06:00		63	43							106
07:00		48	30							78
08:00		29	30							59
09:00		20	16							36
10:00		12	11							23
11:00		9	7							16
Total		1264	1298							2562
Percent		49.3%	50.7%							
AM Peak	-	10:00	06:00	-	-	-	-	-	-	06:00
Vol.	-	89	153	-	-	-	-	-	-	223
PM Peak	-	16:00	14:00	-	-	-	-	-	-	16:00
Vol.	-	141	89	-	-	-	-	-	-	227

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

Start Time	13-Sep-24 Fri	NB	SB							Total
12:00 AM		10	3							13
01:00		3	2							5
02:00		4	6							10
03:00		5	8							13
04:00		11	28							39
05:00		16	61							77
06:00		58	121							179
07:00		76	**122**							**198**
08:00		59	81							140
09:00		63	79							142
10:00		81	79							160
11:00		**84**	83							167
12:00 PM		68	79							147
01:00		93	87							180
02:00		113	78							191
03:00		117	**92**							209
04:00		**121**	89							**210**
05:00		84	66							150
06:00		68	47							115
07:00		42	17							59
08:00		24	23							47
09:00		21	25							46
10:00		19	13							32
11:00		7	7							14
Total		1247	1296							2543
Percent		49.0%	51.0%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	84	122	-	-	-	-	-	-	198
PM Peak	-	16:00	15:00	-	-	-	-	-	-	16:00
Vol.	-	121	92	-	-	-	-	-	-	210

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

Start Time	14-Sep-24 Sat	NB	SB							Total
12:00 AM		7	5							12
01:00		4	7							11
02:00		6	6							12
03:00		6	11							17
04:00		6	23							29
05:00		23	38							61
06:00		41	**108**							149
07:00		71	94							165
08:00		57	71							128
09:00		56	68							124
10:00		56	81							137
11:00		**110**	85							**195**
12:00 PM		84	76							160
01:00		88	85							173
02:00		97	**93**							190
03:00		**106**	88							**194**
04:00		94	70							164
05:00		78	61							139
06:00		55	44							99
07:00		53	32							85
08:00		29	26							55
09:00		24	23							47
10:00		20	11							31
11:00		14	11							25
Total		1185	1217							2402
Percent		49.3%	50.7%							
AM Peak	-	11:00	06:00	-	-	-	-	-	-	11:00
Vol.	-	110	108	-	-	-	-	-	-	195
PM Peak	-	15:00	14:00	-	-	-	-	-	-	15:00
Vol.	-	106	93	-	-	-	-	-	-	194

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

Start Time	15-Sep-24 Sun	NB	SB							Total
12:00 AM		9	5							14
01:00		7	5							12
02:00		5	6							11
03:00		4	2							6
04:00		5	12							17
05:00		7	19							26
06:00		25	19							44
07:00		35	47							82
08:00		24	61							85
09:00		51	62							113
10:00		58	70							128
11:00		**60**	**79**							**139**
12:00 PM		65	60							125
01:00		67	**74**							141
02:00		68	54							122
03:00		**76**	73							**149**
04:00		57	59							116
05:00		58	63							121
06:00		59	68							127
07:00		47	27							74
08:00		30	30							60
09:00		25	28							53
10:00		19	16							35
11:00		17	16							33
Total		878	955							1833
Percent		47.9%	52.1%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	60	79	-	-	-	-	-	-	139
PM Peak	-	15:00	13:00	-	-	-	-	-	-	15:00
Vol.	-	76	74	-	-	-	-	-	-	149

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
BELLEVILLE RD S.O I-26

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	NB	SB							Total
12:00 AM		12	9							21
01:00		9	7							16
02:00		12	10							22
03:00		1	3							4
04:00		3	9							12
05:00		6	6							12
06:00		12	17							29
07:00		36	43							79
08:00		47	51							98
09:00		38	45							83
10:00		53	69							122
11:00		**64**	**81**							**145**
12:00 PM		52	52							104
01:00		60	**60**							**120**
02:00		57	49							106
03:00		**62**	55							117
04:00		57	56							113
05:00		47	44							91
06:00		53	42							95
07:00		37	23							60
08:00		23	20							43
09:00		14	19							33
10:00		15	12							27
11:00		5	8							13
Total		775	790							1565
Percent		49.5%	50.5%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	64	81	-	-	-	-	-	-	145
PM Peak	-	15:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	62	60	-	-	-	-	-	-	120
Grand Total		7802	8122							15924
Percent		49.0%	51.0%							
ADT		ADT 2,275		AADT 2,275						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/10/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	1	0	1	0	0	0	0	0	0	0	3
11:00	0	0	1	0	**2**	**2**	0	0	0	0	0	0	0	**5**
12 PM	0	**2**	0	**1**	**1**	**1**	0	0	0	0	0	0	0	**5**
13:00	0	1	**1**	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
15:00	0	2	0	0	0	1	0	0	0	0	0	0	0	3
16:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	7	6	3	4	5	0	0	1	0	0	0	0	26
Percent	0.0%	26.9%	23.1%	11.5%	15.4%	19.2%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak		01:00	09:00	07:00	11:00	11:00								11:00
Vol.		1	1	1	2	2								5
PM Peak		12:00	13:00	12:00	12:00	12:00			16:00					12:00
Vol.		2	1	1	1	1			1					5

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/11/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	1	**1**	0	0	0	0	0	0	0	0	0	0	**2**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	4	3	1	0	0	0	0	0	0	0	0	0	8
Percent	0.0%	50.0%	37.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak			11:00	07:00										07:00
Vol.			1	1										1
PM Peak		12:00	14:00											14:00
Vol.		1	1											2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/12/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**
09:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	**2**
13:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	1	4	1	2	1	0	0	0	0	0	0	0	9
Percent	0.0%	11.1%	44.4%	11.1%	22.2%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak			09:00	08:00	10:00									08:00
Vol.			1	1	1									1
PM Peak		19:00	13:00		12:00	12:00								12:00
Vol.		1	2		1	1								2

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/13/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1
08:00	0	0	**1**	0	0	0	0	0	**1**	0	0	0	0	**2**
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
13:00	0	1	0	0	0	**1**	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	**2**	0	0	**1**	0	0	0	0	0	0	0	0	**3**
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	1	**1**	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	5	5	2	1	1	0	0	1	0	0	0	0	15
Percent	0.0%	33.3%	33.3%	13.3%	6.7%	6.7%	0.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak			08:00	07:00					08:00					08:00
Vol.			1	1					1					2
PM Peak		18:00	12:00	20:00	18:00	13:00								18:00
Vol.		2	1	1	1	1								3

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/14/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	6	2	0	0	1	0	0	0	0	0	0	0	9
Percent	0.0%	66.7%	22.2%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	07:00											07:00
Vol.		1	1											1
PM Peak		13:00	17:00			22:00								13:00
Vol.		1	1			1								1

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/24	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	**2**	0	0	**1**	0	0	0	0	0	0	0	0	**3**
Day Total	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Percent	0.0%	71.4%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		00:00												00:00
Vol.		1												1
PM Peak		23:00	14:00		23:00									23:00
Vol.		2	1		1									3

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	**1**	0	0	**3**	0	0	0	0	0	0	0	0	4
10:00	0	1	**3**	0	2	0	0	0	0	0	0	0	0	**6**
11:00	0	1	0	0	0	**1**	0	0	0	0	0	0	0	2
12 PM	0	**2**	**1**	0	**1**	0	0	0	0	0	0	0	0	**4**
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	7	7	1	6	1	0	0	0	0	0	0	0	22
Percent	0.0%	31.8%	31.8%	4.5%	27.3%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	10:00	07:00	09:00	11:00								10:00
Vol.		1	3	1	3	1								6
PM Peak		12:00	12:00		12:00									12:00
Vol.		2	1		1									4
Grand Total	0	35	28	8	14	9	0	0	2	0	0	0	0	96
Percent	0.0%	36.5%	29.2%	8.3%	14.6%	9.4%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/10/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**2**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
12 PM	0	1	**2**	0	0	0	0	0	0	0	0	0	0	3
13:00	0	**2**	1	**1**	0	0	0	0	0	0	0	0	0	4
14:00	0	2	2	0	**1**	0	0	0	0	0	0	0	0	**5**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	11	7	3	1	2	0	0	0	0	0	0	0	24
Percent	0.0%	45.8%	29.2%	12.5%	4.2%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		01:00	10:00	10:00		05:00								05:00
Vol.		1	1	1		1								2
PM Peak		13:00	12:00	13:00	14:00									14:00
Vol.		2	2	1	1									5

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/11/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
10:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
11:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
15:00	0	1	1	0	**1**	0	0	0	0	0	0	0	0	**3**
16:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	5	3	1	2	0	0	0	0	0	0	0	0	11
Percent	0.0%	45.5%	27.3%	9.1%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00		10:00									09:00
Vol.		1	1		1									1
PM Peak		13:00	14:00	16:00	15:00									15:00
Vol.		2	1	1	1									3

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/12/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	**2**
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	3	2	1	1	0	0	0	0	0	0	0	0	7
Percent	0.0%	42.9%	28.6%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak			09:00		11:00									09:00
Vol.			1		1									1
PM Peak		16:00	13:00	16:00										16:00
Vol.		1	1	1										2

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/13/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	**3**	0	**1**	0	0	0	0	0	0	0	0	0	**4**
17:00	0	1	**1**	0	0	0	0	0	0	0	0	0	0	2
18:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	2
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	5	4	1	1	0	0	0	0	0	0	0	0	11
Percent	0.0%	45.5%	36.4%	9.1%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak			08:00											08:00
Vol.			1											1
PM Peak		16:00	17:00	16:00	18:00									16:00
Vol.		3	1	1	1									4

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/14/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Percent	0.0%	75.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	08:00											08:00
Vol.		1	1											1
PM Peak		14:00	17:00											14:00
Vol.		1	1											1

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
Day Total	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Percent	0.0%	71.4%	14.3%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		01:00												01:00
Vol.		1												1
PM Peak		19:00	15:00		23:00									19:00
Vol.		2	1		1									2

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	**1**	0	0	0	0	0	0	0	2
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:00	0	**3**	0	0	**4**	0	0	0	0	0	0	0	0	**7**
11:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	**3**	**2**	0	0	0	0	0	0	0	0	0	0	**5**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	**1**	0	0	0	0	0	0	0	0	0	2
17:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	13	6	1	5	1	0	0	0	0	0	0	0	26
Percent	0.0%	50.0%	23.1%	3.8%	19.2%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	11:00		10:00	06:00								10:00
Vol.		3	1		4	1								7
PM Peak		12:00	12:00	16:00										12:00
Vol.		3	2	1										5
Grand Total	0	48	25	7	11	3	0	0	0	0	0	0	0	94
Percent	0.0%	51.1%	26.6%	7.4%	11.7%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/10/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	24	24
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	29	29
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19	19
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	22	24
11:00	**1**	**3**	1	0	0	0	0	0	0	0	0	0	0	**5**	21	23
12 PM	**2**	1	**2**	0	0	0	0	0	0	0	0	0	0	**5**	23	24
13:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	2	33	34
14:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	23	24
15:00	1	**2**	0	0	0	0	0	0	0	0	0	0	0	3	18	19
16:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1	12	14
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	1	**1**	0	0	0	0	0	0	0	0	0	2	28	29
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	5	11	7	2	1	0	0	0	0	0	0	0	0	26		
Percent	19.2%	42.3%	26.9%	7.7%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	01:00	07:00										11:00		
Vol.	1	3	1	1										5		
PM Peak	12:00	15:00	12:00	20:00	13:00									12:00		
Vol.	2	2	2	1	1									5		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/11/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	24	24
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	19	19
12 PM	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	29	29
13:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	29	29
14:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	**2**	24	24
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	29	29
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	34	34
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	3	3	1	0	0	0	0	0	0	0	0	8		
Percent	0.0%	12.5%	37.5%	37.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00	07:00											07:00		
Vol.		1	1											1		
PM Peak			14:00	12:00	21:00									14:00		
Vol.			2	1	1									2		

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/12/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	24	24
09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
10:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	19	19
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	**1**	1	0	0	0	0	0	0	0	0	0	0	**2**	23	24
13:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2	24	24
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	34	34
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	2	6	0	1	0	0	0	0	0	0	0	0	9		
Percent	0.0%	22.2%	66.7%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	08:00											08:00		
Vol.		1	1											1		
PM Peak		12:00	13:00		19:00									12:00		
Vol.		1	2		1									2		

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/13/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	24	24
08:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**2**	23	24
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19	19
13:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2	19	19
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	34	34
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
18:00	0	0	**3**	0	0	0	0	0	0	0	0	0	0	**3**	24	24
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19	19
20:00	0	0	1	**1**	0	0	0	0	0	0	0	0	0	2	28	29
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	4	8	1	1	0	0	0	0	0	0	0	0	15		
Percent	6.7%	26.7%	53.3%	6.7%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00		07:00											08:00		
Vol.	1		1											2		
PM Peak		13:00	18:00	20:00	15:00									18:00		
Vol.		2	3	1	1									3		

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CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/14/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	24	24
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	19	19
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	24	24
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
18:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	29	29
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
21:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	29	29
22:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	34	34
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	5	2	1	0	0	0	0	0	0	0	0	9		
Percent	0.0%	11.1%	55.6%	22.2%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	07:00											07:00		
Vol.		1	1											1		
PM Peak			13:00	18:00	22:00									13:00		
Vol.			1	1	1									1		

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/15/24	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	24	24
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	34	34
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	24	24
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	**2**	0	**1**	0	0	0	0	0	0	0	0	0	**3**	27	29
Total	0	2	3	1	1	0	0	0	0	0	0	0	0	7		
Percent	0.0%	28.6%	42.9%	14.3%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			00:00		02:00									00:00		
Vol.			1		1									1		
PM Peak		23:00	14:00	23:00										23:00		
Vol.		2	1	1										3		

All Traffic Data Services

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NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	24	24
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	**1**	3	0	0	0	0	0	0	0	0	0	0	0	4	19	19
10:00	1	**4**	1	0	0	0	0	0	0	0	0	0	0	**6**	20	23
11:00	0	1	0	**1**	0	0	0	0	0	0	0	0	0	2	28	29
12 PM	0	0	**1**	**3**	0	0	0	0	0	0	0	0	0	**4**	29	29
13:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	19	19
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19	19
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2	28	29
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	11	4	5	0	0	0	0	0	0	0	0	0	22		
Percent	9.1%	50.0%	18.2%	22.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	10:00	07:00	11:00										10:00		
Vol.	1	4	1	1										6		
PM Peak		13:00	12:00	12:00										12:00		
Vol.		1	1	3										4		
Grand Total	8	32	36	14	6	0	0	0	0	0	0	0	0	96		
Percent	8.3%	33.3%	37.5%	14.6%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	16 MPH
	50th Percentile :	21 MPH
	85th Percentile :	26 MPH
	95th Percentile :	30 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	68
	Percent in Pace :	70.8%
	Number of Vehicles > 15 MPH :	88
	Percent of Vehicles > 15 MPH :	91.7%

All Traffic Data Services

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Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/10/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	29	29
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**	12	14
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	2	23	24
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
12 PM	**1**	0	0	2	0	0	0	0	0	0	0	0	0	3	28	29
13:00	0	**3**	1	0	0	0	0	0	0	0	0	0	0	4	22	23
14:00	0	0	**2**	**3**	0	0	0	0	0	0	0	0	0	**5**	28	29
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2	28	29
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2	28	29
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2	24	24
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	3	5	8	8	0	0	0	0	0	0	0	0	0	24		
Percent	12.5%	20.8%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	10:00	10:00	01:00										05:00		
Vol.	2	1	1	1										2		
PM Peak	12:00	13:00	14:00	14:00										14:00		
Vol.	1	3	2	3										5		

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Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/11/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	29	29
10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	29	29
11:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	24	24
12 PM	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	34	34
13:00	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	2	28	29
14:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	12	14
15:00	0	**1**	1	1	0	0	0	0	0	0	0	0	0	**3**	27	29
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	1	4	4	1	0	0	0	0	0	0	0	0	11		
Percent	9.1%	9.1%	36.4%	36.4%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			11:00	09:00										09:00		
Vol.			1	1										1		
PM Peak	14:00	15:00	13:00	13:00	12:00									15:00		
Vol.	1	1	1	1	1									3		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/12/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	29	29
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	24	24
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	24	24
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	1	**1**	0	0	0	0	0	0	0	0	0	**2**	28	29
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	29	29
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	4	3	0	0	0	0	0	0	0	0	0	7		
Percent	0.0%	0.0%	57.1%	42.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			11:00	09:00										09:00		
Vol.			1	1										1		
PM Peak			13:00	16:00										16:00		
Vol.			1	1										2		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/13/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**1**	34	34
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	**2**	0	1	**1**	0	0	0	0	0	0	0	0	0	**4**	27	28
17:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2	24	24
18:00	0	**1**	0	1	0	0	0	0	0	0	0	0	0	2	28	29
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	1	5	2	1	0	0	0	0	0	0	0	0	11		
Percent	18.2%	9.1%	45.5%	18.2%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak					08:00									08:00		
Vol.					1									1		
PM Peak	16:00	18:00	17:00	16:00										16:00		
Vol.	2	1	2	1										4		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/14/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	24	24
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	24	24
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
18:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	29	29
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	24	24
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	34	34
23:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	19	19
Total	0	1	5	1	1	0	0	0	0	0	0	0	0	8		
Percent	0.0%	12.5%	62.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			08:00											08:00		
Vol.			1											1		
PM Peak		23:00	14:00	18:00	22:00									14:00		
Vol.		1	1	1	1									1		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/15/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	24	24
02:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	29	29
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	24	24
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	**1**	1	0	0	0	0	0	0	0	0	0	0	**2**	23	24
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	29	29
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19	19
Total	0	2	3	2	0	0	0	0	0	0	0	0	0	7		
Percent	0.0%	28.6%	42.9%	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			01:00	02:00										01:00		
Vol.			1	1										1		
PM Peak		19:00	15:00	21:00										19:00		
Vol.		1	1	1										2		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/16/24	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	2	28	29
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2	19	19
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19	19
10:00	**3**	2	1	1	0	0	0	0	0	0	0	0	0	**7**	24	28
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19	19
12 PM	0	**1**	0	**4**	0	0	0	0	0	0	0	0	0	**5**	29	29
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	19	19
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	**1**	1	0	0	0	0	0	0	0	0	0	2	28	29
17:00	0	0	0	2	0	0	0	0	0	0	0	0	0	2	29	29
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	1	**1**	0	0	0	0	0	0	0	0	2	33	34
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	29	29
Total	3	8	3	11	1	0	0	0	0	0	0	0	0	26		
Percent	11.5%	30.8%	11.5%	42.3%	3.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	06:00	00:00	00:00										10:00		
Vol.	3	2	1	1										7		
PM Peak		12:00	16:00	12:00	19:00									12:00		
Vol.		1	1	4	1									5		
Grand Total	9	18	32	31	4	0	0	0	0	0	0	0	0	94		
Percent	9.6%	19.1%	34.0%	33.0%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	16 MPH
	50th Percentile :	23 MPH
	85th Percentile :	28 MPH
	95th Percentile :	29 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	63
	Percent in Pace :	67.0%
	Number of Vehicles > 15 MPH :	85
	Percent of Vehicles > 15 MPH :	90.4%

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	NB	SB							Total
12:00 AM		0	0							0
01:00		1	1							2
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	**2**							2
06:00		0	0							0
07:00		1	0							1
08:00		0	0							0
09:00		1	0							1
10:00		3	2							5
11:00		**5**	1							**6**
12:00 PM		**5**	3							**8**
01:00		2	4							6
02:00		2	**5**							7
03:00		3	0							3
04:00		1	2							3
05:00		0	0							0
06:00		0	2							2
07:00		0	0							0
08:00		2	2							4
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		26	24							50
Percent		52.0%	48.0%							
AM Peak	-	11:00	05:00	-	-	-	-	-	-	11:00
Vol.	-	5	2	-	-	-	-	-	-	6
PM Peak	-	12:00	14:00	-	-	-	-	-	-	12:00
Vol.	-	5	5	-	-	-	-	-	-	8

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

Start Time	11-Sep-24 Wed	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		**1**	0							1
08:00		0	0							0
09:00		0	**1**							1
10:00		0	1							1
11:00		1	1							**2**
12:00 PM		1	1							2
01:00		1	2							**3**
02:00		**2**	1							3
03:00		0	**3**							3
04:00		0	1							1
05:00		1	0							1
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		1	0							1
10:00		0	0							0
11:00		0	0							0
Total		8	11							19
Percent		42.1%	57.9%							
AM Peak	-	07:00	09:00	-	-	-	-	-	-	11:00
Vol.	-	1	1	-	-	-	-	-	-	2
PM Peak	-	14:00	15:00	-	-	-	-	-	-	13:00
Vol.	-	2	3	-	-	-	-	-	-	3

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

Start Time	12-Sep-24 Thu	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		**1**	0							1
09:00		1	**1**							**2**
10:00		1	0							1
11:00		0	1							1
12:00 PM		**2**	0							2
01:00		2	1							**3**
02:00		0	0							0
03:00		0	0							0
04:00		1	**2**							3
05:00		0	1							1
06:00		0	0							0
07:00		1	1							2
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		9	7							16
Percent		56.3%	43.8%							
AM Peak	-	08:00	09:00	-	-	-	-	-	-	09:00
Vol.	-	1	1	-	-	-	-	-	-	2
PM Peak	-	12:00	16:00	-	-	-	-	-	-	13:00
Vol.	-	2	2	-	-	-	-	-	-	3

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

Start Time	13-Sep-24 Fri	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		1	0							1
08:00		**2**	**1**							**3**
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		1	0							1
01:00		2	0							2
02:00		0	0							0
03:00		1	0							1
04:00		1	**4**							**5**
05:00		1	2							3
06:00		**3**	2							5
07:00		1	1							2
08:00		2	1							3
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		15	11							26
Percent		57.7%	42.3%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	2	1	-	-	-	-	-	-	3
PM Peak	-	18:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	3	4	-	-	-	-	-	-	5

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

Start Time	14-Sep-24 Sat	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		**1**	0							**1**
08:00		0	**1**							1
09:00		1	0							1
10:00		0	1							1
11:00		0	0							0
12:00 PM		0	0							0
01:00		**1**	0							1
02:00		0	**1**							1
03:00		0	0							0
04:00		1	0							1
05:00		1	1							**2**
06:00		1	1							2
07:00		0	1							1
08:00		1	0							1
09:00		1	0							1
10:00		1	1							2
11:00		0	1							1
Total		9	8							17
Percent		52.9%	47.1%							
AM Peak	-	07:00	08:00	-	-	-	-	-	-	07:00
Vol.	-	1	1	-	-	-	-	-	-	1
PM Peak	-	13:00	14:00	-	-	-	-	-	-	17:00
Vol.	-	1	1	-	-	-	-	-	-	2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

Start Time	15-Sep-24 Sun	NB	SB							Total
12:00 AM		**1**	0							1
01:00		0	**1**							1
02:00		1	1							**2**
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		1	0							1
03:00		0	1							1
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	**2**							2
08:00		1	0							1
09:00		0	1							1
10:00		0	0							0
11:00		**3**	1							**4**
Total		7	7							14
Percent		50.0%	50.0%							
AM Peak	-	00:00	01:00	-	-	-	-	-	-	02:00
Vol.	-	1	1	-	-	-	-	-	-	2
PM Peak	-	23:00	19:00	-	-	-	-	-	-	23:00
Vol.	-	3	2	-	-	-	-	-	-	4

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
CHASE ST BELOW I-26 OVERPASS

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	NB	SB							Total
12:00 AM		0	2							2
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	2							2
07:00		1	0							1
08:00		0	0							0
09:00		4	1							5
10:00		**6**	**7**							**13**
11:00		2	1							3
12:00 PM		**4**	**5**							**9**
01:00		1	0							1
02:00		0	1							1
03:00		0	0							0
04:00		1	2							3
05:00		0	2							2
06:00		1	0							1
07:00		0	2							2
08:00		2	0							2
09:00		0	0							0
10:00		0	0							0
11:00		0	1							1
Total		22	26							48
Percent		45.8%	54.2%							
AM Peak	-	10:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	6	7	-	-	-	-	-	-	13
PM Peak	-	12:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	4	5	-	-	-	-	-	-	9
Grand Total		96	94							190
Percent		50.5%	49.5%							
ADT		ADT 27		AADT 27						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/10/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	**1**	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
06:00	0	1	2	**1**	0	0	0	0	0	0	0	0	0	4
07:00	0	6	4	0	**2**	0	0	0	0	0	0	0	0	12
08:00	0	5	5	0	1	0	0	0	1	0	0	0	0	12
09:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
10:00	0	**7**	**8**	0	0	0	0	0	0	0	0	0	0	**15**
11:00	0	6	4	0	0	**1**	0	0	0	0	0	0	0	11
12 PM	0	7	4	0	0	0	0	0	**1**	0	0	0	0	12
13:00	0	5	4	0	**1**	0	0	0	0	0	0	0	0	10
14:00	0	7	5	**1**	1	0	0	0	0	0	0	0	0	14
15:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
16:00	0	**18**	**11**	0	1	**1**	0	0	0	0	0	0	0	**31**
17:00	0	17	9	0	0	0	0	0	0	0	0	0	0	26
18:00	0	14	6	0	0	0	0	0	0	**1**	0	0	0	21
19:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
20:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
21:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Day Total	0	124	76	2	9	2	0	0	4	1	0	0	0	218
Percent	0.0%	56.9%	34.9%	0.9%	4.1%	0.9%	0.0%	0.0%	1.8%	0.5%	0.0%	0.0%	0.0%	
AM Peak		10:00	10:00	06:00	07:00	11:00			01:00					10:00
Vol.		7	8	1	2	1			1					15
PM Peak		16:00	16:00	14:00	13:00	16:00			12:00	18:00				16:00
Vol.		18	11	1	1	1			1	1				31

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/11/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	4	1	**1**	0	0	0	0	0	0	0	0	0	6
07:00	0	5	**8**	0	1	**1**	0	0	0	0	0	0	0	**15**
08:00	0	2	3	0	**2**	0	0	0	1	0	0	0	0	8
09:00	0	4	3	0	0	1	0	0	0	0	0	0	0	8
10:00	0	**9**	6	0	0	0	0	0	0	0	0	0	0	15
11:00	0	3	1	0	2	1	0	0	0	0	0	0	0	7
12 PM	0	6	6	0	1	0	0	0	0	0	0	0	0	13
13:00	0	6	5	0	1	0	0	0	0	0	0	0	0	12
14:00	0	10	**8**	**1**	2	0	0	**1**	0	0	0	0	0	22
15:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14
16:00	0	18	5	0	3	**1**	0	0	0	0	0	0	0	27
17:00	0	**23**	8	0	**4**	0	0	0	0	0	0	0	0	**35**
18:00	0	11	6	0	2	0	0	0	0	0	0	0	0	19
19:00	0	3	2	0	1	0	0	0	**1**	0	0	0	0	7
20:00	**1**	2	5	0	1	0	0	0	0	0	0	0	0	9
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	1	128	71	2	21	4	0	1	3	0	0	0	0	231
Percent	0.4%	55.4%	30.7%	0.9%	9.1%	1.7%	0.0%	0.4%	1.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	07:00	06:00	08:00	07:00			04:00					07:00
Vol.		9	8	1	2	1			1					15
PM Peak	20:00	17:00	14:00	14:00	17:00	16:00		14:00	19:00					17:00
Vol.	1	23	8	1	4	1		1	1					35

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/12/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	3	3	**1**	0	0	0	0	0	0	0	0	0	7
07:00	0	5	**5**	0	0	0	0	0	0	0	0	0	0	10
08:00	0	2	3	0	1	**2**	0	0	0	0	0	0	0	8
09:00	0	6	2	0	**4**	2	0	0	0	0	0	0	0	14
10:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
11:00	0	**11**	4	0	1	0	0	0	0	0	0	0	0	**16**
12 PM	0	13	7	0	2	0	0	0	0	0	0	0	0	22
13:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
14:00	0	15	5	**1**	0	0	0	0	**1**	0	0	0	0	22
15:00	0	4	**8**	0	**3**	0	0	0	0	0	0	0	0	15
16:00	0	15	4	1	0	0	0	0	0	0	0	0	0	20
17:00	0	**25**	8	0	2	0	0	0	0	0	0	0	0	**35**
18:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
19:00	0	3	4	0	0	0	0	0	0	0	0	0	0	7
20:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
21:00	0	5	1	0	2	0	0	0	0	0	0	0	0	8
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Day Total	0	135	67	3	17	4	0	0	2	0	0	0	0	228
Percent	0.0%	59.2%	29.4%	1.3%	7.5%	1.8%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	07:00	06:00	09:00	08:00			01:00					11:00
Vol.		11	5	1	4	2			1					16
PM Peak		17:00	15:00	14:00	15:00				14:00					17:00
Vol.		25	8	1	3				1					35

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/13/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
06:00	0	3	1	**1**	0	0	0	0	0	0	0	0	0	5
07:00	0	6	**6**	0	2	0	0	0	0	0	0	0	0	**14**
08:00	0	5	3	1	0	0	0	0	0	0	0	0	0	9
09:00	0	**9**	1	0	**3**	0	0	0	0	0	0	0	0	13
10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:00	0	9	2	0	2	0	0	0	0	0	0	0	0	13
12 PM	0	10	5	0	2	0	0	0	0	0	0	0	0	17
13:00	0	8	8	**1**	1	0	0	0	0	0	0	0	0	18
14:00	0	10	6	1	0	0	0	0	0	0	0	0	0	17
15:00	0	12	8	0	**3**	0	0	0	0	0	0	0	0	23
16:00	0	17	8	0	2	0	0	0	0	0	0	0	0	**27**
17:00	0	**19**	7	0	1	0	0	0	0	0	0	0	0	27
18:00	0	13	**9**	0	1	0	0	0	**1**	0	0	0	0	24
19:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
20:00	0	4	2	1	0	0	0	0	0	0	0	0	0	7
21:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
22:00	0	4	1	0	3	0	0	0	0	0	0	0	0	8
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Day Total	0	155	81	5	21	0	0	0	1	0	0	0	0	263
Percent	0.0%	58.9%	30.8%	1.9%	8.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	07:00	06:00	09:00									07:00
Vol.		9	6	1	3									14
PM Peak		17:00	18:00	13:00	15:00				18:00					16:00
Vol.		19	9	1	3				1					27

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/14/24	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
07:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	**5**	0	1	0	0	0	0	0	0	0	0	6
09:00	0	9	3	0	1	0	0	0	0	0	0	0	0	**13**
10:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
11:00	0	**10**	3	0	0	0	0	0	0	0	0	0	0	13
12 PM	0	**11**	4	0	0	0	0	0	0	0	0	0	0	15
13:00	0	11	**8**	0	1	0	0	0	0	0	0	0	0	**20**
14:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
15:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13
16:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
17:00	0	9	4	0	**2**	0	0	0	0	0	0	0	0	15
18:00	0	9	5	0	0	0	0	0	0	0	0	0	0	14
19:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
20:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	4	0	0	2	0	0	0	0	0	0	0	0	6
23:00	0	3	0	0	0	0	0	0	**1**	0	0	0	0	4
Day Total	0	120	55	0	9	1	0	0	2	0	0	0	0	187
Percent	0.0%	64.2%	29.4%	0.0%	4.8%	0.5%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	08:00		01:00	01:00			02:00					09:00
Vol.		10	5		1	1			1					13
PM Peak		12:00	13:00		17:00				23:00					13:00
Vol.		11	8		2				1					20

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/24	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	**2**	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
09:00	0	6	**3**	0	0	0	0	0	0	0	0	0	0	9
10:00	0	**10**	3	0	0	0	0	0	0	0	0	0	0	**13**
11:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
12 PM	0	5	4	0	**1**	0	0	0	0	0	0	0	0	10
13:00	0	5	**6**	0	0	0	0	0	0	0	0	0	0	11
14:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
15:00	0	**12**	4	0	0	0	0	0	0	0	0	0	0	**16**
16:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
17:00	0	10	5	0	1	0	0	0	0	0	0	0	0	16
18:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
19:00	0	7	4	0	1	0	0	0	0	0	0	0	0	12
20:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
21:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	109	45	0	9	0	0	0	0	0	0	0	0	163
Percent	0.0%	66.9%	27.6%	0.0%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	09:00		01:00									10:00
Vol.		10	3		2									13
PM Peak		15:00	13:00		12:00									15:00
Vol.		12	6		1									16

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	3	2	**1**	0	**1**	0	0	0	0	0	0	0	7
07:00	0	5	**5**	0	0	0	0	0	0	0	0	0	0	10
08:00	0	4	3	0	**3**	0	0	0	0	0	0	0	0	10
09:00	**1**	4	2	0	0	0	0	0	0	0	0	0	0	7
10:00	0	**7**	3	0	2	0	0	0	0	0	0	0	0	**12**
11:00	0	7	3	0	1	1	0	0	0	0	0	0	0	12
12 PM	0	11	**7**	0	1	0	0	0	**1**	0	0	0	0	20
13:00	0	5	7	0	**4**	**1**	0	0	0	0	0	0	0	17
14:00	0	11	4	**1**	2	0	0	0	0	0	0	0	0	18
15:00	0	10	6	0	4	0	0	0	0	0	0	0	0	20
16:00	0	16	6	0	1	0	0	0	0	0	0	0	0	23
17:00	0	**27**	7	0	1	0	0	0	0	0	0	0	0	**35**
18:00	0	6	6	0	0	0	0	0	0	0	0	0	0	12
19:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
20:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Day Total	1	139	67	2	20	3	0	0	1	0	0	0	0	233
Percent	0.4%	59.7%	28.8%	0.9%	8.6%	1.3%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	07:00	06:00	08:00	06:00								10:00
Vol.	1	7	5	1	3	1								12
PM Peak		17:00	12:00	14:00	13:00	13:00			12:00					17:00
Vol.		27	7	1	4	1			1					35
Grand Total	2	910	462	14	106	14	0	1	13	1	0	0	0	1523
Percent	0.1%	59.8%	30.3%	0.9%	7.0%	0.9%	0.0%	0.1%	0.9%	0.1%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/10/24	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	**1**	0	0	0	0	0	0	0	0	0	3
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
06:00	0	7	3	1	**1**	0	0	0	0	0	0	0	0	12
07:00	0	**16**	6	0	0	0	0	0	0	0	0	0	0	**22**
08:00	0	12	**9**	0	1	0	0	0	0	0	0	0	0	22
09:00	0	8	7	0	1	0	0	0	1	0	0	0	0	17
10:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:00	0	5	5	0	1	**1**	0	**1**	0	0	0	0	0	13
12 PM	0	8	4	0	0	0	0	0	**1**	0	0	0	0	13
13:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
14:00	0	**13**	6	0	1	0	0	0	0	0	0	0	0	20
15:00	0	11	**9**	**1**	**2**	0	0	0	0	0	0	0	0	**23**
16:00	0	8	6	0	0	**1**	0	0	0	0	0	0	0	15
17:00	0	9	5	0	1	0	0	0	0	0	0	0	0	15
18:00	0	8	6	0	0	0	0	0	0	0	0	0	0	14
19:00	0	4	4	0	0	0	0	0	1	0	0	0	0	9
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	132	79	3	8	2	0	1	4	0	0	0	0	229
Percent	0.0%	57.6%	34.5%	1.3%	3.5%	0.9%	0.0%	0.4%	1.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00	04:00	06:00	11:00		11:00	02:00					07:00
Vol.		16	9	1	1	1		1	1					22
PM Peak		14:00	15:00	15:00	15:00	16:00			12:00					15:00
Vol.		13	9	1	2	1			1					23

All Traffic Data Services

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Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/11/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	5	**6**	**1**	**1**	0	0	0	0	0	0	0	0	13
07:00	0	**21**	6	1	1	0	0	0	0	0	0	0	0	**29**
08:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16
09:00	0	6	6	0	1	0	0	0	0	0	0	0	0	13
10:00	0	0	5	0	0	0	0	0	0	0	0	0	0	5
11:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
12 PM	0	4	2	0	**3**	**1**	0	0	0	0	0	0	0	10
13:00	0	3	**10**	0	2	0	0	0	0	0	0	0	0	15
14:00	0	8	7	0	1	0	0	0	**1**	0	0	0	0	17
15:00	0	9	3	**1**	1	0	0	0	0	0	0	0	0	14
16:00	0	6	6	0	2	0	0	0	0	0	0	0	0	14
17:00	0	5	2	1	2	0	0	0	0	0	0	0	0	10
18:00	0	**11**	7	0	0	0	0	0	0	0	0	0	0	**18**
19:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	118	70	4	14	1	0	0	3	0	0	0	0	210
Percent	0.0%	56.2%	33.3%	1.9%	6.7%	0.5%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	06:00	06:00	06:00				02:00					07:00
Vol.		21	6	1	1				1					29
PM Peak		18:00	13:00	15:00	12:00	12:00			14:00					18:00
Vol.		11	10	1	3	1			1					18

All Traffic Data Services

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Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/12/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	8	**8**	**1**	1	0	0	0	0	0	0	0	0	18
07:00	0	15	5	0	**2**	0	0	0	0	0	0	0	0	22
08:00	0	**22**	8	0	2	1	0	0	0	0	0	0	0	**33**
09:00	0	8	7	0	2	**4**	0	0	0	0	0	0	0	21
10:00	0	6	5	0	1	0	0	0	0	0	0	0	0	12
11:00	0	9	4	0	1	0	0	0	0	0	0	0	0	14
12 PM	0	7	**7**	**1**	0	0	0	0	0	0	0	0	0	15
13:00	0	6	6	0	0	0	0	0	0	0	0	0	0	12
14:00	0	**17**	6	0	0	0	0	0	0	0	0	0	0	**23**
15:00	0	8	5	1	0	0	0	0	**1**	0	0	0	0	15
16:00	0	8	3	0	**1**	0	0	0	0	0	0	0	0	12
17:00	0	4	4	0	1	0	0	0	0	0	0	0	0	9
18:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
19:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
20:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Day Total	0	145	77	3	13	5	0	0	1	0	0	0	0	244
Percent	0.0%	59.4%	31.6%	1.2%	5.3%	2.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	06:00	06:00	07:00	09:00								08:00
Vol.		22	8	1	2	4								33
PM Peak		14:00	12:00	12:00	16:00				15:00					14:00
Vol.		17	7	1	1				1					23

All Traffic Data Services

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Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/13/24	0	1	0	0	1	0	0	0	0	0	0	0	0	2
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	7	3	**1**	**2**	0	0	0	0	0	0	0	0	13
07:00	0	**18**	**11**	0	0	0	0	0	0	0	0	0	0	**29**
08:00	0	16	3	0	2	0	0	0	0	0	0	0	0	21
09:00	0	10	4	0	2	0	0	0	0	0	0	0	0	16
10:00	0	8	3	0	2	0	0	**1**	0	0	0	0	0	14
11:00	0	11	7	0	0	0	0	0	0	0	0	0	0	18
12 PM	0	8	2	0	0	**2**	0	0	0	0	0	0	0	12
13:00	0	6	7	0	0	0	0	0	0	0	0	0	0	13
14:00	0	16	4	0	1	1	0	0	0	0	0	0	0	22
15:00	0	**19**	1	**1**	1	0	0	0	**1**	0	0	0	0	**23**
16:00	0	11	**9**	0	**3**	0	0	0	0	0	0	0	0	23
17:00	0	6	9	0	0	0	0	0	0	0	0	0	0	15
18:00	0	10	4	0	1	0	0	0	0	0	0	0	0	15
19:00	**1**	11	2	0	1	0	0	0	0	0	0	0	0	15
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	2	2	1	0	0	0	0	0	0	0	0	0	5
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Day Total	1	171	79	3	16	3	0	1	1	0	0	0	0	275
Percent	0.4%	62.2%	28.7%	1.1%	5.8%	1.1%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	06:00	06:00			10:00						07:00
Vol.		18	11	1	2			1						29
PM Peak	19:00	15:00	16:00	15:00	16:00	12:00			15:00					15:00
Vol.	1	19	9	1	3	2			1					23

All Traffic Data Services

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Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/14/24	0	4	2	0	1	0	0	0	0	0	0	0	0	7
01:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	8	**5**	0	**2**	0	0	0	0	0	0	0	0	15
09:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
10:00	0	**12**	3	0	1	0	0	0	0	0	0	0	0	16
11:00	0	12	5	0	0	0	0	0	0	0	0	0	0	**17**
12 PM	0	**13**	2	0	1	0	0	0	0	0	0	0	0	**16**
13:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
14:00	0	3	5	0	0	0	0	0	0	0	0	0	0	8
15:00	0	6	3	0	1	0	0	0	0	0	0	0	0	10
16:00	0	10	5	0	0	0	0	0	0	0	0	0	0	15
17:00	0	8	**6**	0	0	0	0	0	0	0	0	0	0	14
18:00	0	6	2	0	0	**1**	0	0	0	0	0	0	0	9
19:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:00	0	4	1	0	**2**	0	0	0	0	0	0	0	0	7
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	123	52	0	10	1	0	0	0	0	0	0	0	186
Percent	0.0%	66.1%	28.0%	0.0%	5.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	08:00		08:00									11:00
Vol.		12	5		2									17
PM Peak		12:00	17:00		21:00	18:00								12:00
Vol.		13	6		2	1								16

All Traffic Data Services

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Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/15/24	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
08:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
09:00	0	**14**	3	0	0	0	0	0	0	0	0	0	0	**17**
10:00	0	12	**5**	0	0	0	0	0	0	0	0	0	0	17
11:00	0	9	3	0	**1**	0	0	0	0	0	0	0	0	13
12 PM	0	**15**	3	0	0	0	0	0	0	0	0	0	0	**18**
13:00	0	13	**5**	0	0	0	0	0	0	0	0	0	0	18
14:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
15:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
16:00	0	5	5	0	**2**	0	0	0	0	0	0	0	0	12
17:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
18:00	0	5	4	0	1	0	0	0	0	0	0	0	0	10
19:00	0	7	2	0	0	0	0	0	0	0	0	0	0	9
20:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	123	48	0	5	0	0	0	0	0	0	0	0	176
Percent	0.0%	69.9%	27.3%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	10:00		11:00									09:00
Vol.		14	5		1									17
PM Peak		12:00	13:00		16:00									12:00
Vol.		15	5		2									18

All Traffic Data Services

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Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	1	2	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:00	0	7	3	**1**	1	0	0	0	0	0	0	0	0	12
07:00	0	18	4	0	0	**1**	0	0	0	0	0	0	0	23
08:00	0	**19**	8	0	**2**	0	0	0	0	0	0	0	0	**29**
09:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14
10:00	0	5	**10**	0	2	0	0	0	0	0	0	0	0	17
11:00	0	9	4	0	2	1	0	0	0	0	0	0	0	16
12 PM	0	9	4	0	0	**1**	0	0	**1**	0	0	0	0	15
13:00	0	10	5	0	2	0	0	0	0	0	0	0	0	17
14:00	0	8	3	0	**5**	1	0	0	0	0	0	0	0	17
15:00	0	8	2	**1**	2	0	0	0	0	0	0	0	0	13
16:00	0	**12**	6	0	0	0	0	0	0	0	0	0	0	**18**
17:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
18:00	0	8	**7**	0	1	0	0	0	0	0	0	0	0	16
19:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
20:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
21:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	153	71	2	18	4	0	0	1	0	0	0	0	249
Percent	0.0%	61.4%	28.5%	0.8%	7.2%	1.6%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	10:00	06:00	08:00	07:00								08:00
Vol.		19	10	1	2	1								29
PM Peak		16:00	18:00	15:00	14:00	12:00			12:00					16:00
Vol.		12	7	1	5	1			1					18
Grand Total	1	965	476	15	84	16	0	2	10	0	0	0	0	1569
Percent	0.1%	61.5%	30.3%	1.0%	5.4%	1.0%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/10/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	**1**	0	1	0	0	0	0	0	2	48	49
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	1	0	0	0	2	0	**2**	**1**	6	68	69
06:00	0	0	0	0	0	0	1	1	0	1	1	0	0	4	62	64
07:00	0	0	0	0	0	1	0	2	0	4	**4**	1	0	12	63	66
08:00	0	0	0	0	0	0	1	2	**3**	4	2	0	0	12	60	63
09:00	0	0	**1**	0	0	0	1	0	2	1	0	1	0	6	65	68
10:00	0	0	0	0	0	0	**3**	**5**	1	3	1	2	0	**15**	63	68
11:00	0	0	0	0	0	0	0	1	2	**6**	0	2	0	11	65	68
12 PM	0	0	0	0	0	0	2	1	1	5	2	0	0	11	60	63
13:00	0	0	0	0	**1**	0	0	1	4	2	2	0	0	10	61	63
14:00	0	0	0	0	0	0	1	0	2	3	4	**2**	0	12	65	68
15:00	0	0	0	0	0	0	0	2	0	3	2	2	0	9	66	68
16:00	0	0	0	**1**	0	**1**	**3**	0	**8**	**7**	4	1	**1**	**26**	61	64
17:00	0	0	0	0	0	1	0	4	5	7	**7**	2	0	26	63	66
18:00	0	0	0	0	0	0	1	**5**	4	5	4	2	0	21	63	67
19:00	0	0	0	0	0	0	1	0	3	3	2	1	0	10	63	67
20:00	0	0	0	0	0	0	0	1	6	1	0	0	0	8	54	58
21:00	0	0	0	0	0	1	0	1	1	1	0	1	0	5	66	68
22:00	0	0	0	0	0	0	0	0	1	1	0	0	0	2	58	59
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	49
Total	0	0	1	1	1	6	14	28	43	59	35	19	2	209		
Percent	0.0%	0.0%	0.5%	0.5%	0.5%	2.9%	6.7%	13.4%	20.6%	28.2%	16.7%	9.1%	1.0%			
AM Peak			09:00			01:00	10:00	10:00	08:00	11:00	07:00	05:00	05:00	10:00		
Vol.			1			1	3	5	3	6	4	2	1	15		
PM Peak				16:00	13:00	16:00	16:00	18:00	16:00	16:00	17:00	14:00	16:00	16:00		
Vol.				1	1	1	3	5	8	7	7	2	1	26		

All Traffic Data Services

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Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/11/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	54	54
05:00	0	0	0	0	0	0	0	0	2	0	1	0	0	3	62	64
06:00	0	0	0	0	0	**1**	1	0	1	2	0	1	0	6	65	68
07:00	0	0	0	0	0	1	0	**1**	2	**5**	3	1	0	13	63	66
08:00	0	0	0	0	0	0	1	0	0	5	1	1	**1**	9	63	67
09:00	0	**1**	0	**1**	0	0	0	0	2	2	0	**2**	0	8	67	69
10:00	0	0	0	0	0	1	**3**	1	**6**	0	**4**	0	0	**15**	62	64
11:00	0	0	0	0	0	0	2	1	1	2	1	0	0	7	59	63
12 PM	0	**3**	0	0	0	1	0	2	2	2	1	1	0	12	60	66
13:00	0	0	0	0	0	0	1	0	2	4	3	0	0	10	62	64
14:00	0	0	0	0	0	1	1	3	**6**	9	1	1	0	22	59	64
15:00	0	0	0	0	0	0	**3**	3	2	4	2	0	0	14	59	63
16:00	0	0	0	0	0	0	0	**8**	5	**10**	4	0	0	27	59	63
17:00	0	0	0	0	0	**2**	1	4	4	10	**8**	**6**	0	**35**	65	68
18:00	0	0	0	0	0	1	0	4	5	4	2	1	0	17	61	65
19:00	0	0	0	0	0	0	0	0	2	4	1	0	0	7	59	63
20:00	0	0	0	0	0	0	2	2	2	3	0	0	0	9	57	59
21:00	0	0	0	0	0	0	0	1	1	1	0	0	0	3	57	59
22:00	0	0	0	0	0	1	0	0	1	1	0	0	0	3	57	59
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	49
Total	0	4	0	1	0	9	15	31	47	69	32	14	1	223		
Percent	0.0%	1.8%	0.0%	0.4%	0.0%	4.0%	6.7%	13.9%	21.1%	30.9%	14.3%	6.3%	0.4%			
AM Peak		09:00		09:00		06:00	10:00	07:00	10:00	07:00	10:00	09:00	08:00	10:00		
Vol.		1		1		1	3	1	6	5	4	2	1	15		
PM Peak		12:00				17:00	15:00	16:00	14:00	16:00	17:00	17:00		17:00		
Vol.		3				2	3	8	6	10	8	6		35		

All Traffic Data Services

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Site Code: 45
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GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/12/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	49
02:00	0	0	0	0	0	0	0	0	0	0	2	0	0	2	64	64
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	1	0	**1**	0	2	68	69
06:00	0	0	0	0	0	0	**1**	0	**3**	2	0	1	0	7	59	68
07:00	0	0	0	0	0	0	1	0	1	4	**3**	1	0	10	64	67
08:00	0	0	0	0	**1**	0	1	1	3	1	1	0	0	8	58	62
09:00	0	0	0	0	1	**1**	1	3	1	**5**	1	1	0	14	59	66
10:00	0	0	0	0	0	0	1	1	1	4	0	1	0	8	59	67
11:00	0	0	0	**1**	0	0	1	**4**	2	5	3	0	0	**16**	61	63
12 PM	0	0	0	0	0	1	**2**	1	2	9	5	**2**	0	22	63	67
13:00	0	0	0	0	0	0	0	1	0	5	2	1	0	9	64	67
14:00	0	0	0	0	0	**3**	1	**4**	3	3	**6**	2	0	22	63	67
15:00	**1**	0	0	0	**1**	0	2	3	2	3	2	1	0	15	61	66
16:00	1	**1**	0	0	0	0	1	3	3	5	5	1	0	20	63	65
17:00	0	0	0	0	0	2	2	4	**6**	**13**	6	2	0	**35**	62	65
18:00	0	0	0	**1**	0	0	0	1	3	1	3	0	0	9	62	64
19:00	0	0	0	0	0	0	1	1	2	0	2	0	0	6	62	64
20:00	0	0	0	0	0	1	1	1	2	2	1	0	0	8	59	62
21:00	0	0	0	1	0	0	1	1	4	1	0	0	0	8	54	57
22:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	49
23:00	0	0	0	0	0	0	0	1	1	0	0	0	0	2	53	54
Total	2	1	0	3	3	8	17	32	39	64	42	14	0	225		
Percent	0.9%	0.4%	0.0%	1.3%	1.3%	3.6%	7.6%	14.2%	17.3%	28.4%	18.7%	6.2%	0.0%			
AM Peak				11:00	08:00	09:00	06:00	11:00	06:00	09:00	07:00	05:00		11:00		
Vol.				1	1	1	1	4	3	5	3	1		16		
PM Peak	15:00	16:00		18:00	15:00	14:00	12:00	14:00	17:00	17:00	14:00	12:00		17:00		
Vol.	1	1		1	1	3	2	4	6	13	6	2		35		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/13/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	2	43	44
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	2	0	0	0	2	59	59
05:00	0	0	0	0	0	0	0	0	2	3	2	0	1	8	62	64
06:00	0	0	0	0	0	0	0	1	1	2	1	0	0	5	61	63
07:00	0	0	0	0	0	0	1	1	1	**6**	2	**2**	0	**13**	65	68
08:00	0	0	0	0	0	**1**	0	0	1	1	**3**	2	**3**	11	67	68
09:00	0	0	0	0	1	1	1	**3**	3	2	0	2	0	13	65	68
10:00	0	0	0	0	0	0	0	2	1	1	0	0	0	4	57	58
11:00	0	0	0	0	0	0	0	1	**5**	4	3	0	0	13	61	63
12 PM	0	0	0	0	0	**1**	**4**	2	2	4	2	2	0	17	63	67
13:00	0	0	0	0	0	0	2	1	3	7	2	2	0	17	63	67
14:00	0	0	0	0	0	1	2	**5**	3	2	3	0	**1**	17	61	63
15:00	0	0	0	0	0	0	1	5	5	8	3	1	0	23	60	64
16:00	0	0	0	0	0	0	3	2	**10**	5	4	2	0	**26**	62	66
17:00	0	0	0	0	0	0	1	3	3	**9**	**6**	2	1	25	63	66
18:00	0	0	0	0	**1**	0	0	4	4	9	5	**3**	0	26	64	67
19:00	0	0	0	0	0	1	0	2	4	4	3	0	0	14	61	63
20:00	0	0	0	0	0	0	0	0	2	2	1	1	0	6	65	68
21:00	0	0	0	0	0	0	2	2	1	2	1	1	0	9	63	67
22:00	0	0	0	0	0	0	1	1	3	2	1	0	0	8	59	62
23:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2	43	44
Total	0	0	0	0	3	6	20	35	54	75	42	20	6	261		
Percent	0.0%	0.0%	0.0%	0.0%	1.1%	2.3%	7.7%	13.4%	20.7%	28.7%	16.1%	7.7%	2.3%			
AM Peak					01:00	08:00	01:00	09:00	11:00	07:00	08:00	07:00	08:00	07:00		
Vol.					1	1	1	3	5	6	3	2	3	13		
PM Peak					18:00	12:00	12:00	14:00	16:00	17:00	17:00	18:00	14:00	16:00		
Vol.					1	1	4	5	10	9	6	3	1	26		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
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NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/14/24	0	0	0	0	0	0	0	0	1	1	0	0	0	2	58	59
01:00	0	0	0	0	0	0	**1**	0	0	0	0	1	0	2	68	69
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
03:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	69	69
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	69	69
06:00	0	0	0	0	0	**2**	0	0	0	0	2	0	0	4	63	64
07:00	0	0	0	0	0	0	0	0	1	1	0	0	0	2	58	59
08:00	0	0	0	0	0	0	0	**1**	1	3	1	0	0	6	60	63
09:00	0	0	0	0	0	1	0	0	2	3	**3**	**4**	0	**13**	67	69
10:00	0	0	0	0	0	1	1	1	**4**	3	2	0	0	12	60	63
11:00	0	0	0	0	0	0	1	0	3	**4**	2	3	0	13	66	68
12 PM	0	0	0	0	0	0	**2**	2	4	3	**4**	0	0	15	62	64
13:00	0	0	0	0	0	0	2	1	5	**7**	4	0	0	**19**	61	63
14:00	0	0	0	0	0	1	1	2	1	1	1	1	0	8	64	67
15:00	0	0	0	0	0	0	2	0	2	4	4	1	0	13	63	66
16:00	0	0	0	0	0	0	1	1	1	1	2	1	0	7	64	68
17:00	0	0	0	0	0	**2**	1	1	0	7	2	**2**	0	15	64	68
18:00	0	0	0	0	0	1	2	2	**6**	1	1	1	0	14	59	66
19:00	0	0	0	0	0	0	1	2	3	1	2	0	0	9	61	63
20:00	0	0	0	0	0	1	1	1	0	3	1	1	0	8	63	67
21:00	0	0	0	**1**	0	1	0	0	1	2	1	0	0	6	60	63
22:00	0	0	0	0	0	0	1	**3**	0	2	0	0	0	6	57	59
23:00	0	0	0	0	0	0	0	1	0	1	1	0	0	3	62	64
Total	0	0	0	1	0	10	17	18	35	49	33	17	0	180		
Percent	0.0%	0.0%	0.0%	0.6%	0.0%	5.6%	9.4%	10.0%	19.4%	27.2%	18.3%	9.4%	0.0%			
AM Peak						06:00	01:00	08:00	10:00	11:00	09:00	09:00		09:00		
Vol.						2	1	1	4	4	3	4		13		
PM Peak				21:00		17:00	12:00	22:00	18:00	13:00	12:00	17:00		13:00		
Vol.				1		2	2	3	6	7	4	2		19		

All Traffic Data Services

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Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/15/24	0	0	0	0	**1**	0	0	1	0	0	0	0	0	2	48	49
01:00	0	0	0	**1**	0	0	1	0	0	1	0	1	0	4	67	69
02:00	0	0	0	0	0	0	0	0	1	2	0	0	0	3	58	59
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	1	0	**2**	0	0	3	63	64
06:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
07:00	0	0	0	0	0	0	0	1	0	0	1	0	0	2	63	64
08:00	0	0	0	0	0	0	0	**3**	1	**5**	0	0	0	9	58	59
09:00	0	0	0	0	0	0	0	2	2	2	1	**3**	0	10	67	69
10:00	0	0	0	0	0	0	**2**	3	**4**	4	0	0	0	**13**	57	59
11:00	0	0	0	0	0	0	1	1	1	4	0	2	0	9	66	68
12 PM	0	0	0	0	**1**	0	0	0	0	5	**4**	0	0	10	63	64
13:00	0	0	0	0	0	0	0	1	2	3	4	1	0	11	64	67
14:00	0	0	0	0	1	0	0	2	1	3	4	1	0	12	63	66
15:00	0	0	0	**1**	0	0	0	2	**3**	3	1	**4**	0	14	67	69
16:00	0	0	0	0	0	**1**	1	2	2	1	2	0	0	9	61	63
17:00	0	0	0	0	0	0	1	**3**	1	**7**	2	1	**1**	**16**	61	66
18:00	0	0	0	0	0	1	0	3	0	0	2	0	0	6	62	64
19:00	0	0	0	0	0	1	**3**	1	2	2	1	1	0	11	61	67
20:00	0	0	0	0	1	0	0	0	1	0	2	2	0	6	67	69
21:00	0	0	0	1	0	0	0	2	1	0	2	0	0	6	62	64
22:00	0	0	0	0	0	0	1	0	0	0	0	1	0	2	68	69
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	49
Total	0	0	0	3	4	3	10	28	23	43	28	17	1	160		
Percent	0.0%	0.0%	0.0%	1.9%	2.5%	1.9%	6.3%	17.5%	14.4%	26.9%	17.5%	10.6%	0.6%			
AM Peak				01:00	00:00		10:00	08:00	10:00	08:00	05:00	09:00		10:00		
Vol.				1	1		2	3	4	5	2	3		13		
PM Peak				15:00	12:00	16:00	19:00	17:00	15:00	17:00	12:00	15:00	17:00	17:00		
Vol.				1	1	1	3	3	3	7	4	4	1	16		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/16/24	0	0	0	0	0	0	0	0	0	0	1	0	0	1	64	64
01:00	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	39	39
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	49
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	39	39
06:00	0	0	0	0	0	1	1	1	0	2	1	1	0	7	64	68
07:00	0	0	0	0	0	0	**2**	0	3	2	**2**	1	0	10	63	67
08:00	0	0	0	0	0	0	1	1	1	**4**	2	1	0	10	63	67
09:00	0	0	**1**	0	0	0	0	0	3	0	1	**2**	0	7	67	69
10:00	0	**1**	1	0	**1**	0	2	**2**	2	0	2	0	0	11	60	63
11:00	0	0	1	0	1	0	0	1	**6**	2	1	0	0	**12**	57	61
12 PM	0	**1**	0	0	**3**	2	2	0	5	5	2	0	0	20	58	62
13:00	**2**	0	0	**1**	0	2	**4**	**5**	1	2	0	0	0	17	52	57
14:00	0	0	0	1	0	**3**	2	2	1	6	2	1	0	18	60	65
15:00	0	0	0	0	0	2	0	3	5	5	3	0	0	18	60	63
16:00	0	0	0	0	1	0	2	3	**6**	4	6	1	0	23	62	64
17:00	0	0	0	0	0	2	3	2	6	**10**	**10**	**2**	0	**35**	63	65
18:00	0	0	0	0	0	0	0	0	5	3	3	1	0	12	63	66
19:00	0	0	0	1	0	0	1	0	2	3	1	0	0	8	59	62
20:00	0	0	0	0	0	0	1	0	2	2	1	0	0	6	60	63
21:00	0	0	0	0	0	0	1	0	1	2	3	0	0	7	63	64
22:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	49
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1	39	39
Total	2	2	3	3	6	15	22	22	49	53	41	10	0	228		
Percent	0.9%	0.9%	1.3%	1.3%	2.6%	6.6%	9.6%	9.6%	21.5%	23.2%	18.0%	4.4%	0.0%			
AM Peak		10:00	09:00		10:00	01:00	07:00	10:00	11:00	08:00	07:00	09:00		11:00		
Vol.		1	1		1	1	2	2	6	4	2	2		12		
PM Peak	13:00	12:00		13:00	12:00	14:00	13:00	13:00	16:00	17:00	17:00	17:00		17:00		
Vol.	2	1		1	3	3	4	5	6	10	10	2		35		
Grand Total	4	7	4	12	17	57	115	194	290	412	253	111	10	1486		
Percent	0.3%	0.5%	0.3%	0.8%	1.1%	3.8%	7.7%	13.1%	19.5%	27.7%	17.0%	7.5%	0.7%			

	15th Percentile :	45 MPH
	50th Percentile :	55 MPH
	85th Percentile :	62 MPH
	95th Percentile :	66 MPH
Stats	10 MPH Pace Speed :	51-60 MPH
	Number in Pace :	702
	Percent in Pace :	47.2%
	Number of Vehicles > 55 MPH :	786
	Percent of Vehicles > 55 MPH :	52.9%

All Traffic Data Services

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Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/10/24	0	0	0	0	0	0	0	1	0	0	0	1	0	2	68	69
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	44	44
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	54	54
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	**1**	1	1	0	0	0	0	0	3	47	49
05:00	0	0	0	0	0	0	0	0	4	1	1	0	0	6	60	63
06:00	0	0	0	0	0	1	**2**	1	3	1	1	3	0	12	67	69
07:00	0	0	0	0	0	1	2	0	1	5	**6**	**6**	0	21	67	69
08:00	0	0	0	0	0	0	1	2	2	**6**	6	4	**1**	**22**	66	68
09:00	0	0	0	0	0	0	0	**3**	**7**	2	2	3	0	17	65	68
10:00	0	0	0	0	0	0	0	0	1	4	1	3	0	9	67	69
11:00	0	0	0	**2**	**1**	0	0	1	2	4	1	2	0	13	65	68
12 PM	0	0	0	0	0	0	**3**	0	1	3	5	1	0	13	64	66
13:00	0	0	0	0	0	0	1	0	1	1	3	2	0	8	67	68
14:00	0	0	0	0	0	0	0	2	4	6	5	**3**	0	20	65	68
15:00	0	0	0	0	0	**1**	0	0	3	**7**	**8**	3	0	**22**	64	68
16:00	**1**	0	0	0	0	0	1	**3**	1	4	3	2	0	15	64	68
17:00	0	0	0	0	**1**	0	3	0	2	3	4	2	0	15	64	68
18:00	0	0	0	0	1	0	0	1	5	3	4	0	0	14	62	64
19:00	0	0	0	0	0	0	0	1	**6**	1	1	0	0	9	58	62
20:00	0	0	0	0	0	0	0	0	0	2	0	0	0	2	59	59
21:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	49
22:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	0	2	3	4	15	17	44	54	51	35	1	227		
Percent	0.4%	0.0%	0.0%	0.9%	1.3%	1.8%	6.6%	7.5%	19.4%	23.8%	22.5%	15.4%	0.4%			
AM Peak				11:00	11:00	04:00	06:00	09:00	09:00	08:00	07:00	07:00	08:00	08:00		
Vol.				2	1	1	2	3	7	6	6	6	1	22		
PM Peak	16:00				17:00	15:00	12:00	16:00	19:00	15:00	15:00	14:00		15:00		
Vol.	1				1	1	3	3	6	7	8	3		22		

All Traffic Data Services

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Site Code: 45
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GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/11/24	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	54	54
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	44	44
04:00	0	0	0	0	0	0	**3**	1	0	0	0	1	0	5	66	68
05:00	0	0	0	0	0	0	0	1	2	1	0	0	0	4	57	59
06:00	0	0	0	0	0	**1**	0	1	3	4	2	2	0	13	65	68
07:00	0	0	0	0	0	1	1	**3**	**4**	4	**7**	**8**	0	**28**	67	69
08:00	0	0	0	0	0	0	0	0	2	**6**	2	4	0	14	67	69
09:00	0	0	0	0	0	0	1	3	3	0	3	3	0	13	66	68
10:00	0	0	0	0	0	0	0	0	1	2	0	2	0	5	68	69
11:00	0	**1**	0	0	0	0	0	0	4	5	2	1	0	13	62	66
12 PM	0	0	0	0	0	0	0	**3**	2	3	2	0	0	10	61	63
13:00	**1**	0	0	0	0	0	0	2	1	5	3	3	0	15	66	68
14:00	0	0	0	0	**1**	0	0	1	4	**7**	3	1	0	17	62	65
15:00	0	0	0	0	0	0	**1**	3	2	6	2	0	0	14	59	63
16:00	0	0	0	0	0	0	1	2	**6**	1	2	2	0	14	64	68
17:00	0	0	0	0	1	**1**	1	0	3	1	1	2	0	10	66	68
18:00	0	0	0	0	0	0	0	2	3	3	**5**	**5**	0	**18**	67	69
19:00	0	0	0	0	0	0	1	1	0	2	0	3	0	7	68	69
20:00	0	0	0	0	0	0	0	0	0	1	1	0	0	2	63	64
21:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	54	54
22:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	49
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	1	0	0	2	3	10	24	42	52	35	37	0	207		
Percent	0.5%	0.5%	0.0%	0.0%	1.0%	1.4%	4.8%	11.6%	20.3%	25.1%	16.9%	17.9%	0.0%			
AM Peak		11:00				06:00	04:00	07:00	07:00	08:00	07:00	07:00		07:00		
Vol.		1				1	3	3	4	6	7	8		28		
PM Peak	13:00				14:00	17:00	15:00	12:00	16:00	14:00	18:00	18:00		18:00		
Vol.	1				1	1	1	3	6	7	5	5		18		

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GRAMLING RD N.O GLENZELLE RD

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SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/12/24	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
01:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	34	34
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	69	69
03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
04:00	0	0	0	0	0	**2**	1	0	0	0	0	0	0	3	42	44
05:00	0	0	0	0	0	0	0	0	0	2	0	1	0	3	67	69
06:00	0	0	0	0	0	1	1	3	4	3	4	2	0	18	64	67
07:00	0	0	0	0	0	1	1	2	**5**	0	**5**	6	0	20	67	69
08:00	0	0	0	0	0	0	2	3	4	**9**	5	**9**	0	**32**	67	69
09:00	0	0	0	**1**	0	0	**3**	**7**	2	3	2	3	0	21	64	68
10:00	0	0	0	0	0	0	0	0	3	5	3	1	0	12	63	66
11:00	0	0	0	0	0	0	0	1	2	7	0	3	0	13	66	68
12 PM	0	0	0	0	**1**	0	1	1	5	5	0	**2**	0	15	59	68
13:00	0	0	0	0	0	0	0	0	2	4	**5**	1	0	12	64	66
14:00	0	0	0	0	0	0	**3**	**3**	**6**	5	4	2	0	**23**	63	67
15:00	0	0	0	0	0	**3**	1	2	2	5	2	0	0	15	59	63
16:00	0	0	0	0	0	0	0	0	3	**6**	3	0	0	12	62	64
17:00	0	0	0	0	0	0	1	1	2	2	3	0	0	9	62	64
18:00	0	0	0	0	0	0	2	1	0	1	5	1	0	10	64	67
19:00	0	0	0	0	0	0	0	2	4	1	2	0	0	9	61	63
20:00	0	0	0	0	0	0	1	0	1	0	1	1	0	4	67	69
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1	44	44
23:00	0	0	0	0	0	0	0	0	1	0	1	0	0	2	63	64
Total	0	0	0	1	2	7	18	26	46	60	45	33	0	238		
Percent	0.0%	0.0%	0.0%	0.4%	0.8%	2.9%	7.6%	10.9%	19.3%	25.2%	18.9%	13.9%	0.0%			
AM Peak				09:00	01:00	04:00	09:00	09:00	07:00	08:00	07:00	08:00		08:00		
Vol.				1	1	2	3	7	5	9	5	9		32		
PM Peak					12:00	15:00	14:00	14:00	14:00	16:00	13:00	12:00		14:00		
Vol.					1	3	3	3	6	6	5	2		23		

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SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/13/24	0	0	0	0	0	0	0	1	1	0	0	0	0	2	53	54
01:00	0	0	0	0	0	0	1	0	0	0	0	1	0	2	68	69
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	49
04:00	0	0	0	0	0	0	1	2	0	0	1	0	0	4	62	64
05:00	0	0	0	0	0	0	0	0	2	1	0	0	0	3	57	59
06:00	0	0	0	0	**1**	0	1	2	2	2	3	2	0	13	65	68
07:00	0	0	0	0	0	0	1	0	**10**	5	**7**	**6**	0	**29**	66	68
08:00	0	0	0	**1**	0	0	0	1	4	3	6	2	**3**	20	64	67
09:00	0	0	0	0	1	0	0	**4**	2	4	4	1	0	16	63	65
10:00	0	0	0	0	0	0	**2**	0	5	3	2	2	0	14	64	68
11:00	0	0	0	0	0	0	0	4	5	**7**	1	1	0	18	59	65
12 PM	0	0	**1**	0	0	0	**2**	**3**	2	1	1	2	0	12	65	68
13:00	0	0	0	0	0	0	0	2	2	6	3	0	0	13	61	63
14:00	0	0	0	**1**	0	1	1	2	3	6	4	**4**	0	22	65	68
15:00	0	0	0	0	0	0	1	2	**4**	3	**10**	3	0	**23**	64	68
16:00	0	0	0	0	0	**2**	1	3	3	**8**	4	2	0	23	63	67
17:00	0	0	0	0	0	0	0	1	3	4	4	3	0	15	66	68
18:00	0	0	0	0	0	0	1	1	4	1	3	4	0	14	67	69
19:00	**1**	0	0	0	**1**	0	1	2	4	4	1	1	0	15	59	66
20:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
21:00	0	0	0	0	0	0	0	1	2	1	1	0	0	5	61	63
22:00	0	0	0	0	0	1	1	0	0	2	1	0	0	5	61	63
23:00	0	0	0	0	1	0	0	0	1	0	0	0	0	2	53	54
Total	1	0	1	2	4	4	14	32	59	63	56	34	3	273		
Percent	0.4%	0.0%	0.4%	0.7%	1.5%	1.5%	5.1%	11.7%	21.6%	23.1%	20.5%	12.5%	1.1%			
AM Peak				08:00	06:00		10:00	09:00	07:00	11:00	07:00	07:00	08:00	07:00		
Vol.				1	1		2	4	10	7	7	6	3	29		
PM Peak	19:00		12:00	14:00	19:00	16:00	12:00	12:00	15:00	16:00	15:00	14:00		15:00		
Vol.	1		1	1	1	2	2	3	4	8	10	4		23		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/14/24	0	0	0	0	**1**	0	0	1	1	3	1	0	0	7	59	63
01:00	0	0	0	0	0	0	0	1	0	0	1	1	0	3	67	69
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	1	1	0	0	0	0	0	2	48	49
07:00	0	0	0	0	0	0	0	0	1	0	0	2	0	3	68	69
08:00	0	0	0	0	1	0	0	0	2	**11**	0	1	0	15	59	66
09:00	0	0	0	0	0	0	0	**3**	2	1	3	3	0	12	67	69
10:00	0	0	0	0	0	**2**	1	2	**3**	1	3	**4**	0	16	67	69
11:00	0	0	0	0	0	0	**2**	3	2	5	**4**	1	0	**17**	63	65
12 PM	0	**1**	0	0	0	0	**1**	3	1	**6**	2	2	0	**16**	64	68
13:00	0	0	0	0	0	0	1	1	1	6	0	1	0	10	59	67
14:00	0	0	0	**1**	0	1	0	0	1	1	**3**	1	0	8	64	67
15:00	0	0	0	0	0	0	1	2	2	1	2	2	0	10	66	68
16:00	0	0	0	0	0	1	1	1	3	4	3	2	0	15	64	68
17:00	0	0	0	0	0	0	1	**4**	**4**	2	3	0	0	14	61	63
18:00	0	0	0	0	0	0	1	0	1	2	3	2	0	9	66	68
19:00	0	0	0	0	0	**2**	0	0	2	2	0	**3**	0	9	67	69
20:00	0	0	0	0	0	1	1	2	2	0	0	1	0	7	54	68
21:00	0	0	0	0	0	0	0	2	1	3	0	1	0	7	59	68
22:00	0	0	0	0	0	0	0	1	0	1	0	1	0	3	67	69
23:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	59	59
Total	0	1	0	1	2	7	11	27	29	52	28	28	0	186		
Percent	0.0%	0.5%	0.0%	0.5%	1.1%	3.8%	5.9%	14.5%	15.6%	28.0%	15.1%	15.1%	0.0%			
AM Peak					00:00	10:00	11:00	09:00	10:00	08:00	11:00	10:00		11:00		
Vol.					1	2	2	3	3	11	4	4		17		
PM Peak		12:00		14:00		19:00	12:00	17:00	17:00	12:00	14:00	19:00		12:00		
Vol.		1		1		2	1	4	4	6	3	3		16		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/15/24	0	0	0	0	0	1	0	0	0	0	0	0	0	1	39	39
01:00	0	0	0	**1**	**2**	0	0	0	2	2	0	0	0	7	57	59
02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	69	69
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	54	54
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	54	54
06:00	0	0	**1**	0	0	0	0	2	0	0	0	1	0	4	67	69
07:00	0	0	0	0	0	0	0	0	0	2	1	0	0	3	62	64
08:00	0	0	0	0	0	0	**1**	0	3	2	1	1	0	8	63	67
09:00	0	0	0	0	0	**3**	1	**5**	1	4	0	**3**	0	**17**	65	68
10:00	0	0	0	0	0	0	0	1	1	**6**	**6**	1	**2**	17	63	66
11:00	0	0	0	0	0	1	0	0	**5**	4	3	0	0	13	61	63
12 PM	0	0	0	0	0	0	2	2	**4**	**5**	**4**	1	0	**18**	62	65
13:00	0	0	0	**1**	0	**1**	0	0	3	5	2	**5**	0	17	67	69
14:00	0	0	0	0	0	0	1	2	3	1	1	0	0	8	58	62
15:00	0	0	**1**	0	0	0	**3**	1	2	0	0	1	0	8	54	67
16:00	0	0	0	0	0	0	0	**5**	1	3	1	2	0	12	65	68
17:00	0	0	0	0	0	0	0	0	2	0	3	2	0	7	67	69
18:00	0	0	0	0	0	1	0	0	2	5	2	0	0	10	61	63
19:00	0	0	0	0	0	0	1	2	2	2	1	1	0	9	63	67
20:00	0	0	0	0	0	1	0	0	4	1	3	1	0	10	64	67
21:00	0	0	0	0	0	0	0	0	0	1	1	0	0	2	63	64
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	2	2	2	8	9	20	37	43	29	20	2	174		
Percent	0.0%	0.0%	1.1%	1.1%	1.1%	4.6%	5.2%	11.5%	21.3%	24.7%	16.7%	11.5%	1.1%			
AM Peak			06:00	01:00	01:00	09:00	08:00	09:00	11:00	10:00	10:00	09:00	10:00	09:00		
Vol.			1	1	2	3	1	5	5	6	6	3	2	17		
PM Peak			15:00	13:00		13:00	15:00	16:00	12:00	12:00	12:00	13:00		12:00		
Vol.			1	1		1	3	5	4	5	4	5		18		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	Total	85th Percent	95th Percent
09/16/24	0	0	0	0	0	1	0	0	0	1	0	1	0	3	67	69
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	1	49	49
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	1	1	0	0	0	0	0	2	48	49
05:00	0	0	0	0	0	0	1	0	2	0	0	0	0	3	53	54
06:00	0	0	0	0	0	1	**2**	1	3	2	2	1	0	12	62	66
07:00	0	0	0	0	0	0	1	2	**5**	4	4	**6**	0	22	67	69
08:00	0	0	0	0	0	0	1	2	3	**10**	**7**	5	0	**28**	65	68
09:00	0	0	0	0	0	0	0	2	4	1	3	4	0	14	67	69
10:00	0	**2**	0	0	0	**2**	2	**3**	2	4	1	1	0	17	59	65
11:00	0	0	0	**2**	0	0	0	3	3	3	1	2	0	14	64	68
12 PM	0	0	0	0	0	0	**2**	2	2	3	**5**	1	0	15	63	66
13:00	**1**	0	**5**	**3**	**2**	1	0	1	2	1	1	0	0	**17**	53	60
14:00	0	0	2	0	1	**3**	2	1	1	4	3	0	0	17	60	63
15:00	0	**1**	0	0	0	0	0	**5**	3	2	1	1	0	13	60	66
16:00	0	0	0	1	1	1	0	3	3	4	2	2	0	17	63	67
17:00	0	0	0	0	0	1	0	4	1	2	1	**3**	0	12	67	69
18:00	0	0	0	0	0	0	0	1	3	**7**	3	1	0	15	62	66
19:00	0	0	0	0	0	0	2	1	**4**	2	1	1	0	11	61	67
20:00	0	0	0	0	0	0	0	0	0	3	1	0	0	4	62	63
21:00	0	0	0	0	0	1	0	1	0	1	2	0	0	5	63	64
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	3	7	6	4	11	14	34	41	54	38	29	0	242		
Percent	0.4%	1.2%	2.9%	2.5%	1.7%	4.5%	5.8%	14.0%	16.9%	22.3%	15.7%	12.0%	0.0%			
AM Peak		10:00		11:00		10:00	06:00	10:00	07:00	08:00	08:00	07:00		08:00		
Vol.		2		2		2	2	3	5	10	7	6		28		
PM Peak	13:00	15:00	13:00	13:00	13:00	14:00	12:00	15:00	19:00	18:00	12:00	17:00		13:00		
Vol.	1	1	5	3	2	3	2	5	4	7	5	3		17		
Grand Total	4	5	10	14	19	44	91	180	298	378	282	216	6	1547		
Percent	0.3%	0.3%	0.6%	0.9%	1.2%	2.8%	5.9%	11.6%	19.3%	24.4%	18.2%	14.0%	0.4%			

	15th Percentile :	46 MPH
	50th Percentile :	56 MPH
	85th Percentile :	64 MPH
	95th Percentile :	68 MPH
Stats	10 MPH Pace Speed :	51-60 MPH
	Number in Pace :	676
	Percent in Pace :	43.7%
	Number of Vehicles > 55 MPH :	882
	Percent of Vehicles > 55 MPH :	57.0%

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	NB	SB							Total
12:00 AM		0	2							2
01:00		2	1							3
02:00		0	1							1
03:00		0	0							0
04:00		0	3							3
05:00		6	6							12
06:00		4	12							16
07:00		12	**22**							**34**
08:00		12	22							34
09:00		7	17							24
10:00		**15**	9							24
11:00		11	13							24
12:00 PM		12	13							25
01:00		10	8							18
02:00		14	20							34
03:00		9	**23**							32
04:00		**31**	15							**46**
05:00		26	15							41
06:00		21	14							35
07:00		10	9							19
08:00		8	2							10
09:00		5	1							6
10:00		2	1							3
11:00		1	0							1
Total		218	229							447
Percent		48.8%	51.2%							
AM Peak	-	10:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	15	22	-	-	-	-	-	-	34
PM Peak	-	16:00	15:00	-	-	-	-	-	-	16:00
Vol.	-	31	23	-	-	-	-	-	-	46

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

Start Time	11-Sep-24 Wed	NB	SB							Total
12:00 AM		0	1							1
01:00		0	0							0
02:00		0	1							1
03:00		1	1							2
04:00		1	5							6
05:00		5	4							9
06:00		6	13							19
07:00		**15**	**29**							**44**
08:00		8	16							24
09:00		8	13							21
10:00		15	5							20
11:00		7	13							20
12:00 PM		13	10							23
01:00		12	15							27
02:00		22	17							39
03:00		14	14							28
04:00		27	14							41
05:00		**35**	10							**45**
06:00		19	**18**							37
07:00		7	7							14
08:00		9	2							11
09:00		3	1							4
10:00		3	1							4
11:00		1	0							1
Total		231	210							441
Percent		52.4%	47.6%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	15	29	-	-	-	-	-	-	44
PM Peak	-	17:00	18:00	-	-	-	-	-	-	17:00
Vol.	-	35	18	-	-	-	-	-	-	45

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

Start Time	12-Sep-24 Thu	NB	SB							Total
12:00 AM		0	1							1
01:00		1	1							2
02:00		2	1							3
03:00		0	1							1
04:00		0	3							3
05:00		3	3							6
06:00		7	18							25
07:00		10	22							32
08:00		8	**33**							**41**
09:00		14	21							35
10:00		8	12							20
11:00		**16**	14							30
12:00 PM		22	15							37
01:00		9	12							21
02:00		22	**23**							**45**
03:00		15	15							30
04:00		20	12							32
05:00		**35**	9							44
06:00		9	10							19
07:00		7	9							16
08:00		8	5							13
09:00		8	1							9
10:00		2	1							3
11:00		2	2							4
Total		228	244							472
Percent		48.3%	51.7%							
AM Peak	-	11:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	16	33	-	-	-	-	-	-	41
PM Peak	-	17:00	14:00	-	-	-	-	-	-	14:00
Vol.	-	35	23	-	-	-	-	-	-	45

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

Start Time	13-Sep-24 Fri	NB	SB							Total
12:00 AM		0	2							2
01:00		2	2							4
02:00		0	1							1
03:00		0	1							1
04:00		2	4							6
05:00		8	3							11
06:00		5	13							18
07:00		**14**	**29**							**43**
08:00		9	21							30
09:00		13	16							29
10:00		4	14							18
11:00		13	18							31
12:00 PM		17	12							29
01:00		18	13							31
02:00		17	22							39
03:00		23	**23**							46
04:00		**27**	23							**50**
05:00		27	15							42
06:00		24	15							39
07:00		14	15							29
08:00		7	1							8
09:00		9	5							14
10:00		8	5							13
11:00		2	2							4
Total		263	275							538
Percent		48.9%	51.1%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	14	29	-	-	-	-	-	-	43
PM Peak	-	16:00	15:00	-	-	-	-	-	-	16:00
Vol.	-	27	23	-	-	-	-	-	-	50

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

Start Time	14-Sep-24 Sat	NB	SB							Total
12:00 AM		3	7							10
01:00		2	3							5
02:00		1	1							2
03:00		1	0							1
04:00		0	1							1
05:00		2	0							2
06:00		4	2							6
07:00		2	3							5
08:00		6	15							21
09:00		**13**	12							25
10:00		12	16							28
11:00		13	**17**							**30**
12:00 PM		15	**16**							**31**
01:00		**20**	10							30
02:00		9	8							17
03:00		13	10							23
04:00		7	15							22
05:00		15	14							29
06:00		14	9							23
07:00		9	9							18
08:00		10	7							17
09:00		6	7							13
10:00		6	3							9
11:00		4	1							5
Total		187	186							373
Percent		50.1%	49.9%							
AM Peak	-	09:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	13	17	-	-	-	-	-	-	30
PM Peak	-	13:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	20	16	-	-	-	-	-	-	31

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

Start Time	15-Sep-24 Sun	NB	SB							Total
12:00 AM		2	1							3
01:00		4	8							12
02:00		3	1							4
03:00		0	0							0
04:00		0	1							1
05:00		4	1							5
06:00		1	4							5
07:00		2	3							5
08:00		9	8							17
09:00		9	**17**							26
10:00		**13**	17							**30**
11:00		9	13							22
12:00 PM		10	**18**							28
01:00		11	18							**29**
02:00		12	8							20
03:00		**16**	8							24
04:00		9	12							21
05:00		16	7							23
06:00		6	10							16
07:00		12	9							21
08:00		6	10							16
09:00		6	2							8
10:00		2	0							2
11:00		1	0							1
Total		163	176							339
Percent		48.1%	51.9%							
AM Peak	-	10:00	09:00	-	-	-	-	-	-	10:00
Vol.	-	13	17	-	-	-	-	-	-	30
PM Peak	-	15:00	12:00	-	-	-	-	-	-	13:00
Vol.	-	16	18	-	-	-	-	-	-	29

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
GRAMLING RD N.O GLENZELLE RD

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	NB	SB							Total
12:00 AM		1	3							4
01:00		1	0							1
02:00		1	1							2
03:00		1	0							1
04:00		0	2							2
05:00		3	3							6
06:00		7	12							19
07:00		10	23							33
08:00		10	**29**							**39**
09:00		7	14							21
10:00		**12**	17							29
11:00		12	16							28
12:00 PM		20	15							35
01:00		17	17							34
02:00		18	17							35
03:00		20	13							33
04:00		23	**18**							41
05:00		**35**	13							**48**
06:00		12	16							28
07:00		8	11							19
08:00		6	4							10
09:00		7	5							12
10:00		1	0							1
11:00		1	0							1
Total		233	249							482
Percent		48.3%	51.7%							
AM Peak	-	10:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	12	29	-	-	-	-	-	-	39
PM Peak	-	17:00	16:00	-	-	-	-	-	-	17:00
Vol.	-	35	18	-	-	-	-	-	-	48
Grand Total		1523	1569							3092
Percent		49.3%	50.7%							
ADT		ADT 442		AADT 442						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 1
Station ID: 1
ALL AMERICAN LN S.O FIVE CHOP RD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	6+ Axl Multi	Total
07/16/25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	**3**	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00	**1**	1	1	0	**1**	0	0	0	0	0	0	0	0	4
11:00	0	2	**3**	0	0	0	0	0	0	0	0	0	0	**5**
12 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
13:00	**1**	4	1	0	**2**	0	0	0	1	0	0	0	0	9
14:00	0	1	0	0	1	0	0	0	**3**	0	0	0	0	5
15:00	0	7	5	0	0	0	0	0	1	0	0	0	0	13
16:00	0	**43**	**13**	0	1	**1**	0	0	1	0	0	0	0	**59**
17:00	0	4	2	0	1	0	0	0	1	0	0	0	0	8
18:00	0	2	4	0	1	1	0	0	1	0	0	0	0	9
19:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
20:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	2	75	33	0	8	2	0	0	10	0	0	0	0	130
Percent	1.5%	57.7%	25.4%	0.0%	6.2%	1.5%	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	06:00	11:00		10:00									11:00
Vol.	1	3	3		1									5
PM Peak	13:00	16:00	16:00		13:00	16:00			14:00					16:00
Vol.	1	43	13		2	1			3					59

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NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	6+ Axl Multi	Total
07/17/25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1
10:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
11:00	**1**	**3**	**4**	0	**3**	0	0	0	0	0	0	0	0	**11**
12 PM	0	2	2	0	**1**	0	0	0	0	0	0	0	0	5
13:00	0	5	4	**1**	1	0	0	0	**2**	0	0	0	0	13
14:00	0	1	0	0	1	0	0	0	1	0	0	0	0	3
15:00	0	3	4	0	0	0	0	0	1	0	0	0	0	8
16:00	**2**	**43**	**15**	0	0	**1**	0	0	0	0	0	0	0	**61**
17:00	0	1	4	0	1	0	0	0	1	0	0	0	0	7
18:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	3	72	40	1	9	2	0	0	5	0	0	0	0	132
Percent	2.3%	54.5%	30.3%	0.8%	6.8%	1.5%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	11:00	11:00		11:00	09:00								11:00
Vol.	1	3	4		3	1								11
PM Peak	16:00	16:00	16:00	13:00	12:00	16:00			13:00					16:00
Vol.	2	43	15	1	1	1			2					61
Grand Total	5	147	73	1	17	4	0	0	15	0	0	0	0	262
Percent	1.9%	56.1%	27.9%	0.4%	6.5%	1.5%	0.0%	0.0%	5.7%	0.0%	0.0%	0.0%	0.0%	

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Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	6+ Axl Multi	Total
07/16/25	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	**1**	**6**	**3**	0	0	0	0	0	0	0	0	0	0	**10**
09:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
12 PM	0	**6**	2	0	0	0	0	0	0	0	0	0	0	8
13:00	0	5	2	0	**1**	**1**	0	0	0	0	0	0	0	**9**
14:00	**1**	1	2	0	0	0	**1**	0	0	0	0	0	0	5
15:00	0	2	**3**	0	0	0	0	0	0	0	0	0	0	5
16:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
17:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
18:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
19:00	0	2	0	0	0	0	0	0	**1**	0	0	0	0	3
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	2	53	20	0	2	2	1	0	1	0	0	0	0	81
Percent	2.5%	65.4%	24.7%	0.0%	2.5%	2.5%	1.2%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00											08:00
Vol.	1	6	3											10
PM Peak	14:00	12:00	15:00		13:00	13:00	14:00		19:00					13:00
Vol.	1	6	3		1	1	1		1					9

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Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	6+ Axl Multi	Total
07/17/25	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	**7**	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
08:00	0	6	2	0	**1**	0	0	0	**1**	0	0	0	0	**10**
09:00	**1**	4	2	0	1	0	0	0	0	0	0	0	0	8
10:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
11:00	0	4	**3**	0	0	0	0	0	0	0	0	0	0	7
12 PM	0	**9**	3	0	0	0	0	0	0	0	0	0	0	**12**
13:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
14:00	0	2	1	0	0	0	0	0	**1**	0	0	0	0	4
15:00	0	2	**4**	0	0	0	0	0	0	0	0	0	0	6
16:00	0	3	2	0	**1**	0	0	0	0	0	0	0	0	6
17:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	57	25	0	4	0	0	0	2	0	0	0	0	89
Percent	1.1%	64.0%	28.1%	0.0%	4.5%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	06:00	11:00		08:00				08:00					08:00
Vol.	1	7	3		1				1					10
PM Peak		12:00	15:00		16:00				14:00					12:00
Vol.		9	4		1				1					12
Grand Total	3	110	45	0	6	2	1	0	3	0	0	0	0	170
Percent	1.8%	64.7%	26.5%	0.0%	3.5%	1.2%	0.6%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 1
Station ID: 1
ALL AMERICAN LN S.O FIVE CHOP RD

Latitude: 0' 0.0000 Undefined

Start Time	16-Jul-25 Wed	NB	SB							Total
12:00 AM		0	1							1
01:00		0	0							0
02:00		1	0							1
03:00		0	0							0
04:00		0	2							2
05:00		0	2							2
06:00		3	4							7
07:00		1	1							2
08:00		1	**10**							**11**
09:00		2	5							7
10:00		4	4							8
11:00		**5**	4							9
12:00 PM		2	8							10
01:00		9	**9**							18
02:00		5	5							10
03:00		13	5							18
04:00		**59**	6							**65**
05:00		8	4							12
06:00		9	1							10
07:00		2	3							5
08:00		3	3							6
09:00		2	4							6
10:00		1	0							1
11:00		0	0							0
Total		130	81							211
Percent		61.6%	38.4%							
AM Peak	-	11:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	5	10	-	-	-	-	-	-	11
PM Peak	-	16:00	13:00	-	-	-	-	-	-	16:00
Vol.	-	59	9	-	-	-	-	-	-	65

All Traffic Data Services

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ALL AMERICAN LN S.O FIVE CHOP RD

Latitude: 0' 0.0000 Undefined

Start Time	17-Jul-25 Thu	NB	SB							Total
12:00 AM		0	0							0
01:00		2	1							3
02:00		0	0							0
03:00		0	0							0
04:00		0	1							1
05:00		1	1							2
06:00		1	7							8
07:00		0	4							4
08:00		1	**10**							11
09:00		1	8							9
10:00		4	5							9
11:00		**11**	7							**18**
12:00 PM		5	**12**							17
01:00		13	5							18
02:00		3	4							7
03:00		8	6							14
04:00		**61**	6							**67**
05:00		7	4							11
06:00		9	2							11
07:00		4	3							7
08:00		1	2							3
09:00		0	1							1
10:00		0	0							0
11:00		0	0							0
Total		132	89							221
Percent		59.7%	40.3%							
AM Peak	-	11:00	08:00	-	-	-	-	-	-	11:00
Vol.	-	11	10	-	-	-	-	-	-	18
PM Peak	-	16:00	12:00	-	-	-	-	-	-	16:00
Vol.	-	61	12	-	-	-	-	-	-	67
Grand Total		262	170							432
Percent		60.6%	39.4%							
ADT		ADT 216		AADT 216						

All Traffic Data Services

3 - I-26 EB ON RAMPS WEST OF US 601

EB	Time	Lights	Mediums	Trucks	Total
	9/10/2024	11	0	0	11
	9/10/2024 12:15:00 AM	10	0	2	12
	9/10/2024 12:30:00 AM	6	0	1	7
	9/10/2024 12:45:00 AM	4	0	0	4
	Hour	31	0	3	34
	9/10/2024 1:00:00 AM	8	0	0	8
	9/10/2024 1:15:00 AM	6	0	3	9
	9/10/2024 1:30:00 AM	5	1	1	7
	9/10/2024 1:45:00 AM	3	0	2	5
	Hour	22	1	6	29
	9/10/2024 2:00:00 AM	4	0	0	4
	9/10/2024 2:15:00 AM	2	0	0	2
	9/10/2024 2:30:00 AM	0	1	0	1
	9/10/2024 2:45:00 AM	3	0	1	4
	Hour	9	1	1	11
	9/10/2024 3:00:00 AM	3	0	2	5
	9/10/2024 3:15:00 AM	1	0	0	1
	9/10/2024 3:30:00 AM	2	0	1	3
	9/10/2024 3:45:00 AM	5	0	1	6
	Hour	11	0	4	15
	9/10/2024 4:00:00 AM	4	0	1	5
	9/10/2024 4:15:00 AM	3	0	4	7
	9/10/2024 4:30:00 AM	4	0	2	6
	9/10/2024 4:45:00 AM	7	0	3	10
	Hour	18	0	10	28
	9/10/2024 5:00:00 AM	12	1	1	14
	9/10/2024 5:15:00 AM	12	0	2	14
	9/10/2024 5:30:00 AM	22	1	1	24
	9/10/2024 5:45:00 AM	32	1	3	36
	Hour	78	3	7	88
	9/10/2024 6:00:00 AM	18	2	1	21
	9/10/2024 6:15:00 AM	42	0	3	45
	9/10/2024 6:30:00 AM	43	0	1	44
	9/10/2024 6:45:00 AM	57	3	2	62
	Hour	160	5	7	172
	9/10/2024 7:00:00 AM	52	1	4	57
	9/10/2024 7:15:00 AM	61	1	4	66
	9/10/2024 7:30:00 AM	94	3	3	100
	9/10/2024 7:45:00 AM	116	0	4	120
	Hour	323	5	15	343
	9/10/2024 8:00:00 AM	108	1	2	111
	9/10/2024 8:15:00 AM	106	2	4	112
	9/10/2024 8:30:00 AM	71	3	2	76
	9/10/2024 8:45:00 AM	98	0	6	104
	Hour	383	6	14	403
	9/10/2024 9:00:00 AM	88	0	2	90
	9/10/2024 9:15:00 AM	64	1	3	68
	9/10/2024 9:30:00 AM	55	2	3	60
	9/10/2024 9:45:00 AM	66	3	3	72
	Hour	273	6	11	290
	9/10/2024 10:00:00 AM	51	2	6	59
	9/10/2024 10:15:00 AM	64	5	1	70
	9/10/2024 10:30:00 AM	46	3	7	56
	9/10/2024 10:45:00 AM	48	0	6	54
	Hour	209	10	20	239
	9/10/2024 11:00:00 AM	49	4	6	59
	9/10/2024 11:15:00 AM	55	0	5	60
	9/10/2024 11:30:00 AM	64	5	3	72
	9/10/2024 11:45:00 AM	52	3	7	62
	Hour	220	12	21	253
	Total	1,737	49	119	1,905
	Percentage	91.2%	2.6%	6.2%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

3 - I-26 EB ON RAMPS WEST OF US 601

EB	Time	Lights	Mediums	Trucks	Total
	9/10/2024 12:00:00 PM	45	0	5	50
	9/10/2024 12:15:00 PM	54	1	1	56
	9/10/2024 12:30:00 PM	66	1	7	74
	9/10/2024 12:45:00 PM	53	3	5	61
	Hour	218	5	18	241
	9/10/2024 1:00:00 PM	51	2	5	58
	9/10/2024 1:15:00 PM	48	1	1	50
	9/10/2024 1:30:00 PM	63	0	1	64
	9/10/2024 1:45:00 PM	66	3	4	73
	Hour	228	6	11	245
	9/10/2024 2:00:00 PM	44	1	2	47
	9/10/2024 2:15:00 PM	41	0	2	43
	9/10/2024 2:30:00 PM	51	0	3	54
	9/10/2024 2:45:00 PM	54	0	1	55
	Hour	190	1	8	199
	9/10/2024 3:00:00 PM	46	2	5	53
	9/10/2024 3:15:00 PM	41	1	2	44
	9/10/2024 3:30:00 PM	54	0	5	59
	9/10/2024 3:45:00 PM	57	1	2	60
	Hour	198	4	14	216
	9/10/2024 4:00:00 PM	54	2	5	61
	9/10/2024 4:15:00 PM	65	1	2	68
	9/10/2024 4:30:00 PM	62	0	2	64
	9/10/2024 4:45:00 PM	65	0	2	67
	Hour	246	3	11	260
	9/10/2024 5:00:00 PM	58	0	1	59
	9/10/2024 5:15:00 PM	78	1	4	83
	9/10/2024 5:30:00 PM	55	0	1	56
	9/10/2024 5:45:00 PM	73	0	1	74
	Hour	264	1	7	272
	9/10/2024 6:00:00 PM	45	0	2	47
	9/10/2024 6:15:00 PM	48	0	2	50
	9/10/2024 6:30:00 PM	56	0	1	57
	9/10/2024 6:45:00 PM	41	1	5	47
	Hour	190	1	10	201
	9/10/2024 7:00:00 PM	39	0	0	39
	9/10/2024 7:15:00 PM	28	1	0	29
	9/10/2024 7:30:00 PM	36	1	1	38
	9/10/2024 7:45:00 PM	26	3	0	29
	Hour	129	5	1	135
	9/10/2024 8:00:00 PM	32	1	0	33
	9/10/2024 8:15:00 PM	26	0	0	26
	9/10/2024 8:30:00 PM	23	0	0	23
	9/10/2024 8:45:00 PM	21	0	0	21
	Hour	102	1	0	103
	9/10/2024 9:00:00 PM	21	0	1	22
	9/10/2024 9:15:00 PM	17	1	3	21
	9/10/2024 9:30:00 PM	23	0	3	26
	9/10/2024 9:45:00 PM	13	0	0	13
	Hour	74	1	7	82
	9/10/2024 10:00:00 PM	15	0	1	16
	9/10/2024 10:15:00 PM	17	1	0	18
	9/10/2024 10:30:00 PM	13	1	0	14
	9/10/2024 10:45:00 PM	17	0	1	18
	Hour	62	2	2	66
	9/10/2024 11:00:00 PM	13	1	0	14
	9/10/2024 11:15:00 PM	14	0	1	15
	9/10/2024 11:30:00 PM	9	1	0	10
	9/10/2024 11:45:00 PM	6	0	0	6
	Hour	42	2	1	45
	Total	1,943	32	90	2,065
	Percentage	94.1%	1.5%	4.4%	
	Grand Total	3,680	81	209	3,970
	Percentage	92.7%	2.0%	5.3%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

4 - I-26 WB On Ramp-Vehicle Count

WB	Time	Lights	Mediums	Trucks	Total
	9/10/2024	0	0	0	0
	9/10/2024 12:15:00 AM	0	0	0	0
	9/10/2024 12:30:00 AM	0	0	0	0
	9/10/2024 12:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	9/10/2024 1:00:00 AM	0	0	0	0
	9/10/2024 1:15:00 AM	0	0	0	0
	9/10/2024 1:30:00 AM	0	0	0	0
	9/10/2024 1:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	9/10/2024 2:00:00 AM	0	0	0	0
	9/10/2024 2:15:00 AM	0	0	0	0
	9/10/2024 2:30:00 AM	0	0	0	0
	9/10/2024 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	9/10/2024 3:00:00 AM	0	0	0	0
	9/10/2024 3:15:00 AM	0	0	0	0
	9/10/2024 3:30:00 AM	1	0	0	1
	9/10/2024 3:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	9/10/2024 4:00:00 AM	0	0	0	0
	9/10/2024 4:15:00 AM	0	0	0	0
	9/10/2024 4:30:00 AM	1	0	0	1
	9/10/2024 4:45:00 AM	0	0	0	0
	Hour	1	0	0	1
	9/10/2024 5:00:00 AM	1	0	0	1
	9/10/2024 5:15:00 AM	2	0	0	2
	9/10/2024 5:30:00 AM	0	0	0	0
	9/10/2024 5:45:00 AM	3	0	0	3
	Hour	6	0	0	6
	9/10/2024 6:00:00 AM	1	0	0	1
	9/10/2024 6:15:00 AM	1	0	0	1
	9/10/2024 6:30:00 AM	4	0	0	4
	9/10/2024 6:45:00 AM	3	0	0	3
	Hour	9	0	0	9
	9/10/2024 7:00:00 AM	5	0	1	6
	9/10/2024 7:15:00 AM	3	0	0	3
	9/10/2024 7:30:00 AM	1	0	0	1
	9/10/2024 7:45:00 AM	2	0	0	2
	Hour	11	0	1	12
	9/10/2024 8:00:00 AM	1	0	0	1
	9/10/2024 8:15:00 AM	2	0	0	2
	9/10/2024 8:30:00 AM	1	0	0	1
	9/10/2024 8:45:00 AM	1	1	0	2
	Hour	5	1	0	6
	9/10/2024 9:00:00 AM	1	0	0	1
	9/10/2024 9:15:00 AM	0	0	0	0
	9/10/2024 9:30:00 AM	1	0	1	2
	9/10/2024 9:45:00 AM	2	0	0	2
	Hour	4	0	1	5
	9/10/2024 10:00:00 AM	1	1	1	3
	9/10/2024 10:15:00 AM	3	0	0	3
	9/10/2024 10:30:00 AM	0	0	0	0
	9/10/2024 10:45:00 AM	2	0	1	3
	Hour	6	1	2	9
	9/10/2024 11:00:00 AM	0	0	0	0
	9/10/2024 11:15:00 AM	2	0	0	2
	9/10/2024 11:30:00 AM	1	0	0	1
	9/10/2024 11:45:00 AM	1	0	0	1
	Hour	4	0	0	4
	Total	47	2	4	53
	Percentage	88.7%	3.8%	7.5%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

4 - I-26 WB On Ramp-Vehicle Count

WB	Time	Lights	Mediums	Trucks	Total
	9/10/2024 12:00:00 PM	2	0	0	2
	9/10/2024 12:15:00 PM	3	0	0	3
	9/10/2024 12:30:00 PM	0	0	0	0
	9/10/2024 12:45:00 PM	0	0	0	0
	Hour	5	0	0	5
	9/10/2024 1:00:00 PM	1	0	0	1
	9/10/2024 1:15:00 PM	1	1	0	2
	9/10/2024 1:30:00 PM	2	0	1	3
	9/10/2024 1:45:00 PM	1	0	0	1
	Hour	5	1	1	7
	9/10/2024 2:00:00 PM	3	1	0	4
	9/10/2024 2:15:00 PM	2	0	0	2
	9/10/2024 2:30:00 PM	2	0	0	2
	9/10/2024 2:45:00 PM	3	0	0	3
	Hour	10	1	0	11
	9/10/2024 3:00:00 PM	3	0	0	3
	9/10/2024 3:15:00 PM	0	0	0	0
	9/10/2024 3:30:00 PM	0	0	0	0
	9/10/2024 3:45:00 PM	5	0	0	5
	Hour	8	0	0	8
	9/10/2024 4:00:00 PM	0	0	0	0
	9/10/2024 4:15:00 PM	1	0	0	1
	9/10/2024 4:30:00 PM	1	0	0	1
	9/10/2024 4:45:00 PM	4	0	0	4
	Hour	6	0	0	6
	9/10/2024 5:00:00 PM	1	0	0	1
	9/10/2024 5:15:00 PM	2	0	0	2
	9/10/2024 5:30:00 PM	2	0	0	2
	9/10/2024 5:45:00 PM	3	1	0	4
	Hour	8	1	0	9
	9/10/2024 6:00:00 PM	0	0	0	0
	9/10/2024 6:15:00 PM	0	0	0	0
	9/10/2024 6:30:00 PM	7	0	0	7
	9/10/2024 6:45:00 PM	1	0	0	1
	Hour	8	0	0	8
	9/10/2024 7:00:00 PM	3	0	0	3
	9/10/2024 7:15:00 PM	1	0	0	1
	9/10/2024 7:30:00 PM	3	0	0	3
	9/10/2024 7:45:00 PM	0	0	0	0
	Hour	7	0	0	7
	9/10/2024 8:00:00 PM	2	0	0	2
	9/10/2024 8:15:00 PM	6	0	0	6
	9/10/2024 8:30:00 PM	1	0	0	1
	9/10/2024 8:45:00 PM	1	0	0	1
	Hour	10	0	0	10
	9/10/2024 9:00:00 PM	1	0	0	1
	9/10/2024 9:15:00 PM	2	0	0	2
	9/10/2024 9:30:00 PM	0	0	0	0
	9/10/2024 9:45:00 PM	2	0	0	2
	Hour	5	0	0	5
	9/10/2024 10:00:00 PM	0	0	0	0
	9/10/2024 10:15:00 PM	0	0	0	0
	9/10/2024 10:30:00 PM	1	0	0	1
	9/10/2024 10:45:00 PM	1	0	0	1
	Hour	2	0	0	2
	9/10/2024 11:00:00 PM	0	0	0	0
	9/10/2024 11:15:00 PM	0	0	0	0
	9/10/2024 11:30:00 PM	0	0	0	0
	9/10/2024 11:45:00 PM	0	0	0	0
	Hour	0	0	0	0
	Total	74	3	1	78
	Percentage	94.9%	3.8%	1.3%	
	Grand Total	121	5	5	131
	Percentage	92.4%	3.8%	3.8%	

All Traffic Data Services

5 - I-26 EB LOOP ON RAMP- VEHICLE COUNT

EB	Time	Lights	Mediums	Trucks	Total
	9/10/2024	2	0	1	3
	9/10/2024 12:15:00 AM	1	0	0	1
	9/10/2024 12:30:00 AM	3	0	1	4
	9/10/2024 12:45:00 AM	1	0	0	1
	Hour	7	0	2	9
	9/10/2024 1:00:00 AM	2	0	2	4
	9/10/2024 1:15:00 AM	0	1	0	1
	9/10/2024 1:30:00 AM	1	0	3	4
	9/10/2024 1:45:00 AM	1	0	0	1
	Hour	4	1	5	10
	9/10/2024 2:00:00 AM	2	0	2	4
	9/10/2024 2:15:00 AM	2	0	1	3
	9/10/2024 2:30:00 AM	1	0	0	1
	9/10/2024 2:45:00 AM	4	0	1	5
	Hour	9	0	4	13
	9/10/2024 3:00:00 AM	0	0	2	2
	9/10/2024 3:15:00 AM	2	0	2	4
	9/10/2024 3:30:00 AM	2	0	0	2
	9/10/2024 3:45:00 AM	2	0	0	2
	Hour	6	0	4	10
	9/10/2024 4:00:00 AM	8	0	1	9
	9/10/2024 4:15:00 AM	2	0	1	3
	9/10/2024 4:30:00 AM	12	0	2	14
	9/10/2024 4:45:00 AM	9	0	2	11
	Hour	31	0	6	37
	9/10/2024 5:00:00 AM	14	0	2	16
	9/10/2024 5:15:00 AM	8	1	2	11
	9/10/2024 5:30:00 AM	14	0	1	15
	9/10/2024 5:45:00 AM	17	1	0	18
	Hour	53	2	5	60
	9/10/2024 6:00:00 AM	23	1	1	25
	9/10/2024 6:15:00 AM	23	1	2	26
	9/10/2024 6:30:00 AM	45	0	2	47
	9/10/2024 6:45:00 AM	29	1	2	32
	Hour	120	3	7	130
	9/10/2024 7:00:00 AM	39	1	3	43
	9/10/2024 7:15:00 AM	26	1	1	28
	9/10/2024 7:30:00 AM	42	0	1	43
	9/10/2024 7:45:00 AM	29	0	3	32
	Hour	136	2	8	146
	9/10/2024 8:00:00 AM	38	0	1	39
	9/10/2024 8:15:00 AM	47	0	2	49
	9/10/2024 8:30:00 AM	35	2	2	39
	9/10/2024 8:45:00 AM	37	2	1	40
	Hour	157	4	6	167
	9/10/2024 9:00:00 AM	37	0	3	40
	9/10/2024 9:15:00 AM	40	1	2	43
	9/10/2024 9:30:00 AM	30	0	1	31
	9/10/2024 9:45:00 AM	20	0	1	21
	Hour	127	1	7	135
	9/10/2024 10:00:00 AM	38	0	1	39
	9/10/2024 10:15:00 AM	34	1	4	39
	9/10/2024 10:30:00 AM	31	0	1	32
	9/10/2024 10:45:00 AM	21	2	1	24
	Hour	124	3	7	134
	9/10/2024 11:00:00 AM	26	1	4	31
	9/10/2024 11:15:00 AM	31	1	2	34
	9/10/2024 11:30:00 AM	29	0	5	34
	9/10/2024 11:45:00 AM	30	1	2	33
	Hour	116	3	13	132
	Total	890	19	74	983
	Percentage	90.5%	1.9%	7.5%	

All Traffic Data Services

5 - I-26 EB LOOP ON RAMP- VEHICLE COUNT

EB	Time	Lights	Mediums	Trucks	Total
	9/10/2024 12:00:00 PM	38	0	1	39
	9/10/2024 12:15:00 PM	39	2	1	42
	9/10/2024 12:30:00 PM	49	0	2	51
	9/10/2024 12:45:00 PM	48	1	2	51
	Hour	174	3	6	183
	9/10/2024 1:00:00 PM	48	1	2	51
	9/10/2024 1:15:00 PM	35	3	0	38
	9/10/2024 1:30:00 PM	35	2	0	37
	9/10/2024 1:45:00 PM	39	1	1	41
	Hour	157	7	3	167
	9/10/2024 2:00:00 PM	40	1	1	42
	9/10/2024 2:15:00 PM	61	2	1	64
	9/10/2024 2:30:00 PM	36	0	3	39
	9/10/2024 2:45:00 PM	51	1	1	53
	Hour	188	4	6	198
	9/10/2024 3:00:00 PM	43	1	3	47
	9/10/2024 3:15:00 PM	36	1	0	37
	9/10/2024 3:30:00 PM	34	0	0	34
	9/10/2024 3:45:00 PM	39	0	2	41
	Hour	152	2	5	159
	9/10/2024 4:00:00 PM	62	0	1	63
	9/10/2024 4:15:00 PM	44	3	0	47
	9/10/2024 4:30:00 PM	54	1	2	57
	9/10/2024 4:45:00 PM	49	0	1	50
	Hour	209	4	4	217
	9/10/2024 5:00:00 PM	54	0	0	54
	9/10/2024 5:15:00 PM	43	0	1	44
	9/10/2024 5:30:00 PM	35	0	1	36
	9/10/2024 5:45:00 PM	25	1	1	27
	Hour	157	1	3	161
	9/10/2024 6:00:00 PM	32	1	3	36
	9/10/2024 6:15:00 PM	39	3	0	42
	9/10/2024 6:30:00 PM	27	1	0	28
	9/10/2024 6:45:00 PM	26	0	0	26
	Hour	124	5	3	132
	9/10/2024 7:00:00 PM	38	0	2	40
	9/10/2024 7:15:00 PM	38	1	1	40
	9/10/2024 7:30:00 PM	32	0	0	32
	9/10/2024 7:45:00 PM	19	0	1	20
	Hour	127	1	4	132
	9/10/2024 8:00:00 PM	16	0	0	16
	9/10/2024 8:15:00 PM	30	2	0	32
	9/10/2024 8:30:00 PM	14	1	0	15
	9/10/2024 8:45:00 PM	14	0	0	14
	Hour	74	3	0	77
	9/10/2024 9:00:00 PM	6	0	0	6
	9/10/2024 9:15:00 PM	15	0	0	15
	9/10/2024 9:30:00 PM	18	0	2	20
	9/10/2024 9:45:00 PM	9	0	0	9
	Hour	48	0	2	50
	9/10/2024 10:00:00 PM	8	0	0	8
	9/10/2024 10:15:00 PM	8	0	0	8
	9/10/2024 10:30:00 PM	9	0	1	10
	9/10/2024 10:45:00 PM	7	0	0	7
	Hour	32	0	1	33
	9/10/2024 11:00:00 PM	5	0	1	6
	9/10/2024 11:15:00 PM	4	0	0	4
	9/10/2024 11:30:00 PM	4	0	0	4
	9/10/2024 11:45:00 PM	4	0	0	4
	Hour	17	0	1	18
	Total	1,459	30	38	1,527
	Percentage	95.5%	2.0%	2.5%	
	Grand Total	2,349	49	112	2,510
	Percentage	93.6%	2.0%	4.5%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

6 - I-26 WB Loop On Ramp-Vehicle Count

WB	Time	Lights	Mediums	Trucks	Total
	9/10/2024	6	0	0	6
	9/10/2024 12:15:00 AM	4	0	0	4
	9/10/2024 12:30:00 AM	3	0	1	4
	9/10/2024 12:45:00 AM	5	0	1	6
	Hour	18	0	2	20
	9/10/2024 1:00:00 AM	2	0	1	3
	9/10/2024 1:15:00 AM	2	0	0	2
	9/10/2024 1:30:00 AM	2	0	0	2
	9/10/2024 1:45:00 AM	1	0	0	1
	Hour	7	0	1	8
	9/10/2024 2:00:00 AM	1	0	1	2
	9/10/2024 2:15:00 AM	1	0	0	1
	9/10/2024 2:30:00 AM	0	0	0	0
	9/10/2024 2:45:00 AM	1	0	0	1
	Hour	3	0	1	4
	9/10/2024 3:00:00 AM	4	1	0	5
	9/10/2024 3:15:00 AM	3	0	1	4
	9/10/2024 3:30:00 AM	4	0	0	4
	9/10/2024 3:45:00 AM	6	0	2	8
	Hour	17	1	3	21
	9/10/2024 4:00:00 AM	2	1	0	3
	9/10/2024 4:15:00 AM	0	0	2	2
	9/10/2024 4:30:00 AM	2	1	0	3
	9/10/2024 4:45:00 AM	1	0	2	3
	Hour	5	2	4	11
	9/10/2024 5:00:00 AM	3	0	0	3
	9/10/2024 5:15:00 AM	4	0	2	6
	9/10/2024 5:30:00 AM	9	0	2	11
	9/10/2024 5:45:00 AM	13	0	1	14
	Hour	29	0	5	34
	9/10/2024 6:00:00 AM	18	0	1	19
	9/10/2024 6:15:00 AM	21	0	0	21
	9/10/2024 6:30:00 AM	19	0	1	20
	9/10/2024 6:45:00 AM	42	1	2	45
	Hour	100	1	4	105
	9/10/2024 7:00:00 AM	28	0	1	29
	9/10/2024 7:15:00 AM	43	0	1	44
	9/10/2024 7:30:00 AM	58	1	3	62
	9/10/2024 7:45:00 AM	78	0	2	80
	Hour	207	1	7	215
	9/10/2024 8:00:00 AM	68	0	1	69
	9/10/2024 8:15:00 AM	44	1	2	47
	9/10/2024 8:30:00 AM	42	1	1	44
	9/10/2024 8:45:00 AM	46	1	2	49
	Hour	200	3	6	209
	9/10/2024 9:00:00 AM	35	0	2	37
	9/10/2024 9:15:00 AM	32	0	1	33
	9/10/2024 9:30:00 AM	40	0	2	42
	9/10/2024 9:45:00 AM	33	2	2	37
	Hour	140	2	7	149
	9/10/2024 10:00:00 AM	36	0	3	39
	9/10/2024 10:15:00 AM	28	0	1	29
	9/10/2024 10:30:00 AM	29	1	2	32
	9/10/2024 10:45:00 AM	42	0	3	45
	Hour	135	1	9	145
	9/10/2024 11:00:00 AM	32	2	2	36
	9/10/2024 11:15:00 AM	22	1	4	27
	9/10/2024 11:30:00 AM	44	1	2	47
	9/10/2024 11:45:00 AM	42	0	0	42
	Hour	140	4	8	152
	Total	1,001	15	57	1,073
	Percentage	93.3%	1.4%	5.3%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

6 - I-26 WB Loop On Ramp-Vehicle Count

WB	Time	Lights	Mediums	Trucks	Total
	9/10/2024 12:00:00 PM	34	1	3	38
	9/10/2024 12:15:00 PM	28	4	1	33
	9/10/2024 12:30:00 PM	35	0	3	38
	9/10/2024 12:45:00 PM	44	1	4	49
	Hour	141	6	11	158
	9/10/2024 1:00:00 PM	39	1	3	43
	9/10/2024 1:15:00 PM	40	1	3	44
	9/10/2024 1:30:00 PM	34	1	0	35
	9/10/2024 1:45:00 PM	30	2	3	35
	Hour	143	5	9	157
	9/10/2024 2:00:00 PM	30	2	2	34
	9/10/2024 2:15:00 PM	41	1	3	45
	9/10/2024 2:30:00 PM	48	2	5	55
	9/10/2024 2:45:00 PM	39	1	3	43
	Hour	158	6	13	177
	9/10/2024 3:00:00 PM	23	0	3	26
	9/10/2024 3:15:00 PM	41	0	3	44
	9/10/2024 3:30:00 PM	34	1	3	38
	9/10/2024 3:45:00 PM	46	1	6	53
	Hour	144	2	15	161
	9/10/2024 4:00:00 PM	57	0	5	62
	9/10/2024 4:15:00 PM	37	0	2	39
	9/10/2024 4:30:00 PM	41	2	1	44
	9/10/2024 4:45:00 PM	42	0	0	42
	Hour	177	2	8	187
	9/10/2024 5:00:00 PM	53	3	4	60
	9/10/2024 5:15:00 PM	56	0	4	60
	9/10/2024 5:30:00 PM	43	0	2	45
	9/10/2024 5:45:00 PM	35	0	1	36
	Hour	187	3	11	201
	9/10/2024 6:00:00 PM	29	1	3	33
	9/10/2024 6:15:00 PM	35	0	1	36
	9/10/2024 6:30:00 PM	35	0	1	36
	9/10/2024 6:45:00 PM	27	0	1	28
	Hour	126	1	6	133
	9/10/2024 7:00:00 PM	20	0	1	21
	9/10/2024 7:15:00 PM	24	0	1	25
	9/10/2024 7:30:00 PM	32	1	1	34
	9/10/2024 7:45:00 PM	20	0	2	22
	Hour	96	1	5	102
	9/10/2024 8:00:00 PM	21	1	0	22
	9/10/2024 8:15:00 PM	18	0	0	18
	9/10/2024 8:30:00 PM	12	2	2	16
	9/10/2024 8:45:00 PM	11	0	2	13
	Hour	62	3	4	69
	9/10/2024 9:00:00 PM	18	0	1	19
	9/10/2024 9:15:00 PM	11	0	0	11
	9/10/2024 9:30:00 PM	7	0	1	8
	9/10/2024 9:45:00 PM	15	0	0	15
	Hour	51	0	2	53
	9/10/2024 10:00:00 PM	8	1	1	10
	9/10/2024 10:15:00 PM	6	0	1	7
	9/10/2024 10:30:00 PM	6	0	1	7
	9/10/2024 10:45:00 PM	11	0	0	11
	Hour	31	1	3	35
	9/10/2024 11:00:00 PM	7	0	1	8
	9/10/2024 11:15:00 PM	4	0	0	4
	9/10/2024 11:30:00 PM	7	0	1	8
	9/10/2024 11:45:00 PM	1	0	1	2
	Hour	19	0	3	22
	Total	1,335	30	90	1,455
	Percentage	91.8%	2.1%	6.2%	
	Grand Total	2,336	45	147	2,528
	Percentage	92.4%	1.8%	5.8%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

11 - I-26 EB Off Ramp at /SC 33-Vehicle Count

SB	Time	Lights	Mediums	Trucks	Total
	9/10/2024	5	0	0	5
	9/10/2024 12:15:00 AM	3	0	0	3
	9/10/2024 12:30:00 AM	1	0	1	2
	9/10/2024 12:45:00 AM	0	1	0	1
	Hour	9	1	1	11
	9/10/2024 1:00:00 AM	3	0	1	4
	9/10/2024 1:15:00 AM	1	0	0	1
	9/10/2024 1:30:00 AM	1	0	0	1
	9/10/2024 1:45:00 AM	1	0	0	1
	Hour	6	0	1	7
	9/10/2024 2:00:00 AM	1	0	1	2
	9/10/2024 2:15:00 AM	2	0	0	2
	9/10/2024 2:30:00 AM	1	0	2	3
	9/10/2024 2:45:00 AM	1	0	0	1
	Hour	5	0	3	8
	9/10/2024 3:00:00 AM	0	0	0	0
	9/10/2024 3:15:00 AM	4	0	0	4
	9/10/2024 3:30:00 AM	2	0	0	2
	9/10/2024 3:45:00 AM	4	0	2	6
	Hour	10	0	2	12
	9/10/2024 4:00:00 AM	1	0	0	1
	9/10/2024 4:15:00 AM	3	0	0	3
	9/10/2024 4:30:00 AM	5	0	1	6
	9/10/2024 4:45:00 AM	1	0	2	3
	Hour	10	0	3	13
	9/10/2024 5:00:00 AM	8	0	0	8
	9/10/2024 5:15:00 AM	5	0	1	6
	9/10/2024 5:30:00 AM	14	0	0	14
	9/10/2024 5:45:00 AM	11	0	2	13
	Hour	38	0	3	41
	9/10/2024 6:00:00 AM	13	0	1	14
	9/10/2024 6:15:00 AM	13	0	4	17
	9/10/2024 6:30:00 AM	19	4	0	23
	9/10/2024 6:45:00 AM	23	2	5	30
	Hour	68	6	10	84
	9/10/2024 7:00:00 AM	12	2	6	20
	9/10/2024 7:15:00 AM	10	0	8	18
	9/10/2024 7:30:00 AM	15	3	2	20
	9/10/2024 7:45:00 AM	23	1	5	29
	Hour	60	6	21	87
	9/10/2024 8:00:00 AM	11	1	2	14
	9/10/2024 8:15:00 AM	15	1	1	17
	9/10/2024 8:30:00 AM	7	1	2	10
	9/10/2024 8:45:00 AM	14	0	5	19
	Hour	47	3	10	60
	9/10/2024 9:00:00 AM	13	1	5	19
	9/10/2024 9:15:00 AM	11	0	7	18
	9/10/2024 9:30:00 AM	15	2	3	20
	9/10/2024 9:45:00 AM	12	0	4	16
	Hour	51	3	19	73
	9/10/2024 10:00:00 AM	12	3	4	19
	9/10/2024 10:15:00 AM	7	2	1	10
	9/10/2024 10:30:00 AM	10	0	1	11
	9/10/2024 10:45:00 AM	2	0	3	5
	Hour	31	5	9	45
	9/10/2024 11:00:00 AM	9	0	5	14
	9/10/2024 11:15:00 AM	11	1	6	18
	9/10/2024 11:30:00 AM	1	1	2	4
	9/10/2024 11:45:00 AM	11	2	3	16
	Hour	32	4	16	52
	Total	367	28	98	493
	Percentage	74.4%	5.7%	19.9%	

All Traffic Data Services

11 - I-26 EB Off Ramp at /SC 33-Vehicle Count

SB	Time	Lights	Mediums	Trucks	Total
	9/10/2024 12:00:00 PM	11	0	1	12
	9/10/2024 12:15:00 PM	7	1	3	11
	9/10/2024 12:30:00 PM	4	1	5	10
	9/10/2024 12:45:00 PM	11	1	4	16
	Hour	33	3	13	49
	9/10/2024 1:00:00 PM	7	1	3	11
	9/10/2024 1:15:00 PM	4	1	6	11
	9/10/2024 1:30:00 PM	5	0	3	8
	9/10/2024 1:45:00 PM	6	0	3	9
	Hour	22	2	15	39
	9/10/2024 2:00:00 PM	8	0	1	9
	9/10/2024 2:15:00 PM	13	0	2	15
	9/10/2024 2:30:00 PM	7	1	1	9
	9/10/2024 2:45:00 PM	4	0	1	5
	Hour	32	1	5	38
	9/10/2024 3:00:00 PM	7	0	2	9
	9/10/2024 3:15:00 PM	8	1	5	14
	9/10/2024 3:30:00 PM	13	0	6	19
	9/10/2024 3:45:00 PM	11	0	3	14
	Hour	39	1	16	56
	9/10/2024 4:00:00 PM	14	1	5	20
	9/10/2024 4:15:00 PM	12	0	2	14
	9/10/2024 4:30:00 PM	15	0	1	16
	9/10/2024 4:45:00 PM	11	1	1	13
	Hour	52	2	9	63
	9/10/2024 5:00:00 PM	17	0	1	18
	9/10/2024 5:15:00 PM	12	0	1	13
	9/10/2024 5:30:00 PM	18	0	1	19
	9/10/2024 5:45:00 PM	14	0	1	15
	Hour	61	0	4	65
	9/10/2024 6:00:00 PM	11	0	1	12
	9/10/2024 6:15:00 PM	11	0	1	12
	9/10/2024 6:30:00 PM	13	0	1	14
	9/10/2024 6:45:00 PM	13	0	3	16
	Hour	48	0	6	54
	9/10/2024 7:00:00 PM	5	0	1	6
	9/10/2024 7:15:00 PM	8	0	0	8
	9/10/2024 7:30:00 PM	2	0	0	2
	9/10/2024 7:45:00 PM	6	0	0	6
	Hour	21	0	1	22
	9/10/2024 8:00:00 PM	7	0	1	8
	9/10/2024 8:15:00 PM	9	0	0	9
	9/10/2024 8:30:00 PM	5	0	0	5
	9/10/2024 8:45:00 PM	4	0	1	5
	Hour	25	0	2	27
	9/10/2024 9:00:00 PM	4	0	0	4
	9/10/2024 9:15:00 PM	5	0	1	6
	9/10/2024 9:30:00 PM	6	0	0	6
	9/10/2024 9:45:00 PM	5	0	1	6
	Hour	20	0	2	22
	9/10/2024 10:00:00 PM	3	0	0	3
	9/10/2024 10:15:00 PM	5	0	0	5
	9/10/2024 10:30:00 PM	2	0	0	2
	9/10/2024 10:45:00 PM	4	0	0	4
	Hour	14	0	0	14
	9/10/2024 11:00:00 PM	3	0	1	4
	9/10/2024 11:15:00 PM	2	0	0	2
	9/10/2024 11:30:00 PM	11	0	0	11
	9/10/2024 11:45:00 PM	3	0	0	3
	Hour	19	0	1	20
	Total	386	9	74	469
	Percentage	82.3%	1.9%	15.8%	
	Grand Total	753	37	172	962
	Percentage	78.3%	3.8%	17.9%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

12 - I-26 WB On Ramp at SC 33-Vehicle Count

NB	Time	Lights	Mediums	Trucks	Total
	9/10/2024	1	0	0	1
	9/10/2024 12:15:00 AM	0	0	0	0
	9/10/2024 12:30:00 AM	0	0	0	0
	9/10/2024 12:45:00 AM	0	0	1	1
	Hour	1	0	1	2
	9/10/2024 1:00:00 AM	0	0	0	0
	9/10/2024 1:15:00 AM	0	0	0	0
	9/10/2024 1:30:00 AM	0	0	0	0
	9/10/2024 1:45:00 AM	2	0	0	2
	Hour	2	0	0	2
	9/10/2024 2:00:00 AM	0	0	0	0
	9/10/2024 2:15:00 AM	0	0	0	0
	9/10/2024 2:30:00 AM	0	0	0	0
	9/10/2024 2:45:00 AM	0	0	0	0
	Hour	0	0	0	0
	9/10/2024 3:00:00 AM	2	0	3	5
	9/10/2024 3:15:00 AM	2	0	0	2
	9/10/2024 3:30:00 AM	2	0	1	3
	9/10/2024 3:45:00 AM	1	0	1	2
	Hour	7	0	5	12
	9/10/2024 4:00:00 AM	3	0	1	4
	9/10/2024 4:15:00 AM	4	0	3	7
	9/10/2024 4:30:00 AM	3	2	2	7
	9/10/2024 4:45:00 AM	6	0	1	7
	Hour	16	2	7	25
	9/10/2024 5:00:00 AM	12	0	1	13
	9/10/2024 5:15:00 AM	5	0	4	9
	9/10/2024 5:30:00 AM	4	0	4	8
	9/10/2024 5:45:00 AM	8	0	1	9
	Hour	29	0	10	39
	9/10/2024 6:00:00 AM	14	0	2	16
	9/10/2024 6:15:00 AM	10	0	1	11
	9/10/2024 6:30:00 AM	7	1	1	9
	9/10/2024 6:45:00 AM	26	0	1	27
	Hour	57	1	5	63
	9/10/2024 7:00:00 AM	19	0	3	22
	9/10/2024 7:15:00 AM	16	1	2	19
	9/10/2024 7:30:00 AM	14	0	7	21
	9/10/2024 7:45:00 AM	15	2	7	24
	Hour	64	3	19	86
	9/10/2024 8:00:00 AM	12	0	4	16
	9/10/2024 8:15:00 AM	23	1	1	25
	9/10/2024 8:30:00 AM	10	0	2	12
	9/10/2024 8:45:00 AM	12	0	1	13
	Hour	57	1	8	66
	9/10/2024 9:00:00 AM	12	1	3	16
	9/10/2024 9:15:00 AM	13	1	3	17
	9/10/2024 9:30:00 AM	6	0	8	14
	9/10/2024 9:45:00 AM	7	1	4	12
	Hour	38	3	18	59
	9/10/2024 10:00:00 AM	8	0	1	9
	9/10/2024 10:15:00 AM	6	3	0	9
	9/10/2024 10:30:00 AM	9	1	6	16
	9/10/2024 10:45:00 AM	15	1	3	19
	Hour	38	5	10	53
	9/10/2024 11:00:00 AM	12	1	2	15
	9/10/2024 11:15:00 AM	11	1	5	17
	9/10/2024 11:30:00 AM	12	0	10	22
	9/10/2024 11:45:00 AM	8	1	1	10
	Hour	43	3	18	64
	Total	352	18	101	471
	Percentage	74.7%	3.8%	21.4%	

All Traffic Data Services

12 - I-26 WB On Ramp at SC 33-Vehicle Count

NB	Time	Lights	Mediums	Trucks	Total
	9/10/2024 12:00:00 PM	8	1	0	9
	9/10/2024 12:15:00 PM	14	1	2	17
	9/10/2024 12:30:00 PM	6	1	1	8
	9/10/2024 12:45:00 PM	3	0	2	5
	Hour	31	3	5	39
	9/10/2024 1:00:00 PM	15	1	5	21
	9/10/2024 1:15:00 PM	12	0	5	17
	9/10/2024 1:30:00 PM	13	0	3	16
	9/10/2024 1:45:00 PM	7	0	4	11
	Hour	47	1	17	65
	9/10/2024 2:00:00 PM	13	0	4	17
	9/10/2024 2:15:00 PM	13	0	2	15
	9/10/2024 2:30:00 PM	20	0	4	24
	9/10/2024 2:45:00 PM	11	2	2	15
	Hour	57	2	12	71
	9/10/2024 3:00:00 PM	15	0	3	18
	9/10/2024 3:15:00 PM	12	1	0	13
	9/10/2024 3:30:00 PM	11	1	1	13
	9/10/2024 3:45:00 PM	23	1	2	26
	Hour	61	3	6	70
	9/10/2024 4:00:00 PM	23	0	1	24
	9/10/2024 4:15:00 PM	19	0	3	22
	9/10/2024 4:30:00 PM	26	0	2	28
	9/10/2024 4:45:00 PM	19	1	4	24
	Hour	87	1	10	98
	9/10/2024 5:00:00 PM	33	1	1	35
	9/10/2024 5:15:00 PM	18	0	3	21
	9/10/2024 5:30:00 PM	19	0	0	19
	9/10/2024 5:45:00 PM	16	0	2	18
	Hour	86	1	6	93
	9/10/2024 6:00:00 PM	11	0	0	11
	9/10/2024 6:15:00 PM	8	1	1	10
	9/10/2024 6:30:00 PM	4	0	1	5
	9/10/2024 6:45:00 PM	6	0	0	6
	Hour	29	1	2	32
	9/10/2024 7:00:00 PM	10	0	0	10
	9/10/2024 7:15:00 PM	4	0	0	4
	9/10/2024 7:30:00 PM	9	0	1	10
	9/10/2024 7:45:00 PM	7	0	1	8
	Hour	30	0	2	32
	9/10/2024 8:00:00 PM	6	0	0	6
	9/10/2024 8:15:00 PM	3	0	0	3
	9/10/2024 8:30:00 PM	6	0	0	6
	9/10/2024 8:45:00 PM	6	0	3	9
	Hour	21	0	3	24
	9/10/2024 9:00:00 PM	5	0	1	6
	9/10/2024 9:15:00 PM	4	0	0	4
	9/10/2024 9:30:00 PM	2	0	0	2
	9/10/2024 9:45:00 PM	4	0	0	4
	Hour	15	0	1	16
	9/10/2024 10:00:00 PM	3	0	0	3
	9/10/2024 10:15:00 PM	3	0	0	3
	9/10/2024 10:30:00 PM	1	0	0	1
	9/10/2024 10:45:00 PM	4	0	0	4
	Hour	11	0	0	11
	9/10/2024 11:00:00 PM	2	0	0	2
	9/10/2024 11:15:00 PM	3	0	1	4
	9/10/2024 11:30:00 PM	3	0	0	3
	9/10/2024 11:45:00 PM	0	0	0	0
	Hour	8	0	1	9
	Total	483	12	65	560
	Percentage	86.3%	2.1%	11.6%	
	Grand Total	835	30	166	1,031
	Percentage	81.0%	2.9%	16.1%	

All Traffic Data Services

13 - I-26 EB Loop On Ramp at SC 33-Vehicle Count

NB	Time	Lights	Mediums	Trucks	Total
	9/10/2024	1	0	0	1
	9/10/2024 12:15:00 AM	4	0	0	4
	9/10/2024 12:30:00 AM	0	0	0	0
	9/10/2024 12:45:00 AM	2	1	0	3
	Hour	7	1	0	8
	9/10/2024 1:00:00 AM	1	0	0	1
	9/10/2024 1:15:00 AM	0	0	0	0
	9/10/2024 1:30:00 AM	2	0	0	2
	9/10/2024 1:45:00 AM	0	0	1	1
	Hour	3	0	1	4
	9/10/2024 2:00:00 AM	1	0	0	1
	9/10/2024 2:15:00 AM	0	0	1	1
	9/10/2024 2:30:00 AM	0	0	1	1
	9/10/2024 2:45:00 AM	2	0	0	2
	Hour	3	0	2	5
	9/10/2024 3:00:00 AM	2	0	0	2
	9/10/2024 3:15:00 AM	0	0	0	0
	9/10/2024 3:30:00 AM	5	0	0	5
	9/10/2024 3:45:00 AM	3	0	0	3
	Hour	10	0	0	10
	9/10/2024 4:00:00 AM	9	0	0	9
	9/10/2024 4:15:00 AM	5	0	1	6
	9/10/2024 4:30:00 AM	9	2	2	13
	9/10/2024 4:45:00 AM	19	1	0	20
	Hour	42	3	3	48
	9/10/2024 5:00:00 AM	16	1	1	18
	9/10/2024 5:15:00 AM	7	0	1	8
	9/10/2024 5:30:00 AM	6	0	1	7
	9/10/2024 5:45:00 AM	13	1	0	14
	Hour	42	2	3	47
	9/10/2024 6:00:00 AM	13	0	1	14
	9/10/2024 6:15:00 AM	12	0	1	13
	9/10/2024 6:30:00 AM	5	1	1	7
	9/10/2024 6:45:00 AM	21	0	1	22
	Hour	51	1	4	56
	9/10/2024 7:00:00 AM	11	1	0	12
	9/10/2024 7:15:00 AM	11	0	0	11
	9/10/2024 7:30:00 AM	14	0	1	15
	9/10/2024 7:45:00 AM	12	0	0	12
	Hour	48	1	1	50
	9/10/2024 8:00:00 AM	12	0	2	14
	9/10/2024 8:15:00 AM	11	1	1	13
	9/10/2024 8:30:00 AM	2	2	1	5
	9/10/2024 8:45:00 AM	13	0	0	13
	Hour	38	3	4	45
	9/10/2024 9:00:00 AM	6	0	0	6
	9/10/2024 9:15:00 AM	10	1	4	15
	9/10/2024 9:30:00 AM	5	0	0	5
	9/10/2024 9:45:00 AM	2	2	2	6
	Hour	23	3	6	32
	9/10/2024 10:00:00 AM	5	2	1	8
	9/10/2024 10:15:00 AM	6	1	2	9
	9/10/2024 10:30:00 AM	4	0	0	4
	9/10/2024 10:45:00 AM	9	0	1	10
	Hour	24	3	4	31
	9/10/2024 11:00:00 AM	9	0	1	10
	9/10/2024 11:15:00 AM	4	0	0	4
	9/10/2024 11:30:00 AM	4	1	1	6
	9/10/2024 11:45:00 AM	7	0	0	7
	Hour	24	1	2	27
	Total	315	18	30	363
	Percentage	86.8%	5.0%	8.3%	

All Traffic Data Services

13 - I-26 EB Loop On Ramp at SC 33-Vehicle Count

NB	Time	Lights	Mediums	Trucks	Total
	9/10/2024 12:00:00 PM	14	0	0	14
	9/10/2024 12:15:00 PM	7	0	1	8
	9/10/2024 12:30:00 PM	7	0	0	7
	9/10/2024 12:45:00 PM	7	2	2	11
	Hour	35	2	3	40
	9/10/2024 1:00:00 PM	6	0	0	6
	9/10/2024 1:15:00 PM	14	0	0	14
	9/10/2024 1:30:00 PM	9	1	3	13
	9/10/2024 1:45:00 PM	9	1	1	11
	Hour	38	2	4	44
	9/10/2024 2:00:00 PM	10	2	1	13
	9/10/2024 2:15:00 PM	6	0	0	6
	9/10/2024 2:30:00 PM	9	0	1	10
	9/10/2024 2:45:00 PM	12	0	1	13
	Hour	37	2	3	42
	9/10/2024 3:00:00 PM	19	1	0	20
	9/10/2024 3:15:00 PM	8	0	2	10
	9/10/2024 3:30:00 PM	10	0	0	10
	9/10/2024 3:45:00 PM	11	0	1	12
	Hour	48	1	3	52
	9/10/2024 4:00:00 PM	15	0	0	15
	9/10/2024 4:15:00 PM	12	1	0	13
	9/10/2024 4:30:00 PM	14	0	1	15
	9/10/2024 4:45:00 PM	16	0	1	17
	Hour	57	1	2	60
	9/10/2024 5:00:00 PM	15	2	1	18
	9/10/2024 5:15:00 PM	5	0	1	6
	9/10/2024 5:30:00 PM	7	0	1	8
	9/10/2024 5:45:00 PM	13	0	1	14
	Hour	40	2	4	46
	9/10/2024 6:00:00 PM	11	0	0	11
	9/10/2024 6:15:00 PM	6	0	0	6
	9/10/2024 6:30:00 PM	7	1	1	9
	9/10/2024 6:45:00 PM	7	0	0	7
	Hour	31	1	1	33
	9/10/2024 7:00:00 PM	9	0	3	12
	9/10/2024 7:15:00 PM	6	0	0	6
	9/10/2024 7:30:00 PM	9	0	0	9
	9/10/2024 7:45:00 PM	5	0	0	5
	Hour	29	0	3	32
	9/10/2024 8:00:00 PM	11	0	1	12
	9/10/2024 8:15:00 PM	4	0	1	5
	9/10/2024 8:30:00 PM	8	0	0	8
	9/10/2024 8:45:00 PM	4	0	0	4
	Hour	27	0	2	29
	9/10/2024 9:00:00 PM	4	0	0	4
	9/10/2024 9:15:00 PM	1	0	0	1
	9/10/2024 9:30:00 PM	5	0	1	6
	9/10/2024 9:45:00 PM	1	0	1	2
	Hour	11	0	2	13
	9/10/2024 10:00:00 PM	11	0	0	11
	9/10/2024 10:15:00 PM	2	0	0	2
	9/10/2024 10:30:00 PM	2	0	0	2
	9/10/2024 10:45:00 PM	1	0	0	1
	Hour	16	0	0	16
	9/10/2024 11:00:00 PM	6	0	0	6
	9/10/2024 11:15:00 PM	0	0	0	0
	9/10/2024 11:30:00 PM	3	0	0	3
	9/10/2024 11:45:00 PM	0	0	0	0
	Hour	9	0	0	9
	Total	378	11	27	416
	Percentage	90.9%	2.6%	6.5%	
	Grand Total	693	29	57	779
	Percentage	89.0%	3.7%	7.3%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

14 - I-26 WB Loop Off Ramp at SC 33-Vehicle Count

SB	Time	Lights	Mediums	Trucks	Total
	9/10/2024	3	0	0	3
	9/10/2024 12:15:00 AM	6	0	1	7
	9/10/2024 12:30:00 AM	3	0	0	3
	9/10/2024 12:45:00 AM	3	0	0	3
	Hour	15	0	1	16
	9/10/2024 1:00:00 AM	0	0	0	0
	9/10/2024 1:15:00 AM	2	0	0	2
	9/10/2024 1:30:00 AM	4	0	0	4
	9/10/2024 1:45:00 AM	5	0	0	5
	Hour	11	0	0	11
	9/10/2024 2:00:00 AM	0	0	0	0
	9/10/2024 2:15:00 AM	2	0	0	2
	9/10/2024 2:30:00 AM	0	0	0	0
	9/10/2024 2:45:00 AM	1	0	0	1
	Hour	3	0	0	3
	9/10/2024 3:00:00 AM	0	1	0	1
	9/10/2024 3:15:00 AM	4	0	0	4
	9/10/2024 3:30:00 AM	1	0	0	1
	9/10/2024 3:45:00 AM	2	0	0	2
	Hour	7	1	0	8
	9/10/2024 4:00:00 AM	4	0	0	4
	9/10/2024 4:15:00 AM	1	0	0	1
	9/10/2024 4:30:00 AM	4	0	0	4
	9/10/2024 4:45:00 AM	3	0	1	4
	Hour	12	0	1	13
	9/10/2024 5:00:00 AM	2	0	0	2
	9/10/2024 5:15:00 AM	3	0	0	3
	9/10/2024 5:30:00 AM	6	0	1	7
	9/10/2024 5:45:00 AM	7	0	1	8
	Hour	18	0	2	20
	9/10/2024 6:00:00 AM	7	1	1	9
	9/10/2024 6:15:00 AM	8	0	0	8
	9/10/2024 6:30:00 AM	10	3	0	13
	9/10/2024 6:45:00 AM	13	0	1	14
	Hour	38	4	2	44
	9/10/2024 7:00:00 AM	14	0	1	15
	9/10/2024 7:15:00 AM	7	2	0	9
	9/10/2024 7:30:00 AM	16	0	2	18
	9/10/2024 7:45:00 AM	19	0	1	20
	Hour	56	2	4	62
	9/10/2024 8:00:00 AM	10	0	2	12
	9/10/2024 8:15:00 AM	18	1	0	19
	9/10/2024 8:30:00 AM	16	0	2	18
	9/10/2024 8:45:00 AM	10	0	1	11
	Hour	54	1	5	60
	9/10/2024 9:00:00 AM	11	0	1	12
	9/10/2024 9:15:00 AM	7	1	4	12
	9/10/2024 9:30:00 AM	10	0	0	10
	9/10/2024 9:45:00 AM	12	2	0	14
	Hour	40	3	5	48
	9/10/2024 10:00:00 AM	4	0	1	5
	9/10/2024 10:15:00 AM	15	0	1	16
	9/10/2024 10:30:00 AM	10	0	2	12
	9/10/2024 10:45:00 AM	13	0	1	14
	Hour	42	0	5	47
	9/10/2024 11:00:00 AM	14	0	3	17
	9/10/2024 11:15:00 AM	7	1	1	9
	9/10/2024 11:30:00 AM	12	0	0	12
	9/10/2024 11:45:00 AM	8	1	0	9
	Hour	41	2	4	47
	Total	337	13	29	379
	Percentage	88.9%	3.4%	7.7%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

14 - I-26 WB Loop Off Ramp at SC 33-Vehicle Count

SB	Time	Lights	Mediums	Trucks	Total
	9/10/2024 12:00:00 PM	8	0	1	9
	9/10/2024 12:15:00 PM	10	1	3	14
	9/10/2024 12:30:00 PM	7	1	2	10
	9/10/2024 12:45:00 PM	9	1	0	10
	Hour	34	3	6	43
	9/10/2024 1:00:00 PM	10	0	1	11
	9/10/2024 1:15:00 PM	15	0	0	15
	9/10/2024 1:30:00 PM	9	0	2	11
	9/10/2024 1:45:00 PM	7	1	2	10
	Hour	41	1	5	47
	9/10/2024 2:00:00 PM	8	0	2	10
	9/10/2024 2:15:00 PM	10	0	1	11
	9/10/2024 2:30:00 PM	11	0	2	13
	9/10/2024 2:45:00 PM	14	1	1	16
	Hour	43	1	6	50
	9/10/2024 3:00:00 PM	11	0	0	11
	9/10/2024 3:15:00 PM	14	0	2	16
	9/10/2024 3:30:00 PM	19	0	3	22
	9/10/2024 3:45:00 PM	19	0	0	19
	Hour	63	0	5	68
	9/10/2024 4:00:00 PM	26	0	1	27
	9/10/2024 4:15:00 PM	18	3	2	23
	9/10/2024 4:30:00 PM	15	1	1	17
	9/10/2024 4:45:00 PM	20	0	0	20
	Hour	79	4	4	87
	9/10/2024 5:00:00 PM	13	0	1	14
	9/10/2024 5:15:00 PM	16	0	1	17
	9/10/2024 5:30:00 PM	14	0	0	14
	9/10/2024 5:45:00 PM	10	1	0	11
	Hour	53	1	2	56
	9/10/2024 6:00:00 PM	11	0	0	11
	9/10/2024 6:15:00 PM	11	0	1	12
	9/10/2024 6:30:00 PM	14	1	0	15
	9/10/2024 6:45:00 PM	7	0	0	7
	Hour	43	1	1	45
	9/10/2024 7:00:00 PM	12	0	1	13
	9/10/2024 7:15:00 PM	11	0	0	11
	9/10/2024 7:30:00 PM	7	0	0	7
	9/10/2024 7:45:00 PM	12	0	0	12
	Hour	42	0	1	43
	9/10/2024 8:00:00 PM	1	0	0	1
	9/10/2024 8:15:00 PM	7	0	0	7
	9/10/2024 8:30:00 PM	5	0	0	5
	9/10/2024 8:45:00 PM	3	0	0	3
	Hour	16	0	0	16
	9/10/2024 9:00:00 PM	3	0	0	3
	9/10/2024 9:15:00 PM	5	0	0	5
	9/10/2024 9:30:00 PM	4	0	1	5
	9/10/2024 9:45:00 PM	3	0	0	3
	Hour	15	0	1	16
	9/10/2024 10:00:00 PM	3	0	1	4
	9/10/2024 10:15:00 PM	6	0	0	6
	9/10/2024 10:30:00 PM	2	0	0	2
	9/10/2024 10:45:00 PM	3	0	0	3
	Hour	14	0	1	15
	9/10/2024 11:00:00 PM	7	0	0	7
	9/10/2024 11:15:00 PM	3	0	0	3
	9/10/2024 11:30:00 PM	6	0	0	6
	9/10/2024 11:45:00 PM	3	0	0	3
	Hour	19	0	0	19
	Total	462	11	32	505
	Percentage	91.5%	2.2%	6.3%	
	Grand Total	799	24	61	884
	Percentage	90.4%	2.7%	6.9%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 19
Station ID:
I-26 EB OFF RAMP TO US 301

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		14								
01:00		17								
02:00		11								
03:00		15								
04:00		43								
05:00		51								
06:00		111								
07:00		**146**								
08:00		97								
09:00		94								
10:00		72								
11:00		83								
12:00 PM		87								
01:00		76								
02:00		78								
03:00		**88**								
04:00		77								
05:00		66								
06:00		52								
07:00		37								
08:00		39								
09:00		28								
10:00		19								
11:00		18								
Total		1419								
AM Peak	-	07:00	-	-	-	-	-	-	-	-
Vol.	-	146	-	-	-	-	-	-	-	-
PM Peak	-	15:00	-	-	-	-	-	-	-	-
Vol.	-	88	-	-	-	-	-	-	-	-
Grand Total		1419								
ADT		ADT 1,419		AADT 1,419						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 20
Station ID:
I-26 EB ON-RAMP FROM US 301

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		32								
01:00		27								
02:00		43								
03:00		61								
04:00		109								
05:00		142								
06:00		149								
07:00		158								
08:00		168								
09:00		147								
10:00		**181**								
11:00		166								
12:00 PM		170								
01:00		173								
02:00		156								
03:00		**177**								
04:00		166								
05:00		161								
06:00		103								
07:00		80								
08:00		68								
09:00		59								
10:00		33								
11:00		32								
Total		2761								
AM Peak	-	10:00	-	-	-	-	-	-	-	-
Vol.	-	181	-	-	-	-	-	-	-	-
PM Peak	-	15:00	-	-	-	-	-	-	-	-
Vol.	-	177	-	-	-	-	-	-	-	-
Grand Total		2761								
ADT		ADT 2,761		AADT 2,761						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 21
Station ID:
I-26 WB OFF-RAMP TO US 301

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		4								
01:00		4								
02:00		2								
03:00		3								
04:00		1								
05:00		6								
06:00		17								
07:00		14								
08:00		16								
09:00		18								
10:00		15								
11:00		**36**								
12:00 PM		28								
01:00		**36**								
02:00		29								
03:00		33								
04:00		30								
05:00		28								
06:00		20								
07:00		16								
08:00		9								
09:00		11								
10:00		5								
11:00		3								
Total		384								
AM Peak	-	11:00	-	-	-	-	-	-	-	-
Vol.	-	36	-	-	-	-	-	-	-	-
PM Peak	-	13:00	-	-	-	-	-	-	-	-
Vol.	-	36	-	-	-	-	-	-	-	-
Grand Total		384								
ADT		ADT 384		AADT 384						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 22
Station ID:
I-26 WB ON RAMP FROM US 301

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		9								
01:00		11								
02:00		21								
03:00		32								
04:00		37								
05:00		72								
06:00		103								
07:00		**173**								
08:00		135								
09:00		120								
10:00		111								
11:00		103								
12:00 PM		106								
01:00		109								
02:00		122								
03:00		106								
04:00		129								
05:00		**134**								
06:00		88								
07:00		66								
08:00		41								
09:00		41								
10:00		29								
11:00		17								
Total		1915								
AM Peak	-	07:00	-	-	-	-	-	-	-	-
Vol.	-	173	-	-	-	-	-	-	-	-
PM Peak	-	17:00	-	-	-	-	-	-	-	-
Vol.	-	134	-	-	-	-	-	-	-	-
Grand Total		1915								
ADT		ADT 1,915		AADT 1,915						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 23
Station ID:
I-26 WB LOOP ON RAMP FROM US 301

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		16								
01:00		27								
02:00		19								
03:00		22								
04:00		39								
05:00		36								
06:00		40								
07:00		65								
08:00		70								
09:00		44								
10:00		67								
11:00		**75**								
12:00 PM		88								
01:00		98								
02:00		82								
03:00		101								
04:00		**102**								
05:00		69								
06:00		62								
07:00		42								
08:00		30								
09:00		25								
10:00		25								
11:00		19								
Total		1263								
AM Peak	-	11:00	-	-	-	-	-	-	-	-
Vol.	-	75	-	-	-	-	-	-	-	-
PM Peak	-	16:00	-	-	-	-	-	-	-	-
Vol.	-	102	-	-	-	-	-	-	-	-
Grand Total		1263								
ADT		ADT 1,263		AADT 1,263						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 24
Station ID:
I-26 EB LOOP OFF RAMP TO US 301

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		10								
01:00		7								
02:00		7								
03:00		12								
04:00		13								
05:00		43								
06:00		58								
07:00		98								
08:00		**106**								
09:00		104								
10:00		97								
11:00		75								
12:00 PM		92								
01:00		88								
02:00		107								
03:00		118								
04:00		125								
05:00		**129**								
06:00		109								
07:00		71								
08:00		56								
09:00		52								
10:00		28								
11:00		13								
Total		1618								
AM Peak	-	08:00	-	-	-	-	-	-	-	-
Vol.	-	106	-	-	-	-	-	-	-	-
PM Peak	-	17:00	-	-	-	-	-	-	-	-
Vol.	-	129	-	-	-	-	-	-	-	-
Grand Total		1618								
ADT		ADT 1,618		AADT 1,618						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 25
Station ID:
I-26 WB LOOP OFF RAMP TO US 301

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		32								
01:00		39								
02:00		22								
03:00		35								
04:00		43								
05:00		64								
06:00		91								
07:00		151								
08:00		154								
09:00		140								
10:00		164								
11:00		**167**								
12:00 PM		197								
01:00		174								
02:00		152								
03:00		168								
04:00		**214**								
05:00		152								
06:00		151								
07:00		107								
08:00		83								
09:00		63								
10:00		42								
11:00		51								
Total		2656								
AM Peak	-	11:00	-	-	-	-	-	-	-	-
Vol.	-	167	-	-	-	-	-	-	-	-
PM Peak	-	16:00	-	-	-	-	-	-	-	-
Vol.	-	214	-	-	-	-	-	-	-	-
Grand Total		2656								
ADT		ADT 2,656		AADT 2,656						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 26
Station ID:
I-26 EB ON RAMP FROM US 301

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		1								
01:00		4								
02:00		1								
03:00		4								
04:00		4								
05:00		5								
06:00		0								
07:00		0								
08:00		0								
09:00		7								
10:00		7								
11:00		**8**								
12:00 PM		**20**								
01:00		10								
02:00		8								
03:00		8								
04:00		5								
05:00		14								
06:00		10								
07:00		2								
08:00		3								
09:00		1								
10:00		2								
11:00		2								
Total		126								
AM Peak	-	11:00	-	-	-	-	-	-	-	-
Vol.	-	8	-	-	-	-	-	-	-	-
PM Peak	-	12:00	-	-	-	-	-	-	-	-
Vol.	-	20	-	-	-	-	-	-	-	-
Grand Total		126								
ADT		ADT 126		AADT 126						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID:
I-26 EB REST AREA ENTRANCE

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		14								
01:00		14								
02:00		16								
03:00		18								
04:00		29								
05:00		24								
06:00		43								
07:00		62								
08:00		76								
09:00		88								
10:00		104								
11:00		**117**								
12:00 PM		**106**								
01:00		91								
02:00		95								
03:00		88								
04:00		90								
05:00		56								
06:00		40								
07:00		28								
08:00		35								
09:00		26								
10:00		22								
11:00		14								
Total		1296								
AM Peak	-	11:00	-	-	-	-	-	-	-	-
Vol.	-	117	-	-	-	-	-	-	-	-
PM Peak	-	12:00	-	-	-	-	-	-	-	-
Vol.	-	106	-	-	-	-	-	-	-	-
Grand Total		1296								
ADT		ADT 1,296		AADT 1,296						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID:
I-26 EB REST AREA EXIT

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		7								
01:00		4								
02:00		10								
03:00		9								
04:00		19								
05:00		15								
06:00		25								
07:00		37								
08:00		45								
09:00		71								
10:00		62								
11:00		**77**								
12:00 PM		**88**								
01:00		63								
02:00		65								
03:00		63								
04:00		67								
05:00		46								
06:00		31								
07:00		18								
08:00		17								
09:00		17								
10:00		14								
11:00		14								
Total		884								
AM Peak	-	11:00	-	-	-	-	-	-	-	-
Vol.	-	77	-	-	-	-	-	-	-	-
PM Peak	-	12:00	-	-	-	-	-	-	-	-
Vol.	-	88	-	-	-	-	-	-	-	-
Grand Total		884								
ADT		ADT 884		AADT 884						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID:
I-26 WB REST AREA ENTRANCE

Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		15								
01:00		15								
02:00		5								
03:00		14								
04:00		14								
05:00		18								
06:00		34								
07:00		54								
08:00		42								
09:00		77								
10:00		93								
11:00		**107**								
12:00 PM		**95**								
01:00		84								
02:00		80								
03:00		76								
04:00		52								
05:00		62								
06:00		35								
07:00		37								
08:00		25								
09:00		32								
10:00		25								
11:00		24								
Total		1115								
AM Peak	-	11:00	-	-	-	-	-	-	-	-
Vol.	-	107	-	-	-	-	-	-	-	-
PM Peak	-	12:00	-	-	-	-	-	-	-	-
Vol.	-	95	-	-	-	-	-	-	-	-
Grand Total		1115								
ADT		ADT 1,115		AADT 1,115						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID:
I-26 WB REST AREA EXIT

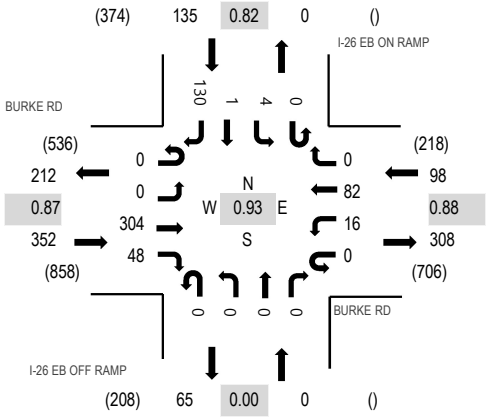
Latitude: 0' 0.0000 Undefined

Start Time	10-Sep-24 Tue	Lane 1								
12:00 AM		13								
01:00		13								
02:00		9								
03:00		11								
04:00		14								
05:00		26								
06:00		45								
07:00		69								
08:00		55								
09:00		88								
10:00		79								
11:00		**108**								
12:00 PM		**97**								
01:00		85								
02:00		85								
03:00		70								
04:00		53								
05:00		63								
06:00		38								
07:00		27								
08:00		23								
09:00		18								
10:00		14								
11:00		12								
Total		1115								
AM Peak	-	11:00	-	-	-	-	-	-	-	-
Vol.	-	108	-	-	-	-	-	-	-	-
PM Peak	-	12:00	-	-	-	-	-	-	-	-
Vol.	-	97	-	-	-	-	-	-	-	-
Grand Total		1115								
ADT		ADT 1,115		AADT 1,115						

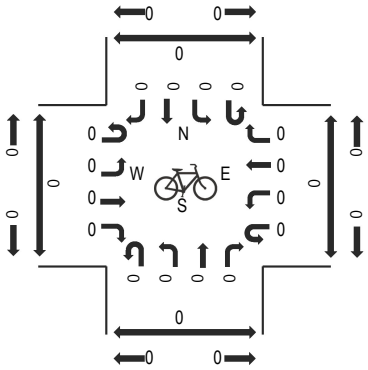
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 I-26 EB OFF RAMP & BURKE RD AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

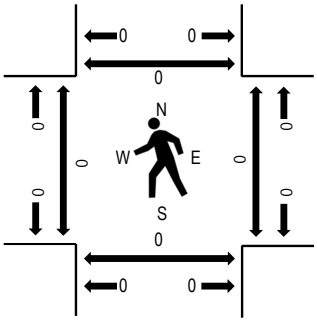
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BURKE RD Eastbound				BURKE RD Westbound				I-26 EB OFF RAMP Northbound				I-26 EB ON RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	42	16	0	0	8	0	0	0	0	0	0	0	2	15	83	393	0	0	0	0
6:15 AM	0	0	54	16	0	3	8	0	0	0	0	0	0	0	1	12	94	431	0	0	0	0
6:30 AM	0	0	47	18	0	3	6	0	0	0	0	0	0	0	0	17	91	480	0	0	0	0
6:45 AM	0	0	53	18	0	3	19	0	0	0	0	0	0	2	0	30	125	545	0	0	0	0
7:00 AM	0	0	54	15	0	2	15	0	0	0	0	0	0	4	1	30	121	578	0	0	0	0
7:15 AM	0	0	80	15	0	4	20	0	0	0	0	0	0	0	0	24	143	585	0	0	0	0
7:30 AM	0	0	90	11	0	3	22	0	0	0	0	0	0	2	0	28	156	565	0	0	0	0
7:45 AM	0	0	77	11	0	5	16	0	0	0	0	0	0	1	1	47	158	527	0	0	0	0
8:00 AM	0	0	57	11	0	4	24	0	0	0	0	0	0	1	0	31	128	479	0	0	0	0
8:15 AM	0	0	52	12	0	5	16	0	0	0	0	0	0	2	1	35	123		0	0	0	0
8:30 AM	0	0	41	14	0	2	19	0	0	0	0	0	0	0	0	42	118		0	0	0	0
8:45 AM	0	0	46	8	0	2	9	0	0	0	0	0	0	1	1	43	110		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	15	8	0	0	10	0	0	0	0	0	0	0	1	8	42
Lights	0	0	282	39	0	16	70	0	0	0	0	0	0	4	0	117	528
Mediums	0	0	7	1	0	0	2	0	0	0	0	0	0	0	0	5	15
Total	0	0	304	48	0	16	82	0	0	0	0	0	0	4	1	130	585

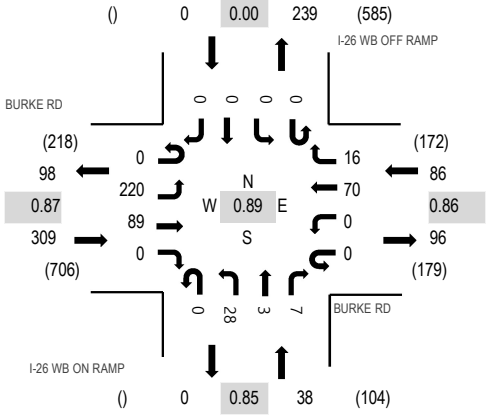
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.5%				10.2%				0.0%				6.7%			7.2%
Heavy Vehicle %	0.0%	0.0%	4.9%	16.7%	0.0%	0.0%	12.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	6.2%	7.2%
Peak Hour Factor		0.87				0.88				0.00				0.82			0.93
Peak Hour Factor	0.00	0.00	0.84	0.94	0.00	0.85	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.38	0.82	0.93

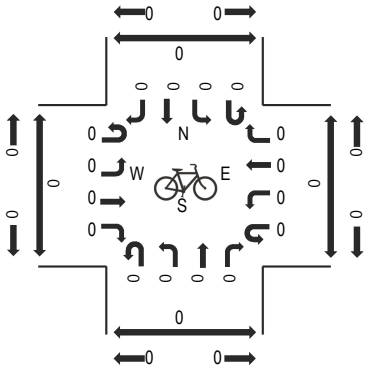
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 I-26 WB ON RAMP & BURKE RD AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

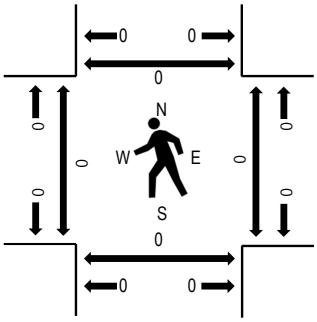
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BURKE RD Eastbound				BURKE RD Westbound				I-26 WB ON RAMP Northbound				I-26 WB OFF RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	35	6	0	0	0	2	4	0	6	0	0	0	0	0	0	53	267	0	0	0	0
6:15 AM	0	46	9	0	0	0	6	6	0	6	0	0	0	0	0	0	73	291	0	0	0	0
6:30 AM	0	37	8	0	0	0	5	1	0	3	2	1	0	0	0	0	57	327	0	0	0	0
6:45 AM	0	45	13	0	0	0	11	2	0	11	0	2	0	0	0	0	84	391	0	0	0	0
7:00 AM	0	42	13	0	0	0	11	2	0	6	1	2	0	0	0	0	77	414	0	0	0	0
7:15 AM	0	58	20	0	0	0	18	7	0	6	0	0	0	0	0	0	109	433	0	0	0	0
7:30 AM	0	60	29	0	0	0	17	4	0	8	0	3	0	0	0	0	121	400	0	0	0	0
7:45 AM	0	51	31	0	0	0	15	0	0	6	1	3	0	0	0	0	107	346	0	0	0	0
8:00 AM	0	51	9	0	0	0	20	5	0	8	2	1	0	0	0	0	96	301	0	0	0	0
8:15 AM	0	41	12	0	0	0	13	2	0	8	0	0	0	0	0	0	76		0	0	0	0
8:30 AM	0	36	6	0	0	0	11	2	0	10	1	1	0	0	0	0	67		0	0	0	0
8:45 AM	0	38	10	0	0	0	6	2	0	5	1	0	0	0	0	0	62		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	15	0	0	0	0	0	0	0	10	1	0	0	0	0	0	26
Lights	0	199	88	0	0	0	70	16	0	16	2	5	0	0	0	0	396
Mediums	0	6	1	0	0	0	0	0	0	2	0	2	0	0	0	0	11
Total	0	220	89	0	0	0	70	16	0	28	3	7	0	0	0	0	433

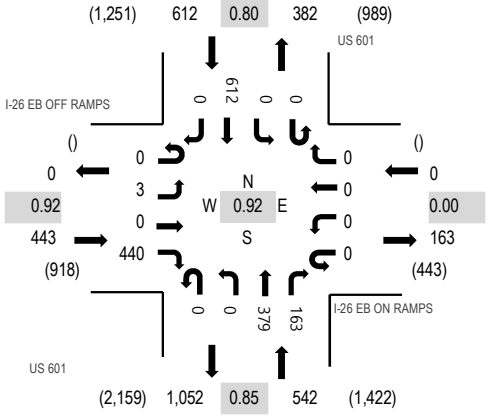
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.9%				0.0%				28.9%				0.0%			6.0%
Heavy Vehicle %	0.0%	6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	35.7%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%
Peak Hour Factor		0.87				0.86				0.85				0.00			0.89
Peak Hour Factor	0.00	0.92	0.75	0.00	0.00	0.00	0.88	0.57	0.00	0.80	0.50	0.67	0.00	0.00	0.00	0.00	0.89

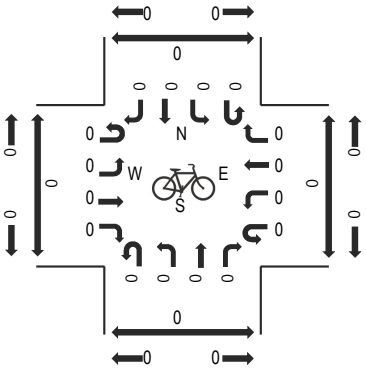
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 US 601 & I-26 EB ON RAMPS AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

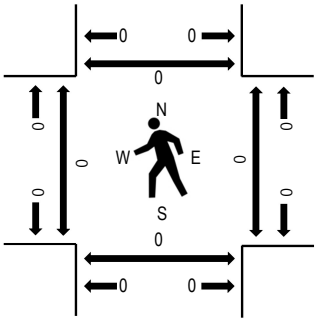
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 EB OFF RAMPS Eastbound				I-26 EB ON RAMPS Westbound				US 601 Northbound				US 601 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	21	0	0	0	0	0	0	48	25	0	0	42	0	136	773	0	0	0	0
6:15 AM	0	2	0	43	0	0	0	0	0	0	46	26	0	0	59	0	176	882	0	0	0	0
6:30 AM	0	0	0	44	0	0	0	0	0	0	71	47	0	0	59	0	221	1,019	0	0	0	0
6:45 AM	0	1	0	61	0	0	0	0	0	0	73	32	0	0	73	0	240	1,192	0	0	0	0
7:00 AM	0	0	0	57	0	0	0	0	0	0	91	43	0	0	54	0	245	1,388	0	0	0	0
7:15 AM	0	0	0	66	0	0	0	0	0	0	100	28	0	0	119	0	313	1,553	0	0	0	0
7:30 AM	0	0	0	100	0	0	0	0	0	0	117	43	0	0	134	0	394	1,597	0	0	0	0
7:45 AM	0	3	0	117	0	0	0	0	0	0	90	32	0	0	194	0	436	1,520	0	0	0	0
8:00 AM	0	0	0	111	0	0	0	0	0	0	83	39	0	0	177	0	410	1,430	0	0	0	0
8:15 AM	0	0	0	112	0	0	0	0	0	0	89	49	0	0	107	0	357		0	0	0	0
8:30 AM	0	2	0	74	0	0	0	0	0	0	86	39	0	0	116	0	317		0	0	0	0
8:45 AM	0	2	0	102	0	0	0	0	0	0	85	40	0	0	117	0	346		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	13	0	0	0	0	0	0	16	7	0	0	8	0	44
Lights	0	3	0	421	0	0	0	0	0	0	359	156	0	0	593	0	1,532
Mediums	0	0	0	6	0	0	0	0	0	0	4	0	0	0	11	0	21
Total	0	3	0	440	0	0	0	0	0	0	379	163	0	0	612	0	1,597

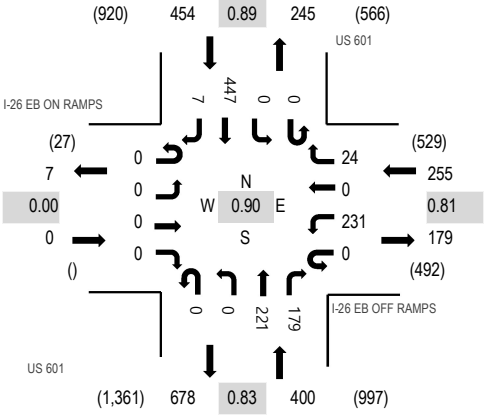
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.9%				0.0%				4.2%				1.3%			2.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	4.3%	0.0%	0.0%	1.3%	0.0%	2.8%
Peak Hour Factor		0.92				0.00				0.85				0.80			0.92
Peak Hour Factor	0.00	0.42	0.00	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.85	0.00	0.00	0.80	0.00	0.92

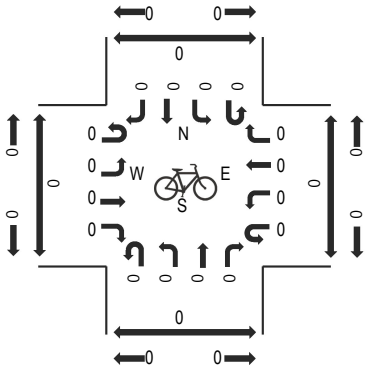
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 US 601 & I-26 EB OFF RAMPS AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

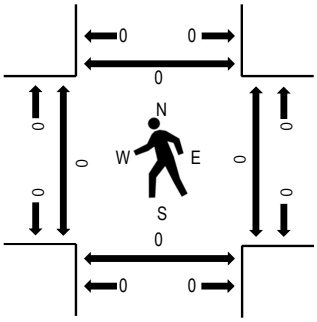
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 EB ON RAMPS Eastbound				I-26 EB OFF RAMPS Westbound				US 601 Northbound				US 601 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	16	0	3	0	0	23	29	0	0	34	1	106	526	0	0	0	0
6:15 AM	0	0	0	0	0	17	0	4	0	0	27	25	0	0	35	1	109	590	0	0	0	0
6:30 AM	0	0	0	0	0	17	0	3	0	0	31	40	0	0	49	4	144	714	0	0	0	0
6:45 AM	0	0	0	0	0	40	0	5	0	0	27	47	0	0	45	3	167	865	0	0	0	0
7:00 AM	0	0	0	0	0	23	0	6	0	0	48	43	0	0	44	6	170	1,006	0	0	0	0
7:15 AM	0	0	0	0	0	37	0	7	0	0	47	47	0	0	92	3	233	1,109	0	0	0	0
7:30 AM	0	0	0	0	0	55	0	7	0	0	74	50	0	0	108	1	295	1,090	0	0	0	0
7:45 AM	0	0	0	0	0	72	0	8	0	0	51	50	0	0	125	2	308	1,011	0	0	0	0
8:00 AM	0	0	0	0	0	67	0	2	0	0	49	32	0	0	122	1	273	914	0	0	0	0
8:15 AM	0	0	0	0	0	42	0	5	0	0	43	47	0	0	75	2	214		0	0	0	0
8:30 AM	0	0	0	0	0	39	0	5	0	0	42	42	0	0	87	1	216		0	0	0	0
8:45 AM	0	0	0	0	0	43	0	6	0	0	43	40	0	0	77	2	211		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	3	0	4	0	0	7	9	0	0	7	0	30
Lights	0	0	0	0	0	227	0	20	0	0	212	168	0	0	429	7	1,063
Mediums	0	0	0	0	0	1	0	0	0	0	2	2	0	0	11	0	16
Total	0	0	0	0	0	231	0	24	0	0	221	179	0	0	447	7	1,109

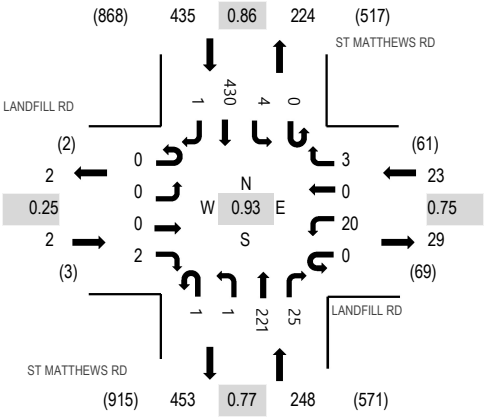
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				2.7%				4.0%				1.5%			2.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	16.7%	0.0%	0.0%	3.2%	5.0%	0.0%	0.0%	1.6%	0.0%	2.7%
Peak Hour Factor		0.00				0.81				0.83				0.89			0.90
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.82	0.00	0.88	0.00	0.00	0.75	0.95	0.00	0.00	0.89	0.67	0.90

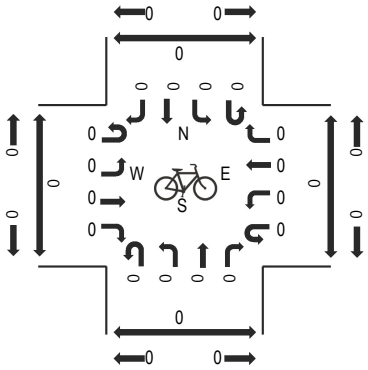
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 ST MATTHEWS RD & LANDFILL RD AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

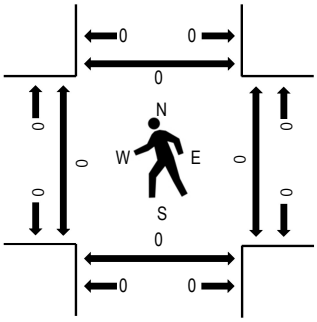
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LANDFILL RD Eastbound				LANDFILL RD Westbound				ST MATTHEWS RD Northbound				ST MATTHEWS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	1	0	1	0	0	0	0	20	6	0	2	30	0	60	299	0	0	0	0
6:15 AM	0	0	0	0	0	4	0	0	0	0	23	4	0	1	29	0	61	338	0	0	0	0
6:30 AM	0	0	0	0	0	6	0	2	0	0	36	2	0	1	46	0	93	434	0	0	0	0
6:45 AM	0	0	0	0	0	3	0	0	0	0	28	3	0	1	50	0	85	531	0	0	0	0
7:00 AM	0	0	0	0	0	1	0	0	1	0	49	3	0	1	44	0	99	632	0	0	0	0
7:15 AM	0	0	0	0	0	10	0	0	0	0	52	5	0	0	90	0	157	708	0	0	0	0
7:30 AM	0	0	0	2	0	6	0	0	0	1	75	5	0	3	97	1	190	686	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	1	0	49	8	0	0	127	0	186	628	0	0	0	0
8:00 AM	0	0	0	0	0	4	0	2	0	0	45	7	0	1	116	0	175	572	0	0	0	0
8:15 AM	0	0	0	0	0	6	0	2	1	0	45	4	0	2	75	0	135		0	0	0	0
8:30 AM	0	0	0	0	0	4	0	0	2	0	41	5	0	1	79	0	132		0	0	0	0
8:45 AM	0	0	0	0	0	9	0	0	0	0	47	3	0	1	70	0	130		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	11	0	0	0	7	0	18
Lights	0	0	0	2	0	17	0	1	1	1	209	24	0	3	415	1	674
Mediums	0	0	0	0	0	3	0	2	0	0	1	1	0	1	8	0	16
Total	0	0	0	2	0	20	0	3	1	1	221	25	0	4	430	1	708

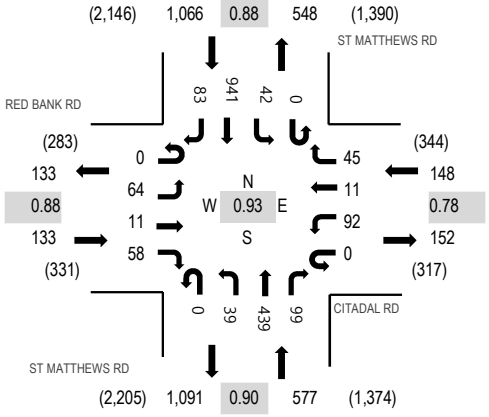
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				4.4%				1.6%			2.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	1.6%	0.0%	2.5%
Peak Hour Factor		0.25				0.75				0.77				0.86			0.93
Peak Hour Factor	0.00	0.00	0.00	0.25	0.00	0.64	0.00	0.63	0.50	0.25	0.75	0.78	0.00	0.50	0.85	0.25	0.93

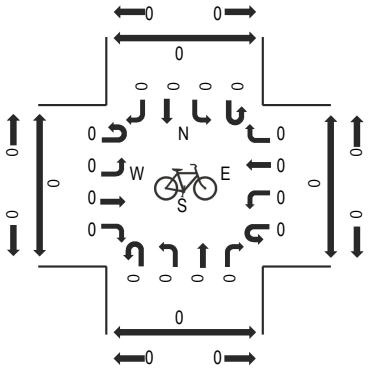
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 ST MATTHEWS RD & CITADAL RD AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

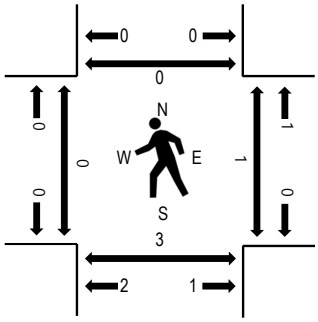
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RED BANK RD Eastbound				CITADAL RD Westbound				ST MATTHEWS RD Northbound				ST MATTHEWS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	13	6	4	0	0	1	3	0	1	57	3	0	1	47	10	146	870	0	0	0	0
6:15 AM	0	10	1	2	0	9	2	2	0	2	56	3	0	4	75	9	175	1,013	0	0	0	0
6:30 AM	0	19	2	8	0	15	1	12	0	9	82	9	0	3	84	8	252	1,205	0	0	0	0
6:45 AM	0	11	2	7	0	15	3	6	0	7	82	18	0	7	120	19	297	1,407	0	0	0	0
7:00 AM	0	11	1	13	0	24	1	13	0	2	99	12	0	8	96	9	289	1,619	0	0	0	0
7:15 AM	0	19	4	11	0	22	4	4	0	3	106	10	0	8	162	14	367	1,845	0	0	0	0
7:30 AM	0	19	4	8	0	16	2	7	0	8	131	21	0	14	203	21	454	1,924	0	0	1	0
7:45 AM	0	18	3	17	0	21	4	7	0	11	107	24	0	11	265	21	509	1,824	0	0	0	0
8:00 AM	0	12	1	17	0	32	2	8	0	12	101	28	0	10	268	24	515	1,706	0	1	1	0
8:15 AM	0	15	3	16	0	23	3	23	0	8	100	26	0	7	205	17	446		0	0	1	0
8:30 AM	0	9	5	8	0	19	1	9	0	4	97	17	0	8	163	14	354		0	0	0	0
8:45 AM	0	15	3	14	0	14	2	14	0	6	93	19	0	11	182	18	391		0	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	0	2	0	1	0	0	0	0	17	0	0	1	11	6	43
Lights	0	59	10	54	0	89	10	44	0	37	417	99	0	40	916	76	1,851
Mediums	0	0	1	2	0	2	1	1	0	2	5	0	0	1	14	1	30
Total	0	64	11	58	0	92	11	45	0	39	439	99	0	42	941	83	1,924

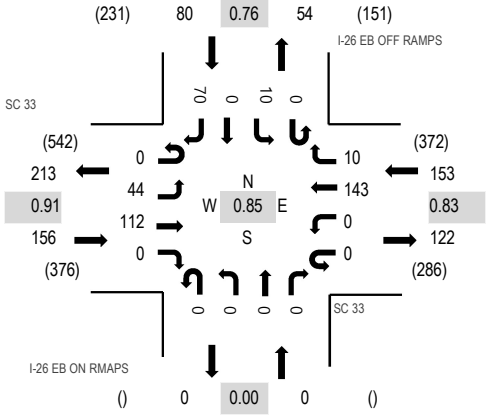
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.3%				0.7%				2.9%				1.7%			2.2%
Heavy Vehicle %	0.0%	7.8%	0.0%	3.4%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	3.9%	0.0%	0.0%	2.4%	1.2%	7.2%	2.2%
Peak Hour Factor		0.88				0.78				0.90				0.88			0.93
Peak Hour Factor	0.00	0.89	0.60	0.85	0.00	0.74	0.75	0.59	0.00	0.81	0.85	0.88	0.00	0.77	0.88	0.86	0.93

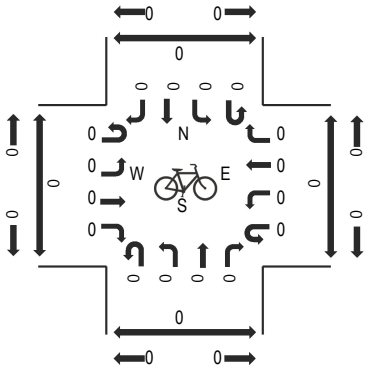
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 I-26 EB ON RMAPS & SC 33 AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

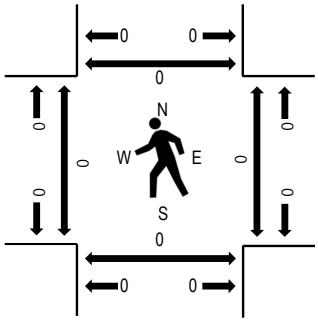
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 33 Eastbound				SC 33 Westbound				I-26 EB ON RMAPS Northbound				I-26 EB OFF RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	5	17	0	0	0	14	9	0	0	0	0	0	2	0	12	59	294	0	0	0	0
6:15 AM	0	9	17	0	0	0	16	4	0	0	0	0	0	1	0	16	63	316	0	0	0	0
6:30 AM	0	5	13	0	0	0	19	2	0	0	0	0	0	1	0	22	62	331	0	0	0	0
6:45 AM	0	18	26	0	0	0	32	4	0	0	0	0	0	4	0	26	110	377	0	0	0	0
7:00 AM	0	8	21	0	0	0	28	4	0	0	0	0	0	1	0	19	81	382	0	0	0	0
7:15 AM	0	11	20	0	0	0	29	0	0	0	0	0	0	1	0	17	78	378	0	0	0	0
7:30 AM	0	13	30	0	0	0	43	2	0	0	0	0	0	2	0	18	108	389	0	0	0	0
7:45 AM	0	11	29	0	0	0	45	1	0	0	0	0	0	4	0	25	115	347	0	0	0	0
8:00 AM	0	10	24	0	0	0	25	4	0	0	0	0	0	1	0	13	77	303	0	0	0	0
8:15 AM	0	10	29	0	0	0	30	3	0	0	0	0	0	3	0	14	89		0	0	0	0
8:30 AM	0	4	19	0	0	0	32	1	0	0	0	0	0	1	0	9	66		0	0	0	0
8:45 AM	0	8	19	0	1	0	19	5	0	0	0	0	0	0	0	19	71		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	18	0	0	0	5	2	0	0	0	0	0	0	0	10	37
Lights	0	41	91	0	0	0	135	8	0	0	0	0	0	9	0	55	339
Mediums	0	1	3	0	0	0	3	0	0	0	0	0	0	1	0	5	13
Total	0	44	112	0	0	0	143	10	0	0	0	0	0	10	0	70	389

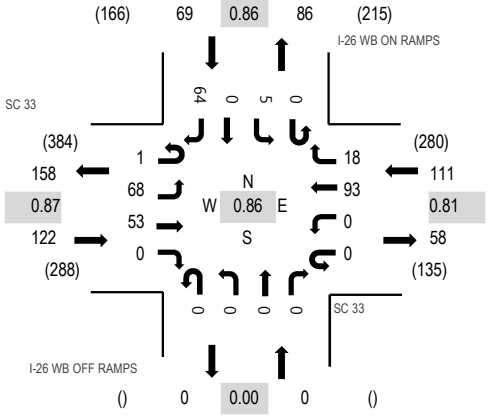
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		12.8%				4.6%				0.0%				12.5%			9.5%
Heavy Vehicle %	0.0%	4.5%	16.1%	0.0%	0.0%	0.0%	3.5%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	9.5%
Peak Hour Factor		0.91				0.83				0.00				0.76			0.85
Peak Hour Factor	0.00	0.69	0.93	0.00	0.25	0.00	0.81	0.53	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.81	0.85

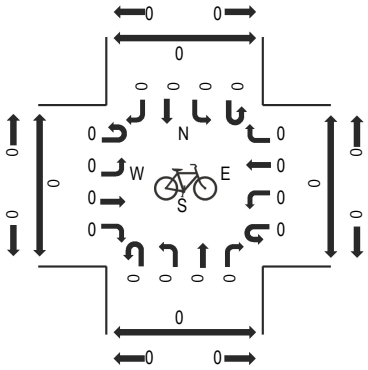
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 I-26 WB OFF RAMPS & SC 33 AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

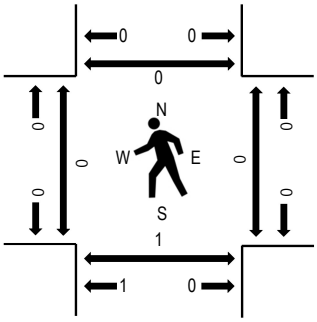
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 33 Eastbound				SC 33 Westbound				I-26 WB OFF RAMPS Northbound				I-26 WB ON RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	14	7	0	0	0	14	2	0	0	0	0	0	0	0	9	46	203	0	0	0	0
6:15 AM	0	11	7	0	0	0	14	0	0	0	0	0	0	2	0	6	40	220	0	0	0	0
6:30 AM	0	6	8	0	0	0	16	3	0	0	0	0	0	1	0	12	46	239	0	0	0	0
6:45 AM	0	21	9	0	0	0	21	6	0	0	0	0	0	2	0	12	71	280	0	0	0	0
7:00 AM	0	14	8	0	0	0	18	8	0	0	0	0	0	0	0	15	63	297	0	0	0	0
7:15 AM	0	13	8	0	0	0	23	6	0	0	0	0	0	1	0	8	59	291	0	0	0	0
7:30 AM	0	15	15	0	0	0	33	6	0	0	0	0	0	3	0	15	87	302	0	0	0	0
7:45 AM	0	19	16	0	0	0	28	5	0	0	0	0	0	0	0	20	88	273	0	0	1	0
8:00 AM	1	14	9	0	0	0	19	2	0	0	0	0	0	2	0	10	57	234	0	0	0	0
8:15 AM	0	20	13	0	0	0	13	5	0	0	0	0	0	0	0	19	70		0	0	0	0
8:30 AM	0	9	11	0	0	0	17	3	0	0	0	0	0	1	0	17	58		0	0	0	0
8:45 AM	1	7	12	0	0	0	12	6	0	0	0	0	0	0	0	11	49		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	16	2	0	0	0	3	3	0	0	0	0	0	1	0	4	29
Lights	1	49	49	0	0	0	88	15	0	0	0	0	0	4	0	59	265
Mediums	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	1	8
Total	1	68	53	0	0	0	93	18	0	0	0	0	0	5	0	64	302

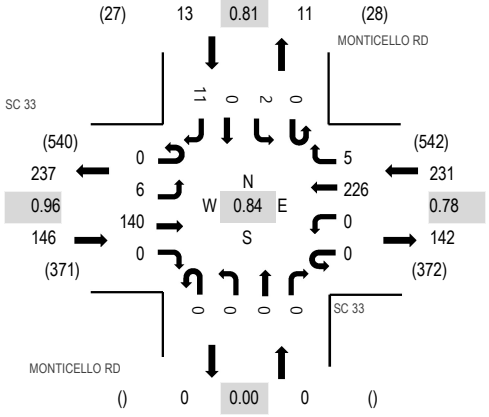
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		14.8%				5.4%				0.0%				7.2%			9.6%
Heavy Vehicle %	0.0%	23.5%	3.8%	0.0%	0.0%	0.0%	3.2%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	6.3%	9.6%
Peak Hour Factor		0.87				0.81				0.00				0.86			0.86
Peak Hour Factor	0.50	0.85	0.83	0.00	0.00	0.00	0.78	0.81	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.83	0.86

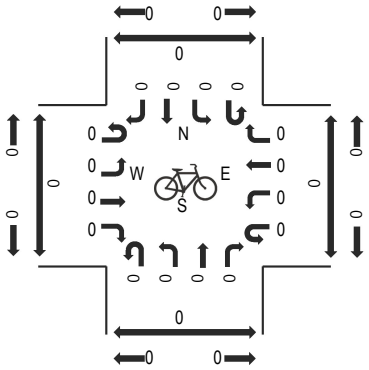
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 17 MONTICELLO RD & SC 33 AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

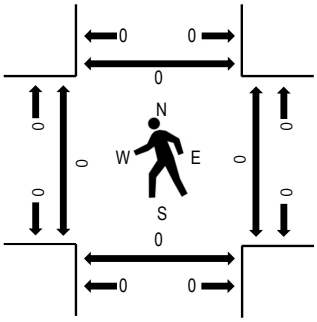
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 33 Eastbound				SC 33 Westbound				MONTICELLO RD Northbound				MONTICELLO RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	20	0	0	0	24	3	0	0	0	0	0	2	0	1	50	266	0	0	0	0
6:15 AM	0	0	25	0	0	0	28	1	0	0	0	0	0	1	0	1	56	296	0	0	0	0
6:30 AM	0	0	17	0	0	0	39	3	0	0	0	0	0	1	0	1	61	325	0	0	0	0
6:45 AM	0	1	41	0	2	0	53	2	0	0	0	0	0	0	0	0	99	373	0	0	0	0
7:00 AM	0	1	28	0	0	0	47	0	0	0	0	0	0	0	0	4	80	390	0	0	0	0
7:15 AM	0	3	34	0	0	0	41	3	0	0	0	0	0	0	0	4	85	384	0	0	0	0
7:30 AM	0	1	39	0	0	0	65	1	0	0	0	0	0	2	0	1	109	381	0	0	0	0
7:45 AM	0	1	39	0	0	0	73	1	0	0	0	0	0	0	0	2	116	335	0	0	0	0
8:00 AM	0	2	33	0	0	0	35	2	0	0	0	0	0	1	0	1	74	284	0	0	1	0
8:15 AM	0	1	38	0	0	0	42	0	0	0	0	0	0	1	0	0	82		0	0	0	0
8:30 AM	0	0	21	0	0	0	37	1	0	0	0	0	0	2	0	2	63		0	0	0	0
8:45 AM	0	1	25	0	0	0	39	0	0	0	0	0	0	0	0	0	65		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	17	0	0	0	23	3	0	0	0	0	0	2	0	0	45
Lights	0	5	119	0	0	0	196	1	0	0	0	0	0	0	0	7	328
Mediums	0	1	4	0	0	0	7	1	0	0	0	0	0	0	0	4	17
Total	0	6	140	0	0	0	226	5	0	0	0	0	0	2	0	11	390

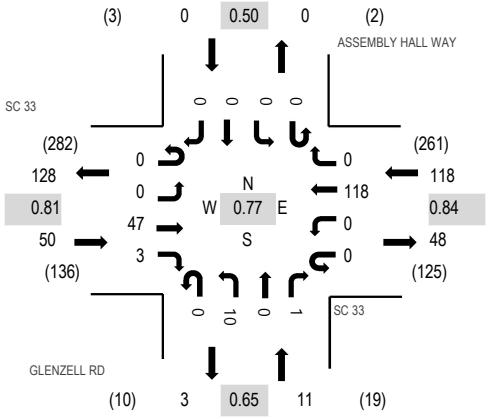
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		11.6%				11.3%				0.0%				15.4%			11.5%
Heavy Vehicle %	0.0%	0.0%	12.1%	0.0%	0.0%	0.0%	10.2%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	11.5%
Peak Hour Factor		0.96				0.78				0.00				0.81			0.84
Peak Hour Factor	0.00	0.58	0.96	0.00	0.25	0.00	0.77	0.75	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.69	0.84

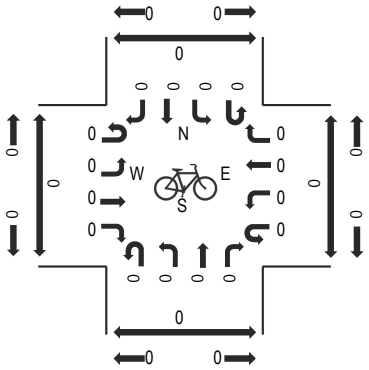
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 GLENZELL RD & SC 33 AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

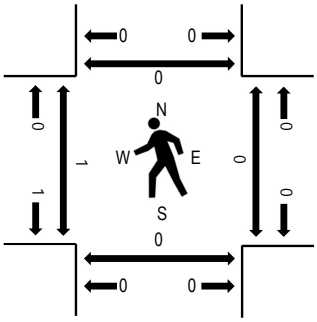
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 33 Eastbound				SC 33 Westbound				GLENZELL RD Northbound				ASSEMBLY HALL WAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	7	0	0	0	14	0	0	1	0	0	0	0	0	1	23	114	0	0	0	0
6:15 AM	0	0	7	2	0	0	13	0	0	0	0	0	0	0	0	0	22	126	0	0	0	0
6:30 AM	0	0	10	0	0	1	20	0	0	0	0	0	0	0	0	0	31	142	0	0	0	0
6:45 AM	0	0	11	0	0	0	24	0	0	3	0	0	0	0	0	0	38	169	0	0	0	0
7:00 AM	0	0	7	1	0	0	23	0	0	3	0	1	0	0	0	0	35	179	0	0	0	0
7:15 AM	0	0	9	0	0	0	28	0	0	1	0	0	0	0	0	0	38	177	0	0	0	0
7:30 AM	0	0	18	0	0	0	35	0	0	5	0	0	0	0	0	0	58	169	0	0	0	0
7:45 AM	0	0	13	2	0	0	32	0	0	1	0	0	0	0	0	0	48	144	1	0	0	0
8:00 AM	0	0	12	0	0	0	19	0	0	2	0	0	0	0	0	0	33	126	0	0	0	0
8:15 AM	2	1	9	1	0	0	16	0	0	0	0	0	0	0	0	1	30		0	0	0	0
8:30 AM	0	0	10	2	0	0	17	1	0	2	0	0	0	0	0	1	33		0	0	0	0
8:45 AM	0	0	11	1	0	0	18	0	0	0	0	0	0	0	0	0	30		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
Lights	0	0	44	3	0	0	114	0	0	10	0	0	0	0	0	0	171
Mediums	0	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	5
Total	0	0	47	3	0	0	118	0	0	10	0	1	0	0	0	0	179

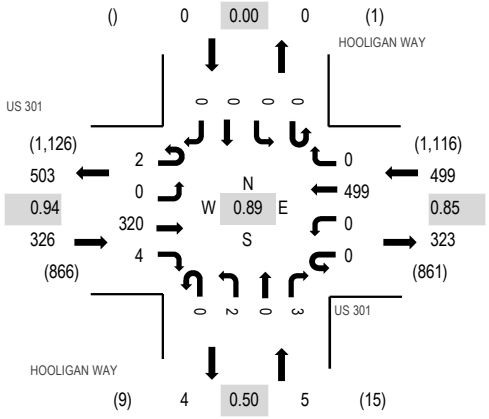
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.0%				1.7%				0.0%				0.0%			1.7%
Heavy Vehicle %	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%
Peak Hour Factor		0.81				0.84				0.65				0.50			0.77
Peak Hour Factor	0.25	0.25	0.72	0.63	0.00	0.25	0.84	0.25	0.00	0.60	0.00	0.25	0.00	0.00	0.00	0.50	0.77

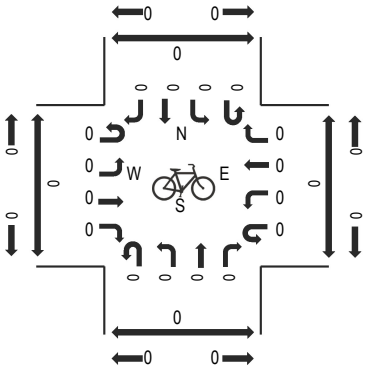
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 27 HOOLIGAN WAY & US 301 AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

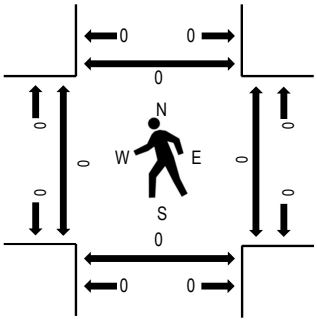
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				HOOLIGAN WAY Northbound				HOOLIGAN WAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	49	1	0	0	56	0	0	0	0	2	0	0	0	0	108	523	0	0	1	0
6:15 AM	1	0	63	0	0	0	56	0	0	0	0	0	0	0	0	0	120	573	0	0	0	0
6:30 AM	0	0	73	0	0	0	84	0	0	1	0	0	0	0	0	0	158	629	0	0	0	0
6:45 AM	0	0	64	1	0	0	71	0	0	1	0	0	0	0	0	0	137	704	0	0	0	0
7:00 AM	0	0	77	1	0	1	79	0	0	0	0	0	0	0	0	0	158	776	0	0	0	0
7:15 AM	0	0	71	0	0	0	102	0	0	1	0	2	0	0	0	0	176	830	0	0	0	0
7:30 AM	0	0	87	0	0	0	146	0	0	0	0	0	0	0	0	0	233	808	0	0	0	0
7:45 AM	1	0	84	1	0	0	123	0	0	0	0	0	0	0	0	0	209	738	0	0	0	0
8:00 AM	1	0	78	3	0	0	128	0	0	1	0	1	0	0	0	0	212	698	0	0	0	0
8:15 AM	0	1	65	0	0	1	87	0	0	0	0	0	0	0	0	0	154		0	0	0	0
8:30 AM	0	0	68	0	0	0	91	0	0	4	0	0	0	0	0	0	163		0	0	0	0
8:45 AM	1	0	75	0	0	0	91	0	0	0	0	2	0	0	0	0	169		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	38	0	0	0	30	0	0	0	0	0	0	0	0	0	68
Lights	2	0	274	4	0	0	462	0	0	2	0	3	0	0	0	0	747
Mediums	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0	15
Total	2	0	320	4	0	0	499	0	0	2	0	3	0	0	0	0	830

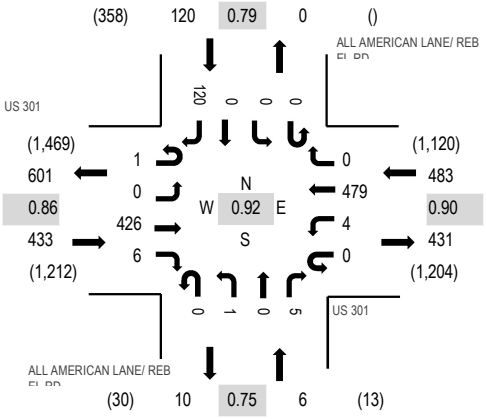
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		11.7%				6.0%				0.0%				0.0%			8.2%
Heavy Vehicle %	0.0%	0.0%	11.9%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.2%
Peak Hour Factor		0.94				0.85				0.50				0.00			0.89
Peak Hour Factor	0.50	0.25	0.92	0.33	0.00	0.25	0.85	0.00	0.00	0.31	0.00	0.38	0.00	0.00	0.00	0.00	0.89

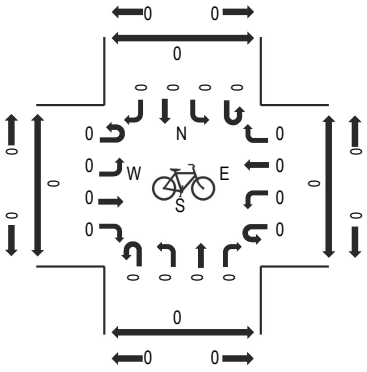
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 28 ALL AMERICAN LANE/ REBEL RD & US 301 AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

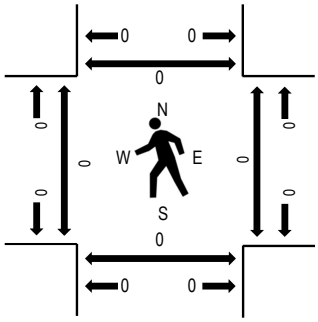
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				ALL AMERICAN LANE Northbound				ALL AMERICAN LANE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	84	2	0	1	70	0	0	1	0	1	0	0	0	15	174	758	0	0	0	0
6:15 AM	0	0	98	2	0	0	54	0	0	0	0	0	0	0	0	23	177	810	0	0	0	0
6:30 AM	0	0	111	0	0	0	70	0	0	0	0	1	0	0	0	23	205	855	0	0	0	0
6:45 AM	0	0	74	1	0	0	74	0	0	0	0	0	0	0	0	53	202	933	0	0	0	0
7:00 AM	0	0	99	0	0	2	81	0	0	0	0	1	0	0	0	43	226	1,003	0	0	0	0
7:15 AM	0	0	90	1	2	0	98	0	0	0	0	0	0	0	0	31	222	1,034	0	0	0	0
7:30 AM	0	0	108	0	0	1	133	0	0	0	0	1	0	0	0	40	283	1,042	0	0	0	0
7:45 AM	0	0	124	3	0	0	111	0	0	0	0	2	0	0	0	32	272	971	0	0	0	0
8:00 AM	0	0	106	3	0	2	122	0	0	0	0	1	0	0	0	23	257	942	0	0	0	0
8:15 AM	1	0	88	0	0	1	113	0	0	1	0	1	0	0	0	25	230		0	0	0	0
8:30 AM	0	0	91	3	0	2	92	0	0	0	0	1	0	0	0	23	212		0	0	0	0
8:45 AM	0	0	118	5	0	1	90	0	0	0	0	2	0	0	0	27	243		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	86	0	0	0	61	0	0	0	0	3	0	0	0	16	166
Lights	1	0	325	6	0	4	410	0	0	1	0	2	0	0	0	101	850
Mediums	0	0	15	0	0	0	8	0	0	0	0	0	0	0	0	3	26
Total	1	0	426	6	0	4	479	0	0	1	0	5	0	0	0	120	1,042

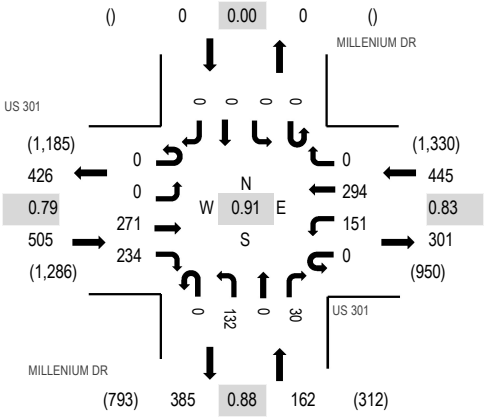
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			19.9%				12.6%				50.0%				13.3%		15.9%
Heavy Vehicle %	0.0%	0.0%	20.2%	0.0%	0.0%	0.0%	12.7%	0.0%	0.0%	0.0%	0.0%	60.0%	0.0%	0.0%	0.0%	13.3%	15.9%
Peak Hour Factor			0.86				0.90				0.75				0.79		0.92
Peak Hour Factor	0.25	0.00	0.86	0.55	0.25	0.75	0.90	0.00	0.00	0.25	0.00	0.63	0.00	0.00	0.00	0.79	0.92

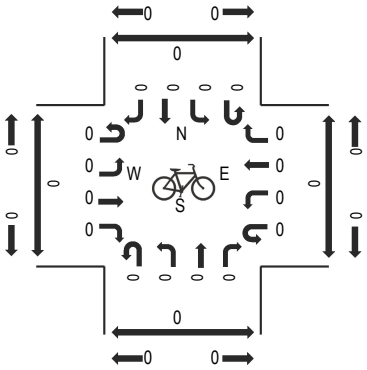
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 29 MILLENIUM DR & US 301 AM
Date: Tuesday, September 10, 2024
Peak Hour: 06:30 AM - 07:30 AM
Peak 15-Minutes: 06:30 AM - 06:45 AM

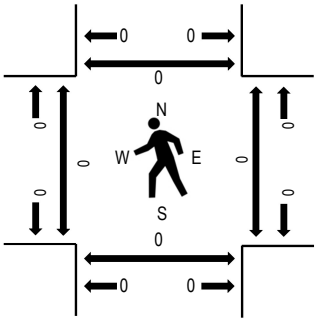
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				MILLENIUM DR Northbound				MILLENIUM DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	63	39	0	22	33	0	0	5	0	5	0	0	0	0	167	987	0	0	0	0
6:15 AM	0	0	77	58	0	33	36	0	0	6	0	3	0	0	0	0	213	1,069	0	0	0	0
6:30 AM	0	0	84	89	0	29	61	0	0	35	0	8	0	0	0	0	306	1,112	0	0	0	0
6:45 AM	0	0	59	81	0	52	69	0	0	35	0	5	0	0	0	0	301	1,111	0	0	0	0
7:00 AM	0	0	61	30	0	36	76	0	0	33	0	13	0	0	0	0	249	1,086	0	0	0	0
7:15 AM	0	0	67	34	0	34	88	0	0	29	0	4	0	0	0	0	256	1,079	0	0	0	0
7:30 AM	0	0	77	18	0	37	131	0	0	26	0	16	0	0	0	0	305	1,021	0	0	0	0
7:45 AM	0	0	95	17	0	28	106	0	0	17	0	13	0	0	0	0	276	922	0	0	0	0
8:00 AM	0	0	75	14	0	26	111	0	0	11	0	5	0	0	0	0	242	855	0	0	0	0
8:15 AM	0	0	61	19	0	22	86	0	0	4	0	6	0	0	0	0	198		0	0	0	0
8:30 AM	0	0	61	16	0	24	84	0	0	11	0	10	0	0	0	0	206		0	0	0	0
8:45 AM	0	0	77	14	0	21	85	0	0	7	0	5	0	0	0	0	209		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	34	5	0	20	26	0	0	1	0	5	0	0	0	0	91
Lights	0	0	232	227	0	121	260	0	0	130	0	24	0	0	0	0	994
Mediums	0	0	5	2	0	10	8	0	0	1	0	1	0	0	0	0	27
Total	0	0	271	234	0	151	294	0	0	132	0	30	0	0	0	0	1,112

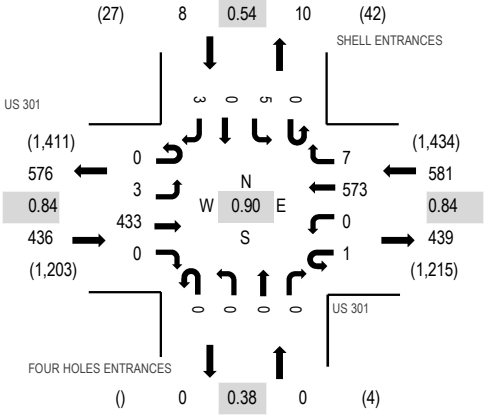
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		7.7%				10.3%				3.7%				0.0%			8.2%
Heavy Vehicle %	0.0%	0.0%	12.5%	2.1%	0.0%	13.2%	8.8%	0.0%	0.0%	0.8%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	8.2%
Peak Hour Factor		0.79				0.83				0.88				0.00			0.91
Peak Hour Factor	0.00	0.00	0.83	0.75	0.00	0.76	0.83	0.00	0.00	0.94	0.00	0.72	0.00	0.00	0.00	0.00	0.91

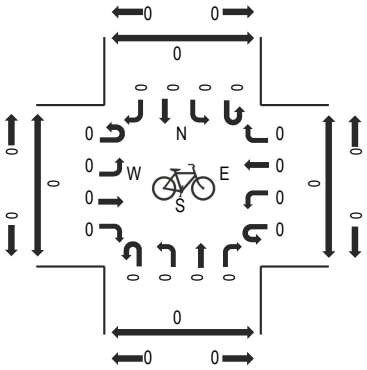
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 30&34 FOUR HOLES ENTRANCES & US 301 AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

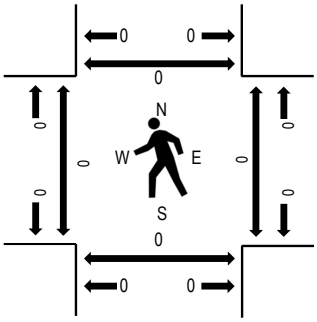
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				FOUR HOLES ENTRANCES Northbound				SHELL ENTRANCES Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	1	84	0	0	0	81	3	0	0	0	0	0	0	0	0	169	754	0	0	0	0
6:15 AM	0	0	100	0	1	0	74	1	0	0	0	0	0	1	0	0	177	814	0	0	0	0
6:30 AM	0	1	110	0	0	0	91	1	0	0	0	0	0	1	0	2	206	862	0	0	0	0
6:45 AM	0	1	75	0	0	0	124	1	0	0	0	1	0	0	0	0	202	940	0	0	0	0
7:00 AM	0	3	99	0	0	0	117	6	0	0	0	0	0	2	0	2	229	1,012	0	0	0	0
7:15 AM	0	2	88	0	1	0	128	0	0	0	0	0	0	3	0	3	225	1,025	0	0	0	0
7:30 AM	0	0	111	0	0	0	171	2	0	0	0	0	0	0	0	0	284	1,020	0	0	0	0
7:45 AM	0	1	128	0	0	0	139	4	0	0	0	0	0	2	0	0	274	951	0	0	0	0
8:00 AM	0	0	106	0	0	0	135	1	0	0	0	0	0	0	0	0	242	902	0	0	0	0
8:15 AM	0	2	82	0	1	0	121	8	0	0	0	0	0	4	0	2	220		0	0	0	0
8:30 AM	0	2	96	0	2	0	110	2	0	1	0	0	0	2	0	0	215		0	0	0	0
8:45 AM	0	0	111	0	1	0	108	0	0	1	0	1	0	2	0	1	225		0	0	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	86	0	1	0	58	0	0	0	0	0	0	1	0	0	147
Lights	0	2	331	0	0	0	503	7	0	0	0	0	0	4	0	3	850
Mediums	0	0	16	0	0	0	12	0	0	0	0	0	0	0	0	0	28
Total	0	3	433	0	1	0	573	7	0	0	0	0	0	5	0	3	1,025

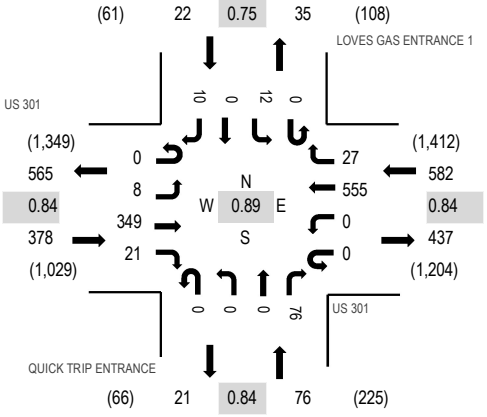
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		20.0%				10.2%				0.0%				12.5%			14.3%
Heavy Vehicle %	0.0%	33.3%	19.9%	0.0%	100.0%	0.0%	10.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	0.0%	14.3%
Peak Hour Factor		0.84				0.84				0.38				0.54			0.90
Peak Hour Factor	0.00	0.58	0.85	0.00	0.50	0.00	0.84	0.47	0.00	0.50	0.00	0.25	0.00	0.50	0.00	0.58	0.90

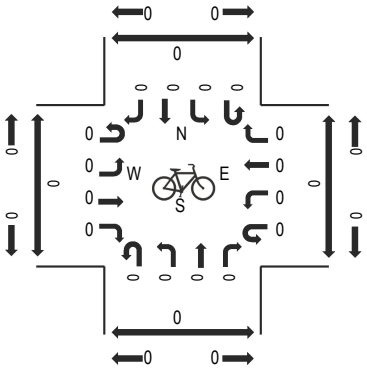
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 31&33 QUICK TRIP ENTRANCE & US 301 AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

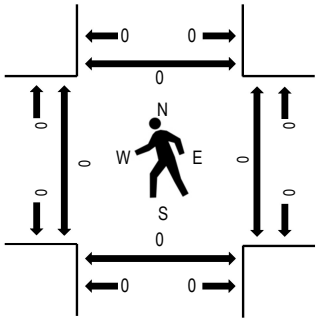
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				QUICK TRIP ENTRANCE Northbound				LOVES GAS ENTRANCE 1 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	2	58	11	0	0	61	6	0	0	0	27	0	0	0	0	165	776	0	0	0	0
6:15 AM	0	2	77	4	0	0	65	8	0	0	0	21	0	3	0	2	182	844	0	0	0	0
6:30 AM	0	1	93	7	0	0	90	5	0	0	0	12	0	5	0	1	214	891	0	0	0	0
6:45 AM	0	2	56	6	0	0	116	9	0	0	0	18	0	3	0	5	215	973	1	0	0	0
7:00 AM	0	0	83	7	0	0	112	7	0	0	0	19	0	1	0	4	233	1,037	0	0	0	0
7:15 AM	0	2	74	2	0	0	129	5	0	0	0	14	0	2	0	1	229	1,058	0	0	0	0
7:30 AM	0	1	95	5	0	0	164	10	0	0	0	15	0	2	0	4	296	1,037	0	0	0	0
7:45 AM	0	4	101	9	0	0	129	6	0	0	0	23	0	4	0	3	279	959	0	0	0	0
8:00 AM	0	1	79	5	0	0	133	6	0	0	0	24	0	4	0	2	254	914	0	0	0	0
8:15 AM	0	1	67	4	1	0	109	10	0	0	0	13	0	2	0	1	208		0	0	1	0
8:30 AM	0	1	73	4	0	0	104	10	0	0	0	21	0	3	0	2	218		0	0	0	0
8:45 AM	0	2	88	2	1	0	109	7	0	0	0	18	0	4	0	3	234		0	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	80	0	0	0	58	0	0	0	0	7	0	1	0	0	146
Lights	0	8	257	21	0	0	485	27	0	0	0	66	0	10	0	10	884
Mediums	0	0	12	0	0	0	12	0	0	0	0	3	0	1	0	0	28
Total	0	8	349	21	0	0	555	27	0	0	0	76	0	12	0	10	1,058

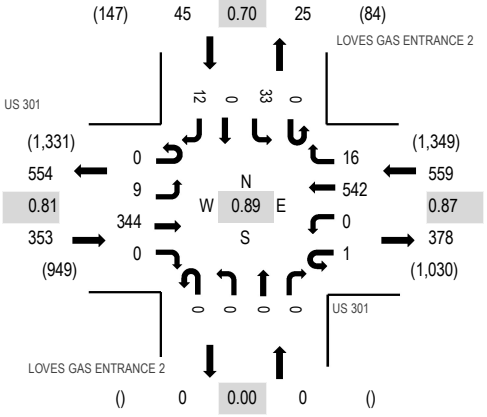
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		21.2%				10.0%				9.2%				4.5%			13.8%
Heavy Vehicle %	0.0%	0.0%	22.9%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	0.0%	9.2%	0.0%	8.3%	0.0%	0.0%	13.8%
Peak Hour Factor		0.84				0.84				0.84				0.75			0.89
Peak Hour Factor	0.00	0.50	0.87	0.64	0.50	0.00	0.85	0.83	0.00	0.00	0.00	0.84	0.00	0.81	0.00	0.70	0.89

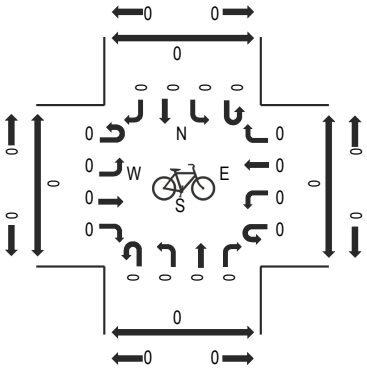
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 32 LOVES GAS ENTRANCE 2 & US 301 AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

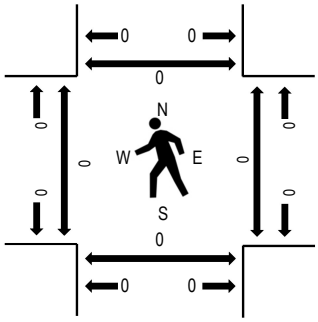
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				LOVES GAS ENTRANCE 2 Northbound				LOVES GAS ENTRANCE 2 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	69	0	0	0	63	3	0	0	0	0	0	3	0	1	139	684	0	0	0	0
6:15 AM	0	3	77	0	0	0	66	3	0	0	0	0	0	6	0	4	159	755	0	0	0	0
6:30 AM	0	0	92	0	0	0	84	4	0	0	0	0	0	8	0	5	193	803	0	0	0	0
6:45 AM	0	2	62	0	0	0	110	8	0	0	0	0	0	3	0	8	193	879	0	0	0	0
7:00 AM	0	1	73	0	0	0	106	10	0	0	0	0	0	14	0	6	210	942	0	0	0	0
7:15 AM	0	1	70	0	0	0	121	7	0	0	0	0	0	7	0	1	207	957	0	0	0	0
7:30 AM	0	4	89	0	0	0	156	4	0	0	0	0	0	11	0	5	269	942	0	0	0	0
7:45 AM	0	2	107	0	1	0	130	4	0	0	0	0	0	9	0	3	256	867	0	0	0	0
8:00 AM	0	2	78	0	0	0	135	1	0	0	0	0	0	6	0	3	225	819	0	0	0	0
8:15 AM	0	2	65	0	0	0	106	7	0	0	0	0	0	10	0	2	192		0	0	1	1
8:30 AM	0	2	68	0	0	0	104	6	0	0	0	0	0	10	0	4	194		0	0	0	3
8:45 AM	0	3	77	0	0	0	105	5	0	0	0	0	0	15	0	3	208		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	59	0	0	0	46	12	0	0	0	0	0	21	0	3	145
Lights	0	5	276	0	1	0	486	2	0	0	0	0	0	9	0	6	785
Mediums	0	0	9	0	0	0	10	2	0	0	0	0	0	3	0	3	27
Total	0	9	344	0	1	0	542	16	0	0	0	0	0	33	0	12	957

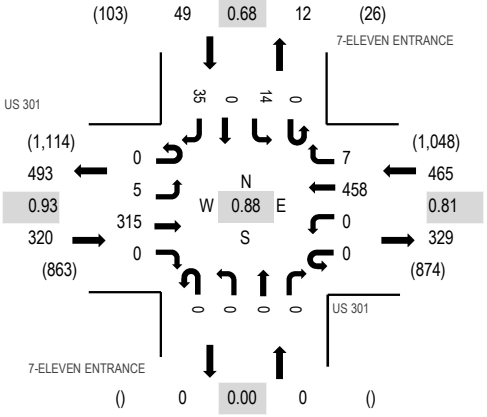
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		17.8%				10.4%				0.0%				53.3%			15.2%
Heavy Vehicle %	0.0%	44.4%	17.2%	0.0%	0.0%	0.0%	8.5%	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	63.6%	0.0%	25.0%	15.2%
Peak Hour Factor		0.81				0.87				0.00				0.70			0.89
Peak Hour Factor	0.00	0.63	0.80	0.00	0.25	0.00	0.87	0.73	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.72	0.89

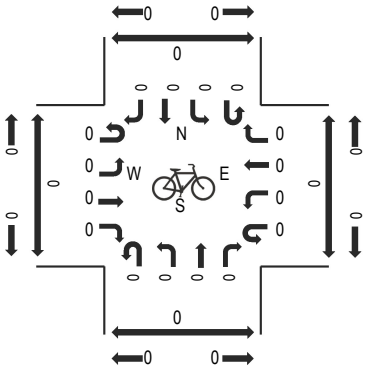
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 35 7-ELEVEN ENTRANCE & US 301 AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

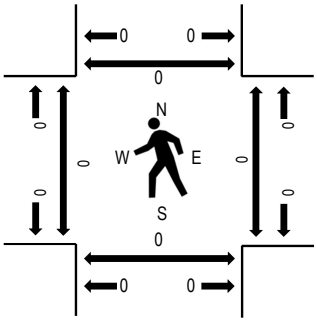
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				7-ELEVEN ENTRANCE Northbound				7-ELEVEN ENTRANCE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	1	51	0	0	0	50	0	0	0	0	0	0	1	0	6	109	530	0	0	0	1
6:15 AM	0	1	62	0	0	0	53	1	0	0	0	0	0	0	0	4	121	580	0	0	0	0
6:30 AM	0	2	72	0	0	0	75	4	0	0	0	0	0	2	0	8	163	632	0	0	0	0
6:45 AM	0	2	62	0	0	0	67	0	0	0	0	0	0	2	0	4	137	706	0	0	0	0
7:00 AM	0	2	74	0	0	0	76	0	0	0	0	0	0	0	0	7	159	785	0	0	0	0
7:15 AM	0	3	70	0	0	0	93	0	0	0	0	0	0	1	0	6	173	834	0	0	0	0
7:30 AM	0	1	84	0	0	0	141	3	0	0	0	0	0	3	0	5	237	818	0	0	0	0
7:45 AM	0	1	85	0	0	0	110	2	0	0	0	0	0	6	0	12	216	745	0	0	0	0
8:00 AM	0	0	76	0	0	0	114	2	0	0	0	0	0	4	0	12	208	699	0	0	0	0
8:15 AM	0	0	66	0	0	0	84	0	0	0	0	0	0	3	0	4	157		0	0	0	0
8:30 AM	0	0	70	0	0	0	86	1	0	0	0	0	0	1	0	6	164		0	0	0	0
8:45 AM	0	0	78	0	0	0	86	0	0	0	0	0	0	1	0	5	170		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	38	0	0	0	27	0	0	0	0	0	0	4	0	3	72
Lights	0	5	269	0	0	0	425	6	0	0	0	0	0	9	0	31	745
Mediums	0	0	8	0	0	0	6	1	0	0	0	0	0	1	0	1	17
Total	0	5	315	0	0	0	458	7	0	0	0	0	0	14	0	35	834

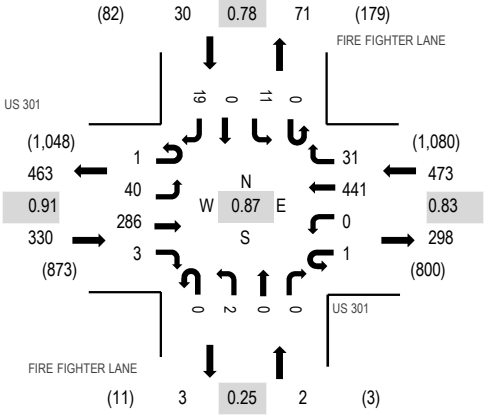
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		11.9%				5.8%				0.0%				14.3%			8.6%
Heavy Vehicle %	0.0%	0.0%	12.1%	0.0%	0.0%	0.0%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	28.6%	0.0%	8.6%	8.6%
Peak Hour Factor		0.93				0.81				0.00				0.68			0.88
Peak Hour Factor	0.00	0.75	0.93	0.00	0.00	0.00	0.81	0.58	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.73	0.88

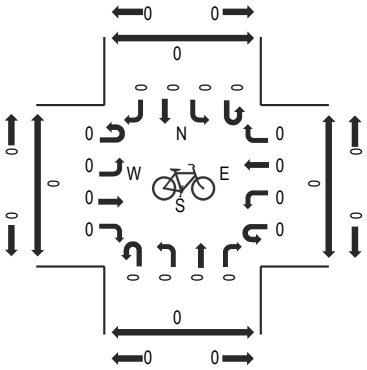
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 36 FIRE FIGHTER LANE & US 301 AM
Date: Tuesday, September 10, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

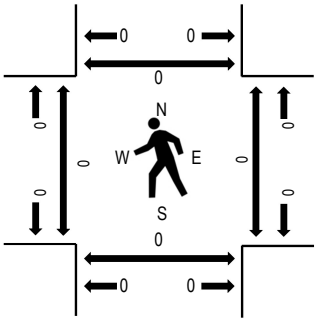
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				FIRE FIGHTER LANE Northbound				FIRE FIGHTER LANE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	9	43	0	0	0	46	5	0	0	0	0	0	1	0	4	108	536	0	0	0	0
6:15 AM	0	12	50	0	0	0	50	8	0	0	0	0	0	4	0	4	128	589	0	0	0	0
6:30 AM	0	8	66	0	0	0	76	1	0	0	0	0	0	4	1	2	158	638	0	0	0	0
6:45 AM	0	5	58	1	0	0	65	7	0	0	0	0	0	4	0	2	142	720	0	0	0	0
7:00 AM	0	7	68	0	0	0	75	6	0	0	0	0	0	3	0	2	161	793	0	0	0	0
7:15 AM	0	9	61	0	0	0	89	8	0	2	0	0	0	5	0	3	177	835	0	0	0	0
7:30 AM	0	6	82	0	0	0	134	8	0	0	0	0	0	2	0	8	240	820	0	0	0	0
7:45 AM	0	12	77	2	1	0	108	9	0	0	0	0	0	2	0	4	215	754	0	0	0	0
8:00 AM	1	13	66	1	0	0	110	6	0	0	0	0	0	2	0	4	203	709	0	0	0	0
8:15 AM	0	3	63	2	0	0	83	2	0	0	0	0	0	7	1	1	162		0	0	0	0
8:30 AM	0	12	57	2	0	0	89	7	0	0	0	0	0	6	0	1	174		0	0	0	0
8:45 AM	1	10	65	1	0	0	81	6	0	1	0	0	0	3	0	2	170		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	37	0	0	0	24	1	0	0	0	0	0	1	0	3	71
Lights	1	33	242	3	1	0	410	29	0	2	0	0	0	10	0	16	747
Mediums	0	2	7	0	0	0	7	1	0	0	0	0	0	0	0	0	17
Total	1	40	286	3	1	0	441	31	0	2	0	0	0	11	0	19	835

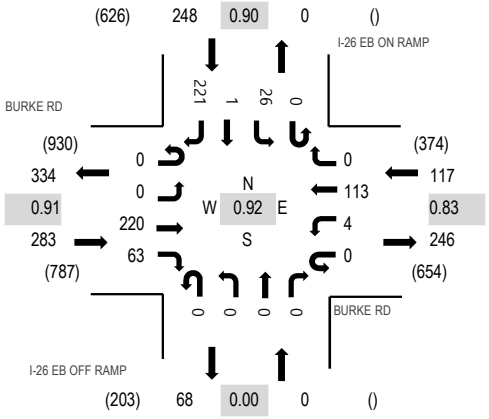
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		12.7%				5.3%				0.0%				13.3%			8.5%
Heavy Vehicle %	0.0%	12.5%	12.9%	0.0%	0.0%	0.0%	5.4%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	15.8%	8.5%
Peak Hour Factor		0.91				0.83				0.25				0.78			0.87
Peak Hour Factor	0.50	0.77	0.88	0.88	0.25	0.00	0.82	0.86	0.00	0.25	0.00	0.00	0.00	0.64	0.25	0.59	0.87

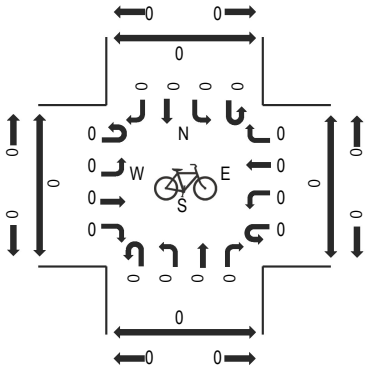
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 I-26 EB OFF RAMP & BURKE RD PM
Date: Tuesday, September 10, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

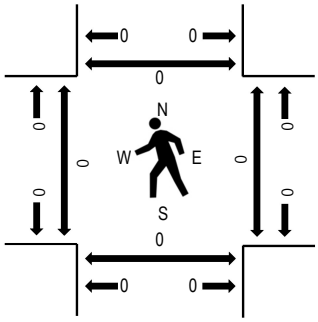
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BURKE RD Eastbound				BURKE RD Westbound				I-26 EB OFF RAMP Northbound				I-26 EB ON RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	34	21	0	3	27	0	0	0	0	0	0	0	1	48	134	558	0	0	0	0
3:15 PM	0	0	52	16	0	0	38	0	0	0	0	0	0	2	0	37	145	559	0	0	0	0
3:30 PM	0	0	50	17	0	1	23	0	0	0	0	0	0	3	1	40	135	562	0	0	0	0
3:45 PM	0	0	50	14	0	2	32	0	0	0	0	0	0	3	0	43	144	561	0	0	0	0
4:00 PM	0	0	43	13	0	1	28	0	0	0	0	0	0	3	0	47	135	581	0	0	0	0
4:15 PM	0	0	51	13	0	4	36	0	0	0	0	0	0	2	0	42	148	598	0	0	0	0
4:30 PM	0	0	52	10	0	1	26	0	0	0	0	0	0	4	0	41	134	605	0	0	0	0
4:45 PM	0	0	51	17	0	0	35	0	0	0	0	0	0	8	0	53	164	636	0	0	0	0
5:00 PM	0	0	46	17	0	0	31	0	0	0	0	0	0	5	1	52	152	648	0	0	0	0
5:15 PM	0	0	58	14	0	2	28	0	0	0	0	0	0	5	0	48	155		0	0	0	0
5:30 PM	0	0	57	13	0	2	25	0	0	0	0	0	0	9	0	59	165		0	0	0	0
5:45 PM	0	0	59	19	0	0	29	0	0	0	0	0	0	7	0	62	176		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	8	0	0	9	0	0	0	0	0	0	0	0	10	31
Lights	0	0	214	51	0	4	104	0	0	0	0	0	0	26	1	206	606
Mediums	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	5	11
Total	0	0	220	63	0	4	113	0	0	0	0	0	0	26	1	221	648

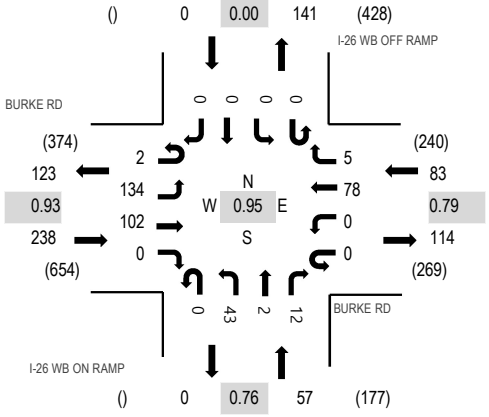
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.2%				7.7%				0.0%				4.0%			4.8%
Heavy Vehicle %	0.0%	0.0%	1.8%	12.7%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	4.8%
Peak Hour Factor		0.91				0.83				0.00				0.90			0.92
Peak Hour Factor	0.00	0.00	0.93	0.81	0.00	0.50	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.50	0.89	0.92

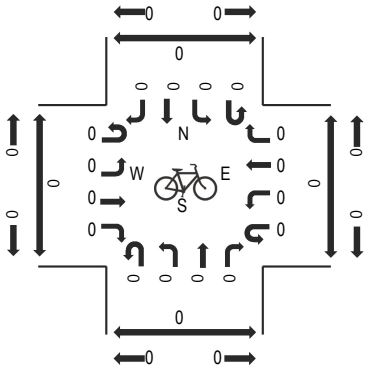
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 I-26 WB ON RAMP & BURKE RD PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

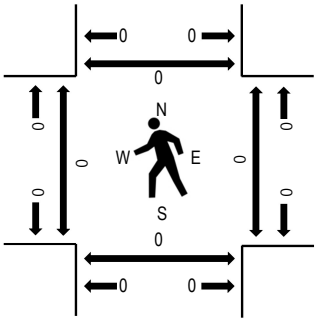
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BURKE RD Eastbound				BURKE RD Westbound				I-26 WB ON RAMP Northbound				I-26 WB OFF RAMP Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	1	23	10	0	0	0	15	1	0	14	1	0	0	0	0	0	65	334	0	0	0	0
3:15 PM	0	40	15	0	0	0	26	2	0	12	1	0	0	0	0	0	96	344	0	0	0	0
3:30 PM	0	35	19	0	0	0	18	0	0	6	2	2	0	0	0	0	82	343	0	0	0	0
3:45 PM	0	38	15	0	0	0	21	0	0	13	0	4	0	0	0	0	91	351	0	0	0	0
4:00 PM	0	34	11	0	0	0	21	0	0	8	1	0	0	0	0	0	75	359	0	0	0	0
4:15 PM	0	36	15	0	0	0	21	1	0	19	0	3	0	0	0	0	95	370	0	0	0	0
4:30 PM	0	33	26	0	0	0	13	2	0	14	1	1	0	0	0	0	90	372	0	0	0	0
4:45 PM	0	32	26	0	0	0	23	2	0	12	1	3	0	0	0	0	99	378	0	0	0	0
5:00 PM	1	33	17	0	0	0	21	1	0	9	0	4	0	0	0	0	86	378	0	0	0	0
5:15 PM	0	34	29	0	0	0	17	0	0	15	0	2	0	0	0	0	97		0	0	0	0
5:30 PM	1	35	30	0	0	0	17	2	0	7	1	3	0	0	0	0	96		0	0	0	0
5:45 PM	0	33	32	0	0	0	15	1	0	14	2	2	0	0	0	0	99		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	0	0	0	0	2	0	0	8	1	1	0	0	0	0	16
Lights	2	130	98	0	0	0	74	5	0	34	1	9	0	0	0	0	353
Mediums	0	0	4	0	0	0	2	0	0	1	0	2	0	0	0	0	9
Total	2	134	102	0	0	0	78	5	0	43	2	12	0	0	0	0	378

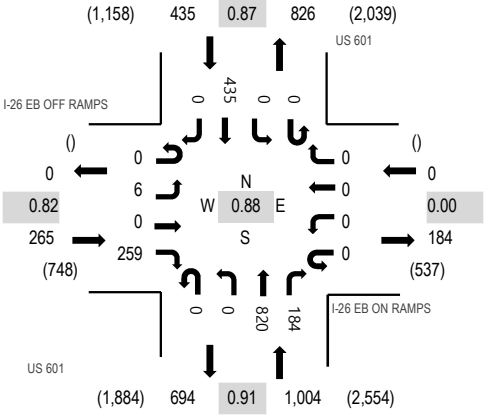
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.7%				2.4%				17.5%				0.0%			4.2%
Heavy Vehicle %	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	18.6%	50.0%	8.3%	0.0%	0.0%	0.0%	0.0%	4.2%
Peak Hour Factor		0.93				0.79				0.76				0.00			0.95
Peak Hour Factor	0.50	0.92	0.84	0.00	0.00	0.00	0.83	0.75	0.00	0.71	0.50	0.75	0.00	0.00	0.00	0.00	0.95

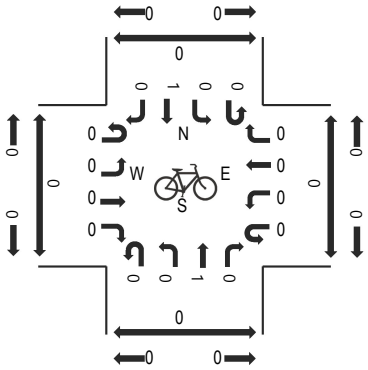
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 US 601 & I-26 EB ON RAMPS PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

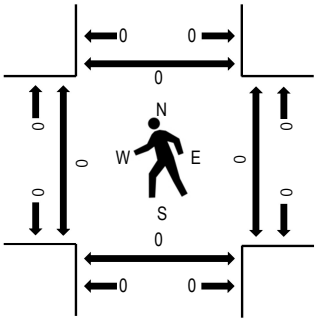
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 EB OFF RAMPS Eastbound				I-26 EB ON RAMPS Westbound				US 601 Northbound				US 601 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	53	0	0	0	0	0	0	127	47	0	0	70	0	297	1,274	0	0	0	0
3:15 PM	0	2	0	42	0	0	0	0	0	0	153	37	0	0	101	0	335	1,347	0	0	0	0
3:30 PM	0	0	0	59	0	0	0	0	0	0	129	34	0	0	83	0	305	1,376	0	0	0	0
3:45 PM	0	0	0	60	0	0	0	0	0	0	129	41	0	0	107	0	337	1,456	0	0	0	0
4:00 PM	0	0	0	61	0	0	0	0	0	0	145	63	0	0	101	0	370	1,505	0	0	0	0
4:15 PM	0	3	0	65	0	0	0	0	0	0	163	47	0	0	86	0	364	1,579	0	0	0	0
4:30 PM	0	2	0	62	0	0	0	0	0	0	171	57	0	0	93	0	385	1,700	0	0	0	0
4:45 PM	0	3	0	64	0	0	0	0	0	0	171	50	0	0	98	0	386	1,704	0	0	0	0
5:00 PM	0	0	0	59	0	0	0	0	0	0	210	54	0	0	121	0	444	1,681	0	0	0	0
5:15 PM	0	1	0	82	0	0	0	0	0	0	233	44	0	0	125	0	485		0	0	0	0
5:30 PM	0	2	0	54	0	0	0	0	0	0	206	36	0	0	91	0	389		0	0	0	0
5:45 PM	0	8	0	66	0	0	0	0	0	0	180	27	1	0	81	0	363		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	7	0	0	0	0	0	0	7	3	0	0	9	0	27
Lights	0	5	0	251	0	0	0	0	0	0	809	181	0	0	422	0	1,668
Mediums	0	0	0	1	0	0	0	0	0	0	4	0	0	0	4	0	9
Total	0	6	0	259	0	0	0	0	0	0	820	184	0	0	435	0	1,704

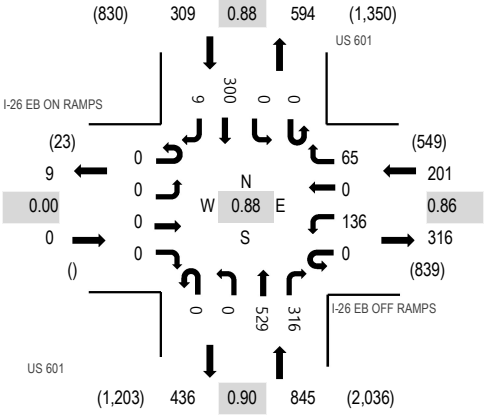
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.0%				0.0%				1.0%				2.1%			1.6%
Heavy Vehicle %	0.0%	16.7%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	1.6%	0.0%	0.0%	2.1%	0.0%	1.6%
Peak Hour Factor		0.82				0.00				0.91				0.87			0.88
Peak Hour Factor	0.00	0.34	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.86	0.25	0.00	0.87	0.00	0.88

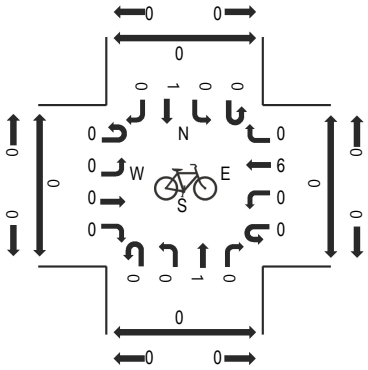
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 US 601 & I-26 EB OFF RAMPS PM
Date: Tuesday, September 10, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

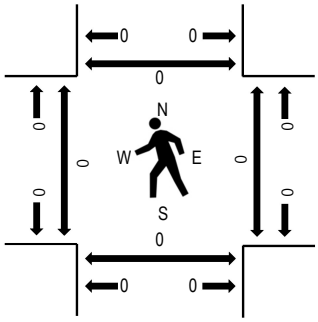
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 EB ON RAMPS Eastbound				I-26 EB OFF RAMPS Westbound				US 601 Northbound				US 601 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	17	0	9	0	0	61	66	0	0	54	3	210	959	0	0	0	0
3:15 PM	0	0	0	0	0	32	0	12	0	0	81	74	0	0	75	0	274	1,009	0	0	0	0
3:30 PM	0	0	0	0	0	29	0	9	0	0	69	57	0	0	56	0	220	1,010	0	0	0	0
3:45 PM	0	0	0	0	0	43	0	10	0	0	71	60	0	0	66	5	255	1,061	0	0	0	0
4:00 PM	0	0	0	0	0	44	0	18	0	0	86	54	0	0	58	0	260	1,101	0	0	0	0
4:15 PM	0	0	0	0	0	32	0	7	0	0	90	80	0	0	65	1	275	1,203	0	0	0	0
4:30 PM	0	0	0	0	0	31	0	13	0	0	103	60	0	0	63	1	271	1,313	0	0	0	0
4:45 PM	0	0	0	0	0	32	0	10	0	0	107	72	0	0	70	4	295	1,351	0	0	0	0
5:00 PM	0	0	0	0	0	36	0	24	0	0	118	92	0	0	91	1	362	1,355	0	0	0	0
5:15 PM	0	0	0	0	0	43	0	17	0	0	141	93	0	0	89	2	385		0	0	0	0
5:30 PM	0	0	0	0	0	30	0	15	0	0	123	75	0	0	64	2	309		0	0	0	0
5:45 PM	0	0	0	0	0	27	0	9	0	0	147	56	0	0	56	4	299		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	4	0	7	0	0	2	4	0	0	9	0	26
Lights	0	0	0	0	0	130	0	57	0	0	525	310	0	0	289	8	1,319
Mediums	0	0	0	0	0	2	0	1	0	0	2	2	0	0	2	1	10
Total	0	0	0	0	0	136	0	65	0	0	529	316	0	0	300	9	1,355

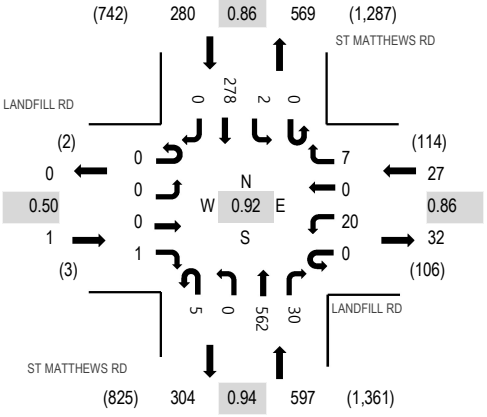
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				5.5%				0.7%				2.9%			1.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	10.8%	0.0%	0.0%	0.4%	1.3%	0.0%	0.0%	3.0%	0.0%	1.9%
Peak Hour Factor		0.00				0.86				0.90				0.88			0.88
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.85	0.00	0.69	0.00	0.00	0.90	0.89	0.00	0.00	0.86	0.56	0.88

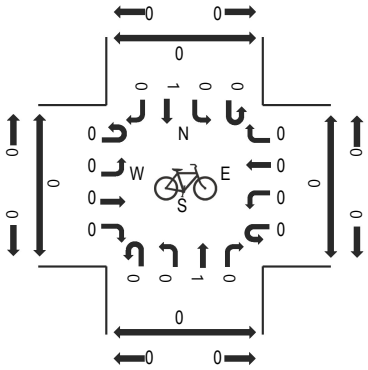
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 ST MATTHEWS RD & LANDFILL RD PM
Date: Tuesday, September 10, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

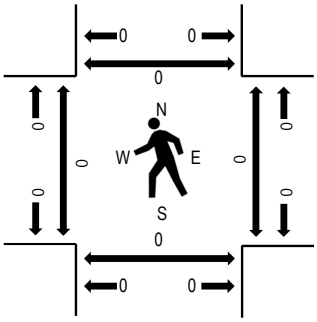
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LANDFILL RD Eastbound				LANDFILL RD Westbound				ST MATTHEWS RD Northbound				ST MATTHEWS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	6	0	5	1	0	57	9	0	2	46	0	126	601	0	0	0	0
3:15 PM	0	0	0	0	0	13	0	1	0	0	87	9	0	2	65	0	177	643	0	0	0	0
3:30 PM	0	0	0	0	0	5	0	4	1	0	74	7	0	1	48	0	140	625	0	0	0	0
3:45 PM	0	0	0	1	0	11	0	3	0	1	75	5	0	1	61	0	158	676	0	0	0	0
4:00 PM	0	0	0	0	0	5	0	3	1	0	97	9	0	2	51	0	168	714	0	0	0	0
4:15 PM	0	0	0	0	0	9	0	0	1	0	86	6	0	2	55	0	159	783	0	0	0	0
4:30 PM	0	0	0	0	0	8	0	3	1	0	112	8	0	2	57	0	191	869	0	0	0	0
4:45 PM	0	0	0	1	0	9	0	2	1	0	109	7	0	2	64	1	196	891	0	0	0	0
5:00 PM	0	0	0	1	0	6	0	1	2	0	130	11	0	0	86	0	237	905	0	0	0	0
5:15 PM	0	0	0	0	0	2	0	2	1	0	151	6	0	0	83	0	245		0	0	0	0
5:30 PM	0	0	0	0	0	7	0	1	0	0	143	3	0	0	59	0	213		0	0	0	0
5:45 PM	0	0	0	0	0	5	0	3	2	0	138	10	0	2	50	0	210		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	18
Lights	0	0	0	0	0	20	0	7	5	0	552	28	0	2	267	0	881
Mediums	0	0	0	1	0	0	0	0	0	0	1	2	0	0	2	0	6
Total	0	0	0	1	0	20	0	7	5	0	562	30	0	2	278	0	905

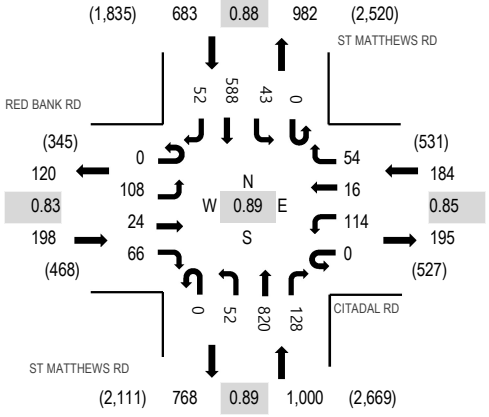
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.5%				3.2%			2.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	3.2%	0.0%	2.0%
Peak Hour Factor		0.50				0.86				0.94				0.86			0.92
Peak Hour Factor	0.00	0.00	0.00	0.50	0.00	0.67	0.00	0.65	0.63	0.25	0.93	0.73	0.00	1.00	0.85	0.25	0.92

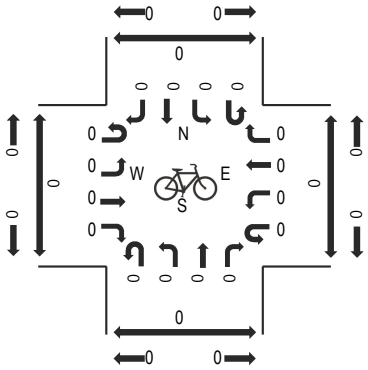
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 ST MATTHEWS RD & CITADAL RD PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

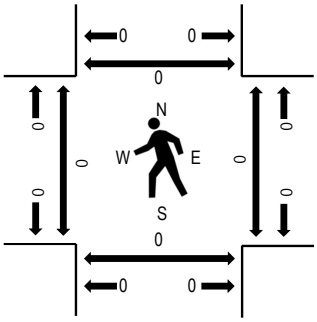
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RED BANK RD Eastbound				CITADAL RD Westbound				ST MATTHEWS RD Northbound				ST MATTHEWS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	17	6	14	0	27	5	8	0	11	142	26	2	8	112	9	387	1,586	0	1	0	0
3:15 PM	0	5	5	12	0	23	3	5	0	12	182	28	0	5	115	12	407	1,671	0	0	0	0
3:30 PM	0	15	1	16	0	45	6	8	0	12	125	26	0	3	128	7	392	1,721	0	0	0	0
3:45 PM	0	16	3	16	0	24	3	11	0	9	128	30	0	10	135	15	400	1,820	1	0	0	0
4:00 PM	0	24	2	12	0	38	0	9	0	16	186	29	0	8	129	19	472	1,875	0	0	0	0
4:15 PM	0	22	5	14	0	33	1	7	0	11	183	36	1	7	124	13	457	1,941	0	0	0	0
4:30 PM	0	28	7	20	0	32	5	8	0	13	181	38	0	8	140	11	491	2,065	0	0	0	0
4:45 PM	0	14	5	10	0	28	4	12	0	14	189	27	0	14	124	14	455	2,046	0	0	0	0
5:00 PM	0	34	4	22	0	26	3	19	0	14	209	29	0	9	152	17	538	2,042	0	0	0	0
5:15 PM	0	32	8	14	0	28	4	15	0	11	241	34	0	12	172	10	581		0	0	0	0
5:30 PM	0	19	4	6	0	39	4	15	0	18	190	35	0	12	119	11	472		0	0	0	0
5:45 PM	0	17	6	13	0	23	2	8	0	15	193	26	0	11	126	11	451		2	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	0	0	0	0	0	1	0	1	7	0	0	0	9	6	29
Lights	0	102	23	66	0	114	16	52	0	50	807	128	0	42	575	46	2,021
Mediums	0	1	1	0	0	0	0	1	0	1	6	0	0	1	4	0	15
Total	0	108	24	66	0	114	16	54	0	52	820	128	0	43	588	52	2,065

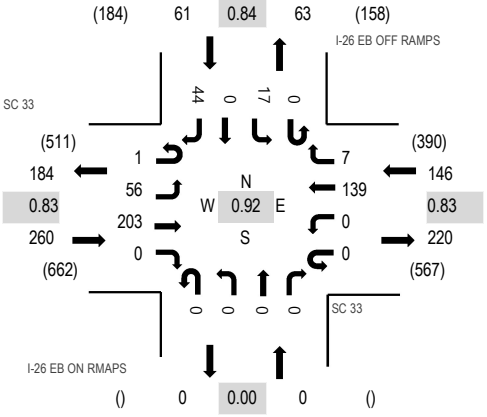
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.5%				0.5%				0.8%				2.2%			1.4%
Heavy Vehicle %	0.0%	4.6%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	1.9%	0.9%	0.0%	0.0%	0.0%	1.5%	11.5%	1.4%
Peak Hour Factor		0.83				0.85				0.89				0.88			0.89
Peak Hour Factor	0.00	0.79	0.75	0.75	0.00	0.78	0.71	0.80	0.00	0.81	0.86	0.88	0.25	0.84	0.85	0.76	0.89

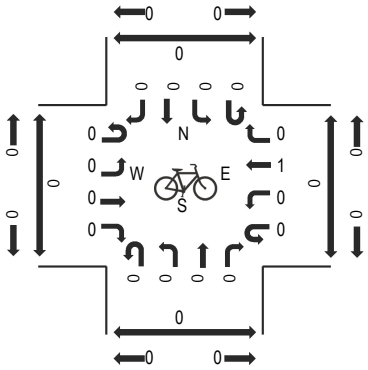
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 15 I-26 EB ON RMAPS & SC 33 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

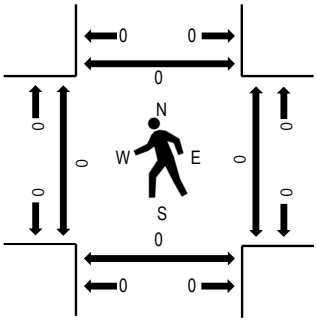
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 33 Eastbound				SC 33 Westbound				I-26 EB ON RMAPS Northbound				I-26 EB OFF RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	16	35	0	0	0	24	4	0	0	0	0	0	2	0	7	88	365	0	0	0	0
3:15 PM	0	9	33	0	0	0	31	1	0	0	0	0	0	4	0	10	88	388	0	0	0	0
3:30 PM	0	9	34	0	0	0	28	1	0	0	0	0	0	0	0	19	91	404	0	0	0	0
3:45 PM	0	8	46	0	0	0	26	4	0	0	0	0	0	3	0	11	98	439	0	0	0	0
4:00 PM	0	14	37	0	0	0	39	1	0	0	0	0	0	9	0	11	111	451	0	0	0	0
4:15 PM	1	12	44	0	0	0	32	1	0	0	0	0	0	4	0	10	104	467	0	0	0	0
4:30 PM	0	12	51	0	0	0	44	3	0	0	0	0	0	5	0	11	126	462	0	0	0	0
4:45 PM	0	14	47	0	0	0	33	3	0	0	0	0	0	5	0	8	110	439	0	0	0	0
5:00 PM	0	18	61	0	0	0	30	0	0	0	0	0	0	3	0	15	127	420	0	0	0	0
5:15 PM	0	5	53	0	0	0	27	1	0	0	0	0	0	3	0	10	99		0	0	0	0
5:30 PM	0	6	44	0	1	0	31	2	0	0	0	0	0	1	0	18	103		0	0	0	0
5:45 PM	0	13	40	0	0	0	22	1	0	0	0	0	0	2	0	13	91		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	12	0	0	0	5	0	0	0	0	0	0	0	0	5	25
Lights	1	50	189	0	0	0	128	7	0	0	0	0	0	17	0	38	430
Mediums	0	3	2	0	0	0	6	0	0	0	0	0	0	0	0	1	12
Total	1	56	203	0	0	0	139	7	0	0	0	0	0	17	0	44	467

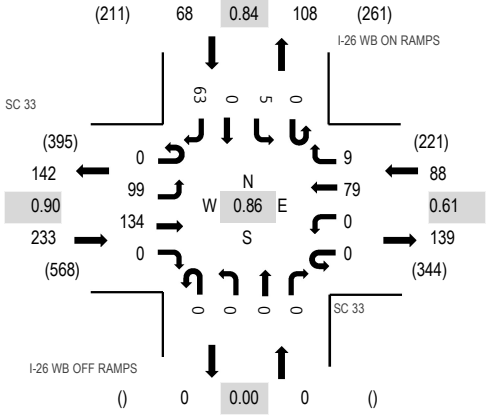
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.8%				3.4%				0.0%				8.2%			5.4%
Heavy Vehicle %	0.0%	5.4%	5.9%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.4%	5.4%
Peak Hour Factor		0.83				0.83				0.00				0.84			0.92
Peak Hour Factor	0.25	0.78	0.87	0.00	0.25	0.00	0.84	0.63	0.00	0.00	0.00	0.00	0.00	0.64	0.00	0.78	0.92

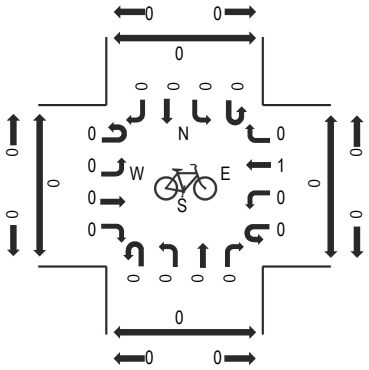
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 16 I-26 WB OFF RAMPS & SC 33 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

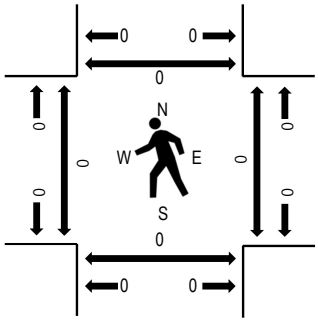
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 33 Eastbound				SC 33 Westbound				I-26 WB OFF RAMPS Northbound				I-26 WB ON RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	17	21	0	0	0	18	1	0	0	0	0	0	0	0	11	68	284	0	0	0	0
3:15 PM	0	12	26	0	0	0	15	1	0	0	0	0	0	1	0	15	70	313	0	0	0	0
3:30 PM	1	13	18	0	0	0	7	0	0	0	0	0	0	1	0	21	61	325	0	0	0	0
3:45 PM	2	21	26	0	0	0	12	5	0	0	0	0	0	3	0	16	85	377	0	0	0	0
4:00 PM	1	20	27	0	0	0	18	4	0	0	0	0	0	3	0	24	97	382	0	0	0	0
4:15 PM	0	20	24	0	0	0	13	2	0	0	0	0	0	2	0	21	82	383	0	0	0	0
4:30 PM	0	23	35	0	0	0	33	5	0	0	0	0	0	0	0	17	113	389	0	0	0	0
4:45 PM	0	23	29	0	0	0	17	1	0	0	0	0	0	3	0	17	90	356	0	0	0	0
5:00 PM	0	32	33	0	0	0	16	3	0	0	0	0	0	0	0	14	98	334	0	0	0	0
5:15 PM	0	21	37	0	0	0	13	0	0	0	0	0	0	2	0	15	88		0	0	0	0
5:30 PM	2	17	26	0	0	0	19	2	0	0	0	0	0	1	0	13	80		0	0	0	0
5:45 PM	0	16	25	0	0	0	14	2	0	0	0	0	0	1	0	10	68		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	10	3	0	0	0	4	0	0	0	0	0	0	0	0	3	20
Lights	0	87	131	0	0	0	73	9	0	0	0	0	0	5	0	59	364
Mediums	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	5
Total	0	99	134	0	0	0	79	9	0	0	0	0	0	5	0	63	389

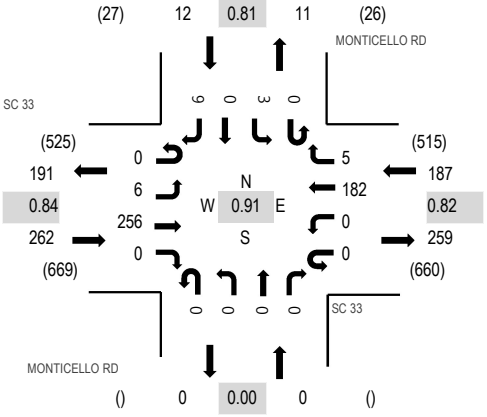
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.6%				4.5%				0.0%				4.4%			5.1%
Heavy Vehicle %	0.0%	10.1%	2.2%	0.0%	0.0%	0.0%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	5.1%
Peak Hour Factor		0.90				0.61				0.00				0.84			0.86
Peak Hour Factor	0.50	0.77	0.91	0.00	0.00	0.00	0.61	0.80	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.85	0.86

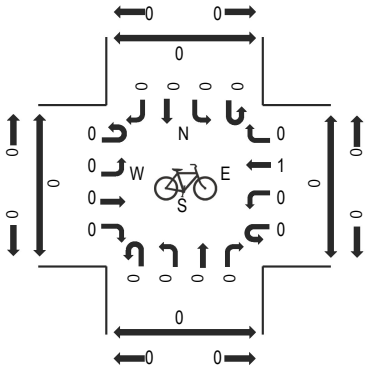
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 17 MONTICELLO RD & SC 33 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

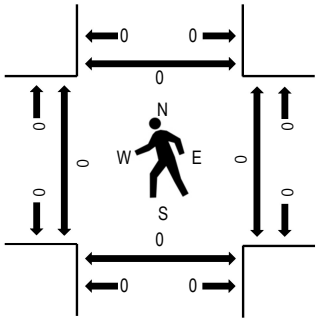
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 33 Eastbound				SC 33 Westbound				MONTICELLO RD Northbound				MONTICELLO RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	51	0	0	0	30	0	0	0	0	0	0	0	0	1	82	360	0	0	0	0
3:15 PM	0	2	43	0	0	0	39	1	0	0	0	0	0	0	0	5	90	380	0	0	0	0
3:30 PM	0	1	40	0	1	0	46	0	0	0	0	0	0	1	0	0	89	395	0	0	0	0
3:45 PM	0	4	54	0	1	0	38	0	0	0	0	0	0	1	0	1	99	430	0	0	0	0
4:00 PM	0	0	51	0	0	0	48	2	0	0	0	0	0	0	0	1	102	436	0	0	0	0
4:15 PM	0	1	57	0	0	0	43	2	0	0	0	0	0	1	0	1	105	461	0	0	0	0
4:30 PM	0	0	62	0	0	0	58	1	0	0	0	0	0	0	0	3	124	456	0	0	0	0
4:45 PM	0	3	61	0	0	0	37	1	0	0	0	0	0	1	0	2	105	432	0	0	0	0
5:00 PM	0	2	76	0	0	0	44	1	0	0	0	0	0	1	0	3	127	415	0	0	0	0
5:15 PM	0	2	56	0	0	0	39	0	0	0	0	0	0	1	0	2	100		0	0	0	0
5:30 PM	0	1	51	0	0	0	47	0	0	0	0	0	0	0	0	1	100		0	0	0	0
5:45 PM	0	1	50	0	0	0	35	1	0	0	0	0	0	0	0	1	88		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	14	0	0	0	10	0	0	0	0	0	0	0	0	0	24
Lights	0	5	238	0	0	0	167	3	0	0	0	0	0	2	0	9	424
Mediums	0	1	4	0	0	0	5	2	0	0	0	0	0	1	0	0	13
Total	0	6	256	0	0	0	182	5	0	0	0	0	0	3	0	9	461

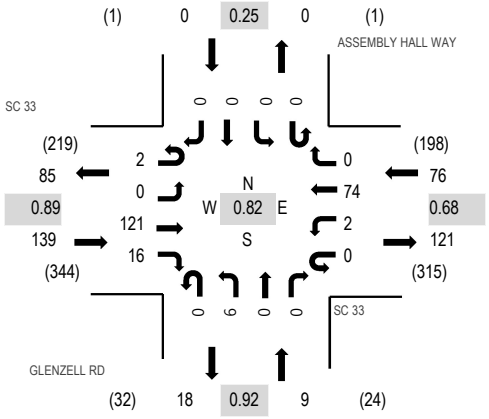
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.3%				5.3%				0.0%				0.0%			5.2%
Heavy Vehicle %	0.0%	0.0%	5.5%	0.0%	0.0%	0.0%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%
Peak Hour Factor		0.84				0.82				0.00				0.81			0.91
Peak Hour Factor	0.00	0.67	0.84	0.00	0.50	0.00	0.81	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.83	0.91

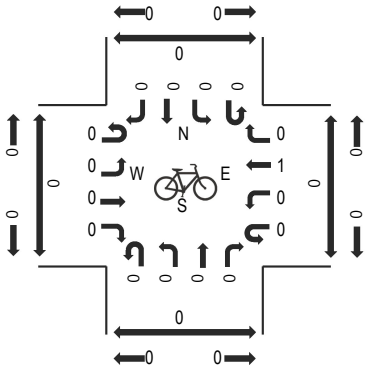
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 18 GLENZELL RD & SC 33 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

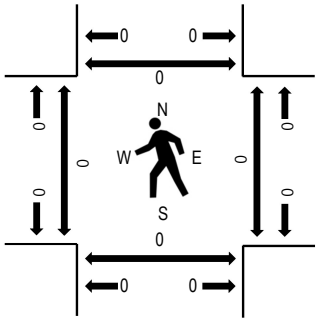
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SC 33 Eastbound				SC 33 Westbound				GLENZELL RD Northbound				ASSEMBLY HALL WAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	1	0	20	0	0	0	19	0	0	1	0	0	0	0	0	0	41	158	0	0	0	0
3:15 PM	0	0	25	2	0	0	14	0	0	1	0	0	0	0	0	0	42	169	0	0	0	0
3:30 PM	0	0	19	0	0	0	6	0	0	1	0	1	0	0	0	0	27	170	0	0	0	0
3:45 PM	0	0	27	2	0	1	16	0	0	2	0	0	0	0	0	0	48	211	0	0	0	0
4:00 PM	0	0	25	4	0	1	20	0	0	1	0	1	0	0	0	0	52	215	0	0	0	0
4:15 PM	0	0	25	2	0	0	14	0	0	1	0	1	0	0	0	0	43	216	0	0	0	0
4:30 PM	2	0	30	3	0	0	30	0	0	3	0	0	0	0	0	0	68	224	0	0	0	0
4:45 PM	0	0	26	6	0	1	16	0	0	3	0	0	0	0	0	0	52	204	0	0	0	0
5:00 PM	0	0	31	2	0	1	16	0	0	3	0	0	0	0	0	0	53	194	0	0	0	0
5:15 PM	0	0	34	5	0	0	12	0	0	0	0	0	0	0	0	0	51		0	0	0	0
5:30 PM	0	0	27	0	0	0	17	0	0	4	0	0	0	0	0	0	48		0	0	0	0
5:45 PM	0	1	23	2	0	0	14	0	0	1	0	0	0	0	0	1	42		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7
Lights	2	0	118	16	0	2	68	0	0	9	0	0	0	0	0	0	215
Mediums	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	2	0	121	16	0	2	74	0	0	9	0	0	0	0	0	0	224

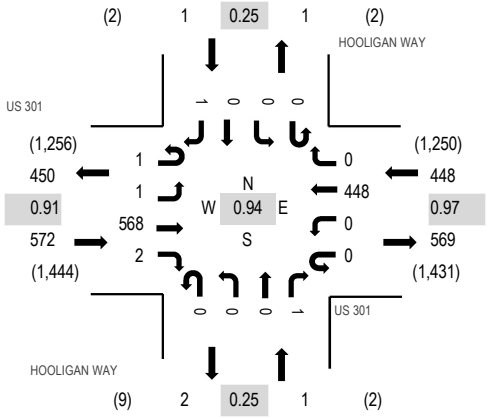
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.2%				5.3%				0.0%				0.0%			3.1%
Heavy Vehicle %	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%
Peak Hour Factor		0.89				0.68				0.92				0.25			0.82
Peak Hour Factor	0.25	0.25	0.89	0.67	0.00	0.50	0.67	0.00	0.00	0.63	0.00	0.75	0.00	0.00	0.00	0.25	0.82

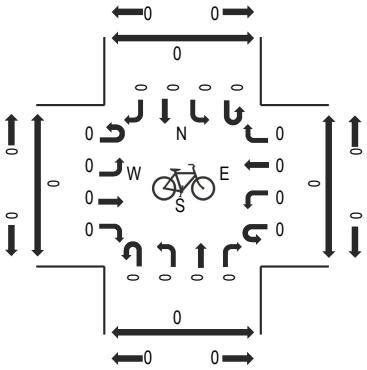
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 27 HOOLIGAN WAY & US 301 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

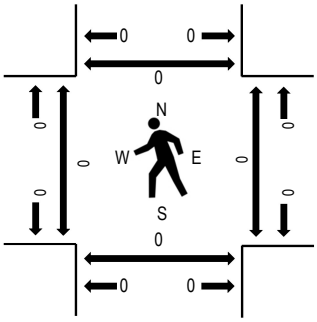
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				HOOLIGAN WAY Northbound				HOOLIGAN WAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	1	0	81	0	0	0	81	0	0	0	0	0	0	0	0	0	163	814	0	0	0	0
3:15 PM	1	0	114	1	0	0	92	0	0	0	0	0	0	0	0	0	208	869	0	0	0	0
3:30 PM	1	0	114	0	0	0	123	0	0	0	0	0	0	0	0	0	238	891	0	0	0	0
3:45 PM	0	0	106	0	1	0	98	0	0	0	0	0	0	0	0	0	205	893	0	0	0	0
4:00 PM	2	1	97	1	0	0	115	0	0	1	0	0	0	0	0	1	218	953	0	0	0	0
4:15 PM	0	0	123	0	0	0	107	0	0	0	0	0	0	0	0	0	230	1,006	0	0	0	0
4:30 PM	0	0	128	0	0	0	112	0	0	0	0	0	0	0	0	0	240	1,022	0	0	0	0
4:45 PM	1	0	157	0	0	0	107	0	0	0	0	0	0	0	0	0	265	1,004	0	0	0	0
5:00 PM	0	1	153	2	0	0	114	0	0	0	0	1	0	0	0	0	271	931	0	0	0	0
5:15 PM	0	0	130	0	0	0	115	0	0	0	0	0	0	0	0	1	246		0	0	0	0
5:30 PM	0	0	115	4	0	0	103	0	0	0	0	0	0	0	0	0	222		0	0	0	0
5:45 PM	0	0	110	0	1	1	80	0	0	0	0	0	0	0	0	0	192		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	31	0	0	0	40	0	0	0	0	0	0	0	0	0	71
Lights	1	1	529	2	0	0	398	0	0	0	0	1	0	0	0	1	933
Mediums	0	0	8	0	0	0	10	0	0	0	0	0	0	0	0	0	18
Total	1	1	568	2	0	0	448	0	0	0	0	1	0	0	0	1	1,022

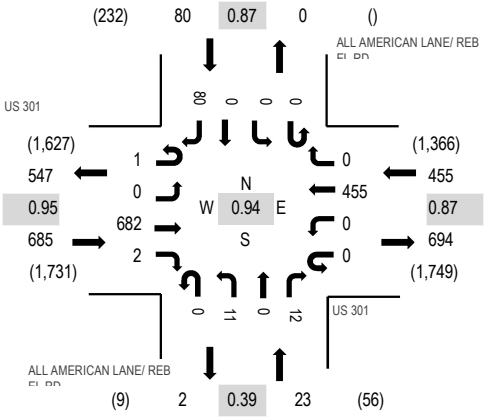
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			5.4%				8.9%				0.0%				0.0%		6.9%
Heavy Vehicle %	0.0%	0.0%	5.5%	0.0%	0.0%	0.0%	8.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.9%
Peak Hour Factor			0.91				0.97				0.25				0.25		0.94
Peak Hour Factor	0.50	0.25	0.90	0.38	0.25	0.25	0.97	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.25	0.94

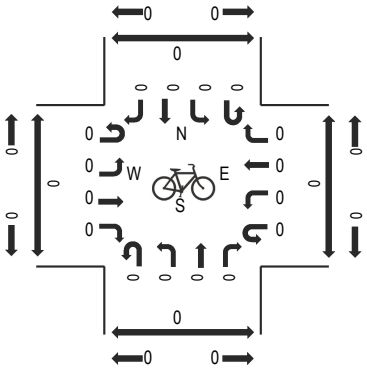
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 28 ALL AMERICAN LANE/ REBEL RD & US 301 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

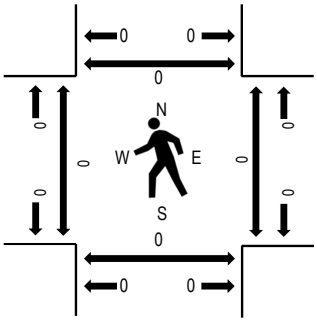
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				ALL AMERICAN LANE Northbound				ALL AMERICAN LANE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	129	0	0	0	101	0	0	2	0	1	0	0	0	25	258	1,102	0	0	0	0
3:15 PM	0	0	158	2	0	0	112	0	0	0	0	0	0	0	0	17	289	1,137	0	0	0	0
3:30 PM	1	0	132	1	2	0	124	0	0	12	0	6	0	0	0	23	301	1,135	0	0	0	0
3:45 PM	0	0	115	0	1	0	110	0	0	3	0	3	0	0	0	22	254	1,147	0	0	0	0
4:00 PM	0	0	146	2	0	1	124	0	0	2	0	0	0	0	0	18	293	1,222	0	0	0	0
4:15 PM	0	0	118	1	0	0	147	0	0	0	0	2	0	0	0	19	287	1,229	0	0	0	0
4:30 PM	1	0	174	1	0	0	111	0	0	6	0	3	0	0	0	17	313	1,243	0	0	0	0
4:45 PM	0	0	176	1	0	0	120	0	0	2	0	5	0	0	0	25	329	1,178	0	0	0	0
5:00 PM	0	0	180	0	0	0	101	0	0	1	0	1	0	0	0	17	300	1,061	0	0	0	0
5:15 PM	0	0	152	0	0	0	123	0	0	2	0	3	0	0	0	21	301		0	0	0	0
5:30 PM	0	0	138	0	0	0	97	0	0	0	0	0	0	0	0	13	248		0	0	0	0
5:45 PM	0	0	103	0	0	0	92	0	0	1	0	1	0	0	0	15	212		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	66	0	0	0	47	0	0	1	0	0	0	0	0	25	139
Lights	1	0	611	2	0	0	402	0	0	9	0	12	0	0	0	53	1,090
Mediums	0	0	5	0	0	0	6	0	0	1	0	0	0	0	0	2	14
Total	1	0	682	2	0	0	455	0	0	11	0	12	0	0	0	80	1,243

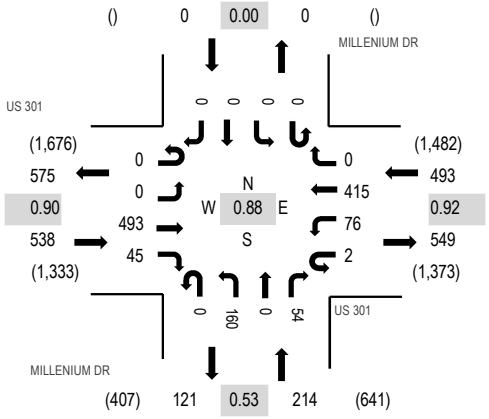
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		9.6%				10.3%				4.3%				31.3%			11.2%
Heavy Vehicle %	0.0%	0.0%	9.7%	0.0%	0.0%	0.0%	10.3%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	31.3%	11.2%
Peak Hour Factor		0.95				0.87				0.39				0.87			0.94
Peak Hour Factor	0.25	0.00	0.95	0.63	0.38	0.25	0.86	0.00	0.00	0.35	0.00	0.60	0.00	0.00	0.00	0.87	0.94

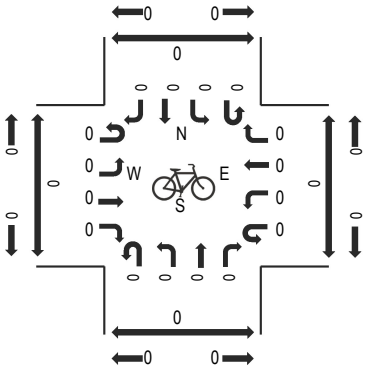
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 29 MILLENIUM DR & US 301 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

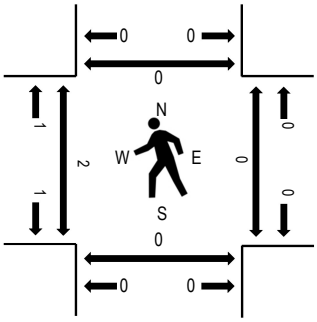
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				MILLENIUM DR Northbound				MILLENIUM DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	76	21	0	24	86	0	0	41	0	22	0	0	0	0	270	1,206	0	0	0	0
3:15 PM	0	0	107	16	0	25	101	0	1	28	0	20	0	0	0	0	298	1,225	0	0	0	0
3:30 PM	0	0	77	17	1	19	115	0	0	117	0	27	0	0	0	0	373	1,194	0	0	0	0
3:45 PM	0	0	73	17	0	23	103	0	1	38	0	10	0	0	0	0	265	1,173	0	0	0	1
4:00 PM	0	0	83	13	0	23	115	0	0	24	0	31	0	0	0	0	289	1,233	2	0	0	0
4:15 PM	0	0	82	11	0	21	129	0	0	9	0	15	0	0	0	0	267	1,237	0	0	0	0
4:30 PM	0	0	113	12	2	22	102	0	0	87	0	14	0	0	0	0	352	1,245	0	0	0	0
4:45 PM	0	0	137	8	0	19	106	0	0	40	0	15	0	0	0	0	325	1,133	2	0	0	0
5:00 PM	0	0	134	15	0	20	92	0	0	16	0	16	0	0	0	0	293	1,017	0	0	0	0
5:15 PM	0	0	109	10	0	15	115	0	0	17	0	9	0	0	0	0	275		0	0	0	0
5:30 PM	0	0	100	13	0	11	92	0	0	15	0	9	0	0	0	0	240		0	0	0	0
5:45 PM	0	0	80	9	1	21	79	0	0	9	0	10	0	0	0	0	209		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	27	4	0	15	32	0	0	6	0	9	0	0	0	0	93
Lights	0	0	462	39	2	59	375	0	0	152	0	43	0	0	0	0	1,132
Mediums	0	0	4	2	0	2	8	0	0	2	0	2	0	0	0	0	20
Total	0	0	493	45	2	76	415	0	0	160	0	54	0	0	0	0	1,245

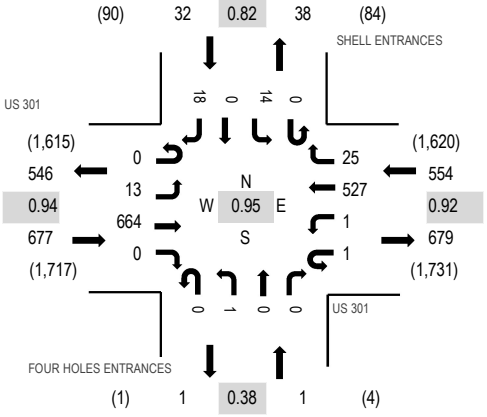
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			5.8%				9.5%				7.0%				0.0%		7.5%
Heavy Vehicle %	0.0%	0.0%	5.5%	8.9%	0.0%	19.7%	7.7%	0.0%	0.0%	3.8%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	7.5%
Peak Hour Factor			0.90				0.92				0.53				0.00		0.88
Peak Hour Factor	0.00	0.00	0.90	0.85	0.25	0.91	0.90	0.00	0.50	0.48	0.00	0.71	0.00	0.00	0.00	0.00	0.88

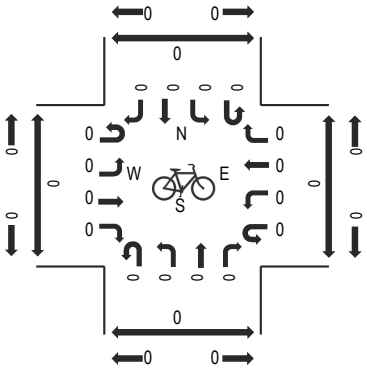
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 30&34 FOUR HOLES ENTRANCES & US 301 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

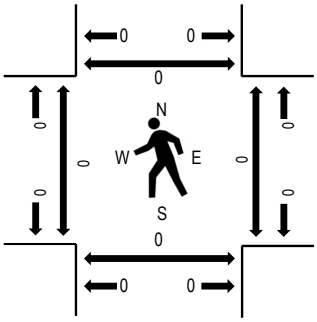
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				FOUR HOLES ENTRANCES Northbound				SHELL ENTRANCES Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	4	118	0	0	0	118	6	0	0	1	0	0	7	0	6	260	1,117	0	0	0	0
3:15 PM	0	3	158	0	0	0	126	5	0	0	0	2	0	4	0	6	304	1,151	0	0	0	0
3:30 PM	0	3	130	0	1	0	157	2	0	0	0	0	0	3	0	3	299	1,136	0	0	0	0
3:45 PM	0	1	116	0	0	0	127	4	0	0	0	0	0	1	0	5	254	1,152	0	0	0	0
4:00 PM	0	1	146	0	1	0	141	2	0	0	0	0	0	1	0	2	294	1,230	0	0	0	0
4:15 PM	0	3	119	0	0	0	162	1	0	0	0	0	0	4	0	0	289	1,242	0	0	0	0
4:30 PM	0	4	167	0	0	0	133	5	0	0	0	0	0	4	0	2	315	1,264	0	0	0	0
4:45 PM	0	6	174	0	0	0	138	7	0	1	0	0	0	4	0	2	332	1,199	0	0	0	0
5:00 PM	0	0	173	0	1	1	117	3	0	0	0	0	0	3	0	8	306	1,084	0	0	0	0
5:15 PM	0	3	150	0	0	0	139	10	0	0	0	0	0	3	0	6	311		0	0	0	0
5:30 PM	0	3	132	0	0	0	106	1	0	0	0	0	0	4	0	4	250		0	0	0	0
5:45 PM	0	2	101	0	0	0	102	4	0	0	0	0	0	4	0	4	217		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	65	0	0	1	72	0	0	0	0	0	0	0	0	1	139
Lights	0	13	594	0	1	0	442	23	0	1	0	0	0	14	0	16	1,104
Mediums	0	0	5	0	0	0	13	2	0	0	0	0	0	0	0	1	21
Total	0	13	664	0	1	1	527	25	0	1	0	0	0	14	0	18	1,264

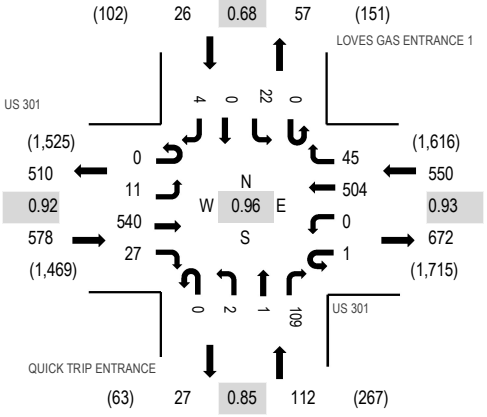
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		9.6%				13.2%				0.0%				3.1%			11.0%
Heavy Vehicle %	0.0%	0.0%	9.8%	0.0%	0.0%	100.0%	13.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	11.0%
Peak Hour Factor		0.94				0.92				0.38				0.82			0.95
Peak Hour Factor	0.00	0.58	0.95	0.00	0.50	0.25	0.91	0.63	0.00	0.25	0.25	0.25	0.00	0.54	0.00	0.69	0.95

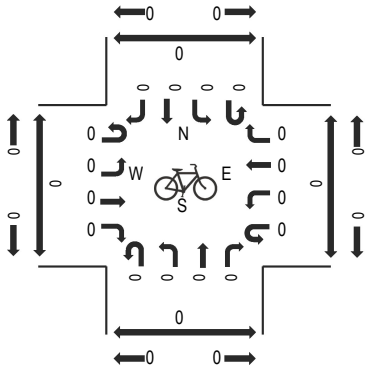
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 31&33 QUICK TRIP ENTRANCE & US 301 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

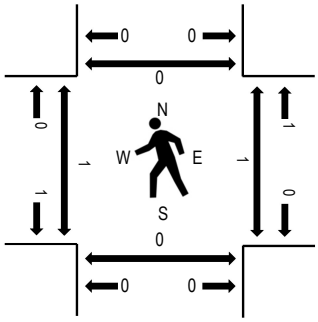
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				QUICK TRIP ENTRANCE Northbound				LOVES GAS ENTRANCE 1 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	4	98	3	0	1	114	10	0	0	0	20	0	6	0	2	258	1,114	0	0	0	0
3:15 PM	0	3	130	0	0	0	125	6	0	1	0	22	0	6	0	4	297	1,158	0	0	0	0
3:30 PM	0	0	108	7	1	1	148	9	0	0	0	18	0	5	0	1	298	1,150	0	0	0	0
3:45 PM	0	2	90	5	0	0	123	11	0	0	0	22	0	5	0	3	261	1,167	0	0	0	0
4:00 PM	0	3	117	4	1	0	126	14	0	0	0	23	0	7	0	7	302	1,237	0	0	0	0
4:15 PM	0	1	101	4	0	0	148	9	0	0	0	18	0	4	0	4	289	1,245	0	0	0	0
4:30 PM	0	2	131	5	0	0	130	9	0	1	1	31	0	4	0	1	315	1,266	0	0	0	0
4:45 PM	0	3	149	3	0	0	128	15	0	1	0	22	0	8	0	2	331	1,215	0	0	0	0
5:00 PM	0	4	144	9	1	0	111	11	0	0	0	26	0	3	0	1	310	1,103	1	0	0	0
5:15 PM	0	2	116	10	0	0	135	10	0	0	0	30	0	7	0	0	310		0	1	0	0
5:30 PM	0	3	111	4	0	0	108	6	0	1	0	15	0	13	0	3	264		0	1	0	0
5:45 PM	0	3	84	6	0	1	95	9	0	0	1	14	0	4	0	2	219		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	61	1	0	0	73	0	0	0	0	4	0	0	0	0	139
Lights	0	11	474	26	1	0	419	43	0	2	1	105	0	22	0	4	1,108
Mediums	0	0	5	0	0	0	12	2	0	0	0	0	0	0	0	0	19
Total	0	11	540	27	1	0	504	45	0	2	1	109	0	22	0	4	1,266

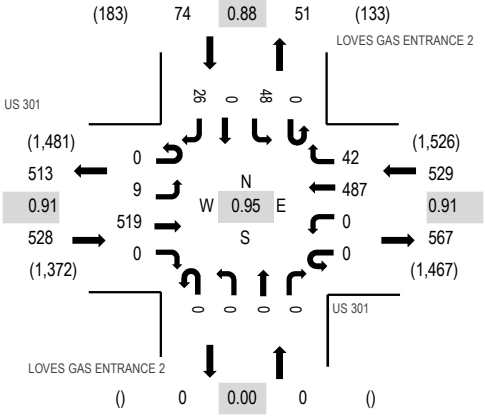
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		10.7%				13.3%				3.6%				0.0%			11.0%
Heavy Vehicle %	0.0%	0.0%	11.3%	3.7%	0.0%	0.0%	14.5%	0.0%	0.0%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	11.0%
Peak Hour Factor		0.92				0.93				0.85				0.68			0.96
Peak Hour Factor	0.00	0.75	0.91	0.73	0.50	0.50	0.92	0.78	0.00	0.50	0.25	0.88	0.00	0.60	0.00	0.54	0.96

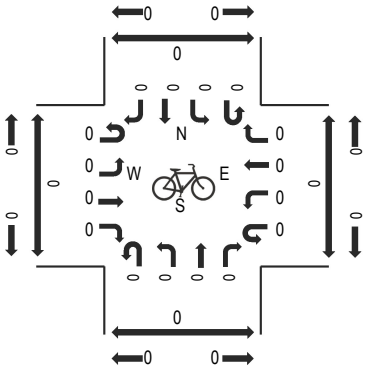
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 32 LOVES GAS ENTRANCE 2 & US 301 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

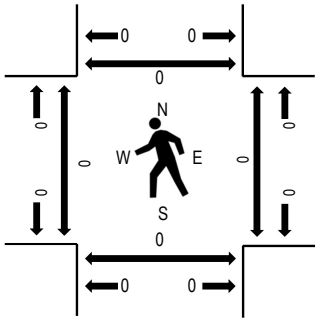
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				LOVES GAS ENTRANCE 2 Northbound				LOVES GAS ENTRANCE 2 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	97	0	0	0	109	8	0	0	0	0	0	8	0	4	226	993	0	0	0	0
3:15 PM	0	6	121	0	0	0	118	11	0	0	0	0	0	13	0	8	277	1,031	0	0	0	0
3:30 PM	0	1	105	0	0	0	138	10	0	0	0	0	0	7	0	4	265	1,026	0	0	0	0
3:45 PM	0	0	83	0	1	0	116	9	0	0	0	0	0	10	0	6	225	1,040	0	0	0	0
4:00 PM	0	3	111	0	0	0	129	8	0	0	0	0	0	10	0	3	264	1,113	0	0	0	0
4:15 PM	0	1	97	0	0	0	142	14	0	0	0	0	0	10	0	8	272	1,131	0	0	0	0
4:30 PM	0	2	126	0	0	0	123	9	0	0	0	0	0	14	0	5	279	1,124	0	0	0	0
4:45 PM	0	2	150	0	0	0	118	12	0	0	0	0	0	11	0	5	298	1,075	0	0	0	0
5:00 PM	0	4	146	0	0	0	104	7	0	0	0	0	0	13	0	8	282	975	0	0	0	0
5:15 PM	0	1	121	0	0	0	121	9	0	0	0	0	0	5	0	8	265		0	0	0	0
5:30 PM	0	3	104	0	0	0	104	7	0	0	0	0	0	11	0	1	230		0	0	0	0
5:45 PM	0	1	87	0	0	0	94	5	0	0	0	0	0	6	0	5	198		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	33	0	0	0	44	40	0	0	0	0	0	32	0	11	164
Lights	0	4	481	0	0	0	428	1	0	0	0	0	0	14	0	15	943
Mediums	0	1	5	0	0	0	15	1	0	0	0	0	0	2	0	0	24
Total	0	9	519	0	0	0	487	42	0	0	0	0	0	48	0	26	1,131

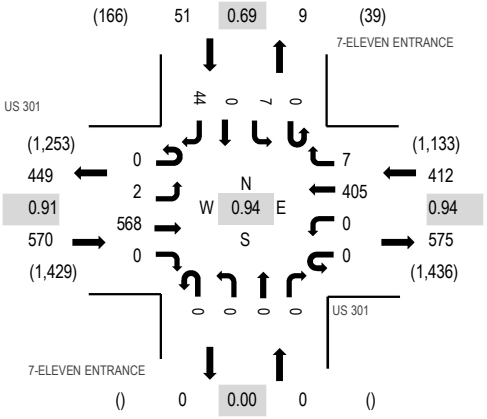
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		7.0%				15.9%				0.0%				58.1%			14.5%
Heavy Vehicle %	0.0%	44.4%	6.4%	0.0%	0.0%	0.0%	9.0%	95.2%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	42.3%	14.5%
Peak Hour Factor		0.91				0.91				0.00				0.88			0.95
Peak Hour Factor	0.00	0.42	0.91	0.00	0.25	0.00	0.92	0.77	0.00	0.00	0.00	0.00	0.00	0.86	0.00	0.81	0.95

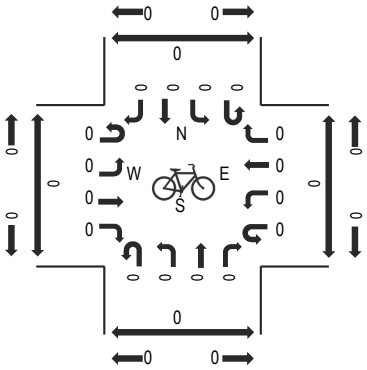
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 35 7-ELEVEN ENTRANCE & US 301 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

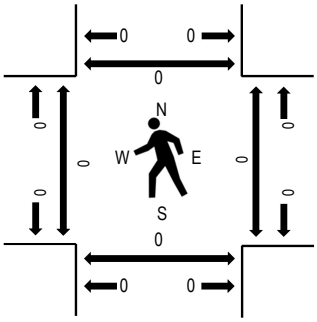
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				7-ELEVEN ENTRANCE Northbound				7-ELEVEN ENTRANCE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	3	77	0	0	0	72	0	0	0	0	0	0	1	0	10	163	823	0	0	0	0
3:15 PM	0	2	112	0	0	0	88	2	0	0	0	0	0	3	0	5	212	876	0	0	0	0
3:30 PM	0	5	108	0	0	0	104	1	0	0	0	0	0	3	0	19	240	902	0	0	0	0
3:45 PM	0	1	105	0	0	0	85	1	0	0	0	0	0	2	0	14	208	907	0	0	0	0
4:00 PM	0	1	95	0	0	0	108	2	0	0	0	0	0	2	0	8	216	967	0	0	0	0
4:15 PM	0	4	120	0	0	0	99	2	0	0	0	0	0	6	0	7	238	1,025	0	0	0	0
4:30 PM	0	1	127	0	0	0	100	2	0	0	0	0	0	2	0	13	245	1,033	0	0	0	0
4:45 PM	0	1	156	0	0	0	98	2	0	0	0	0	0	2	0	9	268	1,008	0	0	0	0
5:00 PM	0	0	155	0	0	0	101	2	0	0	0	0	0	3	0	13	274	938	0	0	0	0
5:15 PM	0	0	130	0	0	0	106	1	0	0	0	0	0	0	0	9	246		0	0	0	0
5:30 PM	0	3	112	0	0	0	90	1	0	0	0	0	0	1	0	13	220		0	0	0	0
5:45 PM	0	0	111	0	0	0	64	2	0	0	0	0	0	3	0	18	198		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	31	0	0	0	31	1	0	0	0	0	0	0	0	9	72
Lights	0	2	529	0	0	0	366	6	0	0	0	0	0	7	0	33	943
Mediums	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	2	18
Total	0	2	568	0	0	0	405	7	0	0	0	0	0	7	0	44	1,033

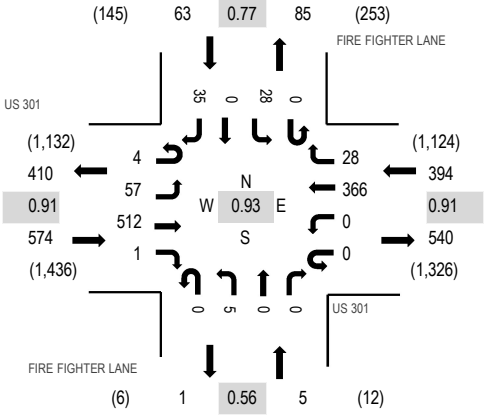
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			5.4%				7.8%				0.0%				17.6%		7.0%
Heavy Vehicle %	0.0%	0.0%	5.5%	0.0%	0.0%	0.0%	7.7%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.5%	7.0%
Peak Hour Factor			0.91				0.94				0.00				0.69		0.94
Peak Hour Factor	0.00	0.55	0.91	0.00	0.00	0.00	0.94	1.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.74	0.94

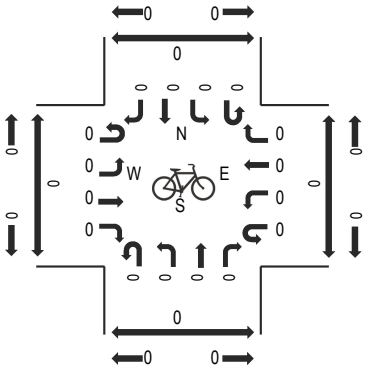
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 36 FIRE FIGHTER LANE & US 301 PM
Date: Tuesday, September 10, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

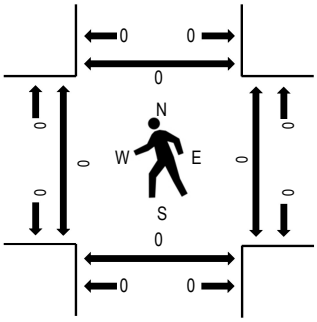
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US 301 Eastbound				US 301 Westbound				FIRE FIGHTER LANE Northbound				FIRE FIGHTER LANE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	12	69	0	0	0	66	2	0	0	0	0	0	2	0	5	156	802	0	0	0	0
3:15 PM	0	17	97	2	0	0	86	6	0	0	0	0	0	4	0	5	217	861	0	0	0	0
3:30 PM	0	12	97	0	0	1	99	10	0	0	0	0	0	3	0	6	228	881	0	0	0	0
3:45 PM	0	11	95	1	0	0	83	6	0	0	0	1	0	1	0	3	201	898	0	0	0	0
4:00 PM	1	10	85	0	0	0	100	6	0	1	0	0	0	4	0	8	215	965	0	0	0	0
4:15 PM	0	16	111	0	0	0	92	5	0	4	0	0	0	5	0	4	237	1,028	0	0	0	0
4:30 PM	0	16	113	0	0	0	96	6	0	0	0	0	0	8	0	6	245	1,036	0	0	0	0
4:45 PM	1	12	145	0	0	0	90	5	0	2	0	0	0	7	0	6	268	1,019	0	0	0	0
5:00 PM	3	15	139	1	0	0	86	9	0	3	0	0	0	10	0	12	278	950	0	0	0	0
5:15 PM	0	14	115	0	0	0	94	8	0	0	0	0	0	3	0	11	245		0	0	0	0
5:30 PM	0	13	101	0	0	0	82	14	0	1	0	0	0	7	0	10	228		0	0	0	0
5:45 PM	1	16	94	1	0	0	60	12	0	0	0	0	0	10	0	5	199		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	27	0	0	0	33	2	0	0	0	0	0	1	0	0	67
Lights	4	51	480	0	0	0	326	26	0	5	0	0	0	27	0	34	953
Mediums	0	2	5	1	0	0	7	0	0	0	0	0	0	0	0	1	16
Total	4	57	512	1	0	0	366	28	0	5	0	0	0	28	0	35	1,036

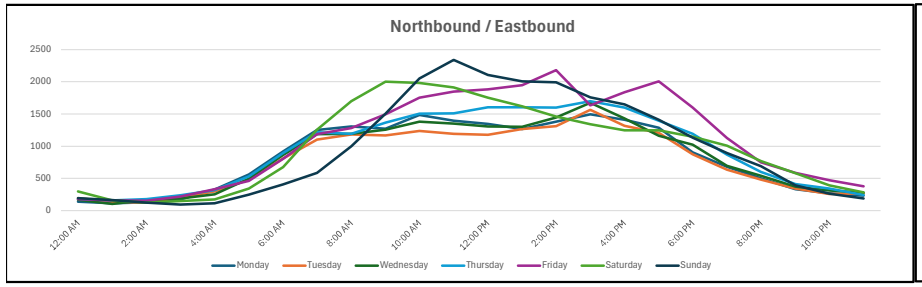
Heavy Vehicle Percentage and Peak Hour Factor

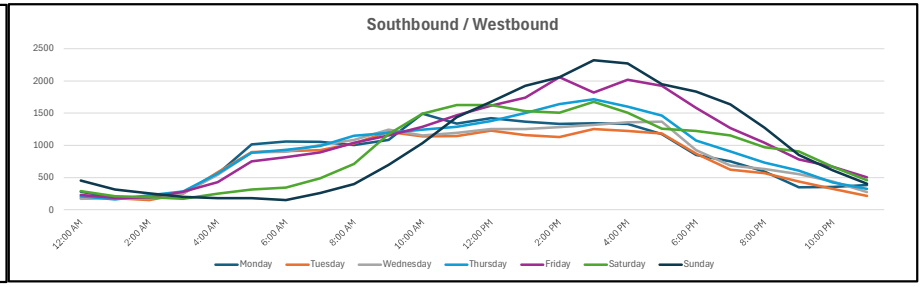
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		5.4%				8.9%				0.0%				1.6%			6.5%
Heavy Vehicle %	0.0%	7.0%	5.3%	0.0%	0.0%	0.0%	9.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	6.5%
Peak Hour Factor		0.91				0.91				0.56				0.77			0.93
Peak Hour Factor	0.33	0.92	0.88	0.38	0.00	0.25	0.95	0.77	0.00	0.56	0.00	0.25	0.00	0.75	0.00	0.81	0.93

Vehicle Volume Report - Hourly

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Time	Monday 10/28/24			Tuesday 10/29/24			Wednesday 10/23/24			Thursday 10/24/24			Friday 10/25/24			Saturday 10/26/24			Sunday 10/27/24			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	140	280	420	193	184	377	169	170	339	183	208	391	177	230	407	296	289	585	195	455	650	182	187	172	214	193	259
1:00 AM	113	193	306	138	180	318	105	181	286	158	162	320	157	187	344	156	210	366	165	316	481	134	174	134	181	142	204
2:00 AM	131	171	302	125	149	274	164	173	337	177	223	400	153	193	346	121	195	316	121	256	377	155	182	150	182	142	194
3:00 AM	172	266	438	206	250	456	185	258	443	235	285	520	215	280	495	150	171	321	92	202	294	209	264	203	268	179	245
4:00 AM	324	556	880	294	582	876	252	544	796	316	564	880	332	430	762	172	248	420	113	181	294	287	563	304	535	258	444
5:00 AM	562	1016	1578	478	896	1374	493	890	1383	530	887	1417	460	752	1212	345	312	657	248	180	428	500	891	505	888	445	705
6:00 AM	917	1061	1978	810	910	1720	860	903	1763	894	930	1824	803	816	1619	676	342	1018	409	153	562	855	914	857	924	767	731
7:00 AM	1251	1055	2306	1101	928	2029	1186	1005	2191	1215	993	2208	1185	889	2074	1255	488	1743	588	259	847	1167	975	1188	974	1112	802
8:00 AM	1306	1006	2312	1180	1028	2208	1190	1085	2275	1193	1148	2341	1281	1041	2322	1698	714	2412	997	399	1396	1188	1087	1230	1062	1264	917
9:00 AM	1272	1086	2358	1165	1211	2376	1254	1242	2496	1362	1194	2556	1496	1155	2651	2000	1175	3175	1502	700	2202	1260	1216	1310	1178	1436	1109
10:00 AM	1485	1492	2977	1235	1141	2376	1382	1154	2536	1503	1247	2750	1754	1288	3042	1982	1489	3471	2049	1035	3084	1373	1181	1472	1264	1627	1264
11:00 AM	1395	1340	2735	1189	1146	2335	1351	1195	2546	1508	1288	2796	1848	1469	3317	1914	1626	3540	2339	1436	3775	1349	1210	1458	1288	1649	1357
12:00 PM	1345	1424	2769	1175	1232	2407	1304	1253	2557	1602	1378	2980	1884	1619	3503	1752	1626	3378	2106	1675	3781	1360	1288	1462	1381	1595	1458
1:00 PM	1264	1370	2634	1264	1160	2424	1301	1255	2556	1603	1501	3104	1948	1739	3687	1620	1532	3152	2008	1925	3933	1389	1305	1476	1405	1573	1497
2:00 PM	1382	1335	2717	1311	1129	2440	1444	1282	2726	1598	1643	3241	2178	2061	4239	1459	1506	2965	1989	2058	4047	1451	1351	1583	1490	1623	1573
3:00 PM	1494	1344	2838	1562	1256	2818	1672	1320	2992	1698	1718	3416	1633	1819	3452	1339	1674	3013	1756	2323	4079	1644	1431	1612	1491	1593	1636
4:00 PM	1407	1331	2738	1313	1225	2538	1432	1360	2792	1601	1601	3202	1834	2020	3854	1247	1506	2753	1647	2272	3919	1449	1395	1517	1507	1497	1616
5:00 PM	1286	1177	2463	1205	1185	2390	1160	1367	2527	1397	1462	2859	2004	1923	3927	1246	1261	2507	1413	1948	3361	1254	1338	1410	1423	1387	1475
6:00 PM	902	848	1750	873	873	1746	1021	927	1948	1191	1075	2266	1598	1585	3183	1147	1223	2370	1131	1835	2966	1028	958	1117	1062	1123	1195
7:00 PM	680	752	1432	636	624	1260	694	689	1383	870	906	1776	1127	1271	2398	1006	1157	2163	892	1637	2529	733	740	801	848	844	1005
8:00 PM	503	595	1098	482	568	1050	540	631	1171	599	734	1333	749	1041	1790	769	974	1743	687	1274	1961	540	644	575	714	618	831
9:00 PM	331	351	682	339	438	777	375	554	929	412	607	1019	583	782	1365	580	905	1485	393	852	1245	375	533	408	546	430	641
10:00 PM	269	356	625	256	323	579	313	438	751	341	421	762	471	670	1141	394	670	1064	260	612	872	303	394	330	442	329	499
11:00 PM	233	383	616	265	216	481	276	277	553	243	326	569	379	506	885	282	457	739	189	404	593	261	273	279	342	267	367
6:00 AM - 9:00 AM	**3474**	**3122**	**6596**	**3091**	**2866**	**5957**	**3236**	**2993**	**6229**	**3302**	**3071**	**6373**	**3269**	**2746**	**6015**	**3629**	**1544**	**5173**	**1994**	**811**	**2805**	**3210**	**2977**	**3274**	**2960**	**3142**	**2450**
3:00 PM - 6:00 PM	**4187**	**3852**	**8039**	**4080**	**3666**	**7746**	**4264**	**4047**	**8311**	**4696**	**4781**	**9477**	**5471**	**5762**	**11233**	**3832**	**4441**	**8273**	**4816**	**6543**	**11359**	**4347**	**4165**	**4540**	**4422**	**4478**	**4727**
6:00 AM - 7:00 PM	**16706**	**15869**	**32575**	**15383**	**14424**	**29807**	**16557**	**15348**	**31905**	**18365**	**17178**	**35543**	**21446**	**19424**	**40870**	**19335**	**16162**	**35497**	**19934**	**18018**	**37952**	**16768**	**15650**	**17691**	**16449**	**18247**	**16632**
12:00 AM - 12:00 AM	**20164**	**20788**	**40952**	**18795**	**18834**	**37629**	**20123**	**20153**	**40276**	**22429**	**22501**	**44930**	**26249**	**25766**	**52015**	**23606**	**21750**	**45356**	**23289**	**24387**	**47676**	**20449**	**20496**	**21552**	**21608**	**22094**	**22026**
Percent	***49.2%***	***50.8%***	***100.0%***	***49.9%***	***50.1%***	***100.0%***	***50.0%***	***50.0%***	***100.0%***	***49.9%***	***50.1%***	***100.0%***	***50.5%***	***49.5%***	***100.0%***	***52.0%***	***48.0%***	***100.0%***	***48.8%***	***51.2%***	***100.0%***	***49.9%***	***50.1%***	***49.9%***	***50.1%***	***50.1%***	***49.9%***
AM Peak	**10:00 AM**	**11:00 AM**		**9:00 AM**	**10:00 AM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**		**11:00 AM**	**12:00 PM**							
PM Peak	**3:00 PM**	**4:00 PM**		**3:00 PM**	**4:00 PM**		**3:00 PM**	**4:00 PM**		**3:00 PM**	**4:00 PM**		**2:00 PM**	**3:00 PM**		**12:00 PM**	**1:00 PM**		**3:00 PM**	**4:00 PM**							





Vehicle Classification Report - Hourly

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

FHWA Vehicle Classification
Class 1 - Lights
Class 2 - Mediums
Class 3 - Trucks

		FHWA Vehicle Classification - Total Study												
	Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
Eastbound	154655	121522	10688	22445	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*78.6%*	*6.9%*	*14.5%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Westbound	154179	114256	18685	21238	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*74.1%*	*12.1%*	*13.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	308834	235778	29373	43683	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*76.3%*	*9.5%*	*14.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/28/2024)

Monday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/28/24														
12:00 AM	140	97	16	27	0	0	0	0	0	0	0	0	0	0
1:00 AM	113	55	13	45	0	0	0	0	0	0	0	0	0	0
2:00 AM	131	73	12	46	0	0	0	0	0	0	0	0	0	0
3:00 AM	172	88	12	72	0	0	0	0	0	0	0	0	0	0
4:00 AM	324	164	22	138	0	0	0	0	0	0	0	0	0	0
5:00 AM	562	394	47	121	0	0	0	0	0	0	0	0	0	0
6:00 AM	917	688	71	158	0	0	0	0	0	0	0	0	0	0
7:00 AM	1251	979	94	178	0	0	0	0	0	0	0	0	0	0
8:00 AM	1306	1003	98	205	0	0	0	0	0	0	0	0	0	0
9:00 AM	1272	957	98	217	0	0	0	0	0	0	0	0	0	0
10:00 AM	1485	1067	110	308	0	0	0	0	0	0	0	0	0	0
11:00 AM	1395	1000	106	289	0	0	0	0	0	0	0	0	0	0
12:00 PM	1345	907	119	319	0	0	0	0	0	0	0	0	0	0
1:00 PM	1264	822	116	326	0	0	0	0	0	0	0	0	0	0
2:00 PM	1382	939	118	325	0	0	0	0	0	0	0	0	0	0
3:00 PM	1494	1088	108	298	0	0	0	0	0	0	0	0	0	0
4:00 PM	1407	1008	121	278	0	0	0	0	0	0	0	0	0	0
5:00 PM	1286	992	93	201	0	0	0	0	0	0	0	0	0	0
6:00 PM	902	703	64	135	0	0	0	0	0	0	0	0	0	0
7:00 PM	680	544	46	90	0	0	0	0	0	0	0	0	0	0
8:00 PM	503	349	51	103	0	0	0	0	0	0	0	0	0	0
9:00 PM	331	228	27	76	0	0	0	0	0	0	0	0	0	0
10:00 PM	269	184	21	64	0	0	0	0	0	0	0	0	0	0
11:00 PM	233	160	25	48	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3474	2670	263	541	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4187	3088	322	777	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	16706	12153	1316	3237	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	20164	14489	1608	4067	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*71.9%*	*8.0%*	*20.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/28/2024)

Monday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/28/24														
12:00 AM	280	200	28	52	0	0	0	0	0	0	0	0	0	0
1:00 AM	193	104	27	62	0	0	0	0	0	0	0	0	0	0
2:00 AM	171	78	16	77	0	0	0	0	0	0	0	0	0	0
3:00 AM	266	125	29	112	0	0	0	0	0	0	0	0	0	0
4:00 AM	556	347	74	135	0	0	0	0	0	0	0	0	0	0
5:00 AM	1016	711	118	187	0	0	0	0	0	0	0	0	0	0
6:00 AM	1061	688	190	183	0	0	0	0	0	0	0	0	0	0
7:00 AM	1055	663	183	209	0	0	0	0	0	0	0	0	0	0
8:00 AM	1006	619	180	207	0	0	0	0	0	0	0	0	0	0
9:00 AM	1086	694	177	215	0	0	0	0	0	0	0	0	0	0
10:00 AM	1492	945	216	331	0	0	0	0	0	0	0	0	0	0
11:00 AM	1340	813	187	340	0	0	0	0	0	0	0	0	0	0
12:00 PM	1424	932	161	331	0	0	0	0	0	0	0	0	0	0
1:00 PM	1370	953	183	234	0	0	0	0	0	0	0	0	0	0
2:00 PM	1335	962	173	200	0	0	0	0	0	0	0	0	0	0
3:00 PM	1344	1027	166	151	0	0	0	0	0	0	0	0	0	0
4:00 PM	1331	1027	160	144	0	0	0	0	0	0	0	0	0	0
5:00 PM	1177	927	141	109	0	0	0	0	0	0	0	0	0	0
6:00 PM	848	635	116	97	0	0	0	0	0	0	0	0	0	0
7:00 PM	752	593	79	80	0	0	0	0	0	0	0	0	0	0
8:00 PM	595	462	66	67	0	0	0	0	0	0	0	0	0	0
9:00 PM	351	266	31	54	0	0	0	0	0	0	0	0	0	0
10:00 PM	356	260	32	64	0	0	0	0	0	0	0	0	0	0
11:00 PM	383	252	33	98	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3122	1970	553	599	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	3852	2981	467	404	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	15869	10885	2233	2751	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	20788	14283	2766	3739	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*68.7%*	*13.3%*	*18.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/29/2024)

Tuesday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/29/24														
12:00 AM	193	119	24	50	0	0	0	0	0	0	0	0	0	0
1:00 AM	138	67	15	56	0	0	0	0	0	0	0	0	0	0
2:00 AM	125	49	11	65	0	0	0	0	0	0	0	0	0	0
3:00 AM	206	62	19	125	0	0	0	0	0	0	0	0	0	0
4:00 AM	294	117	15	162	0	0	0	0	0	0	0	0	0	0
5:00 AM	478	278	48	152	0	0	0	0	0	0	0	0	0	0
6:00 AM	810	555	72	183	0	0	0	0	0	0	0	0	0	0
7:00 AM	1101	826	78	197	0	0	0	0	0	0	0	0	0	0
8:00 AM	1180	884	88	208	0	0	0	0	0	0	0	0	0	0
9:00 AM	1165	816	93	256	0	0	0	0	0	0	0	0	0	0
10:00 AM	1235	829	95	311	0	0	0	0	0	0	0	0	0	0
11:00 AM	1189	749	130	310	0	0	0	0	0	0	0	0	0	0
12:00 PM	1175	758	117	300	0	0	0	0	0	0	0	0	0	0
1:00 PM	1264	858	97	309	0	0	0	0	0	0	0	0	0	0
2:00 PM	1311	873	133	305	0	0	0	0	0	0	0	0	0	0
3:00 PM	1562	1131	145	286	0	0	0	0	0	0	0	0	0	0
4:00 PM	1313	953	123	237	0	0	0	0	0	0	0	0	0	0
5:00 PM	1205	936	87	182	0	0	0	0	0	0	0	0	0	0
6:00 PM	873	662	68	143	0	0	0	0	0	0	0	0	0	0
7:00 PM	636	476	55	105	0	0	0	0	0	0	0	0	0	0
8:00 PM	482	355	34	93	0	0	0	0	0	0	0	0	0	0
9:00 PM	339	223	30	86	0	0	0	0	0	0	0	0	0	0
10:00 PM	256	165	21	70	0	0	0	0	0	0	0	0	0	0
11:00 PM	265	203	17	45	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3091	2265	238	588	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4080	3020	355	705	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	15383	10830	1326	3227	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	18795	12944	1615	4236	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*68.9%*	*8.6%*	*22.5%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/29/2024)

Tuesday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/29/24														
12:00 AM	184	80	26	78	0	0	0	0	0	0	0	0	0	0
1:00 AM	180	63	23	94	0	0	0	0	0	0	0	0	0	0
2:00 AM	149	47	17	85	0	0	0	0	0	0	0	0	0	0
3:00 AM	250	97	37	116	0	0	0	0	0	0	0	0	0	0
4:00 AM	582	324	58	200	0	0	0	0	0	0	0	0	0	0
5:00 AM	896	555	116	225	0	0	0	0	0	0	0	0	0	0
6:00 AM	910	613	109	188	0	0	0	0	0	0	0	0	0	0
7:00 AM	928	558	165	205	0	0	0	0	0	0	0	0	0	0
8:00 AM	1028	610	191	227	0	0	0	0	0	0	0	0	0	0
9:00 AM	1211	742	188	281	0	0	0	0	0	0	0	0	0	0
10:00 AM	1141	657	190	294	0	0	0	0	0	0	0	0	0	0
11:00 AM	1146	668	166	312	0	0	0	0	0	0	0	0	0	0
12:00 PM	1232	736	165	331	0	0	0	0	0	0	0	0	0	0
1:00 PM	1160	766	151	243	0	0	0	0	0	0	0	0	0	0
2:00 PM	1129	799	125	205	0	0	0	0	0	0	0	0	0	0
3:00 PM	1256	926	163	167	0	0	0	0	0	0	0	0	0	0
4:00 PM	1225	946	159	120	0	0	0	0	0	0	0	0	0	0
5:00 PM	1185	927	143	115	0	0	0	0	0	0	0	0	0	0
6:00 PM	873	685	94	94	0	0	0	0	0	0	0	0	0	0
7:00 PM	624	493	69	62	0	0	0	0	0	0	0	0	0	0
8:00 PM	568	418	61	89	0	0	0	0	0	0	0	0	0	0
9:00 PM	438	290	68	80	0	0	0	0	0	0	0	0	0	0
10:00 PM	323	223	41	59	0	0	0	0	0	0	0	0	0	0
11:00 PM	216	140	25	51	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	2866	1781	465	620	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	3666	2799	465	402	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	14424	9633	2009	2782	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	18834	12363	2550	3921	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*65.6%*	*13.5%*	*20.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Classification Report (Eastbound - 10/23/2024)

Wednesday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/23/24														
12:00 AM	169	119	12	38	0	0	0	0	0	0	0	0	0	0
1:00 AM	105	54	8	43	0	0	0	0	0	0	0	0	0	0
2:00 AM	164	84	16	64	0	0	0	0	0	0	0	0	0	0
3:00 AM	185	66	11	108	0	0	0	0	0	0	0	0	0	0
4:00 AM	252	101	22	129	0	0	0	0	0	0	0	0	0	0
5:00 AM	493	270	54	169	0	0	0	0	0	0	0	0	0	0
6:00 AM	860	590	88	182	0	0	0	0	0	0	0	0	0	0
7:00 AM	1186	860	105	221	0	0	0	0	0	0	0	0	0	0
8:00 AM	1190	859	114	217	0	0	0	0	0	0	0	0	0	0
9:00 AM	1254	918	90	246	0	0	0	0	0	0	0	0	0	0
10:00 AM	1382	956	111	315	0	0	0	0	0	0	0	0	0	0
11:00 AM	1351	941	123	287	0	0	0	0	0	0	0	0	0	0
12:00 PM	1304	840	117	347	0	0	0	0	0	0	0	0	0	0
1:00 PM	1301	906	130	265	0	0	0	0	0	0	0	0	0	0
2:00 PM	1444	1008	127	309	0	0	0	0	0	0	0	0	0	0
3:00 PM	1672	1248	135	289	0	0	0	0	0	0	0	0	0	0
4:00 PM	1432	1093	118	221	0	0	0	0	0	0	0	0	0	0
5:00 PM	1160	903	86	171	0	0	0	0	0	0	0	0	0	0
6:00 PM	1021	831	73	117	0	0	0	0	0	0	0	0	0	0
7:00 PM	694	530	46	118	0	0	0	0	0	0	0	0	0	0
8:00 PM	540	403	37	100	0	0	0	0	0	0	0	0	0	0
9:00 PM	375	250	25	100	0	0	0	0	0	0	0	0	0	0
10:00 PM	313	206	29	78	0	0	0	0	0	0	0	0	0	0
11:00 PM	276	194	26	56	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3236	2309	307	620	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4264	3244	339	681	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	16557	11953	1417	3187	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	20123	14230	1703	4190	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*70.7%*	*8.5%*	*20.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/23/2024)

Wednesday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/23/24														
12:00 AM	170	90	11	69	0	0	0	0	0	0	0	0	0	0
1:00 AM	181	70	12	99	0	0	0	0	0	0	0	0	0	0
2:00 AM	173	67	15	91	0	0	0	0	0	0	0	0	0	0
3:00 AM	258	111	20	127	0	0	0	0	0	0	0	0	0	0
4:00 AM	544	305	62	177	0	0	0	0	0	0	0	0	0	0
5:00 AM	890	517	140	233	0	0	0	0	0	0	0	0	0	0
6:00 AM	903	541	169	193	0	0	0	0	0	0	0	0	0	0
7:00 AM	1005	575	166	264	0	0	0	0	0	0	0	0	0	0
8:00 AM	1085	678	179	228	0	0	0	0	0	0	0	0	0	0
9:00 AM	1242	767	207	268	0	0	0	0	0	0	0	0	0	0
10:00 AM	1154	681	169	304	0	0	0	0	0	0	0	0	0	0
11:00 AM	1195	725	177	293	0	0	0	0	0	0	0	0	0	0
12:00 PM	1253	785	194	274	0	0	0	0	0	0	0	0	0	0
1:00 PM	1255	861	152	242	0	0	0	0	0	0	0	0	0	0
2:00 PM	1282	896	176	210	0	0	0	0	0	0	0	0	0	0
3:00 PM	1320	978	181	161	0	0	0	0	0	0	0	0	0	0
4:00 PM	1360	1065	175	120	0	0	0	0	0	0	0	0	0	0
5:00 PM	1367	1021	220	126	0	0	0	0	0	0	0	0	0	0
6:00 PM	927	702	119	106	0	0	0	0	0	0	0	0	0	0
7:00 PM	689	495	102	92	0	0	0	0	0	0	0	0	0	0
8:00 PM	631	461	79	91	0	0	0	0	0	0	0	0	0	0
9:00 PM	554	395	70	89	0	0	0	0	0	0	0	0	0	0
10:00 PM	438	305	58	75	0	0	0	0	0	0	0	0	0	0
11:00 PM	277	174	40	63	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	2993	1794	514	685	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4047	3064	576	407	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	15348	10275	2284	2789	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	20153	13265	2893	3995	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*65.8%*	*14.4%*	*19.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/24/2024)

Thursday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/24														
12:00 AM	183	115	19	49	0	0	0	0	0	0	0	0	0	0
1:00 AM	158	75	18	65	0	0	0	0	0	0	0	0	0	0
2:00 AM	177	91	14	72	0	0	0	0	0	0	0	0	0	0
3:00 AM	235	83	21	131	0	0	0	0	0	0	0	0	0	0
4:00 AM	316	149	21	146	0	0	0	0	0	0	0	0	0	0
5:00 AM	530	303	51	176	0	0	0	0	0	0	0	0	0	0
6:00 AM	894	619	77	198	0	0	0	0	0	0	0	0	0	0
7:00 AM	1215	908	82	225	0	0	0	0	0	0	0	0	0	0
8:00 AM	1193	921	85	187	0	0	0	0	0	0	0	0	0	0
9:00 AM	1362	1000	124	238	0	0	0	0	0	0	0	0	0	0
10:00 AM	1503	1074	116	313	0	0	0	0	0	0	0	0	0	0
11:00 AM	1508	1095	107	306	0	0	0	0	0	0	0	0	0	0
12:00 PM	1602	1125	124	353	0	0	0	0	0	0	0	0	0	0
1:00 PM	1603	1156	145	302	0	0	0	0	0	0	0	0	0	0
2:00 PM	1598	1163	166	269	0	0	0	0	0	0	0	0	0	0
3:00 PM	1698	1290	158	250	0	0	0	0	0	0	0	0	0	0
4:00 PM	1601	1217	122	262	0	0	0	0	0	0	0	0	0	0
5:00 PM	1397	1124	106	167	0	0	0	0	0	0	0	0	0	0
6:00 PM	1191	976	93	122	0	0	0	0	0	0	0	0	0	0
7:00 PM	870	716	53	101	0	0	0	0	0	0	0	0	0	0
8:00 PM	599	446	44	109	0	0	0	0	0	0	0	0	0	0
9:00 PM	412	292	21	99	0	0	0	0	0	0	0	0	0	0
10:00 PM	341	241	24	76	0	0	0	0	0	0	0	0	0	0
11:00 PM	243	184	27	32	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3302	2448	244	610	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4696	3631	386	679	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	18365	13668	1505	3192	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	22429	16363	1818	4248	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*73.0%*	*8.1%*	*18.9%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/24/2024)

Thursday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/24/24														
12:00 AM	208	113	26	69	0	0	0	0	0	0	0	0	0	0
1:00 AM	162	65	31	66	0	0	0	0	0	0	0	0	0	0
2:00 AM	223	89	25	109	0	0	0	0	0	0	0	0	0	0
3:00 AM	285	121	33	131	0	0	0	0	0	0	0	0	0	0
4:00 AM	564	303	64	197	0	0	0	0	0	0	0	0	0	0
5:00 AM	887	508	152	227	0	0	0	0	0	0	0	0	0	0
6:00 AM	930	553	169	208	0	0	0	0	0	0	0	0	0	0
7:00 AM	993	554	180	259	0	0	0	0	0	0	0	0	0	0
8:00 AM	1148	693	198	257	0	0	0	0	0	0	0	0	0	0
9:00 AM	1194	760	190	244	0	0	0	0	0	0	0	0	0	0
10:00 AM	1247	761	180	306	0	0	0	0	0	0	0	0	0	0
11:00 AM	1288	768	199	321	0	0	0	0	0	0	0	0	0	0
12:00 PM	1378	900	177	301	0	0	0	0	0	0	0	0	0	0
1:00 PM	1501	1020	209	272	0	0	0	0	0	0	0	0	0	0
2:00 PM	1643	1230	193	220	0	0	0	0	0	0	0	0	0	0
3:00 PM	1718	1329	211	178	0	0	0	0	0	0	0	0	0	0
4:00 PM	1601	1286	199	116	0	0	0	0	0	0	0	0	0	0
5:00 PM	1462	1177	182	103	0	0	0	0	0	0	0	0	0	0
6:00 PM	1075	861	126	88	0	0	0	0	0	0	0	0	0	0
7:00 PM	906	709	100	97	0	0	0	0	0	0	0	0	0	0
8:00 PM	734	588	85	61	0	0	0	0	0	0	0	0	0	0
9:00 PM	607	471	71	65	0	0	0	0	0	0	0	0	0	0
10:00 PM	421	317	56	48	0	0	0	0	0	0	0	0	0	0
11:00 PM	326	232	34	60	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3071	1800	547	724	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4781	3792	592	397	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	17178	11892	2413	2873	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	22501	15408	3090	4003	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*68.5%*	*13.7%*	*17.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/25/2024)

Friday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/25/24														
12:00 AM	177	120	16	41	0	0	0	0	0	0	0	0	0	0
1:00 AM	157	77	25	55	0	0	0	0	0	0	0	0	0	0
2:00 AM	153	68	21	64	0	0	0	0	0	0	0	0	0	0
3:00 AM	215	68	33	114	0	0	0	0	0	0	0	0	0	0
4:00 AM	332	136	42	154	0	0	0	0	0	0	0	0	0	0
5:00 AM	460	274	44	142	0	0	0	0	0	0	0	0	0	0
6:00 AM	803	570	73	160	0	0	0	0	0	0	0	0	0	0
7:00 AM	1185	885	97	203	0	0	0	0	0	0	0	0	0	0
8:00 AM	1281	930	113	238	0	0	0	0	0	0	0	0	0	0
9:00 AM	1496	1131	118	247	0	0	0	0	0	0	0	0	0	0
10:00 AM	1754	1332	137	285	0	0	0	0	0	0	0	0	0	0
11:00 AM	1848	1426	152	270	0	0	0	0	0	0	0	0	0	0
12:00 PM	1884	1482	138	264	0	0	0	0	0	0	0	0	0	0
1:00 PM	1948	1559	146	243	0	0	0	0	0	0	0	0	0	0
2:00 PM	2178	1770	161	247	0	0	0	0	0	0	0	0	0	0
3:00 PM	1633	1362	110	161	0	0	0	0	0	0	0	0	0	0
4:00 PM	1834	1555	103	176	0	0	0	0	0	0	0	0	0	0
5:00 PM	2004	1716	119	169	0	0	0	0	0	0	0	0	0	0
6:00 PM	1598	1423	84	91	0	0	0	0	0	0	0	0	0	0
7:00 PM	1127	970	71	86	0	0	0	0	0	0	0	0	0	0
8:00 PM	749	627	41	81	0	0	0	0	0	0	0	0	0	0
9:00 PM	583	462	34	87	0	0	0	0	0	0	0	0	0	0
10:00 PM	471	409	20	42	0	0	0	0	0	0	0	0	0	0
11:00 PM	379	316	22	41	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3269	2385	283	601	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	5471	4633	332	506	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	21446	17141	1551	2754	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	26249	20668	1920	3661	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*78.7%*	*7.3%*	*13.9%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/25/2024)

Friday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/25/24														
12:00 AM	230	136	30	64	0	0	0	0	0	0	0	0	0	0
1:00 AM	187	89	32	66	0	0	0	0	0	0	0	0	0	0
2:00 AM	193	77	27	89	0	0	0	0	0	0	0	0	0	0
3:00 AM	280	104	46	130	0	0	0	0	0	0	0	0	0	0
4:00 AM	430	207	55	168	0	0	0	0	0	0	0	0	0	0
5:00 AM	752	400	125	227	0	0	0	0	0	0	0	0	0	0
6:00 AM	816	470	149	197	0	0	0	0	0	0	0	0	0	0
7:00 AM	889	524	170	195	0	0	0	0	0	0	0	0	0	0
8:00 AM	1041	597	216	228	0	0	0	0	0	0	0	0	0	0
9:00 AM	1155	721	178	256	0	0	0	0	0	0	0	0	0	0
10:00 AM	1288	859	164	265	0	0	0	0	0	0	0	0	0	0
11:00 AM	1469	1042	182	245	0	0	0	0	0	0	0	0	0	0
12:00 PM	1619	1180	193	246	0	0	0	0	0	0	0	0	0	0
1:00 PM	1739	1323	201	215	0	0	0	0	0	0	0	0	0	0
2:00 PM	2061	1645	221	195	0	0	0	0	0	0	0	0	0	0
3:00 PM	1819	1502	213	104	0	0	0	0	0	0	0	0	0	0
4:00 PM	2020	1686	235	99	0	0	0	0	0	0	0	0	0	0
5:00 PM	1923	1637	200	86	0	0	0	0	0	0	0	0	0	0
6:00 PM	1585	1304	202	79	0	0	0	0	0	0	0	0	0	0
7:00 PM	1271	1090	130	51	0	0	0	0	0	0	0	0	0	0
8:00 PM	1041	870	108	63	0	0	0	0	0	0	0	0	0	0
9:00 PM	782	687	61	34	0	0	0	0	0	0	0	0	0	0
10:00 PM	670	542	65	63	0	0	0	0	0	0	0	0	0	0
11:00 PM	506	403	59	44	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	2746	1591	535	620	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	5762	4825	648	289	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	19424	14490	2524	2410	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	25766	19095	3262	3409	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*74.1%*	*12.7%*	*13.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Classification Report (Eastbound - 10/26/2024)

Saturday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/26/24														
12:00 AM	296	246	19	31	0	0	0	0	0	0	0	0	0	0
1:00 AM	156	102	19	35	0	0	0	0	0	0	0	0	0	0
2:00 AM	121	75	17	29	0	0	0	0	0	0	0	0	0	0
3:00 AM	150	86	21	43	0	0	0	0	0	0	0	0	0	0
4:00 AM	172	118	19	35	0	0	0	0	0	0	0	0	0	0
5:00 AM	345	268	38	39	0	0	0	0	0	0	0	0	0	0
6:00 AM	676	565	65	46	0	0	0	0	0	0	0	0	0	0
7:00 AM	1255	1106	86	63	0	0	0	0	0	0	0	0	0	0
8:00 AM	1698	1518	85	95	0	0	0	0	0	0	0	0	0	0
9:00 AM	2000	1833	78	89	0	0	0	0	0	0	0	0	0	0
10:00 AM	1982	1822	87	73	0	0	0	0	0	0	0	0	0	0
11:00 AM	1914	1752	66	96	0	0	0	0	0	0	0	0	0	0
12:00 PM	1752	1571	71	110	0	0	0	0	0	0	0	0	0	0
1:00 PM	1620	1465	81	74	0	0	0	0	0	0	0	0	0	0
2:00 PM	1459	1336	56	67	0	0	0	0	0	0	0	0	0	0
3:00 PM	1339	1204	78	57	0	0	0	0	0	0	0	0	0	0
4:00 PM	1247	1133	61	53	0	0	0	0	0	0	0	0	0	0
5:00 PM	1246	1154	49	43	0	0	0	0	0	0	0	0	0	0
6:00 PM	1147	1066	38	43	0	0	0	0	0	0	0	0	0	0
7:00 PM	1006	925	44	37	0	0	0	0	0	0	0	0	0	0
8:00 PM	769	698	38	33	0	0	0	0	0	0	0	0	0	0
9:00 PM	580	539	23	18	0	0	0	0	0	0	0	0	0	0
10:00 PM	394	361	14	19	0	0	0	0	0	0	0	0	0	0
11:00 PM	282	255	7	20	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	3629	3189	236	204	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	3832	3491	188	153	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	19335	17525	901	909	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	23606	21198	1160	1248	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*89.8%*	*4.9%*	*5.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/26/2024)

Saturday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/26/24														
12:00 AM	289	214	37	38	0	0	0	0	0	0	0	0	0	0
1:00 AM	210	141	30	39	0	0	0	0	0	0	0	0	0	0
2:00 AM	195	131	19	45	0	0	0	0	0	0	0	0	0	0
3:00 AM	171	107	29	35	0	0	0	0	0	0	0	0	0	0
4:00 AM	248	156	17	75	0	0	0	0	0	0	0	0	0	0
5:00 AM	312	171	43	98	0	0	0	0	0	0	0	0	0	0
6:00 AM	342	212	47	83	0	0	0	0	0	0	0	0	0	0
7:00 AM	488	370	53	65	0	0	0	0	0	0	0	0	0	0
8:00 AM	714	572	80	62	0	0	0	0	0	0	0	0	0	0
9:00 AM	1175	983	107	85	0	0	0	0	0	0	0	0	0	0
10:00 AM	1489	1280	131	78	0	0	0	0	0	0	0	0	0	0
11:00 AM	1626	1391	155	80	0	0	0	0	0	0	0	0	0	0
12:00 PM	1626	1434	134	58	0	0	0	0	0	0	0	0	0	0
1:00 PM	1532	1320	144	68	0	0	0	0	0	0	0	0	0	0
2:00 PM	1506	1323	135	48	0	0	0	0	0	0	0	0	0	0
3:00 PM	1674	1479	149	46	0	0	0	0	0	0	0	0	0	0
4:00 PM	1506	1325	141	40	0	0	0	0	0	0	0	0	0	0
5:00 PM	1261	1099	130	32	0	0	0	0	0	0	0	0	0	0
6:00 PM	1223	1073	105	45	0	0	0	0	0	0	0	0	0	0
7:00 PM	1157	1002	115	40	0	0	0	0	0	0	0	0	0	0
8:00 PM	974	856	89	29	0	0	0	0	0	0	0	0	0	0
9:00 PM	905	800	80	25	0	0	0	0	0	0	0	0	0	0
10:00 PM	670	600	51	19	0	0	0	0	0	0	0	0	0	0
11:00 PM	457	397	40	20	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1544	1154	180	210	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4441	3903	420	118	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	16162	13861	1511	790	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	21750	18436	2061	1253	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*84.8%*	*9.5%*	*5.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Eastbound - 10/27/2024)

Sunday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/27/24														
12:00 AM	195	167	12	16	0	0	0	0	0	0	0	0	0	0
1:00 AM	165	138	11	16	0	0	0	0	0	0	0	0	0	0
2:00 AM	121	98	9	14	0	0	0	0	0	0	0	0	0	0
3:00 AM	92	70	6	16	0	0	0	0	0	0	0	0	0	0
4:00 AM	113	93	7	13	0	0	0	0	0	0	0	0	0	0
5:00 AM	248	218	18	12	0	0	0	0	0	0	0	0	0	0
6:00 AM	409	362	32	15	0	0	0	0	0	0	0	0	0	0
7:00 AM	588	517	32	39	0	0	0	0	0	0	0	0	0	0
8:00 AM	997	924	43	30	0	0	0	0	0	0	0	0	0	0
9:00 AM	1502	1418	48	36	0	0	0	0	0	0	0	0	0	0
10:00 AM	2049	1929	68	52	0	0	0	0	0	0	0	0	0	0
11:00 AM	2339	2239	57	43	0	0	0	0	0	0	0	0	0	0
12:00 PM	2106	1986	66	54	0	0	0	0	0	0	0	0	0	0
1:00 PM	2008	1907	56	45	0	0	0	0	0	0	0	0	0	0
2:00 PM	1989	1881	54	54	0	0	0	0	0	0	0	0	0	0
3:00 PM	1756	1656	63	37	0	0	0	0	0	0	0	0	0	0
4:00 PM	1647	1540	68	39	0	0	0	0	0	0	0	0	0	0
5:00 PM	1413	1303	63	47	0	0	0	0	0	0	0	0	0	0
6:00 PM	1131	1046	36	49	0	0	0	0	0	0	0	0	0	0
7:00 PM	892	828	31	33	0	0	0	0	0	0	0	0	0	0
8:00 PM	687	614	33	40	0	0	0	0	0	0	0	0	0	0
9:00 PM	393	342	21	30	0	0	0	0	0	0	0	0	0	0
10:00 PM	260	213	13	34	0	0	0	0	0	0	0	0	0	0
11:00 PM	189	141	17	31	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1994	1803	107	84	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	4816	4499	194	123	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	19934	18708	686	540	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	23289	21630	864	795	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*92.9%*	*3.7%*	*3.4%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

ALL TRAFFIC DATA SERVICES

Vehicle Classification Report (Westbound - 10/27/2024)

Sunday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
10/27/24														
12:00 AM	455	411	29	15	0	0	0	0	0	0	0	0	0	0
1:00 AM	316	275	25	16	0	0	0	0	0	0	0	0	0	0
2:00 AM	256	214	23	19	0	0	0	0	0	0	0	0	0	0
3:00 AM	202	173	9	20	0	0	0	0	0	0	0	0	0	0
4:00 AM	181	146	19	16	0	0	0	0	0	0	0	0	0	0
5:00 AM	180	140	18	22	0	0	0	0	0	0	0	0	0	0
6:00 AM	153	113	22	18	0	0	0	0	0	0	0	0	0	0
7:00 AM	259	210	23	26	0	0	0	0	0	0	0	0	0	0
8:00 AM	399	331	45	23	0	0	0	0	0	0	0	0	0	0
9:00 AM	700	608	64	28	0	0	0	0	0	0	0	0	0	0
10:00 AM	1035	891	105	39	0	0	0	0	0	0	0	0	0	0
11:00 AM	1436	1244	141	51	0	0	0	0	0	0	0	0	0	0
12:00 PM	1675	1464	156	55	0	0	0	0	0	0	0	0	0	0
1:00 PM	1925	1730	142	53	0	0	0	0	0	0	0	0	0	0
2:00 PM	2058	1848	166	44	0	0	0	0	0	0	0	0	0	0
3:00 PM	2323	2087	187	49	0	0	0	0	0	0	0	0	0	0
4:00 PM	2272	2042	179	51	0	0	0	0	0	0	0	0	0	0
5:00 PM	1948	1772	129	47	0	0	0	0	0	0	0	0	0	0
6:00 PM	1835	1642	142	51	0	0	0	0	0	0	0	0	0	0
7:00 PM	1637	1428	138	71	0	0	0	0	0	0	0	0	0	0
8:00 PM	1274	1109	114	51	0	0	0	0	0	0	0	0	0	0
9:00 PM	852	718	79	55	0	0	0	0	0	0	0	0	0	0
10:00 PM	612	492	63	57	0	0	0	0	0	0	0	0	0	0
11:00 PM	404	318	45	41	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	811	654	90	67	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	6543	5901	495	147	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	18018	15982	1501	535	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	24387	21406	2063	918	0	0	0	0	0	0	0	0	0	0
Percent	*100%*	*87.8%*	*8.5%*	*3.8%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Vehicle Speed Report - Hourly

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Total Study Speed Summary		
	Eastbound	**Westbound**
Average Speed	74.2 mph	75.6 mph
50th Percentile	75.0 mph	76.0 mph
85th Percentile	81.0 mph	83.0 mph
95th Percentile	87.0 mph	87.0 mph

	Speed Range (MPH) - Total Study																				
	Total	**0-10**	**10-15**	**15-20**	**20-25**	**25-30**	**30-35**	**35-40**	**40-45**	**45-50**	**50-55**	**55-60**	**60-65**	**65-70**	**70-75**	**75-80**	**80-85**	**85-90**	**90-95**	**95-100**	**100+**
Eastbound	154655	0	0	1	1	6	18	47	215	519	1037	2188	8904	30632	26538	53517	16646	12530	1430	379	47
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.1%*	*0.3%*	*0.7%*	*1.4%*	*5.8%*	*19.8%*	*17.2%*	*34.6%*	*10.8%*	*8.1%*	*0.9%*	*0.2%*	*0.0%*
Westbound	154179	12	5	1	4	6	13	40	140	367	751	1773	5965	20814	32938	44642	30937	13190	2526	54	1
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.1%*	*0.2%*	*0.5%*	*1.1%*	*3.9%*	*13.5%*	*21.4%*	*29.0%*	*20.1%*	*8.6%*	*1.6%*	*0.0%*	*0.0%*
Total	308834	12	5	2	5	12	31	87	355	886	1788	3961	14869	51446	59476	98159	47583	25720	3956	433	48
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.1%*	*0.3%*	*0.6%*	*1.3%*	*4.8%*	*16.7%*	*19.3%*	*31.8%*	*15.4%*	*8.3%*	*1.3%*	*0.1%*	*0.0%*

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/28/2024)

Monday	Eastbound																				
10/28/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	140	0	0	0	0	0	0	0	1	0	3	6	14	41	26	31	8	9	1	0	0
1:00 AM	113	0	0	0	0	0	0	0	0	2	2	7	14	39	21	23	2	3	0	0	0
2:00 AM	131	0	0	0	0	0	0	0	0	2	1	2	8	45	37	24	8	3	1	0	0
3:00 AM	172	0	0	0	0	0	0	0	0	0	0	4	15	67	34	32	7	10	1	2	0
4:00 AM	324	0	0	0	0	0	0	0	0	0	0	1	20	103	65	94	27	12	1	1	0
5:00 AM	562	0	0	0	0	0	0	0	0	0	0	7	12	106	113	179	71	64	8	2	0
6:00 AM	917	0	0	0	0	0	0	0	0	0	2	3	42	192	153	324	122	65	12	2	0
7:00 AM	1251	0	0	0	0	0	0	0	0	0	1	7	54	251	243	520	97	67	8	2	1
8:00 AM	1306	0	0	0	0	0	0	0	0	0	0	0	39	300	239	484	148	84	10	2	0
9:00 AM	1272	0	0	0	0	0	0	0	0	1	0	1	42	277	290	458	124	73	5	1	0
10:00 AM	1485	0	0	0	0	0	0	0	1	0	2	5	67	336	307	526	143	89	9	0	0
11:00 AM	1395	0	0	0	0	0	1	0	0	0	1	7	76	295	244	550	146	72	3	0	0
12:00 PM	1345	0	0	0	0	0	0	1	0	0	0	4	69	336	263	464	126	76	4	2	0
1:00 PM	1264	0	0	0	0	0	1	0	0	0	0	6	79	319	228	421	129	74	7	0	0
2:00 PM	1382	0	0	0	0	0	0	0	0	0	4	12	66	316	264	471	146	86	13	4	0
3:00 PM	1494	0	0	0	0	0	0	0	0	1	4	15	86	332	268	516	168	96	5	3	0
4:00 PM	1407	0	0	0	0	0	0	0	0	2	10	11	97	283	281	421	144	135	20	3	0
5:00 PM	1286	0	0	0	0	0	0	0	0	0	1	8	65	245	206	453	154	140	12	2	0
6:00 PM	902	0	0	0	0	0	0	0	0	0	2	14	47	184	145	307	98	89	10	4	2
7:00 PM	680	0	0	0	0	0	1	1	1	1	12	23	58	167	136	197	54	25	3	1	0
8:00 PM	503	0	0	0	0	0	0	0	0	1	3	21	46	160	80	130	34	24	1	3	0
9:00 PM	331	0	0	0	0	0	0	0	0	1	4	4	27	107	62	94	21	9	0	2	0
10:00 PM	269	0	0	0	0	0	0	0	0	1	3	14	31	84	46	61	16	9	3	1	0
11:00 PM	233	0	0	1	0	0	0	1	1	1	0	9	30	67	45	44	15	16	2	1	0
6:00 AM - 9:00 AM	**3474**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**10**	**135**	**743**	**635**	**1328**	**367**	**216**	**30**	**6**	**1**
3:00 PM - 6:00 PM	**4187**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**15**	**34**	**248**	**860**	**755**	**1390**	**466**	**371**	**37**	**8**	**0**
6:00 AM - 7:00 PM	**16706**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**1**	**4**	**27**	**93**	**829**	**3666**	**3131**	**5915**	**1745**	**1146**	**118**	**25**	**3**
12:00 AM - 12:00 AM	**20164**	**0**	**0**	**1**	**0**	**0**	**3**	**3**	**4**	**13**	**55**	**191**	**1104**	**4652**	**3796**	**6824**	**2008**	**1330**	**139**	**38**	**3**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.3%***	***0.9%***	***5.5%***	***23.1%***	***18.8%***	***33.8%***	***10.0%***	***6.6%***	***0.7%***	***0.2%***	***0.0%***
50th Percentile	**75.0 mph**																				
85th Percentile	**80.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/28/2024)

Monday	Westbound																				
10/28/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	280	0	0	0	0	0	0	0	0	0	1	6	12	39	71	66	55	22	8	0	0
1:00 AM	193	0	0	0	0	0	0	0	0	1	2	6	16	42	43	45	26	8	4	0	0
2:00 AM	171	0	0	0	0	0	0	0	0	0	1	3	6	47	48	37	18	6	3	2	0
3:00 AM	266	0	0	0	0	0	0	0	0	0	1	1	20	72	73	57	33	7	2	0	0
4:00 AM	556	0	0	0	0	0	0	0	0	0	0	4	23	100	125	143	93	52	16	0	0
5:00 AM	1016	0	0	0	0	0	0	0	0	0	0	7	39	138	189	242	232	131	37	1	0
6:00 AM	1061	0	0	0	0	0	0	0	0	2	1	5	47	152	268	301	201	70	14	0	0
7:00 AM	1055	0	0	0	0	0	0	0	1	1	0	4	29	173	248	304	190	84	20	1	0
8:00 AM	1006	0	0	0	0	0	0	0	0	0	1	3	39	150	209	295	209	88	12	0	0
9:00 AM	1086	0	0	0	0	0	0	0	1	1	1	3	28	187	278	317	173	81	15	1	0
10:00 AM	1492	0	0	0	0	0	0	0	0	0	0	7	34	310	443	386	237	72	3	0	0
11:00 AM	1340	0	0	0	0	0	0	0	0	0	4	11	49	279	398	358	164	71	5	1	0
12:00 PM	1424	0	0	0	0	0	0	0	0	1	0	9	65	263	326	410	234	93	23	0	0
1:00 PM	1370	0	0	0	0	0	0	0	0	1	0	4	34	217	330	399	273	97	15	0	0
2:00 PM	1335	0	0	0	0	0	0	0	0	1	0	4	38	169	312	417	279	96	19	0	0
3:00 PM	1344	0	0	0	0	0	0	0	0	0	1	7	36	153	245	406	325	147	24	0	0
4:00 PM	1331	0	0	0	0	0	0	0	0	0	1	6	24	136	258	436	306	140	21	3	0
5:00 PM	1177	0	0	0	0	0	0	0	0	0	2	5	24	122	213	373	293	127	18	0	0
6:00 PM	848	0	0	0	0	0	0	0	0	0	1	5	30	102	149	270	184	84	22	1	0
7:00 PM	752	0	0	0	0	0	1	2	1	1	1	10	33	97	151	238	149	56	11	1	0
8:00 PM	595	0	0	0	0	0	0	0	0	1	0	12	31	82	122	180	105	48	14	0	0
9:00 PM	351	0	0	0	0	0	0	0	0	0	2	2	15	67	68	99	60	24	14	0	0
10:00 PM	356	0	0	0	0	0	0	0	0	0	1	4	24	70	101	92	50	14	0	0	0
11:00 PM	383	0	0	0	0	0	0	1	0	0	5	12	27	96	89	88	44	20	1	0	0
6:00 AM - 9:00 AM	**3122**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**2**	**12**	**115**	**475**	**725**	**900**	**600**	**242**	**46**	**1**	**0**
3:00 PM - 6:00 PM	**3852**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**18**	**84**	**411**	**716**	**1215**	**924**	**414**	**63**	**3**	**0**
6:00 AM - 7:00 PM	**15869**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**12**	**73**	**477**	**2413**	**3677**	**4672**	**3068**	**1250**	**211**	**7**	**0**
12:00 AM - 12:00 AM	**20788**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**3**	**10**	**26**	**140**	**723**	**3263**	**4757**	**5959**	**3933**	**1638**	**321**	**11**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.7%***	***3.5%***	***15.7%***	***22.9%***	***28.7%***	***18.9%***	***7.9%***	***1.5%***	***0.1%***	***0.0%***
50th Percentile	**76.0 mph**																				
85th Percentile	**83.0 mph**																				
95th Percentile	**87.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/29/2024)

Tuesday	Eastbound																				
10/29/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	193	0	0	0	0	0	0	0	0	0	4	9	29	55	34	45	7	10	0	0	0
1:00 AM	138	0	0	0	0	0	0	0	0	1	2	5	25	53	20	24	3	4	0	1	0
2:00 AM	125	0	0	0	0	0	0	0	0	1	1	4	12	44	39	18	4	2	0	0	0
3:00 AM	206	0	0	0	0	0	0	0	2	1	2	4	19	90	53	29	2	4	0	0	0
4:00 AM	294	0	0	0	0	0	0	0	0	0	1	2	24	118	57	73	8	10	1	0	0
5:00 AM	478	0	0	0	0	0	0	0	0	0	1	8	63	132	92	126	28	21	6	1	0
6:00 AM	810	0	0	0	0	0	0	0	0	0	4	29	88	253	157	212	38	27	0	2	0
7:00 AM	1101	0	0	0	0	0	0	0	0	1	1	12	98	259	214	400	73	41	2	0	0
8:00 AM	1180	0	0	0	0	0	0	0	0	0	0	10	64	258	240	443	107	51	7	0	0
9:00 AM	1165	0	0	0	0	0	0	0	0	0	0	13	68	312	230	406	94	38	4	0	0
10:00 AM	1235	0	0	0	0	0	0	0	0	0	1	2	57	347	283	395	90	50	8	2	0
11:00 AM	1189	0	0	0	0	0	0	1	0	1	3	7	61	348	273	376	76	36	6	1	0
12:00 PM	1175	0	0	0	0	0	0	0	0	0	2	8	68	293	232	389	109	62	11	1	0
1:00 PM	1264	0	0	0	0	0	0	0	0	0	4	16	90	304	245	365	131	99	7	3	0
2:00 PM	1311	0	0	0	0	0	0	0	0	0	2	11	57	316	260	456	103	99	4	2	1
3:00 PM	1562	0	0	0	0	0	0	0	0	0	3	12	91	330	259	542	171	130	21	3	0
4:00 PM	1313	0	0	0	0	0	1	1	3	1	4	10	65	303	199	452	145	113	12	4	0
5:00 PM	1205	0	0	0	0	0	0	0	1	2	7	10	67	264	211	402	135	100	6	0	0
6:00 PM	873	0	0	0	0	0	0	0	0	0	6	20	76	186	167	269	89	50	9	1	0
7:00 PM	636	0	0	0	0	0	0	1	0	0	2	7	58	175	104	205	52	26	6	0	0
8:00 PM	482	0	0	0	0	0	0	0	2	1	8	7	53	145	77	134	28	25	1	1	0
9:00 PM	339	0	0	0	0	0	0	0	0	4	4	2	28	117	59	92	18	13	2	0	0
10:00 PM	256	0	0	0	0	0	0	0	0	0	3	9	31	86	37	54	17	12	5	2	0
11:00 PM	265	0	0	0	0	0	0	0	1	0	2	9	20	68	38	78	27	19	3	0	0
6:00 AM - 9:00 AM	**3091**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**51**	**250**	**770**	**611**	**1055**	**218**	**119**	**9**	**2**	**0**
3:00 PM - 6:00 PM	**4080**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**4**	**3**	**14**	**32**	**223**	**897**	**669**	**1396**	**451**	**343**	**39**	**7**	**0**
6:00 AM - 7:00 PM	**15383**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**4**	**5**	**37**	**160**	**950**	**3773**	**2970**	**5107**	**1361**	**896**	**97**	**19**	**1**
12:00 AM - 12:00 AM	**18795**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**9**	**13**	**67**	**226**	**1312**	**4856**	**3580**	**5985**	**1555**	**1042**	**121**	**24**	**1**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.4%***	***1.2%***	***7.0%***	***25.8%***	***19.0%***	***31.8%***	***8.3%***	***5.5%***	***0.6%***	***0.1%***	***0.0%***
50th Percentile	**74.0 mph**																				
85th Percentile	**79.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/29/2024)

Tuesday	Westbound																				
10/29/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	184	0	0	0	0	0	0	0	0	0	4	6	12	54	55	31	11	11	0	0	0
1:00 AM	180	0	0	0	0	0	0	0	0	0	2	3	18	62	46	30	14	4	1	0	0
2:00 AM	149	0	0	0	0	0	0	0	0	1	0	2	12	52	48	20	13	1	0	0	0
3:00 AM	250	0	0	0	0	0	0	0	0	1	0	3	20	77	81	37	19	11	1	0	0
4:00 AM	582	0	0	0	0	0	0	0	0	0	0	4	28	136	133	123	89	55	14	0	0
5:00 AM	896	0	0	0	0	0	0	0	0	1	1	9	51	212	196	189	149	64	24	0	0
6:00 AM	910	0	0	0	0	0	0	0	0	1	1	15	80	200	236	258	91	26	1	1	0
7:00 AM	928	0	0	0	0	1	0	0	1	0	0	3	44	189	259	247	122	58	4	0	0
8:00 AM	1028	0	0	0	0	0	1	0	0	0	0	9	46	215	242	290	164	52	8	1	0
9:00 AM	1211	0	0	0	0	0	0	0	0	0	1	5	43	229	293	381	176	75	8	0	0
10:00 AM	1141	0	0	0	0	0	0	0	0	0	4	6	52	213	290	340	175	55	6	0	0
11:00 AM	1146	0	0	0	0	0	0	0	0	0	2	3	48	236	307	333	173	42	2	0	0
12:00 PM	1232	0	0	0	0	0	0	0	0	0	1	6	43	264	333	324	170	77	12	2	0
1:00 PM	1160	0	0	0	0	0	0	0	0	0	0	12	42	207	268	327	199	91	14	0	0
2:00 PM	1129	0	0	0	0	0	0	0	0	0	0	10	47	172	236	325	229	95	15	0	0
3:00 PM	1256	0	0	0	0	0	0	0	1	1	0	5	34	118	236	400	300	131	30	0	0
4:00 PM	1225	0	0	0	0	0	0	1	1	0	2	6	26	112	238	383	287	146	22	1	0
5:00 PM	1185	0	0	0	0	0	1	0	1	0	4	5	42	141	271	376	242	84	18	0	0
6:00 PM	873	0	0	0	0	0	0	0	0	0	1	6	24	93	197	299	169	69	15	0	0
7:00 PM	624	0	0	0	0	0	0	0	0	0	3	10	20	79	142	199	107	50	14	0	0
8:00 PM	568	0	0	0	0	0	0	0	0	0	2	5	28	82	130	177	102	36	6	0	0
9:00 PM	438	0	0	0	0	0	0	0	0	2	3	6	10	82	104	103	80	36	12	0	0
10:00 PM	323	0	0	0	0	0	0	0	0	3	1	11	20	56	68	94	48	18	4	0	0
11:00 PM	216	0	0	0	0	0	0	0	0	0	5	5	20	42	40	61	25	13	5	0	0
6:00 AM - 9:00 AM	**2866**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**1**	**1**	**27**	**170**	**604**	**737**	**795**	**377**	**136**	**13**	**2**	**0**
3:00 PM - 6:00 PM	**3666**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**3**	**1**	**6**	**16**	**102**	**371**	**745**	**1159**	**829**	**361**	**70**	**1**	**0**
6:00 AM - 7:00 PM	**14424**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**4**	**2**	**16**	**91**	**571**	**2389**	**3406**	**4283**	**2497**	**1001**	**155**	**5**	**0**
12:00 AM - 12:00 AM	**18834**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**4**	**10**	**37**	**155**	**810**	**3323**	**4449**	**5347**	**3154**	**1300**	**236**	**5**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.2%***	***0.8%***	***4.3%***	***17.6%***	***23.6%***	***28.4%***	***16.7%***	***6.9%***	***1.3%***	***0.0%***	***0.0%***
50th Percentile	**75.0 mph**																				
85th Percentile	**82.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/23/2024)

Wednesday	Eastbound																				
10/23/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	169	0	0	0	0	0	0	0	0	1	2	9	16	43	38	43	10	6	1	0	0
1:00 AM	105	0	0	0	0	0	0	0	0	1	2	2	10	45	17	21	5	2	0	0	0
2:00 AM	164	0	0	0	0	0	0	0	0	0	1	3	14	51	39	34	5	8	4	5	0
3:00 AM	185	0	0	0	0	0	0	0	0	0	1	9	18	73	39	34	8	3	0	0	0
4:00 AM	252	0	0	0	0	0	0	0	0	0	0	3	18	89	62	54	12	9	5	0	0
5:00 AM	493	0	0	0	0	0	1	0	0	0	1	4	26	146	88	145	38	36	8	0	0
6:00 AM	860	0	0	0	0	0	0	0	0	0	0	2	49	206	159	270	92	74	8	0	0
7:00 AM	1186	0	0	0	0	0	0	0	0	0	0	2	60	290	226	448	88	63	7	2	0
8:00 AM	1190	0	0	0	0	0	0	0	0	0	0	2	40	250	223	438	129	99	6	3	0
9:00 AM	1254	0	0	0	0	0	0	0	0	0	0	3	54	268	235	462	134	84	13	1	0
10:00 AM	1382	0	0	0	0	0	0	2	1	1	1	4	78	329	277	457	139	85	7	1	0
11:00 AM	1351	0	0	0	0	0	1	0	0	0	6	9	68	289	235	493	161	80	6	2	1
12:00 PM	1304	0	0	0	0	0	0	0	0	0	0	4	61	335	282	412	119	82	8	1	0
1:00 PM	1301	0	0	0	0	0	0	0	0	1	0	2	59	281	271	458	129	91	8	1	0
2:00 PM	1444	0	0	0	0	0	0	0	0	0	0	15	121	370	310	457	106	58	6	1	0
3:00 PM	1672	0	0	0	0	1	0	1	9	10	12	19	130	386	291	507	172	116	11	7	0
4:00 PM	1432	0	0	0	0	0	0	0	0	0	2	6	100	260	255	476	177	135	19	2	0
5:00 PM	1160	0	0	0	0	0	0	0	0	1	4	16	70	213	235	393	124	89	12	1	2
6:00 PM	1021	0	0	0	0	0	0	3	1	1	23	59	129	242	149	288	69	51	6	0	0
7:00 PM	694	0	0	0	0	2	5	15	55	111	138	149	104	74	21	16	2	2	0	0	0
8:00 PM	540	0	0	0	0	0	0	4	37	68	90	124	105	72	29	9	1	1	0	0	0
9:00 PM	375	0	0	0	0	0	0	1	9	32	70	73	100	51	21	15	2	1	0	0	0
10:00 PM	313	0	0	0	0	0	0	0	15	39	47	71	65	52	13	8	2	1	0	0	0
11:00 PM	276	0	0	0	0	0	4	2	3	23	61	70	50	30	15	14	3	1	0	0	0
6:00 AM - 9:00 AM	**3236**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**149**	**746**	**608**	**1156**	**309**	**236**	**21**	**5**	**0**
3:00 PM - 6:00 PM	**4264**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**9**	**11**	**18**	**41**	**300**	**859**	**781**	**1376**	**473**	**340**	**42**	**10**	**2**
6:00 AM - 7:00 PM	**16557**	**0**	**0**	**0**	**0**	**1**	**1**	**6**	**11**	**14**	**48**	**143**	**1019**	**3719**	**3148**	**5559**	**1639**	**1107**	**117**	**22**	**3**
12:00 AM - 12:00 AM	**20123**	**0**	**0**	**0**	**0**	**3**	**11**	**28**	**130**	**289**	**461**	**660**	**1545**	**4445**	**3530**	**5952**	**1727**	**1177**	**135**	**27**	**3**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.1%***	***0.6%***	***1.4%***	***2.3%***	***3.3%***	***7.7%***	***22.1%***	***17.5%***	***29.6%***	***8.6%***	***5.8%***	***0.7%***	***0.1%***	***0.0%***
50th Percentile	**73.0 mph**																				
85th Percentile	**80.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/23/2024)

Wednesday	Westbound																				
10/23/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	170	0	0	0	0	0	0	0	0	3	8	26	49	42	31	8	2	1	0	0	0
1:00 AM	181	0	0	0	0	0	0	1	0	3	6	21	40	62	28	14	5	1	0	0	0
2:00 AM	173	0	0	0	0	0	0	0	0	2	7	12	38	76	27	8	1	1	1	0	0
3:00 AM	258	0	0	0	0	0	0	0	0	0	1	4	19	82	68	58	17	8	1	0	0
4:00 AM	544	0	0	0	0	0	0	0	0	0	1	0	25	130	130	117	79	47	15	0	0
5:00 AM	890	0	0	0	0	0	0	0	0	0	1	5	35	191	210	192	149	81	25	1	0
6:00 AM	903	0	0	0	0	0	0	0	0	0	1	9	44	176	237	222	127	80	7	0	0
7:00 AM	1005	0	0	0	0	0	0	0	0	0	1	12	38	212	280	257	147	54	4	0	0
8:00 AM	1085	0	0	0	0	0	0	0	0	1	0	2	45	178	261	315	191	77	14	1	0
9:00 AM	1242	0	0	0	0	0	0	0	0	1	3	4	31	201	353	370	203	67	9	0	0
10:00 AM	1154	0	0	0	0	0	0	0	0	0	1	5	39	235	334	322	167	45	5	1	0
11:00 AM	1195	0	0	0	0	0	0	0	0	1	0	4	56	250	311	364	168	37	4	0	0
12:00 PM	1253	0	0	0	0	0	0	0	0	0	1	2	42	201	304	373	233	81	16	0	0
1:00 PM	1255	0	0	0	0	0	0	0	0	1	2	9	50	189	309	351	255	83	6	0	0
2:00 PM	1282	0	0	0	0	0	0	0	0	0	1	4	49	187	292	407	248	85	9	0	0
3:00 PM	1320	0	0	0	0	0	0	0	0	0	1	15	48	162	311	403	272	92	16	0	0
4:00 PM	1360	0	0	0	0	0	0	0	0	0	4	5	39	130	302	490	270	98	22	0	0
5:00 PM	1367	0	0	0	0	0	0	0	0	0	2	7	36	164	286	434	313	104	21	0	0
6:00 PM	927	0	0	0	0	0	0	0	0	0	1	13	28	108	200	283	193	84	17	0	0
7:00 PM	689	0	0	0	0	0	0	0	0	0	8	15	49	125	186	199	67	36	4	0	0
8:00 PM	631	0	0	0	0	0	0	0	1	7	5	16	58	95	165	163	84	31	6	0	0
9:00 PM	554	0	0	0	0	0	0	0	0	0	2	20	49	121	137	148	55	17	4	1	0
10:00 PM	438	0	0	0	0	0	0	0	0	3	3	12	38	95	118	105	46	15	3	0	0
11:00 PM	277	0	0	0	0	0	0	0	0	0	3	17	23	77	72	58	19	8	0	0	0
6:00 AM - 9:00 AM	**2993**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**23**	**127**	**566**	**778**	**794**	**465**	**211**	**25**	**1**	**0**
3:00 PM - 6:00 PM	**4047**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**27**	**123**	**456**	**899**	**1327**	**855**	**294**	**59**	**0**	**0**
6:00 AM - 7:00 PM	**15348**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**18**	**91**	**545**	**2393**	**3780**	**4591**	**2787**	**987**	**150**	**2**	**0**
12:00 AM - 12:00 AM	**20153**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**22**	**63**	**239**	**968**	**3489**	**4952**	**5661**	**3311**	**1233**	**209**	**4**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.3%***	***1.2%***	***4.8%***	***17.3%***	***24.6%***	***28.1%***	***16.4%***	***6.1%***	***1.0%***	***0.0%***	***0.0%***
50th Percentile	**75.0 mph**																				
85th Percentile	**82.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/24/2024)

Thursday	Eastbound																				
10/24/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	183	0	0	0	0	0	0	2	12	17	39	48	34	22	5	3	1	0	0	0	0
1:00 AM	158	0	0	0	0	0	0	0	4	17	37	41	34	19	3	3	0	0	0	0	0
2:00 AM	177	0	0	0	0	0	0	0	2	28	43	32	37	20	9	4	2	0	0	0	0
3:00 AM	235	0	0	0	0	0	1	2	5	30	59	54	44	25	14	1	0	0	0	0	0
4:00 AM	316	0	0	0	0	0	1	3	23	48	49	67	60	38	11	15	1	0	0	0	0
5:00 AM	530	0	0	0	0	0	0	0	0	2	9	25	44	161	85	149	27	20	4	4	0
6:00 AM	894	0	0	0	0	0	0	0	0	0	2	4	48	216	177	301	81	59	4	1	1
7:00 AM	1215	0	0	0	0	0	0	0	0	0	0	2	65	260	226	448	144	61	8	1	0
8:00 AM	1193	0	0	0	0	0	0	0	0	0	0	5	45	230	218	457	141	85	10	2	0
9:00 AM	1362	0	0	0	0	0	0	2	0	0	2	13	79	262	261	489	140	94	17	2	1
10:00 AM	1503	0	0	0	0	0	0	0	0	0	1	15	78	363	286	503	148	94	13	1	1
11:00 AM	1508	0	0	0	0	0	0	0	0	0	0	6	75	380	296	532	131	80	7	1	0
12:00 PM	1602	0	0	0	0	1	0	0	0	0	1	22	130	398	329	526	122	65	7	1	0
1:00 PM	1603	0	0	0	0	0	0	0	0	0	0	11	69	380	280	568	168	115	8	3	1
2:00 PM	1598	0	0	0	0	0	0	0	0	0	1	15	78	367	320	537	180	95	5	0	0
3:00 PM	1698	0	0	0	0	0	0	0	0	0	4	13	147	356	293	595	187	94	7	1	1
4:00 PM	1601	0	0	0	0	0	0	0	0	1	1	16	113	326	266	552	186	121	14	5	0
5:00 PM	1397	0	0	0	0	0	0	0	0	0	2	19	70	256	216	497	171	149	11	4	2
6:00 PM	1191	0	0	0	0	0	0	0	0	0	0	10	59	199	175	455	152	125	13	3	0
7:00 PM	870	0	0	0	0	0	0	0	0	0	0	8	64	158	163	294	103	71	9	0	0
8:00 PM	599	0	0	0	0	0	0	0	0	0	3	7	42	131	106	210	56	38	3	3	0
9:00 PM	412	0	0	0	1	0	0	0	0	1	1	4	31	103	72	136	34	25	4	0	0
10:00 PM	341	0	0	0	0	0	0	0	0	0	4	10	38	82	58	109	21	17	1	0	1
11:00 PM	243	0	0	0	0	0	0	0	1	1	3	6	20	55	44	77	23	11	2	0	0
6:00 AM - 9:00 AM	**3302**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**11**	**158**	**706**	**621**	**1206**	**366**	**205**	**22**	**4**	**1**
3:00 PM - 6:00 PM	**4696**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**48**	**330**	**938**	**775**	**1644**	**544**	**364**	**32**	**10**	**3**
6:00 AM - 7:00 PM	**18365**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**0**	**1**	**14**	**151**	**1056**	**3993**	**3343**	**6460**	**1951**	**1237**	**124**	**25**	**7**
12:00 AM - 12:00 AM	**22429**	**0**	**0**	**0**	**1**	**1**	**2**	**9**	**47**	**145**	**261**	**453**	**1504**	**4807**	**3913**	**7461**	**2219**	**1419**	**147**	**32**	**8**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.2%***	***0.6%***	***1.2%***	***2.0%***	***6.7%***	***21.4%***	***17.4%***	***33.3%***	***9.9%***	***6.3%***	***0.7%***	***0.1%***	***0.0%***
50th Percentile	**75.0 mph**																				
85th Percentile	**80.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/24/2024)

Thursday	Westbound																				
10/24/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	208	0	0	0	0	0	0	0	0	2	3	19	14	64	48	34	18	3	3	0	0
1:00 AM	162	0	0	0	0	0	0	0	0	1	3	10	20	52	39	23	10	1	3	0	0
2:00 AM	223	0	0	0	0	0	0	0	0	1	0	8	31	82	54	32	11	4	0	0	0
3:00 AM	285	0	0	0	0	0	0	0	0	2	0	8	32	95	83	39	21	5	0	0	0
4:00 AM	564	0	0	0	0	0	0	2	0	0	1	7	41	141	160	104	68	36	4	0	0
5:00 AM	887	0	0	0	0	0	0	0	1	0	0	9	63	187	188	200	148	69	22	0	0
6:00 AM	930	0	0	0	0	0	0	0	0	0	0	6	44	188	218	238	162	66	8	0	0
7:00 AM	993	0	0	0	0	0	0	0	0	0	0	7	69	207	260	255	147	42	6	0	0
8:00 AM	1148	0	0	0	0	0	0	0	0	0	3	2	49	172	297	328	210	73	14	0	0
9:00 AM	1194	0	0	0	0	0	0	0	0	0	3	5	43	200	294	338	219	87	5	0	0
10:00 AM	1247	0	0	0	0	0	0	0	0	0	2	10	59	220	349	350	177	66	14	0	0
11:00 AM	1288	0	0	0	0	0	1	0	0	1	1	14	64	260	336	357	190	54	10	0	0
12:00 PM	1378	0	0	0	0	0	0	0	0	0	0	14	60	240	355	401	213	83	12	0	0
1:00 PM	1501	0	0	0	0	0	0	0	0	4	10	8	48	250	361	435	283	87	15	0	0
2:00 PM	1643	0	0	0	0	0	0	0	0	0	0	6	39	198	407	508	368	103	14	0	0
3:00 PM	1718	0	0	0	0	0	0	0	0	1	0	1	32	168	350	548	424	169	25	0	0
4:00 PM	1601	0	0	0	0	0	0	0	0	0	2	1	20	141	287	473	460	188	29	0	0
5:00 PM	1462	0	0	0	0	0	0	0	0	0	0	8	37	98	281	476	376	167	17	2	0
6:00 PM	1075	0	0	0	0	0	0	0	0	0	2	3	17	105	189	340	294	106	19	0	0
7:00 PM	906	0	0	0	0	0	0	0	0	0	0	9	39	108	177	271	219	73	10	0	0
8:00 PM	734	0	0	0	0	0	0	0	0	0	1	2	28	94	177	227	158	44	3	0	0
9:00 PM	607	0	0	0	0	0	0	0	0	0	3	15	61	135	168	158	53	12	2	0	0
10:00 PM	421	0	0	0	0	0	0	1	0	0	1	15	58	104	103	98	32	7	2	0	0
11:00 PM	326	0	0	0	0	0	0	0	0	3	6	30	75	92	68	40	10	2	0	0	0
6:00 AM - 9:00 AM	**3071**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**15**	**162**	**567**	**775**	**821**	**519**	**181**	**28**	**0**	**0**
3:00 PM - 6:00 PM	**4781**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**10**	**89**	**407**	**918**	**1497**	**1260**	**524**	**71**	**2**	**0**
6:00 AM - 7:00 PM	**17178**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**23**	**85**	**581**	**2447**	**3984**	**5047**	**3523**	**1291**	**188**	**2**	**0**
12:00 AM - 12:00 AM	**22501**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**1**	**15**	**41**	**217**	**1043**	**3601**	**5249**	**6273**	**4271**	**1547**	**237**	**2**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.2%***	***1.0%***	***4.6%***	***16.0%***	***23.3%***	***27.9%***	***19.0%***	***6.9%***	***1.1%***	***0.0%***	***0.0%***
50th Percentile	**75.0 mph**																				
85th Percentile	**82.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/25/2024)

Friday	Eastbound																				
10/25/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	177	0	0	0	0	0	0	0	0	1	1	7	12	52	27	45	9	18	3	1	1
1:00 AM	157	0	0	0	0	0	0	0	0	0	4	8	25	45	24	30	7	11	2	1	0
2:00 AM	153	0	0	0	0	0	0	0	0	2	4	7	13	54	35	27	4	4	3	0	0
3:00 AM	215	0	0	0	0	0	0	0	1	0	1	5	28	87	39	40	5	9	0	0	0
4:00 AM	332	0	0	0	0	0	0	0	0	0	2	7	32	126	57	81	13	14	0	0	0
5:00 AM	460	0	0	0	0	0	0	0	0	0	1	2	42	133	88	131	41	20	1	1	0
6:00 AM	803	0	0	0	0	0	0	0	0	0	0	13	40	192	154	265	75	58	5	1	0
7:00 AM	1185	0	0	0	0	0	0	0	0	0	2	7	44	220	258	452	117	75	8	2	0
8:00 AM	1281	0	0	0	0	0	0	0	0	0	1	1	73	264	299	443	102	84	12	2	0
9:00 AM	1496	0	0	0	0	0	0	0	0	0	0	5	78	309	284	552	144	114	10	0	0
10:00 AM	1754	0	0	0	0	0	0	0	1	0	0	13	94	379	334	622	184	109	18	0	0
11:00 AM	1848	0	0	0	0	0	0	0	0	0	0	10	97	430	344	675	192	97	3	0	0
12:00 PM	1884	0	0	0	0	0	0	0	0	4	7	16	102	397	319	699	192	137	10	1	0
1:00 PM	1948	0	0	0	0	0	0	0	0	0	1	8	88	366	344	773	228	124	11	4	1
2:00 PM	2178	0	0	0	0	0	0	0	0	0	2	12	152	509	436	730	218	108	9	2	0
3:00 PM	1633	0	0	0	0	0	0	3	14	14	27	67	231	404	323	411	91	43	4	1	0
4:00 PM	1834	0	0	0	0	0	0	0	4	10	42	149	390	582	322	282	37	15	1	0	0
5:00 PM	2004	0	0	0	0	0	0	0	0	1	25	46	208	465	356	615	170	107	8	3	0
6:00 PM	1598	0	0	0	0	0	0	0	0	0	2	11	60	224	237	596	228	211	26	3	0
7:00 PM	1127	0	0	0	0	0	0	0	0	0	1	11	60	206	217	391	122	101	13	5	0
8:00 PM	749	0	0	0	0	0	0	0	0	0	0	7	34	121	112	281	81	93	14	4	2
9:00 PM	583	0	0	0	0	0	0	0	0	0	0	3	30	127	86	186	51	82	10	8	0
10:00 PM	471	0	0	0	0	0	0	0	0	0	0	6	8	87	78	173	49	57	9	4	0
11:00 PM	379	0	0	0	0	1	0	0	0	1	3	1	21	61	64	136	43	38	7	3	0
6:00 AM - 9:00 AM	**3269**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**21**	**157**	**676**	**711**	**1160**	**294**	**217**	**25**	**5**	**0**
3:00 PM - 6:00 PM	**5471**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**18**	**25**	**94**	**262**	**829**	**1451**	**1001**	**1308**	**298**	**165**	**13**	**4**	**0**
6:00 AM - 7:00 PM	**21446**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**19**	**29**	**109**	**358**	**1657**	**4741**	**4010**	**7115**	**1978**	**1282**	**125**	**19**	**1**
12:00 AM - 12:00 AM	**26249**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**20**	**33**	**126**	**422**	**1962**	**5840**	**4837**	**8636**	**2403**	**1729**	**187**	**46**	**4**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.1%***	***0.5%***	***1.6%***	***7.5%***	***22.2%***	***18.4%***	***32.9%***	***9.2%***	***6.6%***	***0.7%***	***0.2%***	***0.0%***
50th Percentile	**74.0 mph**																				
85th Percentile	**80.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/25/2024)

Friday	Westbound																				
10/25/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	230	0	0	0	0	0	1	1	3	2	6	33	54	62	37	22	8	1	0	0	0
1:00 AM	187	0	0	0	0	0	1	0	3	3	10	25	45	52	29	15	3	0	1	0	0
2:00 AM	193	0	0	0	0	1	0	0	2	2	9	33	54	41	33	14	3	1	0	0	0
3:00 AM	280	0	0	0	0	0	0	1	0	3	13	58	65	84	34	11	10	1	0	0	0
4:00 AM	430	0	0	0	0	0	0	0	0	0	10	29	100	124	85	60	15	6	1	0	0
5:00 AM	752	0	0	0	0	0	0	0	0	2	2	21	70	190	167	155	95	44	6	0	0
6:00 AM	816	0	0	0	0	0	0	0	0	0	0	11	35	185	204	212	132	34	3	0	0
7:00 AM	889	0	0	0	0	0	0	0	0	1	1	5	28	165	258	247	132	46	6	0	0
8:00 AM	1041	0	0	0	0	0	0	0	0	0	0	5	45	189	219	286	207	79	10	1	0
9:00 AM	1155	0	0	0	0	0	0	0	0	0	1	4	41	211	283	325	188	84	18	0	0
10:00 AM	1288	0	0	0	0	0	0	0	0	2	2	11	58	248	329	329	231	71	6	1	0
11:00 AM	1469	0	0	0	0	0	0	0	0	1	0	8	67	258	412	429	215	70	9	0	0
12:00 PM	1619	0	0	0	0	0	0	0	0	1	2	10	40	208	412	556	287	97	5	0	1
1:00 PM	1739	0	0	0	0	0	0	0	0	1	2	8	49	212	426	613	305	105	18	0	0
2:00 PM	2061	0	0	0	0	0	0	0	0	0	0	7	60	234	453	678	439	161	28	1	0
3:00 PM	1819	0	0	0	0	0	0	0	0	2	4	13	42	154	335	571	460	205	32	1	0
4:00 PM	2020	0	0	0	0	0	0	0	1	0	0	13	41	229	561	703	359	100	13	0	0
5:00 PM	1923	0	0	0	0	0	0	0	0	0	0	5	29	117	334	678	527	193	37	3	0
6:00 PM	1585	0	0	0	0	0	0	0	0	0	0	2	34	116	276	489	443	192	33	0	0
7:00 PM	1271	0	0	0	0	0	0	0	0	0	3	2	31	147	284	369	295	123	17	0	0
8:00 PM	1041	0	0	0	0	0	0	0	0	0	0	3	32	120	226	340	238	74	8	0	0
9:00 PM	782	0	1	0	0	0	0	1	10	24	41	75	96	103	146	141	100	35	8	1	0
10:00 PM	670	5	2	1	2	0	1	5	34	77	143	171	119	76	26	7	1	0	0	0	0
11:00 PM	506	0	0	0	0	2	0	6	27	66	123	69	96	62	43	11	1	0	0	0	0
6:00 AM - 9:00 AM	**2746**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**21**	**108**	**539**	**681**	**745**	**471**	**159**	**19**	**1**	**0**
3:00 PM - 6:00 PM	**5762**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**4**	**31**	**112**	**500**	**1230**	**1952**	**1346**	**498**	**82**	**4**	**0**
6:00 AM - 7:00 PM	**19424**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**12**	**102**	**569**	**2526**	**4502**	**6116**	**3925**	**1437**	**218**	**7**	**1**
12:00 AM - 12:00 AM	**25766**	**5**	**3**	**1**	**2**	**3**	**3**	**14**	**80**	**187**	**372**	**621**	**1331**	**3587**	**5612**	**7261**	**4694**	**1722**	**259**	**8**	**1**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.3%***	***0.7%***	***1.4%***	***2.4%***	***5.2%***	***13.9%***	***21.8%***	***28.2%***	***18.2%***	***6.7%***	***1.0%***	***0.0%***	***0.0%***
50th Percentile	**75.0 mph**																				
85th Percentile	**82.0 mph**																				
95th Percentile	**86.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/26/2024)

Saturday	Eastbound																				
10/26/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	296	0	0	0	0	0	0	0	1	2	0	3	16	58	54	98	22	24	11	6	1
1:00 AM	156	0	0	0	0	0	0	0	2	1	4	6	10	48	27	33	12	10	1	2	0
2:00 AM	121	0	0	0	0	1	0	0	1	2	1	2	9	45	22	29	1	7	1	0	0
3:00 AM	150	0	0	0	0	0	0	1	0	1	2	6	16	44	30	35	5	8	0	0	2
4:00 AM	172	0	0	0	0	0	0	0	0	0	0	4	15	52	33	45	13	9	1	0	0
5:00 AM	345	0	0	0	0	0	0	0	0	0	0	4	17	56	57	122	41	42	6	0	0
6:00 AM	676	0	0	0	0	0	0	0	0	0	0	2	31	90	112	279	89	58	9	6	0
7:00 AM	1255	0	0	0	0	0	0	0	0	0	0	3	25	144	180	550	175	150	23	5	0
8:00 AM	1698	0	0	0	0	0	0	0	0	0	0	2	44	226	268	631	286	223	13	4	1
9:00 AM	2000	0	0	0	0	0	0	0	0	0	2	6	58	293	282	828	318	191	17	5	0
10:00 AM	1982	0	0	0	0	0	0	0	0	0	0	4	46	245	272	863	314	217	18	2	1
11:00 AM	1914	0	0	0	0	0	0	0	0	0	0	4	43	252	276	755	320	236	21	7	0
12:00 PM	1752	0	0	0	0	0	0	0	0	1	17	14	71	193	216	689	260	246	38	6	1
1:00 PM	1620	0	0	0	0	0	0	0	1	0	0	7	67	185	204	584	276	253	30	12	1
2:00 PM	1459	0	0	0	0	0	0	0	0	0	0	0	26	158	198	561	214	254	36	12	0
3:00 PM	1339	0	0	0	0	0	0	0	0	0	0	15	30	136	169	491	209	222	48	18	1
4:00 PM	1247	0	0	0	0	0	0	0	0	0	0	2	34	116	128	412	207	296	35	13	4
5:00 PM	1246	0	0	0	0	0	0	0	0	0	1	3	33	132	146	434	197	242	42	14	2
6:00 PM	1147	0	0	0	0	0	0	0	0	3	0	6	23	108	118	379	212	246	46	4	2
7:00 PM	1006	0	0	0	0	0	0	0	0	0	2	7	40	150	137	346	161	119	25	18	1
8:00 PM	769	0	0	0	0	0	0	0	0	0	1	4	21	100	113	281	103	125	11	9	1
9:00 PM	580	0	0	0	0	0	0	0	0	0	0	2	20	61	90	224	79	86	13	4	1
10:00 PM	394	0	0	0	0	0	0	0	0	0	0	5	13	56	71	157	39	40	8	4	1
11:00 PM	282	0	0	0	0	0	1	0	0	0	0	1	14	39	41	98	39	36	7	6	0
6:00 AM - 9:00 AM	**3629**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**100**	**460**	**560**	**1460**	**550**	**431**	**45**	**15**	**1**
3:00 PM - 6:00 PM	**3832**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**20**	**97**	**384**	**443**	**1337**	**613**	**760**	**125**	**45**	**7**
6:00 AM - 7:00 PM	**19335**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**4**	**20**	**68**	**531**	**2278**	**2569**	**7456**	**3077**	**2834**	**376**	**108**	**13**
12:00 AM - 12:00 AM	**23606**	**0**	**0**	**0**	**0**	**1**	**1**	**1**	**5**	**10**	**30**	**112**	**722**	**2987**	**3244**	**8924**	**3592**	**3340**	**460**	**157**	**20**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.5%***	***3.1%***	***12.7%***	***13.7%***	***37.8%***	***15.2%***	***14.1%***	***1.9%***	***0.7%***	***0.1%***
50th Percentile	**77.0 mph**																				
85th Percentile	**85.0 mph**																				
95th Percentile	**88.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/26/2024)

Saturday	Westbound																				
10/26/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	289	0	0	0	0	0	0	4	9	15	33	65	86	54	13	9	1	0	0	0	0
1:00 AM	210	7	1	0	1	1	3	2	13	21	50	49	35	20	5	2	0	0	0	0	0
2:00 AM	195	0	1	0	0	1	1	7	15	38	39	40	32	12	6	3	0	0	0	0	0
3:00 AM	171	0	0	0	1	0	0	2	5	11	24	24	35	38	15	10	3	3	0	0	0
4:00 AM	248	0	0	0	0	0	0	0	1	21	35	51	69	39	18	10	3	1	0	0	0
5:00 AM	312	0	0	0	0	0	0	0	2	1	5	11	34	91	54	49	43	14	7	1	0
6:00 AM	342	0	0	0	0	0	0	0	0	1	0	3	10	78	94	85	49	13	9	0	0
7:00 AM	488	0	0	0	0	0	0	0	0	0	0	2	15	71	107	147	87	47	12	0	0
8:00 AM	714	0	0	0	0	0	0	0	0	0	0	1	14	70	139	205	169	75	41	0	0
9:00 AM	1175	0	0	0	0	0	0	0	0	1	0	1	15	87	177	331	310	200	53	0	0
10:00 AM	1489	0	0	0	0	0	0	0	0	1	2	2	20	84	240	509	428	175	28	0	0
11:00 AM	1626	0	0	0	0	0	0	0	1	0	0	0	26	94	281	568	422	209	24	1	0
12:00 PM	1626	0	0	0	0	0	0	1	0	2	0	8	32	114	264	541	435	194	35	0	0
1:00 PM	1532	0	0	0	0	0	0	0	0	1	0	1	17	69	226	457	454	254	53	0	0
2:00 PM	1506	0	0	0	0	0	0	0	0	1	0	1	15	91	215	468	446	208	61	0	0
3:00 PM	1674	0	0	0	0	0	0	0	0	0	2	2	17	79	224	487	481	312	68	2	0
4:00 PM	1506	0	0	0	0	0	0	1	0	0	2	1	18	73	177	414	420	330	70	0	0
5:00 PM	1261	0	0	0	0	0	0	0	0	0	0	2	14	52	157	369	357	244	65	1	0
6:00 PM	1223	0	0	0	0	0	0	0	0	1	0	3	14	81	180	338	350	214	42	0	0
7:00 PM	1157	0	0	0	0	0	0	0	1	0	1	13	24	99	266	365	265	109	14	0	0
8:00 PM	974	0	0	0	0	0	0	0	0	0	1	4	28	74	181	325	218	112	29	2	0
9:00 PM	905	0	0	0	0	0	0	0	0	0	0	6	21	67	180	287	213	106	25	0	0
10:00 PM	670	0	0	0	0	0	0	0	0	0	0	6	10	71	99	219	149	78	37	1	0
11:00 PM	457	0	0	0	0	0	0	0	0	0	1	0	14	47	89	135	88	63	19	1	0
6:00 AM - 9:00 AM	**1544**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**39**	**219**	**340**	**437**	**305**	**135**	**62**	**0**	**0**
3:00 PM - 6:00 PM	**4441**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**5**	**49**	**204**	**558**	**1270**	**1258**	**886**	**203**	**3**	**0**
6:00 AM - 7:00 PM	**16162**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**8**	**6**	**27**	**227**	**1043**	**2481**	**4919**	**4408**	**2475**	**561**	**4**	**0**
12:00 AM - 12:00 AM	**21750**	**7**	**2**	**0**	**2**	**2**	**4**	**17**	**47**	**115**	**195**	**296**	**615**	**1655**	**3407**	**6333**	**5391**	**2961**	**692**	**9**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.2%***	***0.5%***	***0.9%***	***1.4%***	***2.8%***	***7.6%***	***15.7%***	***29.1%***	***24.8%***	***13.6%***	***3.2%***	***0.0%***	***0.0%***
50th Percentile	**78.0 mph**																				
85th Percentile	**85.0 mph**																				
95th Percentile	**88.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Eastbound - 10/27/2024)

Sunday	Eastbound																				
10/27/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	195	0	0	0	0	0	0	0	0	0	0	2	10	31	35	77	17	18	4	1	0
1:00 AM	165	0	0	0	0	0	0	0	0	0	1	3	13	32	24	63	10	14	4	0	1
2:00 AM	121	0	0	0	0	0	0	0	0	0	0	2	5	20	24	38	14	8	4	5	1
3:00 AM	92	0	0	0	0	0	0	0	0	0	2	2	6	25	17	24	9	4	3	0	0
4:00 AM	113	0	0	0	0	0	0	0	0	0	0	1	5	22	26	40	8	8	3	0	0
5:00 AM	248	0	0	0	0	0	0	0	0	0	0	0	9	45	31	94	40	24	3	2	0
6:00 AM	409	0	0	0	0	0	0	0	0	0	0	1	8	42	78	193	44	40	3	0	0
7:00 AM	588	0	0	0	0	0	0	0	0	1	2	0	13	56	98	256	84	65	11	1	1
8:00 AM	997	0	0	0	0	0	0	0	0	0	0	0	11	79	135	428	159	163	16	6	0
9:00 AM	1502	0	0	0	0	0	0	0	0	0	0	2	23	151	204	722	217	162	17	4	0
10:00 AM	2049	0	0	0	0	0	0	0	0	0	0	3	79	323	350	857	263	159	12	3	0
11:00 AM	2339	0	0	0	0	0	0	0	0	3	14	30	106	368	481	988	213	130	6	0	0
12:00 PM	2106	0	0	0	0	0	0	0	0	6	8	14	79	264	328	934	291	168	10	4	0
1:00 PM	2008	0	0	0	0	0	0	0	0	0	0	3	49	285	333	883	246	190	17	2	0
2:00 PM	1989	0	0	0	0	0	0	0	0	0	0	12	66	267	319	792	283	228	18	3	1
3:00 PM	1756	0	0	0	0	0	0	0	0	0	0	3	30	186	226	748	292	245	21	5	0
4:00 PM	1647	0	0	0	0	0	0	0	0	0	0	0	30	135	203	640	310	299	29	1	0
5:00 PM	1413	0	0	0	0	0	0	0	0	0	1	3	36	119	175	570	235	238	25	9	2
6:00 PM	1131	0	0	0	0	0	0	0	0	0	0	2	26	175	129	450	155	169	20	5	0
7:00 PM	892	0	0	0	0	0	0	0	0	1	1	8	43	137	144	377	109	63	7	2	0
8:00 PM	687	0	0	0	0	0	0	0	0	0	1	12	38	115	122	285	65	43	3	1	2
9:00 PM	393	0	0	0	0	0	0	0	0	0	3	4	26	71	74	148	39	26	2	0	0
10:00 PM	260	0	0	0	0	0	0	0	0	4	4	11	21	47	48	80	22	21	2	0	0
11:00 PM	189	0	0	0	0	0	0	0	0	1	0	6	23	50	34	48	17	8	1	1	0
6:00 AM - 9:00 AM	**1994**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**1**	**32**	**177**	**311**	**877**	**287**	**268**	**30**	**7**	**1**
3:00 PM - 6:00 PM	**4816**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**96**	**440**	**604**	**1958**	**837**	**782**	**75**	**15**	**2**
6:00 AM - 7:00 PM	**19934**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**25**	**73**	**556**	**2450**	**3059**	**8461**	**2792**	**2256**	**205**	**43**	**4**
12:00 AM - 12:00 AM	**23289**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	**37**	**124**	**755**	**3045**	**3638**	**9735**	**3142**	**2493**	**241**	**55**	**8**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.2%***	***0.5%***	***3.2%***	***13.1%***	***15.6%***	***41.8%***	***13.5%***	***10.7%***	***1.0%***	***0.2%***	***0.0%***
50th Percentile	**77.0 mph**																				
85th Percentile	**83.0 mph**																				
95th Percentile	**87.0 mph**																				

Site Description: I-26 E.O I-95
Site Number: 35
Start Date: 10/23/2024
End Date: 10/29/2024

Vehicle Speed Report (Westbound - 10/27/2024)

Sunday	Westbound																				
10/27/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	455	0	0	0	0	0	0	0	1	0	0	4	10	37	85	114	103	65	35	1	0
1:00 AM	316	0	0	0	0	0	0	0	0	0	0	2	4	37	54	85	68	43	22	1	0
2:00 AM	256	0	0	0	0	0	0	0	0	0	0	3	9	30	57	66	54	27	10	0	0
3:00 AM	202	0	0	0	0	0	0	0	0	0	1	3	8	23	37	44	29	32	23	2	0
4:00 AM	181	0	0	0	0	0	0	0	0	0	0	2	7	30	37	45	29	19	11	1	0
5:00 AM	180	0	0	0	0	0	0	0	0	0	0	0	8	25	30	52	30	21	14	0	0
6:00 AM	153	0	0	0	0	0	0	0	0	0	1	1	4	23	38	39	28	11	8	0	0
7:00 AM	259	0	0	0	0	0	0	0	0	0	1	1	6	27	40	82	49	39	14	0	0
8:00 AM	399	0	0	0	0	0	0	0	0	0	1	1	11	30	74	102	99	47	33	1	0
9:00 AM	700	0	0	0	0	0	0	0	0	0	0	0	15	38	103	174	196	130	44	0	0
10:00 AM	1035	0	0	0	0	0	0	0	0	1	0	1	15	92	164	299	291	151	18	3	0
11:00 AM	1436	0	0	0	0	0	0	0	0	0	1	1	20	93	203	436	429	218	33	2	0
12:00 PM	1675	0	0	0	0	0	1	0	0	2	5	8	35	128	280	492	463	225	36	0	0
1:00 PM	1925	0	0	0	0	0	0	1	0	1	1	7	43	136	379	716	458	156	27	0	0
2:00 PM	2058	0	0	0	0	0	0	0	0	0	0	4	21	116	341	663	632	245	34	2	0
3:00 PM	2323	0	0	0	0	0	0	0	2	4	1	7	28	136	408	790	687	226	33	1	0
4:00 PM	2272	0	0	0	0	0	1	0	0	0	0	3	35	167	385	799	602	254	25	1	0
5:00 PM	1948	0	0	0	0	0	0	0	0	0	0	6	11	87	293	643	561	291	56	0	0
6:00 PM	1835	0	0	0	0	0	0	0	0	0	0	11	49	176	510	579	350	138	22	0	0
7:00 PM	1637	0	0	0	0	0	0	0	1	0	1	14	50	173	387	590	310	99	12	0	0
8:00 PM	1274	0	0	0	0	0	0	0	0	0	2	5	28	100	254	422	300	139	24	0	0
9:00 PM	852	0	0	0	0	0	0	0	0	0	1	9	20	75	166	265	209	95	12	0	0
10:00 PM	612	0	0	0	0	0	0	0	0	0	0	10	25	68	110	192	123	70	14	0	0
11:00 PM	404	0	0	0	0	0	0	0	0	0	1	2	13	49	77	119	83	48	12	0	0
6:00 AM - 9:00 AM	**811**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**21**	**80**	**152**	**223**	**176**	**97**	**55**	**1**	**0**
3:00 PM - 6:00 PM	**6543**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	**4**	**1**	**16**	**74**	**390**	**1086**	**2232**	**1850**	**771**	**114**	**2**	**0**
6:00 AM - 7:00 PM	**18018**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**2**	**8**	**11**	**51**	**293**	**1249**	**3218**	**5814**	**4845**	**2131**	**383**	**10**	**0**
12:00 AM - 12:00 AM	**24387**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**4**	**8**	**17**	**105**	**475**	**1896**	**4512**	**7808**	**6183**	**2789**	**572**	**15**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.4%***	***1.9%***	***7.8%***	***18.5%***	***32.0%***	***25.4%***	***11.4%***	***2.3%***	***0.1%***	***0.0%***
50th Percentile	**78.0 mph**																				
85th Percentile	**84.0 mph**																				
95th Percentile	**87.0 mph**																				

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00												10:00
Vol.		2												2
PM Peak		17:00												17:00
Vol.		1												1

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00												10:00
Vol.		1												1
PM Peak			16:00											16:00
Vol.			1											1

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
12 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	**1**	**2**	0	0	**1**	0	0	0	0	0	0	0	**4**
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	1	4	0	0	1	0	0	0	0	0	0	0	6
Percent	0.0%	16.7%	66.7%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak			11:00											11:00
Vol.			1											1
PM Peak		16:00	16:00			16:00								16:00
Vol.		1	2			1								4

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	3	0	0	0	1	0	0	0	0	0	0	0	4
Percent	0.0%	75.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00												08:00
Vol.		1												1
PM Peak		21:00				18:00								21:00
Vol.		2				1								2

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:00	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	2	2	3	0	0	0	1	0	0	0	0	0	0	8
Percent	25.0%	25.0%	37.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	17:00 2	12:00 1	14:00 1				15:00 1							17:00 2

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**2**
06:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	2	0	5	0	1	0	0	0	0	0	0	0	0	8
Percent	25.0%	0.0%	62.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	06:00		05:00		05:00									05:00
Vol.	1		1		1									2
PM Peak			17:00											17:00
Vol.			1											1

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	**2**	0	**1**	0	0	0	0	0	0	0	0	**3**
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	**2**
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	1	6	0	1	0	0	0	1	0	0	0	0	10
Percent	10.0%	10.0%	60.0%	0.0%	10.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00		05:00		05:00				10:00					05:00
Vol.	1		2		1				1					3
PM Peak		13:00	16:00											16:00
Vol.		1	2											2
Grand Total	5	11	19	0	2	2	1	0	1	0	0	0	0	41
Percent	12.2%	26.8%	46.3%	0.0%	4.9%	4.9%	2.4%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	**2**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Percent	0.0%	66.7%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	10:00											10:00
Vol.		1	1											2
PM Peak		20:00												20:00
Vol.		1												1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak			10:00											10:00
Vol.			1											1
PM Peak			21:00											21:00
Vol.			1											1

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	**1**	1	0	0	0	0	0	0	0	0	0	0	**2**
20:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	1	3	0	0	2	0	0	0	0	0	0	0	6
Percent	0.0%	16.7%	50.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak		19:00	13:00			16:00								19:00
Vol.		1	1			1								2

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Percent	0.0%	75.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00												08:00
Vol.		1												1
PM Peak		22:00	18:00											22:00
Vol.		2	1											2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	**4**
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	2	2	3	0	0	0	1	0	0	0	0	0	0	8
Percent	25.0%	25.0%	37.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak	20:00	12:00	20:00				16:00							20:00
Vol.	2	1	2				1							4

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	**2**
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**1**
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	2	0	5	0	1	0	0	0	0	0	0	0	0	8
Percent	25.0%	0.0%	62.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00		11:00											11:00
Vol.	1		2											2
PM Peak			20:00		13:00									13:00
Vol.			1		1									1

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	1	0	**1**	0	0	0	0	0	0	0	0	**2**
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	**2**
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	1	7	0	1	0	0	0	0	0	0	0	0	10
Percent	10.0%	10.0%	70.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00		11:00		09:00									09:00
Vol.	1		2		1									2
PM Peak		14:00	20:00											20:00
Vol.		1	2											2
Grand Total	5	9	22	0	2	2	1	0	0	0	0	0	0	41
Percent	12.2%	22.0%	53.7%	0.0%	4.9%	4.9%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**2**	*	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**	14-23	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3		
Percent	33.3%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00		10:00												10:00		
Vol.	1		1												2		
PM Peak			17:00												17:00		
Vol.			1												1		

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**	14-23	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	*	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
Percent	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			10:00												10:00		
Vol.			1												1		
PM Peak	16:00														16:00		
Vol.	1														1		

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	19-28	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	**2**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**3**	9-18	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4		
Percent	50.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 2	16:00 1		12:00 1											16:00 3		

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	*	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
Percent	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	18:00 1		21:00 1												18:00 1		

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
14:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**	10-19	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	3	1	0	0	0	0	0	0	0	0	0	0	0	6		
Percent	33.3%	50.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	13:00 1	17:00 2	14:00 1												17:00 2		

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	8-17	1
06:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	19-28	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	2	*	1
10:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
11:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	19-28	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	4	1	1	2	0	0	0	0	0	0	0	0	0	0	8		
Percent	50.0%	12.5%	12.5%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	10:00	09:00	06:00											05:00		
Vol.	2	1	1	1											2		
PM Peak				17:00											17:00		
Vol.				1											1		

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Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**2**	*	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
13:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	1	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**2**	*	1
17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	5	1	3	0	0	0	0	0	0	0	0	0	0	0	9		
Percent	55.6%	11.1%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	10:00	05:00												05:00		
Vol.	1	1	1												2		
PM Peak	12:00		16:00												16:00		
Vol.	1		1												2		
Total	16	6	9	3	0	0	0	0	0	0	0	0	0	0	34		
Percent	47.1%	17.6%	26.5%	8.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	4 MPH
	50th Percentile :	15 MPH
	85th Percentile :	23 MPH
	95th Percentile :	27 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	15
	Percent in Pace :	44.1%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	16 MPH

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.		20:00 1													20:00 1		

All Traffic Data Services

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Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	*	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	21:00 1														21:00 1		

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	19-28	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	1	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**2**	15-24	1
20:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	1	1	1	0	0	0	0	0	0	0	0	0	0	5		
Percent	40.0%	20.0%	20.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	16:00 1	19:00 1	20:00 1	13:00 1											19:00 2		

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	**2**	19-28	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3		
Percent	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																	
Vol.																	
PM Peak	18:00			22:00			22:00								22:00		
Vol.	1			1			1								2		

All Traffic Data Services

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Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	2	*	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	**2**	1	0	0	0	0	0	0	0	0	0	0	0	**3**	14-23	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	3	2	0	0	0	0	0	0	0	0	0	0	0	6		
Percent	16.7%	50.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	14:00 1	20:00 2	14:00 1												20:00 3		

All Traffic Data Services

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Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
09:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	19-28	1
10:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
11:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**	15-24	2
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	19-28	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	1	3	2	0	0	0	0	0	0	0	0	0	0	8		
Percent	25.0%	12.5%	37.5%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	10:00	11:00	09:00											11:00		
Vol.	1	1	2	1											2		
PM Peak			20:00	13:00											13:00		
Vol.			1	1											1		

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Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**2**	*	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	**2**	15-24	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	6	2	0	0	0	0	0	0	0	0	0	0	0	10		
Percent	20.0%	60.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00	11:00	09:00												09:00		
Vol.	1	2	1												2		
PM Peak	20:00	13:00	17:00												20:00		
Vol.	1	1	1												2		
Total	9	12	8	4	0	0	1	0	0	0	0	0	0	0	34		
Percent	26.5%	35.3%	23.5%	11.8%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	8 MPH
	50th Percentile :	18 MPH
	85th Percentile :	24 MPH
	95th Percentile :	29 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	20
	Percent in Pace :	58.8%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	18 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		**2**	**2**							**4**
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		**1**	0							**1**
06:00		0	0							0
07:00		0	0							0
08:00		0	**1**							1
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		3	3							6
Percent		50.0%	50.0%							
AM Peak	-	10:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	2	2	-	-	-	-	-	-	4
PM Peak	-	17:00	20:00	-	-	-	-	-	-	17:00
Vol.	-	1	1	-	-	-	-	-	-	1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

Start Time	17-Sep-24 Tue	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		**1**	**1**							**2**
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		**1**	0							**1**
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	**1**							1
10:00		0	0							0
11:00		0	0							0
Total		2	2							4
Percent		50.0%	50.0%							
AM Peak	-	10:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	1	1	-	-	-	-	-	-	2
PM Peak	-	16:00	21:00	-	-	-	-	-	-	16:00
Vol.	-	1	1	-	-	-	-	-	-	1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

Start Time	18-Sep-24 Wed	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		**1**	0							**1**
12:00 PM		1	0							1
01:00		0	1							1
02:00		0	0							0
03:00		0	1							1
04:00		**4**	1							**5**
05:00		0	0							0
06:00		0	0							0
07:00		0	**2**							2
08:00		0	1							1
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		6	6							12
Percent		50.0%	50.0%							
AM Peak	-	11:00	-	-	-	-	-	-	-	11:00
Vol.	-	1	-	-	-	-	-	-	-	1
PM Peak	-	16:00	19:00	-	-	-	-	-	-	16:00
Vol.	-	4	2	-	-	-	-	-	-	5

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

Start Time	19-Sep-24 Thu	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		**1**	**1**							**2**
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		1	1							**2**
07:00		0	0							0
08:00		0	0							0
09:00		**2**	0							2
10:00		0	**2**							2
11:00		0	0							0
Total		4	4							8
Percent		50.0%	50.0%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	1	1	-	-	-	-	-	-	2
PM Peak	-	21:00	22:00	-	-	-	-	-	-	18:00
Vol.	-	2	2	-	-	-	-	-	-	2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

Start Time	20-Sep-24 Fri	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		1	1							2
01:00		1	0							1
02:00		1	2							3
03:00		1	0							1
04:00		1	1							2
05:00		**2**	0							2
06:00		0	0							0
07:00		1	0							1
08:00		0	**4**							**4**
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		8	8							16
Percent		50.0%	50.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	17:00	20:00	-	-	-	-	-	-	20:00
Vol.	-	2	4	-	-	-	-	-	-	4

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

Start Time	21-Sep-24 Sat	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		**2**	1							**3**
06:00		1	0							1
07:00		0	0							0
08:00		0	1							1
09:00		2	1							3
10:00		1	1							2
11:00		1	**2**							3
12:00 PM		0	0							0
01:00		0	**1**							**1**
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		**1**	0							1
06:00		0	0							0
07:00		0	0							0
08:00		0	1							1
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		8	8							16
Percent		50.0%	50.0%							
AM Peak	-	05:00	11:00	-	-	-	-	-	-	05:00
Vol.	-	2	2	-	-	-	-	-	-	3
PM Peak	-	17:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	1	1	-	-	-	-	-	-	1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 36
Station ID: 36
WEATHERS FARM RD

Latitude: 0' 0.0000 Undefined

Start Time	22-Sep-24 Sun	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		**3**	1							**4**
06:00		0	0							0
07:00		0	0							0
08:00		1	0							1
09:00		0	**2**							2
10:00		1	0							1
11:00		0	2							2
12:00 PM		1	0							1
01:00		1	1							**2**
02:00		0	1							1
03:00		0	0							0
04:00		**2**	0							2
05:00		1	1							2
06:00		0	0							0
07:00		0	0							0
08:00		0	**2**							2
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		10	10							20
Percent		50.0%	50.0%							
AM Peak	-	05:00	09:00	-	-	-	-	-	-	05:00
Vol.	-	3	2	-	-	-	-	-	-	4
PM Peak	-	16:00	20:00	-	-	-	-	-	-	13:00
Vol.	-	2	2	-	-	-	-	-	-	2
Grand Total		41	41							82
Percent		50.0%	50.0%							
ADT		ADT 12		AADT 12						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2
07:00	0	2	1	**1**	0	0	0	0	0	0	0	0	0	**4**
08:00	0	0	1	0	0	**1**	0	0	0	0	0	0	0	2
09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00	0	**3**	0	0	1	0	0	0	0	0	0	0	0	4
12 PM	**1**	4	2	0	**1**	0	0	0	0	0	0	0	0	**8**
13:00	0	3	**3**	0	1	0	0	0	0	0	0	0	0	7
14:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
16:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
17:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
18:00	0	**5**	1	0	0	0	0	0	0	0	0	0	0	6
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:00	0	2	1	0	0	0	0	0	**1**	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	33	18	1	5	1	0	0	1	0	0	0	0	60
Percent	1.7%	55.0%	30.0%	1.7%	8.3%	1.7%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	06:00	07:00	06:00	08:00								07:00
Vol.		3	1	1	1	1								4
PM Peak	12:00	18:00	13:00		12:00				20:00					12:00
Vol.	1	5	3		1				1					8

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	1	0	**1**	0	0	0	0	0	0	0	0	2
07:00	0	2	0	**1**	0	0	0	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	2	**3**	0	0	0	0	0	0	0	0	0	0	**5**
10:00	0	**3**	1	0	1	0	0	0	0	0	0	0	0	5
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
14:00	0	2	0	**1**	0	0	0	0	0	0	0	0	0	3
15:00	0	**4**	0	0	0	0	0	0	0	0	0	0	0	**4**
16:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
17:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	31	9	2	2	0	0	0	0	0	0	0	0	44
Percent	0.0%	70.5%	20.5%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	09:00	07:00	06:00									09:00
Vol.		3	3	1	1									5
PM Peak		15:00	13:00	14:00										15:00
Vol.		4	1	1										4

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
07:00	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	2
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	1	0	**2**	0	0	0	0	0	0	0	0	**3**
11:00	0	1	1	0	0	**1**	0	0	0	0	0	0	0	3
12 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	2	**2**	0	0	0	0	0	0	0	0	0	0	4
17:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	3	0	0	0	**1**	0	0	0	0	0	0	0	4
23:00	0	**4**	1	0	0	0	0	0	0	0	0	0	0	**5**
Day Total	0	21	8	1	3	2	0	0	0	0	0	0	0	35
Percent	0.0%	60.0%	22.9%	2.9%	8.6%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		05:00	07:00	07:00	10:00	11:00								10:00
Vol.		1	1	1	2	1								3
PM Peak		23:00	16:00			22:00								23:00
Vol.		4	2			1								5

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	**2**	1	0	0	0	0	0	0	0	0	0	0	**3**
07:00	0	2	0	**1**	0	0	0	0	0	0	0	0	0	3
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	1	**1**	0	**1**	0	0	0	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
16:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:00	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	**4**	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	20	7	1	2	0	0	0	0	0	0	0	0	30
Percent	0.0%	66.7%	23.3%	3.3%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		06:00	09:00	07:00	10:00									06:00
Vol.		2	2	1	1									3
PM Peak		19:00	13:00		13:00									17:00
Vol.		4	1		1									4

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
08:00	0	2	**2**	0	0	0	0	0	0	0	0	0	0	4
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	**4**	2	0	**1**	0	0	0	0	0	0	0	0	**7**
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	**4**	0	0	**1**	0	0	0	0	0	0	0	0	**5**
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	1	0	0	0	0	0	**1**	0	0	0	0	2
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	2	**3**	0	0	0	0	0	0	0	0	0	0	5
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	30	15	0	3	0	0	0	1	0	0	0	0	49
Percent	0.0%	61.2%	30.6%	0.0%	6.1%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	08:00		10:00									10:00
Vol.		4	2		1									7
PM Peak		15:00	21:00		15:00				19:00					15:00
Vol.		4	3		1				1					5

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	**3**	0	0	**1**	0	0	0	0	0	0	0	4
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	**4**	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
10:00	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
11:00	0	2	1	0	**1**	0	0	0	0	0	0	0	0	4
12 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	**5**	1	0	0	0	0	0	0	0	0	0	0	**6**
15:00	0	1	**3**	0	0	**1**	0	0	0	0	0	0	0	5
16:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
17:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	38	15	0	1	3	0	0	0	0	0	0	0	57
Percent	0.0%	66.7%	26.3%	0.0%	1.8%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	06:00		11:00	06:00								10:00
Vol.		4	3		1	1								6
PM Peak		14:00	15:00			15:00								14:00
Vol.		5	3			1								6

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	2	**1**	0	0	0	0	0	0	0	0	0	0	3
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	**3**	1	0	0	0	0	0	0	0	0	0	0	**4**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	4	0	0	**1**	0	0	0	0	0	0	0	0	**5**
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	2
15:00	0	**5**	0	0	0	0	0	0	0	0	0	0	0	5
16:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
19:00	0	3	**2**	0	0	0	0	0	0	0	0	0	0	5
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	34	6	0	2	0	0	0	0	0	0	0	0	43
Percent	2.3%	79.1%	14.0%	0.0%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	08:00											10:00
Vol.		3	1											4
PM Peak	14:00	15:00	19:00		12:00									12:00
Vol.	1	5	2		1									5
Grand Total	2	207	78	5	18	6	0	0	2	0	0	0	0	318
Percent	0.6%	65.1%	24.5%	1.6%	5.7%	1.9%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	**1**	0	0	0	0	0	0	0	2
07:00	0	**3**	**2**	**1**	**1**	0	0	0	0	0	0	0	0	**7**
08:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
10:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
13:00	0	1	2	0	**1**	0	0	0	**1**	0	0	0	0	5
14:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	**7**	2	0	0	0	0	0	0	0	0	0	0	**9**
17:00	0	2	**4**	0	0	0	0	0	0	0	0	0	0	6
18:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	30	17	1	4	1	0	0	1	0	0	0	0	54
Percent	0.0%	55.6%	31.5%	1.9%	7.4%	1.9%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	07:00	07:00	06:00								07:00
Vol.		3	2	1	1	1								7
PM Peak		16:00	17:00		13:00				13:00					16:00
Vol.		7	4		1				1					9

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	**3**	0	**1**	0	0	0	0	0	0	0	0	0	4
08:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	2	**4**	0	0	0	0	0	0	0	0	0	0	**6**
10:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
11:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
12 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	1	1	**1**	0	0	0	0	**1**	0	0	0	0	4
15:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
16:00	0	1	**3**	0	1	0	0	0	0	0	0	0	0	**5**
17:00	0	**4**	0	0	0	0	0	0	0	0	0	0	0	4
18:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:00	0	2	0	0	**2**	0	0	0	0	0	0	0	0	4
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	27	13	2	4	0	0	0	2	0	0	0	0	48
Percent	0.0%	56.3%	27.1%	4.2%	8.3%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	09:00	07:00	10:00				05:00					09:00
Vol.		3	4	1	1				1					6
PM Peak		17:00	16:00	14:00	20:00				14:00					16:00
Vol.		4	3	1	2				1					5

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	**3**	0	**1**	0	0	0	0	0	0	0	0	0	**4**
08:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
10:00	0	1	0	0	**2**	0	0	0	0	0	0	0	0	3
11:00	0	0	**3**	0	0	0	0	0	0	0	0	0	0	3
12 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1
15:00	0	3	**3**	0	0	0	0	0	0	0	0	0	0	**6**
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	**5**	0	0	0	0	0	0	0	0	0	0	0	5
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	23	12	1	2	0	0	0	1	0	0	0	0	39
Percent	0.0%	59.0%	30.8%	2.6%	5.1%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	11:00	07:00	10:00									07:00
Vol.		3	3	1	2									4
PM Peak		21:00	15:00						14:00					15:00
Vol.		5	3						1					6

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	**2**	0	**1**	0	0	0	0	0	0	0	0	0	**3**
08:00	0	1	**1**	0	0	0	0	0	0	0	0	0	0	2
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	1	0	**1**	0	0	0	0	0	0	0	0	2
11:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12 PM	0	2	0	0	**1**	0	0	0	**1**	0	0	0	0	4
13:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
14:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
15:00	0	2	**3**	0	0	0	0	0	0	0	0	0	0	**5**
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	**4**	1	0	0	0	0	0	0	0	0	0	0	5
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	26	10	1	3	0	0	0	1	0	0	0	0	41
Percent	0.0%	63.4%	24.4%	2.4%	7.3%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	08:00	07:00	10:00									07:00
Vol.		2	1	1	1									3
PM Peak		18:00	15:00		12:00				12:00					15:00
Vol.		4	3		1				1					5

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	**2**	0	0	0	0	0	0	0	0	0	0	3
10:00	0	**3**	2	0	0	0	0	0	0	0	0	0	0	**5**
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	**4**	0	0	0	0	0	0	0	0	0	0	0	4
13:00	0	2	**1**	0	0	0	0	0	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	2
19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	25	12	0	1	0	0	0	0	0	0	0	0	38
Percent	0.0%	65.8%	31.6%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	09:00											10:00
Vol.		3	2											5
PM Peak		12:00	13:00		18:00									16:00
Vol.		4	1		1									5

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	1	0	**1**	0	0	0	0	0	0	0	0	2
09:00	0	1	**2**	0	0	0	0	0	0	0	0	0	0	3
10:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00	0	**3**	2	0	0	0	0	0	0	0	0	0	0	**5**
12 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13:00	0	**3**	1	0	0	**1**	0	0	0	0	0	0	0	**5**
14:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
15:00	0	2	**2**	0	0	0	0	0	0	0	0	0	0	4
16:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
17:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
18:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	30	17	0	1	1	0	0	0	0	0	0	0	49
Percent	0.0%	61.2%	34.7%	0.0%	2.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00		08:00									11:00
Vol.		3	2		1									5
PM Peak		13:00	15:00			13:00								13:00
Vol.		3	2			1								5

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	**3**	0	0	0	0	0	0	0	0	0	0	0	**3**
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	**6**	0	0	0	0	0	0	0	0	0	0	0	**6**
14:00	**1**	4	0	0	0	0	0	0	0	0	0	0	0	5
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	3	**1**	0	0	0	0	0	0	0	0	0	0	4
18:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	28	2	0	1	0	0	0	0	0	0	0	0	32
Percent	3.1%	87.5%	6.3%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	11:00											08:00
Vol.		3	1											3
PM Peak	14:00	13:00	17:00		21:00									13:00
Vol.	1	6	1		1									6
Grand Total	1	189	83	5	16	2	0	0	5	0	0	0	0	301
Percent	0.3%	62.8%	27.6%	1.7%	5.3%	0.7%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	2	35-44	2
07:00	0	**1**	0	**1**	**1**	0	1	0	0	0	0	0	0	0	**4**	24-33	2
08:00	0	0	0	0	0	1	0	**1**	0	0	0	0	0	0	2	29-38	1
09:00	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	54-63	1
10:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	44-53	1
11:00	0	0	**1**	0	0	**2**	0	1	0	0	0	0	0	0	4	30-39	2
12 PM	0	0	**1**	2	**3**	0	0	0	**1**	0	0	0	0	0	**7**	26-35	5
13:00	0	0	0	2	3	1	0	0	1	0	0	0	0	0	7	26-35	5
14:00	0	0	0	**4**	1	1	0	0	0	0	0	0	0	0	6	26-35	5
15:00	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4	20-29	2
16:00	0	0	0	1	1	1	0	1	1	0	0	0	0	0	5	46-55	2
17:00	0	**1**	0	1	1	**2**	0	0	0	0	0	0	0	0	5	29-38	3
18:00	0	0	1	0	2	1	**2**	0	0	0	0	0	0	0	6	29-38	3
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
20:00	0	1	0	1	0	0	0	**2**	0	0	0	0	0	0	4	40-49	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	3	4	14	12	10	6	5	4	0	1	0	0	0	59		
Percent	0.0%	5.1%	6.8%	23.7%	20.3%	16.9%	10.2%	8.5%	6.8%	0.0%	1.7%	0.0%	0.0%	0.0%			
AM Peak		07:00	11:00	07:00	07:00	11:00	06:00	08:00	10:00		09:00				07:00		
Vol.		1	1	1	1	2	2	1	1		1				4		
PM Peak		17:00	12:00	14:00	12:00	17:00	18:00	20:00	12:00						12:00		
Vol.		1	1	4	3	2	2	2	1						7		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	1	**1**	0	0	0	0	0	0	0	0	2	29-38	2
06:00	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	2	39-48	2
07:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3	24-33	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	1	1	1	0	1	0	0	0	0	0	0	4	24-33	2
10:00	0	0	0	**3**	0	1	1	0	0	0	0	0	0	0	**5**	26-35	3
11:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
12 PM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
13:00	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	39-48	1
14:00	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	3	20-29	2
15:00	0	0	1	0	0	**3**	0	0	0	0	0	0	0	0	**4**	31-40	3
16:00	0	0	0	1	0	1	**1**	0	0	0	0	0	0	0	3	34-43	2
17:00	0	0	0	2	0	1	0	1	0	0	0	0	0	0	4	20-29	2
18:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	44-53	1
19:00	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	2	29-38	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	**1**	0	0	1	0	0	0	1	0	0	0	0	0	3	9-18	1
22:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	24-33	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	3	11	7	10	5	4	2	0	0	0	0	0	43		
Percent	0.0%	2.3%	7.0%	25.6%	16.3%	23.3%	11.6%	9.3%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			11:00	10:00	01:00	05:00	06:00	06:00							10:00		
Vol.			1	3	1	1	1	1							5		
PM Peak		21:00	12:00	14:00	19:00	15:00	16:00	13:00	18:00						15:00		
Vol.		1	1	2	1	3	1	1	1						4		

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
06:00	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	2	19-28	1
07:00	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	2	19-28	1
08:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	1	0	**1**	0	0	**1**	0	0	0	0	0	**3**	19-28	1
11:00	0	**1**	0	0	**2**	0	0	0	0	0	0	0	0	0	3	25-34	2
12 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
13:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
14:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
16:00	0	0	1	0	0	0	**2**	0	**1**	0	0	0	0	0	4	35-44	2
17:00	0	0	0	**2**	1	0	0	0	0	0	0	0	0	0	3	24-33	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
22:00	0	0	1	0	**2**	0	1	0	0	0	0	0	0	0	4	24-33	2
23:00	0	0	**2**	0	2	0	0	**1**	0	0	0	0	0	0	**5**	31-40	2
Total	0	1	5	6	10	1	8	2	2	0	0	0	0	0	35		
Percent	0.0%	2.9%	14.3%	17.1%	28.6%	2.9%	22.9%	5.7%	5.7%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00		06:00	11:00	10:00	06:00	07:00	10:00						10:00		
Vol.		1		1	2	1	1	1	1						3		
PM Peak			23:00	17:00	22:00		16:00	23:00	16:00						23:00		
Vol.			2	2	2		2	1	1						5		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	**3**	0	0	0	0	0	0	0	0	0	0	**3**	21-30	3
07:00	0	0	**1**	0	0	**2**	0	0	0	0	0	0	0	0	3	30-39	2
08:00	0	0	0	0	0	1	**1**	0	0	0	0	0	0	0	2	34-43	2
09:00	**1**	0	0	0	0	0	0	**1**	0	0	0	0	0	0	2	*	1
10:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
11:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
12 PM	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	29-38	1
13:00	0	0	0	**2**	0	1	0	0	0	0	0	0	0	0	3	20-29	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	**1**	0	1	0	0	**1**	0	0	0	0	0	0	0	3	9-18	1
16:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	19-28	1
17:00	0	0	0	1	2	0	1	0	0	0	0	0	0	0	**4**	25-34	3
18:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
19:00	0	1	0	0	**3**	0	0	0	0	0	0	0	0	0	4	26-35	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	2	1	9	6	7	3	1	0	0	0	0	0	0	30		
Percent	3.3%	6.7%	3.3%	30.0%	20.0%	23.3%	10.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	09:00		07:00	06:00		07:00	08:00	09:00							06:00		
Vol.	1		1	3		2	1	1							3		
PM Peak		15:00		13:00	19:00	12:00	15:00								17:00		
Vol.		1		2	3	1	1								4		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
06:00	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
07:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
08:00	1	0	0	0	0	**2**	0	0	0	0	0	0	0	0	3	30-39	2
09:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
10:00	1	0	2	**2**	0	2	0	0	0	0	0	0	0	0	**7**	20-29	4
11:00	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	19-28	1
12 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
13:00	0	0	0	0	1	0	**1**	**1**	**1**	0	0	0	0	0	4	39-48	2
14:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
15:00	0	1	**1**	**1**	**2**	0	0	0	0	0	0	0	0	0	**5**	24-33	3
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
17:00	0	0	0	1	1	**1**	0	0	0	**1**	0	0	0	0	4	24-33	2
18:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
19:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18	1
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
21:00	**1**	**2**	0	0	1	1	0	0	0	0	0	0	0	0	5	31-40	2
22:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
Total	5	6	9	6	8	8	1	3	1	1	0	0	0	0	48		
Percent	10.4%	12.5%	18.8%	12.5%	16.7%	16.7%	2.1%	6.3%	2.1%	2.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	05:00	06:00	07:00	10:00		08:00									10:00		
Vol.	2	1	2	2		2									7		
PM Peak	21:00	21:00	15:00	15:00	15:00	17:00	13:00	13:00	13:00	17:00					15:00		
Vol.	1	2	1	1	2	1	1	1	1	1					5		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	29-38	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	**2**	0	0	1	**1**	0	0	0	0	0	0	4	20-29	2
07:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
08:00	0	0	0	0	1	0	**3**	0	0	0	0	0	0	0	4	35-44	3
09:00	0	**1**	0	0	0	1	0	0	0	0	0	0	0	0	2	9-18	1
10:00	0	0	0	1	**2**	1	0	1	**1**	0	0	0	0	0	**6**	31-40	3
11:00	0	1	1	0	0	1	1	0	0	0	0	0	0	0	4	14-23	2
12 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	19-28	1
13:00	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	2	30-39	2
14:00	0	0	0	**2**	1	1	**1**	**1**	0	0	0	0	0	0	**6**	26-35	3
15:00	0	0	0	1	**2**	1	0	0	**1**	0	0	0	0	0	5	31-40	3
16:00	0	0	0	1	2	0	0	1	0	0	0	0	0	0	4	25-34	3
17:00	0	0	**1**	0	0	2	0	0	0	0	0	0	0	0	3	30-39	2
18:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
19:00	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3	29-38	2
20:00	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3	19-28	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	**1**	1	1	0	0	1	0	0	0	0	0	0	0	4	14-23	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	3	5	11	8	13	8	7	2	0	0	0	0	0	57		
Percent	0.0%	5.3%	8.8%	19.3%	14.0%	22.8%	14.0%	12.3%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	02:00	06:00	10:00	00:00	08:00	06:00	10:00						10:00		
Vol.		1	1	2	2	1	3	1	1						6		
PM Peak		22:00	17:00	14:00	15:00	13:00	14:00	14:00	15:00						14:00		
Vol.		1	1	2	2	2	1	1	1						6		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	34-43	1
08:00	0	0	1	0	**2**	0	0	0	0	0	0	0	0	0	3	24-33	2
09:00	0	0	0	1	0	**1**	0	0	0	0	0	0	0	0	2	19-28	1
10:00	0	0	0	**2**	1	0	1	0	0	0	0	0	0	0	**4**	24-33	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	1	**2**	**1**	0	**1**	0	0	0	0	0	0	**5**	31-40	3
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
15:00	0	0	1	**2**	1	0	**1**	0	0	0	0	0	0	0	5	26-35	3
16:00	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4	25-34	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	34-43	2
19:00	0	0	**2**	2	1	0	0	0	0	0	0	0	0	0	5	21-30	4
20:00	**1**	0	0	0	1	0	0	0	0	0	0	0	0	0	2	*	1
21:00	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3	14-23	1
22:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	8	10	12	3	6	1	0	0	0	0	0	0	41		
Percent	2.4%	0.0%	19.5%	24.4%	29.3%	7.3%	14.6%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			00:00	10:00	08:00	09:00	07:00								10:00		
Vol.			1	2	2	1	1								4		
PM Peak	20:00		19:00	15:00	12:00	12:00	15:00	12:00							12:00		
Vol.	1		2	2	2	1	1	1							5		
Total	7	16	35	67	63	52	37	23	11	1	1	0	0	0	313		
Percent	2.2%	5.1%	11.2%	21.4%	20.1%	16.6%	11.8%	7.3%	3.5%	0.3%	0.3%	0.0%	0.0%	0.0%			

	15th Percentile :	23 MPH
	50th Percentile :	32 MPH
	85th Percentile :	43 MPH
	95th Percentile :	49 MPH
Stats	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	130
	Percent in Pace :	41.5%
	Number of Vehicles > 55 MPH :	2
	Percent of Vehicles > 55 MPH :	0.6%
	Mean Speed(Average) :	33 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	2	19-28	1
07:00	0	**2**	0	1	**2**	**2**	0	0	0	0	0	0	0	0	**7**	29-38	4
08:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
09:00	0	0	0	0	2	0	0	0	**2**	0	0	0	0	0	4	25-34	2
10:00	0	0	0	0	0	1	**1**	**1**	1	0	0	0	0	0	4	34-43	2
11:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
12 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
13:00	0	0	0	1	1	0	**2**	**1**	0	0	0	0	0	0	5	41-50	3
14:00	0	0	0	0	1	1	1	1	**1**	0	0	0	0	0	5	46-55	2
15:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	29-38	1
16:00	0	0	0	**3**	**3**	2	1	0	0	0	0	0	0	0	**9**	26-35	6
17:00	0	0	0	1	2	**3**	0	0	0	0	0	0	0	0	6	30-39	5
18:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	24-33	2
19:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	29-38	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
Total	0	2	0	10	14	13	6	5	4	0	0	0	0	0	54		
Percent	0.0%	3.7%	0.0%	18.5%	25.9%	24.1%	11.1%	9.3%	7.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00		06:00	07:00	07:00	10:00	10:00	09:00						07:00		
Vol.		2		1	2	2	1	1	2						7		
PM Peak				16:00	16:00	17:00	13:00	13:00	14:00						16:00		
Vol.				3	3	3	2	1	1						9		

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
06:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
07:00	0	0	0	0	**3**	0	**1**	0	0	0	0	0	0	0	4	26-35	3
08:00	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	2	19-28	1
09:00	0	**1**	0	1	0	**3**	1	0	0	0	0	0	0	0	**6**	36-45	4
10:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	44-53	1
11:00	0	0	**1**	0	2	2	0	0	0	0	0	0	0	0	5	30-39	4
12 PM	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	39-48	1
13:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
14:00	0	0	**1**	0	1	1	1	0	0	0	0	0	0	0	**4**	29-38	2
15:00	0	0	0	**1**	**2**	0	0	0	0	0	0	0	0	0	3	25-34	3
16:00	0	0	1	1	0	0	**2**	0	0	0	0	0	0	0	4	19-28	2
17:00	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4	29-38	2
18:00	0	0	1	0	0	**2**	0	0	0	0	0	0	0	0	3	30-39	2
19:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
20:00	0	0	1	0	2	0	0	1	0	0	0	0	0	0	4	24-33	2
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
Total	0	1	5	4	15	10	8	3	1	0	0	0	0	0	47		
Percent	0.0%	2.1%	10.6%	8.5%	31.9%	21.3%	17.0%	6.4%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	11:00	08:00	07:00	09:00	07:00		10:00						09:00		
Vol.		1	1	1	3	3	1		1						6		
PM Peak			14:00	15:00	15:00	18:00	16:00	12:00							14:00		
Vol.			1	1	2	2	2	1							4		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	**2**	**1**	0	**1**	0	0	0	0	0	0	**4**	29-38	3
08:00	0	0	0	0	1	0	0	0	**1**	0	0	0	0	0	2	24-33	1
09:00	0	0	0	0	1	1	**1**	0	0	0	0	0	0	0	3	29-38	2
10:00	0	0	0	**1**	0	1	1	0	0	0	0	0	0	0	3	34-43	2
11:00	0	0	0	1	0	0	0	0	1	**1**	0	0	0	0	3	49-58	2
12 PM	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	2	34-43	2
13:00	0	0	0	0	1	0	**2**	0	0	0	0	0	0	0	3	34-43	2
14:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
15:00	0	0	0	0	**3**	1	2	0	0	0	0	0	0	0	**6**	29-38	4
16:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
17:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
18:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
19:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	34-43	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	**1**	3	0	1	0	0	0	0	0	0	0	5	26-35	4
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	3	14	7	11	1	2	1	0	0	0	0	39		
Percent	0.0%	0.0%	0.0%	7.7%	35.9%	17.9%	28.2%	2.6%	5.1%	2.6%	0.0%	0.0%	0.0%	0.0%			
AM Peak				10:00	07:00	07:00	09:00	07:00	08:00	11:00					07:00		
Vol.				1	2	1	1	1	1	1					4		
PM Peak				21:00	15:00	12:00	13:00								15:00		
Vol.				1	3	1	2								6		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
06:00	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	39-48	1
07:00	0	0	0	0	0	**2**	**1**	0	0	0	0	0	0	0	**3**	34-43	3
08:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	24-33	1
09:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
10:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	30-39	2
11:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	29-38	2
12 PM	0	0	0	1	1	**2**	0	0	0	0	0	0	0	0	4	29-38	3
13:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	34-43	2
14:00	0	0	1	**2**	0	1	0	0	0	0	0	0	0	0	4	20-29	3
15:00	0	0	1	0	1	1	**2**	0	0	0	0	0	0	0	**5**	34-43	3
16:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
17:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	29-38	2
18:00	0	**1**	**2**	0	**2**	0	0	0	0	0	0	0	0	0	5	15-24	3
19:00	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3	14-23	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	2	7	4	8	13	6	1	0	0	0	0	0	0	41		
Percent	0.0%	4.9%	17.1%	9.8%	19.5%	31.7%	14.6%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			00:00		05:00	07:00	07:00	06:00							07:00		
Vol.			1		1	2	1	1							3		
PM Peak		18:00	18:00	14:00	18:00	12:00	15:00								15:00		
Vol.		1	2	2	2	2	2								5		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	**1**	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2
10:00	0	0	1	**3**	0	**1**	0	0	0	0	0	0	0	0	**5**	21-30	4
11:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
12 PM	0	0	0	0	**3**	1	0	0	0	0	0	0	0	0	4	29-38	4
13:00	0	0	**1**	0	1	1	0	0	0	0	0	0	0	0	3	29-38	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	2	30-39	2
16:00	0	0	0	0	3	1	1	0	0	0	0	0	0	0	**5**	31-40	4
17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
18:00	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	2	19-28	1
19:00	0	0	0	1	0	1	**2**	0	0	0	0	0	0	0	4	35-44	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3	25-34	3
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	5	9	11	7	5	0	0	0	0	0	0	0	38		
Percent	0.0%	2.6%	13.2%	23.7%	28.9%	18.4%	13.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	07:00	10:00	02:00	10:00									10:00		
Vol.		1	2	3	1	1									5		
PM Peak			13:00	18:00	12:00	15:00	19:00								16:00		
Vol.			1	1	3	2	2								5		

All Traffic Data Services

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Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	44-53	1
07:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	34-43	1
08:00	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2	20-29	2
09:00	0	0	0	1	0	**1**	1	0	0	0	0	0	0	0	3	34-43	2
10:00	0	**1**	0	0	**1**	0	0	**1**	0	0	0	0	0	0	3	9-18	1
11:00	0	0	0	2	1	1	1	0	0	0	0	0	0	0	**5**	26-35	3
12 PM	0	0	0	0	0	0	**2**	1	0	0	0	0	0	0	3	39-48	3
13:00	0	0	0	**1**	**2**	1	0	1	0	0	0	0	0	0	**5**	31-40	3
14:00	0	0	0	0	1	0	0	**2**	0	0	0	0	0	0	3	40-49	2
15:00	0	0	**1**	0	1	1	1	0	0	0	0	0	0	0	4	29-38	2
16:00	0	0	0	0	0	**3**	0	0	0	0	0	0	0	0	3	31-40	3
17:00	0	0	1	0	0	2	0	0	0	0	0	0	0	0	3	30-39	2
18:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4	24-33	2
19:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14-23	1
20:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	31-40	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	5	8	8	14	7	5	1	0	0	0	0	0	49		
Percent	0.0%	2.0%	10.2%	16.3%	16.3%	28.6%	14.3%	10.2%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00	04:00	08:00	10:00	09:00	07:00	10:00	06:00						11:00		
Vol.		1	1	2	1	1	1	1	1						5		
PM Peak			15:00	13:00	13:00	16:00	12:00	14:00							13:00		
Vol.			1	1	2	3	2	2							5		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (EBENEZER RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	2	9-18	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
06:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	**1**	0	0	**2**	0	0	0	0	0	0	0	0	**3**	30-39	2
09:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
10:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
11:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	34-43	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	**1**	0	0	3	1	**1**	0	0	0	0	0	0	0	**6**	31-40	4
14:00	0	0	0	**1**	0	**3**	0	0	0	0	0	0	0	0	4	30-39	3
15:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
17:00	0	0	0	0	**4**	0	0	0	0	0	0	0	0	0	4	26-35	4
18:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3	30-39	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	3	3	4	10	9	2	0	0	0	0	0	0	0	31		
Percent	0.0%	9.7%	9.7%	12.9%	32.3%	29.0%	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		00:00	08:00	00:00	05:00	08:00	11:00								08:00		
Vol.		1	1	1	1	2	1								3		
PM Peak		13:00	15:00	14:00	17:00	14:00	13:00								13:00		
Vol.		1	1	1	4	3	1								6		
Total	0	10	25	42	80	73	45	15	8	1	0	0	0	0	299		
Percent	0.0%	3.3%	8.4%	14.0%	26.8%	24.4%	15.1%	5.0%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	26 MPH
	50th Percentile :	34 MPH
	85th Percentile :	42 MPH
	95th Percentile :	48 MPH
Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	153
	Percent in Pace :	51.2%
	Number of Vehicles > 55 MPH :	1
	Percent of Vehicles > 55 MPH :	0.3%
	Mean Speed(Average) :	35 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		2	2							4
07:00		**4**	**7**							**11**
08:00		2	1							3
09:00		1	4							5
10:00		1	4							5
11:00		4	1							5
12:00 PM		**8**	2							10
01:00		7	5							12
02:00		6	5							11
03:00		4	2							6
04:00		5	**9**							**14**
05:00		5	6							11
06:00		6	3							9
07:00		1	2							3
08:00		4	0							4
09:00		0	0							0
10:00		0	0							0
11:00		0	1							1
Total		60	54							114
Percent		52.6%	47.4%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	4	7	-	-	-	-	-	-	11
PM Peak	-	12:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	8	9	-	-	-	-	-	-	14

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

Start Time	17-Sep-24 Tue	EB	WB							Total
12:00 AM		0	0							0
01:00		1	0							1
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		2	1							3
06:00		2	1							3
07:00		3	4							7
08:00		0	2							2
09:00		**5**	**6**							**11**
10:00		5	1							6
11:00		1	5							6
12:00 PM		2	1							3
01:00		1	1							2
02:00		3	4							7
03:00		**4**	3							7
04:00		3	**5**							**8**
05:00		4	4							8
06:00		1	3							4
07:00		2	1							3
08:00		0	4							4
09:00		3	1							4
10:00		2	0							2
11:00		0	1							1
Total		44	48							92
Percent		47.8%	52.2%							
AM Peak	-	09:00	09:00	-	-	-	-	-	-	09:00
Vol.	-	5	6	-	-	-	-	-	-	11
PM Peak	-	15:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	4	5	-	-	-	-	-	-	8

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

Start Time	18-Sep-24 Wed	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		1	1							2
06:00		2	0							2
07:00		2	**4**							**6**
08:00		1	2							3
09:00		0	3							3
10:00		**3**	3							6
11:00		3	3							6
12:00 PM		2	2							4
01:00		1	3							4
02:00		1	1							2
03:00		1	**6**							**7**
04:00		4	1							5
05:00		3	1							4
06:00		0	1							1
07:00		0	2							2
08:00		1	0							1
09:00		1	5							6
10:00		4	1							5
11:00		**5**	0							5
Total		35	39							74
Percent		47.3%	52.7%							
AM Peak	-	10:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	3	4	-	-	-	-	-	-	6
PM Peak	-	23:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	5	6	-	-	-	-	-	-	7

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

Start Time	19-Sep-24 Thu	EB	WB							Total
12:00 AM		0	1							1
01:00		0	1							1
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	1							1
06:00		**3**	1							4
07:00		3	**3**							**6**
08:00		2	2							4
09:00		2	1							3
10:00		1	2							3
11:00		1	2							3
12:00 PM		1	4							5
01:00		3	2							5
02:00		0	4							4
03:00		3	**5**							**8**
04:00		2	1							3
05:00		**4**	2							6
06:00		1	5							6
07:00		4	3							7
08:00		0	0							0
09:00		0	1							1
10:00		0	0							0
11:00		0	0							0
Total		30	41							71
Percent		42.3%	57.7%							
AM Peak	-	06:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	3	3	-	-	-	-	-	-	6
PM Peak	-	17:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	4	5	-	-	-	-	-	-	8

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

Start Time	20-Sep-24 Fri	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		1	1							2
03:00		0	0							0
04:00		0	1							1
05:00		2	0							2
06:00		2	0							2
07:00		2	2							4
08:00		4	0							4
09:00		2	3							5
10:00		**7**	**5**							**12**
11:00		2	1							3
12:00 PM		1	4							5
01:00		4	3							7
02:00		1	0							1
03:00		**5**	2							7
04:00		1	**5**							6
05:00		4	1							5
06:00		1	2							3
07:00		2	4							6
08:00		1	0							1
09:00		5	3							**8**
10:00		1	1							2
11:00		1	0							1
Total		49	38							87
Percent		56.3%	43.7%							
AM Peak	-	10:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	7	5	-	-	-	-	-	-	12
PM Peak	-	15:00	16:00	-	-	-	-	-	-	21:00
Vol.	-	5	5	-	-	-	-	-	-	8

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

Start Time	21-Sep-24 Sat	EB	WB							Total
12:00 AM		1	0							1
01:00		0	0							0
02:00		1	0							1
03:00		0	0							0
04:00		1	1							2
05:00		0	0							0
06:00		4	1							5
07:00		1	1							2
08:00		4	2							6
09:00		2	3							5
10:00		**6**	3							**9**
11:00		4	**5**							9
12:00 PM		2	3							5
01:00		2	**5**							7
02:00		**6**	3							**9**
03:00		5	4							9
04:00		4	3							7
05:00		3	3							6
06:00		1	4							5
07:00		3	2							5
08:00		3	3							6
09:00		0	0							0
10:00		4	3							7
11:00		0	0							0
Total		57	49							106
Percent		53.8%	46.2%							
AM Peak	-	10:00	11:00	-	-	-	-	-	-	10:00
Vol.	-	6	5	-	-	-	-	-	-	9
PM Peak	-	14:00	13:00	-	-	-	-	-	-	14:00
Vol.	-	6	5	-	-	-	-	-	-	9

All Traffic Data Services

www.alltrafficdata.net

Site Code: 37
Station ID: 37
S-92 (ebenezer rd)

Latitude: 0' 0.0000 Undefined

Start Time	22-Sep-24 Sun	EB	WB							Total
12:00 AM		2	2							4
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		1	1							2
06:00		0	1							1
07:00		1	0							1
08:00		3	**3**							**6**
09:00		2	1							3
10:00		**4**	1							5
11:00		0	1							1
12:00 PM		**5**	0							5
01:00		1	**6**							**7**
02:00		2	5							7
03:00		5	1							6
04:00		4	1							5
05:00		0	4							4
06:00		2	3							5
07:00		5	0							5
08:00		2	0							2
09:00		3	2							5
10:00		1	0							1
11:00		0	0							0
Total		43	32							75
Percent		57.3%	42.7%							
AM Peak	-	10:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	4	3	-	-	-	-	-	-	6
PM Peak	-	12:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	5	6	-	-	-	-	-	-	7
Grand Total		318	301							619
Percent		51.4%	48.6%							
ADT		ADT 88		AADT 88						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:00	0	**15**	**4**	0	0	0	0	0	2	0	0	0	0	**21**
07:00	0	2	1	**1**	0	0	0	0	2	0	0	0	0	6
08:00	0	2	1	0	0	0	0	0	3	0	0	0	0	6
09:00	0	4	0	0	0	0	0	0	**4**	0	0	0	0	8
10:00	0	2	0	0	0	0	0	0	3	0	0	0	0	5
11:00	0	6	3	0	0	0	0	0	3	0	0	0	0	12
12 PM	0	5	2	0	0	0	0	0	**4**	0	0	0	0	11
13:00	0	1	2	0	**1**	0	0	0	2	0	0	0	0	6
14:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4
15:00	0	3	**5**	**1**	0	0	0	0	3	**1**	0	0	0	**13**
16:00	0	**7**	4	0	0	0	0	0	2	0	0	0	0	13
17:00	0	3	4	1	0	0	0	0	0	0	0	0	0	8
18:00	0	3	5	0	0	0	0	0	1	0	0	0	0	9
19:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
20:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	65	38	3	2	0	0	0	30	1	0	0	0	139
Percent	0.0%	46.8%	27.3%	2.2%	1.4%	0.0%	0.0%	0.0%	21.6%	0.7%	0.0%	0.0%	0.0%	
AM Peak		06:00	06:00	07:00					09:00					06:00
Vol.		15	4	1					4					21
PM Peak		16:00	15:00	15:00	13:00				12:00	15:00				15:00
Vol.		7	5	1	1				4	1				13

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	0	0	0	0	0	1	0	**1**	0	0	5
06:00	0	**17**	**4**	0	0	0	0	0	0	0	0	0	0	**21**
07:00	0	3	0	**1**	0	0	0	0	1	0	0	0	0	5
08:00	0	2	1	0	0	0	0	0	2	0	0	0	0	5
09:00	0	1	2	0	0	0	0	0	2	0	0	0	0	5
10:00	0	1	3	0	**1**	0	0	0	**4**	0	0	0	0	9
11:00	0	2	4	0	0	0	0	0	3	0	0	0	0	9
12 PM	0	**7**	0	0	0	0	0	0	1	0	0	0	0	8
13:00	0	2	1	0	0	0	0	0	**3**	0	0	0	0	6
14:00	0	2	**4**	**1**	0	0	0	0	2	0	0	0	0	9
15:00	0	3	3	0	**1**	0	0	0	0	0	0	0	0	7
16:00	0	7	4	0	0	0	0	0	2	0	0	0	0	**13**
17:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
18:00	0	1	4	0	0	**1**	0	0	0	0	0	0	0	6
19:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	66	31	2	4	1	0	0	21	0	1	0	0	126
Percent	0.0%	52.4%	24.6%	1.6%	3.2%	0.8%	0.0%	0.0%	16.7%	0.0%	0.8%	0.0%	0.0%	
AM Peak		06:00	06:00	07:00	10:00				10:00		05:00			06:00
Vol.		17	4	1	1				4		1			21
PM Peak		12:00	14:00	14:00	15:00	18:00			13:00					16:00
Vol.		7	4	1	1	1			3					13

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	**14**	**4**	0	0	**1**	0	0	1	0	0	0	0	**20**
07:00	0	2	0	1	0	0	0	0	2	0	0	0	0	5
08:00	0	4	3	0	**1**	0	0	0	2	0	0	0	0	10
09:00	0	0	0	0	0	0	0	0	3	0	0	0	0	3
10:00	0	1	0	0	1	0	0	0	**4**	0	0	0	0	6
11:00	0	5	2	**2**	0	0	0	0	4	0	0	0	0	13
12 PM	0	3	2	0	0	0	0	0	1	0	0	0	0	6
13:00	0	0	1	**1**	1	0	0	0	2	0	0	0	0	5
14:00	0	1	**5**	0	**2**	0	0	0	**5**	0	0	0	0	**13**
15:00	0	5	2	0	1	0	0	0	1	0	0	0	0	9
16:00	0	4	2	1	0	0	0	0	0	0	0	0	**1**	8
17:00	0	**6**	0	0	1	0	0	0	0	0	0	0	0	7
18:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	60	27	5	7	1	0	0	26	0	0	0	1	127
Percent	0.0%	47.2%	21.3%	3.9%	5.5%	0.8%	0.0%	0.0%	20.5%	0.0%	0.0%	0.0%	0.8%	
AM Peak		06:00	06:00	11:00	08:00	06:00			10:00					06:00
Vol.		14	4	2	1	1			4					20
PM Peak		17:00	14:00	13:00	14:00				14:00				16:00	14:00
Vol.		6	5	1	2				5				1	13

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:00	0	**13**	**3**	0	0	0	0	0	1	0	0	0	0	**17**
07:00	0	4	2	**1**	0	0	0	0	1	0	0	0	0	8
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00	0	1	1	0	0	0	0	0	2	0	0	0	0	4
10:00	**1**	2	0	1	**1**	0	0	0	3	0	0	0	0	8
11:00	0	2	1	1	0	**1**	0	0	**4**	0	0	0	0	9
12 PM	0	4	0	0	**2**	0	0	0	**3**	0	0	0	0	9
13:00	0	3	2	0	1	0	0	0	2	0	0	0	0	8
14:00	0	2	1	0	1	0	0	0	1	0	0	0	0	5
15:00	0	2	3	0	0	0	0	0	1	0	0	0	0	6
16:00	0	**6**	**4**	**1**	1	0	0	0	0	0	0	0	0	**12**
17:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
18:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
19:00	0	4	3	0	1	0	0	0	0	0	0	0	0	8
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	55	28	4	8	1	0	0	18	0	0	0	0	115
Percent	0.9%	47.8%	24.3%	3.5%	7.0%	0.9%	0.0%	0.0%	15.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	06:00	06:00	07:00	10:00	11:00			11:00					06:00
Vol.	1	13	3	1	1	1			4					17
PM Peak		16:00	16:00	16:00	12:00				12:00					16:00
Vol.		6	4	1	2				3					12

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	**4**	0	0	0	0	0	0	0	0	0	0	0	4
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
08:00	0	3	**2**	0	0	**1**	0	0	0	0	0	0	0	6
09:00	0	4	2	0	**2**	0	0	0	0	0	0	0	0	**8**
10:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:00	0	0	0	0	2	0	0	0	**1**	0	0	0	0	3
12 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
14:00	0	1	**4**	0	0	0	0	0	0	0	0	0	0	5
15:00	0	1	0	0	**2**	0	0	0	0	0	0	0	0	3
16:00	0	3	3	0	0	**1**	0	0	0	0	0	0	0	7
17:00	0	**5**	3	0	0	0	0	0	0	0	0	0	0	**8**
18:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
19:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
20:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Day Total	0	46	29	0	8	2	0	0	1	0	0	0	0	86
Percent	0.0%	53.5%	33.7%	0.0%	9.3%	2.3%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		05:00	08:00		09:00	08:00			11:00					09:00
Vol.		4	2		2	1			1					8
PM Peak		17:00	14:00		15:00	16:00								17:00
Vol.		5	4		2	1								8

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	**3**	2	0	0	0	0	0	0	0	0	0	0	5
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	2	**3**	0	**1**	0	0	0	0	0	0	0	0	**6**
09:00	0	1	2	0	0	**1**	0	0	0	0	0	0	0	4
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	1	2	0	**1**	0	0	0	0	0	0	0	0	4
13:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
14:00	0	**5**	1	0	0	0	0	0	0	0	0	0	0	6
15:00	0	4	**4**	0	1	0	0	0	0	0	0	0	0	**9**
16:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
17:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
18:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
19:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	43	28	0	4	1	0	0	0	0	0	0	0	76
Percent	0.0%	56.6%	36.8%	0.0%	5.3%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		06:00	08:00		08:00	09:00								08:00
Vol.		3	3		1	1								6
PM Peak		14:00	15:00		12:00									15:00
Vol.		5	4		1									9

All Traffic Data Services

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Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:00	0	**3**	0	0	0	0	0	0	0	0	0	0	0	3
09:00	0	0	1	0	0	0	0	0	**1**	0	0	0	0	2
10:00	0	1	**2**	0	0	0	0	0	0	0	0	0	0	3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	3	**2**	0	0	0	0	0	0	0	0	0	0	5
13:00	0	**5**	2	0	0	0	0	0	0	0	0	0	0	**7**
14:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:00	**1**	2	1	0	0	0	0	0	0	0	0	0	0	4
16:00	0	3	2	0	**2**	0	0	0	0	0	0	0	0	7
17:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Day Total	2	37	16	0	2	0	0	0	1	0	0	0	0	58
Percent	3.4%	63.8%	27.6%	0.0%	3.4%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak	03:00	08:00	10:00						09:00					06:00
Vol.	1	3	2						1					3
PM Peak	15:00	13:00	12:00		16:00									13:00
Vol.	1	5	2		2									7
Grand Total	3	372	197	14	35	6	0	0	97	1	1	0	1	727
Percent	0.4%	51.2%	27.1%	1.9%	4.8%	0.8%	0.0%	0.0%	13.3%	0.1%	0.1%	0.0%	0.1%	

All Traffic Data Services

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Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
07:00	0	5	**6**	**1**	0	0	0	0	2	0	0	0	0	**14**
08:00	0	1	0	0	0	0	0	0	**5**	0	0	0	0	6
09:00	0	2	2	0	0	**1**	0	0	1	0	0	0	0	6
10:00	0	4	1	1	**1**	0	0	0	2	0	0	0	0	9
11:00	0	**6**	0	0	0	0	0	0	1	0	0	0	0	7
12 PM	0	2	**6**	0	**1**	0	0	0	**3**	0	0	0	0	12
13:00	0	3	4	0	0	0	0	0	2	0	0	0	0	9
14:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
15:00	0	8	3	0	1	0	0	0	0	**1**	0	0	0	13
16:00	0	4	3	0	0	0	0	0	3	0	0	0	0	10
17:00	0	**9**	4	**1**	0	0	0	0	0	0	0	0	0	**14**
18:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
19:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	65	37	3	3	1	0	0	20	1	0	0	0	130
Percent	0.0%	50.0%	28.5%	2.3%	2.3%	0.8%	0.0%	0.0%	15.4%	0.8%	0.0%	0.0%	0.0%	
AM Peak		11:00	07:00	07:00	10:00	09:00			08:00					07:00
Vol.		6	6	1	1	1			5					14
PM Peak		17:00	12:00	17:00	12:00				12:00	15:00				17:00
Vol.		9	6	1	1				3	1				14

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
07:00	0	**6**	4	**1**	0	0	0	0	1	0	0	0	0	**12**
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:00	0	2	1	0	**1**	0	0	0	1	0	0	0	0	5
11:00	0	4	**5**	0	0	0	0	0	**3**	0	0	0	0	12
12 PM	0	3	0	0	0	0	0	0	**1**	0	0	0	0	4
13:00	0	2	2	**1**	0	0	0	0	1	0	0	0	0	6
14:00	0	4	2	1	1	0	0	0	0	0	0	0	0	8
15:00	0	9	2	1	0	0	0	0	1	0	0	0	0	13
16:00	0	4	1	0	**2**	0	0	0	0	0	0	0	0	7
17:00	0	**13**	**4**	0	0	0	0	0	1	0	0	0	0	**18**
18:00	0	2	2	0	0	**1**	0	0	0	0	0	0	0	5
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Day Total	0	63	31	4	4	2	0	0	9	0	0	0	0	113
Percent	0.0%	55.8%	27.4%	3.5%	3.5%	1.8%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	11:00	07:00	10:00				11:00					07:00
Vol.		6	5	1	1				3					12
PM Peak		17:00	17:00	13:00	16:00	18:00			12:00					17:00
Vol.		13	4	1	2	1			1					18

All Traffic Data Services

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Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	4	**2**	0	0	0	0	0	0	0	0	0	0	6
07:00	0	**5**	1	**1**	0	0	0	0	2	0	0	0	0	9
08:00	0	0	1	0	0	0	0	0	2	0	0	0	0	3
09:00	0	2	2	0	0	0	0	0	2	0	0	0	0	6
10:00	0	1	2	0	**2**	0	0	0	**3**	0	0	0	0	8
11:00	0	5	1	0	1	0	0	0	3	0	0	0	0	**10**
12 PM	0	2	1	0	1	**1**	0	0	4	0	0	0	0	9
13:00	0	1	2	0	0	0	0	0	1	0	0	0	0	4
14:00	0	4	**5**	0	1	0	0	0	2	0	0	0	0	12
15:00	0	6	3	0	1	0	0	0	**5**	0	0	0	0	**15**
16:00	0	4	3	**1**	0	0	0	0	0	0	0	0	0	8
17:00	0	**10**	2	0	0	0	0	0	1	0	0	0	0	13
18:00	0	4	2	0	**2**	0	0	0	0	0	0	0	0	8
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	59	29	2	9	1	0	0	25	0	0	0	0	125
Percent	0.0%	47.2%	23.2%	1.6%	7.2%	0.8%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	06:00	07:00	10:00				10:00					11:00
Vol.		5	2	1	2				3					10
PM Peak		17:00	14:00	16:00	18:00	12:00			15:00					15:00
Vol.		10	5	1	2	1			5					15

All Traffic Data Services

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S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	1	0	0	0	0	0	1	0	0	0	0	5
06:00	0	**9**	0	0	0	0	0	0	0	0	0	0	0	**9**
07:00	0	5	1	**1**	0	0	0	0	2	0	0	0	0	9
08:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
09:00	0	2	2	0	1	0	0	0	1	0	0	0	0	6
10:00	0	2	**4**	0	0	0	0	0	**3**	0	0	0	0	9
11:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
12 PM	0	1	1	0	0	**1**	0	0	1	0	0	0	0	4
13:00	0	1	**4**	0	1	0	0	0	1	0	0	0	0	7
14:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
15:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
16:00	0	9	0	**1**	0	0	0	0	**2**	0	0	0	0	12
17:00	0	**13**	4	0	**2**	0	0	0	0	0	0	0	0	**19**
18:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	68	25	2	6	2	0	0	13	0	0	0	0	116
Percent	0.0%	58.6%	21.6%	1.7%	5.2%	1.7%	0.0%	0.0%	11.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		06:00	10:00	07:00	03:00				10:00					06:00
Vol.		9	4	1	1				3					9
PM Peak		17:00	13:00	16:00	17:00	12:00			16:00					17:00
Vol.		13	4	1	2	1			2					19

All Traffic Data Services

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Site Code: 38
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S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
06:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
08:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
09:00	0	**6**	**3**	0	0	0	0	0	0	0	0	0	0	**9**
10:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:00	0	1	1	0	0	0	0	0	**1**	0	0	0	0	3
12 PM	0	5	**3**	0	0	0	0	0	0	0	0	0	0	8
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
14:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
15:00	0	0	2	0	**1**	0	0	0	0	0	0	0	0	3
16:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
17:00	0	**9**	2	0	0	0	0	0	**1**	0	0	0	0	**12**
18:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
19:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
20:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	60	27	0	1	0	0	0	2	0	0	0	0	90
Percent	0.0%	66.7%	30.0%	0.0%	1.1%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	09:00						11:00					09:00
Vol.		6	3						1					9
PM Peak		17:00	12:00		15:00				17:00					17:00
Vol.		9	3		1				1					12

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	**4**	0	0	0	0	0	0	0	0	0	0	0	4
07:00	0	2	**4**	0	0	0	0	0	0	0	0	0	0	**6**
08:00	0	3	1	0	**1**	0	0	0	0	0	0	0	0	5
09:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:00	0	1	4	0	1	0	0	0	0	0	0	0	0	6
11:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
12 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
13:00	0	1	1	0	**1**	0	0	0	0	0	0	0	0	3
14:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
15:00	0	**9**	**4**	0	1	0	0	0	0	0	0	0	0	**14**
16:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
17:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
18:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
19:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	46	30	0	6	0	1	0	0	0	0	0	0	83
Percent	0.0%	55.4%	36.1%	0.0%	7.2%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		06:00	07:00		08:00									07:00
Vol.		4	4		1									6
PM Peak		15:00	15:00		13:00		22:00							15:00
Vol.		9	4		1		1							14

All Traffic Data Services

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Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
09:00	0	**4**	0	0	0	0	0	0	0	0	0	0	0	4
10:00	**1**	4	0	0	**1**	**1**	0	0	0	0	0	0	0	**7**
11:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	2	**2**	0	0	0	0	0	0	0	0	0	0	4
13:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
14:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
16:00	0	**5**	1	0	0	0	0	0	0	0	0	0	0	**6**
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	0	0	0	**1**	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	34	13	0	1	2	0	0	0	0	0	0	0	51
Percent	2.0%	66.7%	25.5%	0.0%	2.0%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	09:00	05:00		10:00	10:00								10:00
Vol.	1	4	1		1	1								7
PM Peak		16:00	12:00			22:00								16:00
Vol.		5	2			1								6
Grand Total	1	395	192	11	30	8	1	0	69	1	0	0	0	708
Percent	0.1%	55.8%	27.1%	1.6%	4.2%	1.1%	0.1%	0.0%	9.7%	0.1%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	1	0	0	**1**	0	0	0	0	2	34-43	1
05:00	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	40-49	2
06:00	0	0	0	**1**	0	**5**	**7**	**6**	1	1	0	0	0	0	**21**	39-48	13
07:00	0	0	0	0	0	3	0	3	0	0	0	0	0	0	6	46-55	3
08:00	0	0	0	0	**1**	0	1	3	1	0	0	0	0	0	6	46-55	4
09:00	0	0	0	0	0	2	3	2	1	0	0	0	0	0	8	41-50	5
10:00	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5	46-55	3
11:00	0	**1**	0	0	1	2	5	0	**2**	1	0	0	0	0	12	36-45	7
12 PM	0	0	1	0	1	2	1	**5**	0	0	0	**1**	0	0	11	41-50	6
13:00	0	**1**	0	1	0	0	1	1	1	1	0	0	0	0	6	51-60	2
14:00	0	0	1	0	0	0	1	2	0	0	0	0	0	0	4	40-49	3
15:00	0	0	0	**2**	**2**	2	**4**	0	1	**2**	0	0	0	0	**13**	36-45	6
16:00	**1**	0	**2**	1	0	0	4	2	**2**	1	0	0	0	0	13	41-50	6
17:00	0	0	0	0	0	1	1	3	2	1	0	0	0	0	8	46-55	5
18:00	0	0	1	0	0	**3**	2	2	1	0	0	0	0	0	9	36-45	5
19:00	0	0	2	1	1	3	0	0	0	0	0	0	0	0	7	30-39	4
20:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	24-33	1
21:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
22:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
Total	1	2	7	7	7	26	33	33	13	9	0	1	0	0	139		
Percent	0.7%	1.4%	5.0%	5.0%	5.0%	18.7%	23.7%	23.7%	9.4%	6.5%	0.0%	0.7%	0.0%	0.0%			
AM Peak		11:00		06:00	08:00	06:00	06:00	06:00	11:00	04:00					06:00		
Vol.		1		1	1	5	7	6	2	1					21		
PM Peak	16:00	13:00	16:00	15:00	15:00	18:00	15:00	12:00	16:00	15:00		12:00			15:00		
Vol.	1	1	2	2	2	3	4	5	2	2		1			13		

All Traffic Data Services

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Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	**2**	0	0	1	1	**1**	0	0	0	0	5	51-60	2
06:00	0	0	0	0	2	**10**	**5**	3	0	1	0	0	0	0	**21**	36-45	15
07:00	0	0	0	0	0	1	1	1	1	0	**1**	0	0	0	5	46-55	2
08:00	0	0	0	0	1	3	0	0	1	0	0	0	0	0	5	31-40	4
09:00	0	0	0	**1**	1	0	0	2	1	0	0	0	0	0	5	46-55	3
10:00	0	0	**1**	1	0	3	1	1	**2**	0	0	0	0	0	9	36-45	4
11:00	0	0	0	1	0	4	0	**4**	0	0	0	0	0	0	9	31-40	4
12 PM	0	0	0	0	1	0	2	**3**	1	**1**	0	0	0	0	8	41-50	5
13:00	0	0	0	0	1	1	2	1	0	1	0	0	0	0	6	41-50	3
14:00	0	**1**	**1**	**2**	0	1	3	1	0	0	0	0	0	0	9	41-50	4
15:00	0	0	0	1	**2**	**3**	1	0	0	0	0	0	0	0	7	31-40	5
16:00	0	0	1	1	0	3	**4**	2	**2**	0	0	0	0	0	**13**	36-45	7
17:00	0	0	0	0	0	2	3	3	0	1	0	0	0	0	9	41-50	6
18:00	0	0	0	0	0	3	1	1	0	1	0	0	0	0	6	36-45	4
19:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
20:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4	29-38	3
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	1	3	7	14	35	25	24	9	6	1	0	0	0	126		
Percent	0.8%	0.8%	2.4%	5.6%	11.1%	27.8%	19.8%	19.0%	7.1%	4.8%	0.8%	0.0%	0.0%	0.0%			
AM Peak	00:00		10:00	09:00	05:00	06:00	06:00	11:00	10:00	05:00	07:00				06:00		
Vol.	1		1	1	2	10	5	4	2	1	1				21		
PM Peak		14:00	14:00	14:00	15:00	15:00	16:00	12:00	16:00	12:00					16:00		
Vol.		1	1	2	2	3	4	3	2	1					13		

All Traffic Data Services

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Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	1	0	0	**1**	0	0	0	0	2	34-43	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	**1**	0	0	0	0	1	0	0	0	0	0	0	0	2	9-18	1
05:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	34-43	1
06:00	0	0	0	**1**	**3**	**3**	**8**	**4**	0	0	**1**	0	0	0	**20**	39-48	12
07:00	0	0	0	0	0	1	3	0	0	0	1	0	0	0	5	36-45	4
08:00	0	0	0	0	1	3	2	3	0	1	0	0	0	0	10	38-47	5
09:00	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	30-39	2
10:00	0	0	0	0	0	0	3	2	1	0	0	0	0	0	6	41-50	5
11:00	0	0	0	0	2	1	5	3	**2**	0	0	0	0	0	13	40-49	8
12 PM	0	0	**1**	0	0	0	0	2	**3**	0	0	0	0	0	6	46-55	5
13:00	0	0	0	0	0	0	2	**3**	0	0	0	0	0	0	5	41-50	5
14:00	0	0	0	**2**	2	1	**3**	2	1	**2**	0	0	0	0	**13**	41-50	5
15:00	0	0	0	0	**4**	**2**	1	2	0	0	0	0	0	0	9	31-40	6
16:00	0	**1**	0	1	1	1	1	1	2	0	0	0	0	0	8	46-55	3
17:00	0	0	1	0	1	0	1	2	1	1	0	0	0	0	7	46-55	3
18:00	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	35-44	2
19:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
20:00	0	0	1	1	0	1	1	2	1	0	0	0	0	0	7	46-55	3
21:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3	24-33	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	2	4	7	17	16	35	27	12	5	2	0	0	0	127		
Percent	0.0%	1.6%	3.1%	5.5%	13.4%	12.6%	27.6%	21.3%	9.4%	3.9%	1.6%	0.0%	0.0%	0.0%			
AM Peak		04:00		06:00	06:00	06:00	06:00	06:00	11:00	02:00	06:00				06:00		
Vol.		1		1	3	3	8	4	2	1	1				20		
PM Peak		16:00	12:00	14:00	15:00	15:00	14:00	13:00	12:00	14:00					14:00		
Vol.		1	1	2	4	2	3	3	3	2					13		

All Traffic Data Services

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Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	2	0	**1**	0	0	0	0	3	40-49	2
06:00	0	0	**1**	0	**3**	**4**	**5**	**3**	0	0	0	**1**	0	0	**17**	35-44	9
07:00	0	0	0	0	0	1	4	1	2	0	0	0	0	0	8	38-47	5
08:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	19-28	1
09:00	0	0	0	0	0	3	0	0	0	1	0	0	0	0	4	31-40	3
10:00	0	0	0	1	2	3	0	2	0	0	0	0	0	0	8	30-39	5
11:00	0	0	0	0	0	1	3	1	**4**	0	0	0	0	0	9	44-53	5
12 PM	0	**1**	**1**	1	**2**	2	0	**2**	0	0	0	0	0	0	9	29-38	4
13:00	0	0	0	1	2	0	3	2	0	0	0	0	0	0	8	41-50	5
14:00	0	0	0	1	0	2	1	0	**1**	0	0	0	0	0	5	36-45	3
15:00	0	0	0	0	0	2	1	2	1	0	0	0	0	0	6	46-55	3
16:00	0	0	1	0	0	**4**	**5**	1	1	0	0	0	0	0	**12**	36-45	9
17:00	0	0	0	0	0	1	3	2	1	0	0	0	0	0	7	41-50	5
18:00	0	0	0	**2**	0	0	0	2	1	**1**	0	0	0	0	6	46-55	3
19:00	0	0	0	0	2	3	1	1	1	0	0	0	0	0	8	31-40	5
20:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	3	7	13	26	27	21	13	3	0	1	0	0	115		
Percent	0.0%	0.9%	2.6%	6.1%	11.3%	22.6%	23.5%	18.3%	11.3%	2.6%	0.0%	0.9%	0.0%	0.0%			
AM Peak			06:00	08:00	06:00	06:00	06:00	06:00	11:00	05:00		06:00			06:00		
Vol.			1	1	3	4	5	3	4	1		1			17		
PM Peak		12:00	12:00	18:00	12:00	16:00	16:00	12:00	14:00	18:00					16:00		
Vol.		1	1	2	2	4	5	2	1	1					12		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	**1**	0	**2**	0	0	1	0	0	0	0	0	0	0	4	19-28	2
06:00	0	1	1	0	**1**	0	0	0	0	0	0	0	0	0	3	14-23	2
07:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	20-29	3
08:00	0	1	**2**	1	1	0	0	**1**	0	0	0	0	0	0	6	21-30	3
09:00	0	0	0	2	1	**2**	1	0	**2**	0	0	0	0	0	**8**	36-45	3
10:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	20-29	3
11:00	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	3	36-45	3
12 PM	0	**1**	0	0	1	1	0	**2**	**1**	0	0	0	0	0	6	46-55	3
13:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	29-38	2
14:00	0	0	**1**	**1**	0	0	1	1	1	0	0	0	0	0	5	46-55	2
15:00	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3	29-38	2
16:00	**1**	1	1	1	0	1	0	2	0	0	0	0	0	0	7	21-30	2
17:00	0	1	0	1	0	1	**2**	2	1	0	0	0	0	0	**8**	39-48	4
18:00	0	0	1	0	1	0	1	0	1	0	0	0	0	0	4	14-23	1
19:00	0	0	0	0	1	**2**	2	1	0	0	0	0	0	0	6	36-45	4
20:00	0	0	1	0	**2**	1	0	0	0	0	0	0	0	0	4	29-38	3
21:00	0	0	0	1	1	1	2	0	0	0	0	0	0	0	5	34-43	3
22:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
23:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	35-44	2
Total	1	6	9	13	13	12	16	9	7	0	0	0	0	0	86		
Percent	1.2%	7.0%	10.5%	15.1%	15.1%	14.0%	18.6%	10.5%	8.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		05:00	08:00	05:00	06:00	09:00	11:00	08:00	09:00						09:00		
Vol.		1	2	2	1	2	3	1	2						8		
PM Peak	16:00	12:00	14:00	14:00	20:00	19:00	17:00	12:00	12:00						17:00		
Vol.	1	1	1	1	2	2	2	2	1						8		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	39-48	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	1	**1**	0	**2**	1	0	0	0	0	0	0	5	41-50	3
07:00	0	0	0	0	0	0	1	0	**1**	0	0	0	0	0	2	34-43	1
08:00	0	0	**2**	**2**	0	**1**	0	1	0	0	0	0	0	0	**6**	21-30	4
09:00	0	0	0	1	1	0	1	0	0	**1**	0	0	0	0	4	24-33	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
12 PM	0	1	0	0	0	0	1	1	**1**	0	0	0	0	0	4	39-48	2
13:00	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	4	20-29	2
14:00	0	0	0	0	3	1	2	0	0	0	0	0	0	0	6	29-38	4
15:00	0	**2**	0	1	0	**3**	0	**2**	0	**1**	0	0	0	0	**9**	36-45	3
16:00	0	0	**2**	1	**4**	1	0	0	1	0	0	0	0	0	9	28-37	5
17:00	0	1	0	0	3	2	0	1	0	0	0	0	0	0	7	31-40	5
18:00	0	0	0	1	1	1	0	2	0	0	0	0	0	0	5	24-33	2
19:00	0	0	1	0	2	1	0	2	0	0	0	0	0	0	6	29-38	3
20:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	19-28	2
21:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
Total	0	4	6	10	16	11	10	13	3	2	0	0	0	0	75		
Percent	0.0%	5.3%	8.0%	13.3%	21.3%	14.7%	13.3%	17.3%	4.0%	2.7%	0.0%	0.0%	0.0%	0.0%			
AM Peak			08:00	08:00	06:00	08:00	06:00	00:00	07:00	09:00					08:00		
Vol.			2	2	1	1	2	1	1	1					6		
PM Peak		15:00	16:00	13:00	16:00	15:00	13:00	15:00	12:00	15:00					15:00		
Vol.		2	2	2	4	3	2	2	1	1					9		

All Traffic Data Services

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Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	1	0	0	**1**	0	0	0	0	0	0	2	24-33	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	**2**	0	0	1	0	0	0	0	0	0	**3**	25-34	2
07:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	24-33	1
08:00	0	0	0	0	0	**1**	**1**	1	0	0	0	0	0	0	3	34-43	2
09:00	0	0	0	0	0	1	0	0	**1**	0	0	0	0	0	2	29-38	1
10:00	0	0	0	**2**	0	0	0	1	0	0	0	0	0	0	3	20-29	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	**1**	0	1	0	1	2	0	0	0	0	0	0	5	40-49	3
13:00	0	0	0	0	0	**3**	1	**3**	0	0	0	0	0	0	**7**	41-50	4
14:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	14-23	1
15:00	0	0	0	**1**	1	1	0	0	0	0	0	0	0	0	3	24-33	2
16:00	0	0	0	0	**3**	3	0	0	**1**	0	0	0	0	0	7	31-40	6
17:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	19-28	1
18:00	0	0	0	0	1	1	**2**	0	1	0	0	0	0	0	5	36-45	3
19:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
20:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	40-49	3
21:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	14-23	1
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
23:00	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3	19-28	2
Total	0	0	4	5	11	11	6	16	3	0	0	0	0	0	56		
Percent	0.0%	0.0%	7.1%	8.9%	19.6%	19.6%	10.7%	28.6%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak				10:00	06:00	08:00	08:00	00:00	09:00						06:00		
Vol.				2	2	1	1	1	1						3		
PM Peak			12:00	15:00	16:00	13:00	18:00	13:00	16:00						13:00		
Vol.			1	1	3	3	2	3	1						7		
Total	3	16	36	56	91	137	152	143	60	25	3	2	0	0	724		
Percent	0.4%	2.2%	5.0%	7.7%	12.6%	18.9%	21.0%	19.8%	8.3%	3.5%	0.4%	0.3%	0.0%	0.0%			

	15th Percentile :	29 MPH
	50th Percentile :	40 MPH
	85th Percentile :	49 MPH
	95th Percentile :	54 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	295
	Percent in Pace :	40.7%
	Number of Vehicles > 55 MPH :	30
	Percent of Vehicles > 55 MPH :	4.1%
	Mean Speed(Average) :	40 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
03:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	**1**	0	0	0	1	1	0	0	0	0	0	0	0	3	34-43	2
06:00	0	0	0	0	0	1	0	2	**2**	0	0	0	0	0	5	45-54	4
07:00	0	0	0	1	1	**3**	**2**	**5**	2	0	0	0	0	0	**14**	46-55	7
08:00	0	0	0	0	0	0	0	2	2	**1**	0	**1**	0	0	6	46-55	4
09:00	0	0	**1**	**2**	0	0	1	2	0	0	0	0	0	0	6	20-29	3
10:00	0	0	0	0	0	2	2	1	2	1	**1**	0	0	0	9	36-45	4
11:00	0	0	0	0	1	0	1	1	1	0	1	0	**2**	0	7	46-55	2
12 PM	0	0	**1**	0	**2**	2	**4**	2	1	0	0	0	0	0	12	41-50	6
13:00	0	0	1	0	1	**3**	0	2	1	0	0	**1**	0	0	9	31-40	4
14:00	0	**1**	0	0	0	0	0	1	2	1	0	0	0	0	5	51-60	3
15:00	0	0	0	0	0	1	2	3	**4**	1	**2**	0	0	0	13	46-55	7
16:00	0	0	0	0	0	1	0	5	1	**2**	1	0	0	0	10	44-53	6
17:00	0	0	1	0	0	1	3	**6**	3	0	0	0	0	0	**14**	41-50	9
18:00	0	0	0	**2**	0	2	0	0	2	0	0	0	0	0	6	20-29	2
19:00	0	0	0	0	0	1	3	0	0	1	0	0	0	0	5	36-45	4
20:00	**1**	0	0	0	0	0	0	1	0	0	0	0	0	0	2	*	1
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
Total	1	2	5	5	7	18	19	34	23	7	5	2	2	0	130		
Percent	0.8%	1.5%	3.8%	3.8%	5.4%	13.8%	14.6%	26.2%	17.7%	5.4%	3.8%	1.5%	1.5%	0.0%			
AM Peak		05:00	09:00	09:00	03:00	07:00	07:00	07:00	06:00	08:00	10:00	08:00	11:00		07:00		
Vol.		1	1	2	1	3	2	5	2	1	1	1	2		14		
PM Peak	20:00	14:00	12:00	18:00	12:00	13:00	12:00	17:00	15:00	16:00	15:00	13:00			17:00		
Vol.	1	1	1	2	2	3	4	6	4	2	2	1			14		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	**1**	0	0	0	0	0	0	**2**	1	0	0	0	0	0	4	44-53	3
06:00	0	0	0	0	1	1	1	2	0	0	**1**	0	0	0	6	41-50	3
07:00	0	0	0	0	**2**	1	**6**	2	0	**1**	0	0	0	0	**12**	41-50	8
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	1	**2**	0	1	1	0	0	0	0	0	5	31-40	3
10:00	0	0	0	**1**	1	0	1	1	1	0	0	0	0	0	5	46-55	2
11:00	0	0	0	1	1	0	1	2	**6**	0	1	0	0	0	12	46-55	8
12 PM	0	0	0	0	0	0	2	0	1	**1**	0	0	0	0	4	35-44	2
13:00	0	0	0	0	**1**	1	1	1	0	1	1	0	0	0	6	56-65	2
14:00	0	**1**	**1**	**1**	0	0	0	3	1	1	0	0	0	0	8	46-55	4
15:00	0	0	0	0	1	1	**5**	4	**2**	0	0	0	0	0	13	41-50	9
16:00	0	0	0	0	0	0	1	4	1	0	1	0	0	0	7	44-53	5
17:00	0	0	0	1	1	**7**	2	**5**	2	0	0	0	0	0	**18**	36-45	9
18:00	0	0	0	0	1	0	1	0	1	0	**2**	0	0	0	5	54-63	2
19:00	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3	39-48	2
20:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
21:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	14-23	1
Total	1	1	2	4	11	14	23	30	17	4	6	0	0	0	113		
Percent	0.9%	0.9%	1.8%	3.5%	9.7%	12.4%	20.4%	26.5%	15.0%	3.5%	5.3%	0.0%	0.0%	0.0%			
AM Peak	05:00			10:00	07:00	09:00	07:00	05:00	11:00	07:00	06:00				07:00		
Vol.	1			1	2	2	6	2	6	1	1				12		
PM Peak		14:00	14:00	14:00	13:00	17:00	15:00	17:00	15:00	12:00	18:00				17:00		
Vol.		1	1	1	1	7	5	5	2	1	2				18		

All Traffic Data Services

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Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	29-38	1
05:00	0	**1**	0	0	0	1	0	2	0	0	0	0	0	0	4	39-48	2
06:00	0	0	0	0	0	1	**2**	1	**2**	0	0	0	0	0	6	35-44	3
07:00	0	0	0	0	**1**	**3**	1	3	1	0	0	0	0	0	9	46-55	4
08:00	0	0	0	**1**	0	0	1	1	0	0	0	0	0	0	3	39-48	2
09:00	0	0	1	0	0	0	2	2	0	**1**	0	0	0	0	6	41-50	4
10:00	0	0	0	1	0	1	2	3	0	1	0	0	0	0	8	41-50	5
11:00	0	0	0	0	0	1	1	**5**	1	1	0	0	**1**	0	**10**	44-53	6
12 PM	0	0	1	**1**	0	0	2	**4**	1	0	0	0	0	0	9	41-50	6
13:00	0	0	0	0	1	0	1	0	2	0	0	0	0	0	4	44-53	2
14:00	0	0	**2**	0	0	0	**5**	2	**3**	0	0	0	0	0	12	40-49	7
15:00	0	0	0	0	0	**6**	3	2	3	0	0	**1**	0	0	**15**	36-45	9
16:00	0	0	0	0	1	1	1	2	1	**2**	0	0	0	0	8	51-60	3
17:00	0	0	0	0	**2**	5	2	1	2	0	0	1	0	0	13	36-45	7
18:00	0	0	0	0	1	0	5	0	1	1	0	0	0	0	8	41-50	5
19:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	24-33	1
20:00	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3	35-44	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	6	3	7	21	31	30	17	6	0	2	1	0	125		
Percent	0.0%	0.8%	4.8%	2.4%	5.6%	16.8%	24.8%	24.0%	13.6%	4.8%	0.0%	1.6%	0.8%	0.0%			
AM Peak		05:00	00:00	08:00	07:00	07:00	06:00	11:00	06:00	09:00			11:00		11:00		
Vol.		1	1	1	1	3	2	5	2	1			1		10		
PM Peak			14:00	12:00	17:00	15:00	14:00	12:00	14:00	16:00		15:00			15:00		
Vol.			2	1	2	6	5	4	3	2		1			15		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	**1**	0	0	0	0	1	2	0	0	**1**	0	0	0	5	41-50	3
06:00	0	0	0	**1**	0	2	2	**3**	0	1	0	0	0	0	**9**	41-50	5
07:00	0	0	0	0	0	1	**5**	0	**1**	**2**	0	0	0	0	9	36-45	6
08:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	40-49	2
09:00	0	0	0	0	0	**4**	2	0	0	0	0	0	0	0	6	35-44	6
10:00	0	0	0	1	**1**	4	2	0	0	1	0	0	0	0	9	36-45	6
11:00	0	0	0	0	0	1	5	2	0	1	0	0	0	0	9	41-50	7
12 PM	0	0	0	0	**1**	1	1	1	0	0	0	0	0	0	4	29-38	2
13:00	0	0	**1**	0	0	0	5	1	0	0	0	0	0	0	7	39-48	6
14:00	0	0	0	0	0	1	3	2	0	0	0	0	0	0	6	39-48	5
15:00	0	**1**	0	**2**	0	1	0	2	0	0	0	0	0	0	6	19-28	2
16:00	0	0	0	0	1	3	3	**3**	**1**	**1**	0	0	0	0	12	41-50	6
17:00	0	0	0	0	0	**10**	**6**	2	1	0	0	0	0	0	**19**	36-45	16
18:00	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6	40-49	6
19:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18	1
20:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
21:00	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	39-48	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	3	1	4	4	29	40	25	3	6	1	0	0	0	116		
Percent	0.0%	2.6%	0.9%	3.4%	3.4%	25.0%	34.5%	21.6%	2.6%	5.2%	0.9%	0.0%	0.0%	0.0%			
AM Peak		05:00		06:00	10:00	09:00	07:00	06:00	07:00	07:00	05:00				06:00		
Vol.		1		1	1	4	5	3	1	2	1				9		
PM Peak		15:00	13:00	15:00	12:00	17:00	17:00	16:00	16:00	16:00					17:00		
Vol.		1	1	2	1	10	6	3	1	1					19		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	**1**	0	0	0	0	**2**	2	**1**	0	0	0	0	0	0	6	36-45	4
06:00	0	0	**5**	0	0	0	0	0	0	0	0	0	0	0	5	16-25	5
07:00	1	0	1	0	1	0	0	0	0	0	0	0	0	0	3	*	1
08:00	0	**1**	2	0	2	0	0	0	0	0	0	0	0	0	5	15-24	3
09:00	1	1	0	0	**4**	0	**3**	0	0	0	0	0	0	0	**9**	26-35	4
10:00	0	0	0	1	2	1	0	1	0	0	0	0	0	0	5	31-40	3
11:00	0	0	0	**2**	1	0	0	0	0	0	0	0	0	0	3	24-33	3
12 PM	0	**1**	0	0	3	**3**	0	0	0	**1**	0	0	0	0	8	31-40	6
13:00	0	1	0	**2**	0	0	0	0	0	0	0	0	0	0	3	19-28	2
14:00	0	1	0	0	0	3	0	0	0	0	0	0	0	0	4	31-40	3
15:00	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	3	36-45	3
16:00	0	1	**2**	0	0	2	0	1	0	1	0	0	0	0	7	16-25	3
17:00	0	0	0	0	**6**	2	2	1	0	1	0	0	0	0	**12**	31-40	8
18:00	0	1	0	0	1	0	1	0	**1**	0	**1**	0	0	0	5	61-70	1
19:00	0	0	0	0	0	1	0	**2**	0	0	0	0	0	0	3	39-48	2
20:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4	34-43	3
21:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	3	39-48	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	3	8	10	5	20	17	13	8	1	3	1	0	0	0	89		
Percent	3.4%	9.0%	11.2%	5.6%	22.5%	19.1%	14.6%	9.0%	1.1%	3.4%	1.1%	0.0%	0.0%	0.0%			
AM Peak	05:00	08:00	06:00	11:00	09:00	05:00	09:00	05:00							09:00		
Vol.	1	1	5	2	4	2	3	1							9		
PM Peak		12:00	16:00	13:00	17:00	12:00	15:00	19:00	18:00	12:00	18:00				17:00		
Vol.		1	2	2	6	3	3	2	1	1	1				12		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	39-48	1
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	1	**2**	1	0	0	0	0	0	0	0	4	30-39	3
07:00	0	0	**3**	0	1	1	1	0	0	0	0	0	0	0	**6**	21-30	3
08:00	**1**	0	1	1	1	0	0	1	0	0	0	0	0	0	5	26-35	2
09:00	0	0	0	0	0	0	0	0	**2**	0	0	0	0	0	2	45-54	2
10:00	1	0	0	**2**	0	1	1	1	0	0	0	0	0	0	6	41-50	2
11:00	0	**1**	0	1	**2**	0	**2**	0	0	0	0	0	0	0	6	25-34	3
12 PM	0	**1**	0	0	0	1	0	**2**	**1**	0	0	0	0	0	5	46-55	3
13:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	35-44	2
14:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	44-53	3
15:00	0	0	**2**	1	**4**	**3**	2	1	1	0	0	0	0	0	**14**	30-39	7
16:00	0	1	0	0	1	1	0	0	1	0	0	0	0	0	4	29-38	2
17:00	0	0	1	**3**	0	0	1	0	1	0	0	0	0	0	6	21-30	4
18:00	0	0	1	0	1	0	**3**	0	1	**1**	0	**1**	0	0	8	41-50	3
19:00	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3	40-49	2
20:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
21:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	40-49	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	3	9	8	11	11	15	12	9	1	0	1	0	0	82		
Percent	2.4%	3.7%	11.0%	9.8%	13.4%	13.4%	18.3%	14.6%	11.0%	1.2%	0.0%	1.2%	0.0%	0.0%			
AM Peak	08:00	11:00	07:00	10:00	11:00	06:00	11:00	00:00	09:00						07:00		
Vol.	1	1	3	2	2	2	2	1	2						6		
PM Peak		12:00	15:00	17:00	15:00	15:00	18:00	12:00	12:00	18:00		18:00			15:00		
Vol.		1	2	3	4	3	3	2	1	1		1			14		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
06:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
07:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
08:00	0	0	0	0	0	0	**2**	**1**	0	0	0	0	0	0	3	39-48	3
09:00	0	0	0	0	2	**1**	1	0	0	0	0	0	0	0	4	29-38	3
10:00	0	0	0	0	**3**	1	2	0	**1**	0	0	0	0	0	**7**	31-40	4
11:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
12 PM	0	0	0	0	**1**	**2**	0	0	**1**	0	0	0	0	0	4	30-39	3
13:00	0	0	0	0	0	0	0	**3**	0	0	0	0	0	0	3	41-50	3
14:00	0	**1**	0	0	0	1	1	0	1	0	0	0	0	0	4	34-43	2
15:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	35-44	3
16:00	0	0	0	0	0	1	**3**	0	0	**2**	0	0	0	0	**6**	36-45	4
17:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
18:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	35-44	3
19:00	0	0	**1**	0	0	0	1	0	0	0	0	0	0	0	2	14-23	1
20:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	30-39	2
21:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	9-18	1
22:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	14-23	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	2	3	0	7	10	17	6	4	2	0	0	0	0	51		
Percent	0.0%	3.9%	5.9%	0.0%	13.7%	19.6%	33.3%	11.8%	7.8%	3.9%	0.0%	0.0%	0.0%	0.0%			
AM Peak			07:00		10:00	09:00	08:00	08:00	10:00						10:00		
Vol.			1		3	1	2	1	1						7		
PM Peak		14:00	19:00		12:00	12:00	16:00	13:00	12:00	16:00					16:00		
Vol.		1	1		1	2	3	3	1	2					6		
Total	7	20	36	29	67	120	158	145	74	29	13	5	3	0	706		
Percent	1.0%	2.8%	5.1%	4.1%	9.5%	17.0%	22.4%	20.5%	10.5%	4.1%	1.8%	0.7%	0.4%	0.0%			

	15th Percentile :	31 MPH
	50th Percentile :	42 MPH
	85th Percentile :	51 MPH
	95th Percentile :	57 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	303
	Percent in Pace :	42.9%
	Number of Vehicles > 55 MPH :	50
	Percent of Vehicles > 55 MPH :	7.1%
	Mean Speed(Average) :	42 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	1							1
03:00		0	1							1
04:00		2	0							2
05:00		3	3							6
06:00		**21**	5							**26**
07:00		6	**14**							20
08:00		6	6							12
09:00		8	6							14
10:00		5	9							14
11:00		12	7							19
12:00 PM		11	12							23
01:00		6	9							15
02:00		4	5							9
03:00		**13**	13							**26**
04:00		13	10							23
05:00		8	**14**							22
06:00		9	6							15
07:00		7	5							12
08:00		2	2							4
09:00		1	1							2
10:00		1	0							1
11:00		1	1							2
Total		139	130							269
Percent		51.7%	48.3%							
AM Peak	-	06:00	07:00	-	-	-	-	-	-	06:00
Vol.	-	21	14	-	-	-	-	-	-	26
PM Peak	-	15:00	17:00	-	-	-	-	-	-	15:00
Vol.	-	13	14	-	-	-	-	-	-	26

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

Start Time	17-Sep-24 Tue	NB	SB							Total
12:00 AM		1	0							1
01:00		0	0							0
02:00		0	0							0
03:00		1	1							2
04:00		0	0							0
05:00		5	4							9
06:00		**21**	6							**27**
07:00		5	**12**							17
08:00		5	0							5
09:00		5	5							10
10:00		9	5							14
11:00		9	12							21
12:00 PM		8	4							12
01:00		6	6							12
02:00		9	8							17
03:00		7	13							20
04:00		**13**	7							20
05:00		9	**18**							**27**
06:00		6	5							11
07:00		1	3							4
08:00		4	1							5
09:00		1	1							2
10:00		1	0							1
11:00		0	2							2
Total		126	113							239
Percent		52.7%	47.3%							
AM Peak	-	06:00	07:00	-	-	-	-	-	-	06:00
Vol.	-	21	12	-	-	-	-	-	-	27
PM Peak	-	16:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	13	18	-	-	-	-	-	-	27

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

Start Time	18-Sep-24 Wed	NB	SB							Total
12:00 AM		1	1							2
01:00		0	1							1
02:00		2	0							2
03:00		0	0							0
04:00		2	2							4
05:00		2	4							6
06:00		**20**	6							**26**
07:00		5	9							14
08:00		10	3							13
09:00		3	6							9
10:00		6	8							14
11:00		13	**10**							23
12:00 PM		6	9							15
01:00		5	4							9
02:00		**13**	12							**25**
03:00		9	**15**							24
04:00		8	8							16
05:00		7	13							20
06:00		3	8							11
07:00		2	2							4
08:00		7	3							10
09:00		3	0							3
10:00		0	1							1
11:00		0	0							0
Total		127	125							252
Percent		50.4%	49.6%							
AM Peak	-	06:00	11:00	-	-	-	-	-	-	06:00
Vol.	-	20	10	-	-	-	-	-	-	26
PM Peak	-	14:00	15:00	-	-	-	-	-	-	14:00
Vol.	-	13	15	-	-	-	-	-	-	25

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

Start Time	19-Sep-24 Thu	NB	SB							Total
12:00 AM		0	0							0
01:00		1	0							1
02:00		1	0							1
03:00		0	1							1
04:00		0	0							0
05:00		3	5							8
06:00		**17**	**9**							**26**
07:00		8	9							17
08:00		1	2							3
09:00		4	6							10
10:00		8	9							17
11:00		9	9							18
12:00 PM		9	4							13
01:00		8	7							15
02:00		5	6							11
03:00		6	6							12
04:00		**12**	12							24
05:00		7	**19**							**26**
06:00		6	6							12
07:00		8	2							10
08:00		2	1							3
09:00		0	3							3
10:00		0	0							0
11:00		0	0							0
Total		115	116							231
Percent		49.8%	50.2%							
AM Peak	-	06:00	06:00	-	-	-	-	-	-	06:00
Vol.	-	17	9	-	-	-	-	-	-	26
PM Peak	-	16:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	12	19	-	-	-	-	-	-	26

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

Start Time	20-Sep-24 Fri	NB	SB							Total
12:00 AM		0	1							1
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		4	6							10
06:00		3	5							8
07:00		4	4							8
08:00		6	5							11
09:00		**8**	**9**							**17**
10:00		4	5							9
11:00		3	3							6
12:00 PM		6	8							14
01:00		3	3							6
02:00		5	4							9
03:00		3	3							6
04:00		7	7							14
05:00		**8**	**12**							**20**
06:00		4	5							9
07:00		6	3							9
08:00		4	4							8
09:00		5	3							8
10:00		1	0							1
11:00		2	0							2
Total		86	90							176
Percent		48.9%	51.1%							
AM Peak	-	09:00	09:00	-	-	-	-	-	-	09:00
Vol.	-	8	9	-	-	-	-	-	-	17
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	8	12	-	-	-	-	-	-	20

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

Start Time	21-Sep-24 Sat	NB	SB							Total
12:00 AM		1	1							2
01:00		0	1							1
02:00		0	1							1
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		5	4							9
07:00		2	**6**							8
08:00		**6**	5							**11**
09:00		4	2							6
10:00		0	6							6
11:00		1	6							7
12:00 PM		4	5							9
01:00		5	3							8
02:00		6	3							9
03:00		**9**	**14**							**23**
04:00		9	4							13
05:00		7	6							13
06:00		5	8							13
07:00		6	3							9
08:00		3	1							4
09:00		1	3							4
10:00		1	1							2
11:00		1	0							1
Total		76	83							159
Percent		47.8%	52.2%							
AM Peak	-	08:00	07:00	-	-	-	-	-	-	08:00
Vol.	-	6	6	-	-	-	-	-	-	11
PM Peak	-	15:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	9	14	-	-	-	-	-	-	23

All Traffic Data Services

www.alltrafficdata.net

Site Code: 38
Station ID: 38
S-692 (ARISTA RD)

Latitude: 0' 0.0000 Undefined

Start Time	22-Sep-24 Sun	NB	SB							Total
12:00 AM		2	0							2
01:00		0	0							0
02:00		0	0							0
03:00		1	0							1
04:00		0	0							0
05:00		0	1							1
06:00		**3**	1							4
07:00		2	1							3
08:00		3	3							6
09:00		2	4							6
10:00		3	**7**							**10**
11:00		0	1							1
12:00 PM		5	4							9
01:00		**7**	3							10
02:00		2	4							6
03:00		4	4							8
04:00		7	**6**							**13**
05:00		2	1							3
06:00		5	3							8
07:00		1	2							3
08:00		3	2							5
09:00		2	2							4
10:00		1	2							3
11:00		3	0							3
Total		58	51							109
Percent		53.2%	46.8%							
AM Peak	-	06:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	3	7	-	-	-	-	-	-	10
PM Peak	-	13:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	7	6	-	-	-	-	-	-	13
Grand Total		727	708							1435
Percent		50.7%	49.3%							
ADT		ADT 205		AADT 205						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	1	1	0	1	0	0	0	0	0	0	0	0	3
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	**1**	0	0	0	0	0	0	0	3
03:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
04:00	0	9	5	0	1	0	0	0	1	0	0	0	0	16
05:00	0	27	5	**2**	0	1	0	0	1	0	0	0	0	36
06:00	0	29	9	1	0	0	0	0	2	0	0	0	0	41
07:00	0	**33**	**25**	1	0	0	0	0	0	0	0	0	0	**59**
08:00	**1**	32	13	1	0	1	0	0	**4**	0	0	0	0	52
09:00	0	23	9	0	0	1	2	0	2	0	0	0	0	37
10:00	0	22	9	1	**3**	0	0	0	1	0	0	0	**1**	37
11:00	0	21	11	0	2	0	**3**	**1**	3	0	0	0	0	41
12 PM	0	27	10	0	2	0	0	0	4	0	0	0	0	43
13:00	0	27	9	0	1	**2**	**1**	0	1	0	0	0	0	41
14:00	0	22	10	0	0	0	1	0	2	0	0	0	0	35
15:00	0	30	11	0	0	1	0	0	**6**	0	0	0	0	48
16:00	0	33	**15**	1	3	0	0	0	0	0	0	0	0	52
17:00	0	**38**	15	0	2	0	0	0	0	0	0	0	0	**55**
18:00	0	26	14	**2**	3	0	0	0	0	0	0	0	0	45
19:00	0	34	14	0	0	2	0	0	0	0	0	0	0	50
20:00	0	15	5	0	1	0	0	0	0	0	0	0	0	21
21:00	0	13	5	0	**4**	0	0	0	0	0	0	0	0	22
22:00	0	7	1	0	0	1	0	0	0	0	0	0	0	9
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Day Total	1	486	199	9	23	10	7	1	28	0	0	0	1	765
Percent	0.1%	63.5%	26.0%	1.2%	3.0%	1.3%	0.9%	0.1%	3.7%	0.0%	0.0%	0.0%	0.1%	
AM Peak	08:00	07:00	07:00	05:00	10:00	02:00	11:00	11:00	08:00				10:00	07:00
Vol.	1	33	25	2	3	1	3	1	4				1	59
PM Peak		17:00	16:00	18:00	21:00	13:00	13:00		15:00					17:00
Vol.		38	15	2	4	2	1		6					55

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
03:00	0	6	2	0	0	0	0	0	2	0	0	0	0	10
04:00	0	11	2	0	1	0	0	0	4	0	0	0	0	18
05:00	0	36	7	**2**	0	0	0	0	1	0	0	0	0	46
06:00	0	24	15	2	0	0	0	0	1	0	0	0	0	42
07:00	0	**48**	**21**	1	1	0	0	0	3	**1**	0	0	0	**75**
08:00	0	32	19	0	1	0	0	0	2	0	0	0	0	54
09:00	0	26	7	1	**4**	0	0	0	5	0	0	0	0	43
10:00	0	20	7	0	1	0	0	**1**	**6**	0	0	0	0	35
11:00	0	18	8	0	2	**1**	0	0	2	0	0	0	0	31
12 PM	0	27	11	0	**3**	0	0	0	4	0	0	0	0	45
13:00	**2**	26	7	**4**	2	**1**	**1**	0	4	0	0	0	0	47
14:00	1	22	5	0	1	0	0	0	**7**	0	0	0	0	36
15:00	0	**55**	7	1	2	0	0	**1**	4	0	0	0	0	**70**
16:00	1	43	11	1	0	1	0	0	3	0	**1**	0	0	61
17:00	0	23	**12**	0	3	1	0	1	0	0	0	0	0	40
18:00	0	32	10	0	1	0	0	0	1	0	0	0	0	44
19:00	1	19	10	0	3	0	0	0	0	0	0	0	0	33
20:00	0	12	4	0	2	0	0	0	0	0	0	0	0	18
21:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
23:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
Day Total	5	518	175	12	27	4	1	3	50	1	1	0	0	797
Percent	0.6%	65.0%	22.0%	1.5%	3.4%	0.5%	0.1%	0.4%	6.3%	0.1%	0.1%	0.0%	0.0%	
AM Peak		07:00	07:00	05:00	09:00	11:00		10:00	10:00	07:00				07:00
Vol.		48	21	2	4	1		1	6	1				75
PM Peak	13:00	15:00	17:00	13:00	12:00	13:00	13:00	15:00	14:00		16:00			15:00
Vol.	2	55	12	4	3	1	1	1	7		1			70

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	7	1	0	0	0	0	0	1	0	0	0	0	9
04:00	0	7	4	0	0	0	0	0	2	0	0	0	0	13
05:00	0	33	6	**2**	0	0	0	0	4	0	0	0	0	45
06:00	0	28	**15**	1	0	**1**	0	0	3	0	0	0	0	48
07:00	0	**57**	15	1	3	0	0	0	4	0	0	0	0	**80**
08:00	0	25	8	0	0	0	0	0	**6**	0	0	0	0	39
09:00	0	21	11	1	0	0	0	0	3	0	0	0	0	36
10:00	0	13	13	1	**4**	0	0	0	4	0	0	0	0	35
11:00	0	18	5	0	3	1	0	0	3	0	0	0	0	30
12 PM	0	16	12	1	**3**	**1**	0	0	5	0	0	0	0	38
13:00	0	12	14	0	2	1	0	0	4	0	0	0	0	33
14:00	**1**	21	10	0	3	0	0	0	4	0	0	0	0	39
15:00	0	**50**	10	**2**	2	1	0	0	2	0	0	0	0	**67**
16:00	0	21	6	0	2	0	0	0	3	0	0	0	0	32
17:00	0	28	**21**	0	2	0	0	0	**7**	0	0	0	0	58
18:00	0	25	12	1	1	0	0	0	2	0	0	0	0	41
19:00	0	21	11	0	2	0	0	0	0	0	0	0	0	34
20:00	0	29	9	1	1	0	0	0	3	0	0	0	0	43
21:00	0	16	6	0	1	0	0	0	0	0	0	0	0	23
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Day Total	1	472	195	11	29	5	0	0	60	0	0	0	0	773
Percent	0.1%	61.1%	25.2%	1.4%	3.8%	0.6%	0.0%	0.0%	7.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	06:00	05:00	10:00	06:00			08:00					07:00
Vol.		57	15	2	4	1			6					80
PM Peak	14:00	15:00	17:00	15:00	12:00	12:00			17:00					15:00
Vol.	1	50	21	2	3	1			7					67

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	4	0	0	1	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	5	2	0	1	0	0	0	1	0	0	0	0	9
03:00	0	5	1	0	0	0	0	0	**6**	0	0	0	0	12
04:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15
05:00	0	32	5	1	**3**	0	0	0	1	0	**1**	0	0	43
06:00	0	24	11	**2**	1	0	0	0	1	0	0	0	0	39
07:00	0	**46**	**15**	1	2	**1**	0	0	5	0	0	0	0	**70**
08:00	0	22	11	0	0	0	0	0	5	0	0	0	0	38
09:00	0	23	14	0	2	0	0	0	2	0	0	0	0	41
10:00	0	13	5	0	1	1	0	0	2	0	0	0	0	22
11:00	0	26	10	2	1	0	0	0	1	0	0	0	0	40
12 PM	0	26	13	0	**4**	0	0	0	**2**	0	0	0	0	45
13:00	0	18	8	0	1	0	0	0	1	0	0	0	0	28
14:00	0	14	12	0	1	0	0	0	0	0	0	0	0	27
15:00	0	**36**	**14**	0	0	0	0	0	1	0	0	0	0	**51**
16:00	**1**	30	12	**2**	1	0	0	0	0	0	0	0	0	46
17:00	0	26	11	0	0	**1**	0	0	0	0	0	0	0	38
18:00	0	16	1	0	1	0	0	0	0	0	0	0	0	18
19:00	0	19	9	0	0	0	0	0	0	0	0	0	0	28
20:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
21:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
22:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Day Total	1	433	170	8	22	3	0	0	28	0	1	0	0	666
Percent	0.2%	65.0%	25.5%	1.2%	3.3%	0.5%	0.0%	0.0%	4.2%	0.0%	0.2%	0.0%	0.0%	
AM Peak		07:00	07:00	06:00	05:00	07:00			03:00		05:00			07:00
Vol.		46	15	2	3	1			6		1			70
PM Peak	16:00	15:00	15:00	16:00	12:00	17:00			12:00					15:00
Vol.	1	36	14	2	4	1			2					51

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	6	0	0	**1**	0	0	0	0	0	0	0	0	7
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:00	0	9	3	**2**	1	0	0	0	**2**	0	0	0	0	17
05:00	0	8	2	0	0	0	0	0	1	0	0	0	0	11
06:00	0	8	3	1	0	0	0	0	1	0	0	0	0	13
07:00	0	26	10	0	0	**1**	0	0	1	0	0	0	0	38
08:00	0	27	15	0	0	0	0	0	0	0	0	0	0	42
09:00	0	**30**	11	0	1	0	0	0	0	0	0	0	0	42
10:00	0	28	**21**	0	0	0	0	0	2	0	0	0	0	**51**
11:00	0	27	12	0	1	0	0	0	2	0	0	0	0	42
12 PM	0	22	13	0	0	**1**	0	0	0	0	0	0	0	36
13:00	0	25	11	0	3	0	0	0	**1**	0	0	0	0	40
14:00	0	22	12	0	0	0	0	0	0	0	0	0	0	34
15:00	0	**32**	**14**	0	1	0	0	0	1	0	0	0	0	**48**
16:00	0	18	7	**2**	1	0	0	0	0	0	0	0	0	28
17:00	0	29	10	0	1	0	0	0	0	0	0	0	0	40
18:00	0	23	11	0	1	0	0	0	1	0	0	0	0	36
19:00	0	29	11	0	0	0	0	0	0	0	0	0	0	40
20:00	0	24	7	1	0	0	0	0	0	0	0	0	0	32
21:00	0	19	11	0	**4**	0	0	0	0	0	0	0	0	34
22:00	0	16	4	0	0	0	0	0	0	0	0	0	0	20
23:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Day Total	0	451	193	6	15	2	0	0	12	0	0	0	0	679
Percent	0.0%	66.4%	28.4%	0.9%	2.2%	0.3%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	10:00	04:00	02:00	07:00			04:00					10:00
Vol.		30	21	2	1	1			2					51
PM Peak		15:00	15:00	16:00	21:00	12:00			13:00					15:00
Vol.		32	14	2	4	1			1					48

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	11	1	0	0	0	0	0	1	0	0	0	0	13
01:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	2	3	0	1	0	0	0	1	0	0	0	0	7
04:00	0	3	1	0	0	**1**	0	0	1	0	0	0	0	6
05:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15
06:00	0	9	4	**1**	0	1	0	0	0	0	0	0	0	15
07:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23
08:00	**1**	26	**18**	0	1	0	0	0	0	0	0	0	0	46
09:00	0	**29**	12	1	2	1	0	0	**2**	0	0	0	0	47
10:00	0	28	17	0	**5**	0	0	0	1	0	0	0	0	**51**
11:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22
12 PM	0	30	10	0	0	0	0	0	0	0	0	0	0	40
13:00	0	36	9	0	0	0	0	0	0	0	0	0	0	45
14:00	**2**	**37**	12	**2**	2	0	0	0	0	0	0	0	0	**55**
15:00	0	26	**18**	0	1	**1**	0	0	0	0	0	0	0	46
16:00	0	25	12	0	**3**	0	0	0	0	0	0	0	0	40
17:00	0	34	12	0	3	0	0	0	0	0	0	0	0	49
18:00	0	28	7	0	0	0	0	0	0	0	0	0	0	35
19:00	0	26	9	1	0	0	0	0	0	0	0	0	0	36
20:00	0	21	10	0	0	0	0	0	0	0	0	0	0	31
21:00	0	19	7	0	1	0	0	0	0	0	0	0	0	27
22:00	0	18	4	0	0	0	0	0	0	0	0	0	0	22
23:00	0	20	6	0	1	0	0	0	0	0	0	0	0	27
Day Total	3	490	184	5	21	4	0	0	6	0	0	0	0	713
Percent	0.4%	68.7%	25.8%	0.7%	2.9%	0.6%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	09:00	08:00	06:00	10:00	04:00			09:00					10:00
Vol.	1	29	18	1	5	1			2					51
PM Peak	14:00	14:00	15:00	14:00	16:00	15:00								14:00
Vol.	2	37	18	2	3	1								55

All Traffic Data Services

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Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	13	3	0	0	0	0	0	0	0	0	0	0	16
01:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
02:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	6	2	0	0	0	0	0	**1**	0	0	0	0	9
06:00	0	10	1	**1**	0	0	0	0	0	0	0	0	0	12
07:00	0	8	7	1	1	0	0	0	0	0	0	0	0	17
08:00	0	16	8	0	1	0	0	0	0	0	0	0	0	25
09:00	0	25	**15**	0	**3**	0	0	0	0	0	0	0	0	43
10:00	0	**35**	9	0	2	**2**	0	0	1	0	0	0	0	**49**
11:00	0	32	7	0	1	0	0	0	0	0	0	0	0	40
12 PM	**2**	31	8	0	2	0	0	0	0	0	0	0	0	43
13:00	0	31	**13**	0	1	0	0	0	0	0	0	0	0	45
14:00	1	22	10	0	1	0	0	0	**1**	0	0	0	0	35
15:00	0	**37**	8	0	0	0	0	0	1	0	0	0	0	**46**
16:00	0	31	5	**1**	0	0	0	0	0	0	0	0	0	37
17:00	0	32	10	0	**3**	0	0	0	0	0	0	0	0	45
18:00	0	31	9	0	1	0	0	0	0	0	0	0	0	41
19:00	0	27	12	0	0	**1**	0	0	0	0	0	0	0	40
20:00	0	23	13	0	2	0	0	0	0	0	0	0	0	38
21:00	0	10	6	0	2	0	0	0	0	0	0	0	0	18
22:00	0	16	3	0	0	0	0	0	0	0	0	0	0	19
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Day Total	3	466	155	3	21	3	0	0	4	0	0	0	0	655
Percent	0.5%	71.1%	23.7%	0.5%	3.2%	0.5%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	09:00	06:00	09:00	10:00			05:00					10:00
Vol.		35	15	1	3	2			1					49
PM Peak	12:00	15:00	13:00	16:00	17:00	19:00			14:00					15:00
Vol.	2	37	13	1	3	1			1					46
Grand Total	14	3316	1271	54	158	31	8	4	188	1	2	0	1	5048
Percent	0.3%	65.7%	25.2%	1.1%	3.1%	0.6%	0.2%	0.1%	3.7%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	7	2	0	1	0	0	0	0	0	0	0	0	10
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
05:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	9	4	**3**	0	1	0	0	0	0	0	0	0	17
07:00	0	14	9	0	**4**	**2**	0	0	1	0	0	0	0	30
08:00	0	**22**	**16**	0	3	1	**1**	0	1	0	0	0	0	**44**
09:00	0	17	16	0	1	1	1	0	1	**1**	0	0	0	38
10:00	0	14	6	0	0	1	1	0	**2**	0	0	0	0	24
11:00	0	17	15	0	3	1	0	0	0	1	0	0	0	37
12 PM	**1**	29	15	1	**4**	0	0	0	2	0	0	0	0	52
13:00	0	36	14	0	2	**2**	**1**	0	0	0	0	0	0	55
14:00	0	32	20	0	0	2	0	0	**3**	0	0	0	0	57
15:00	0	28	14	0	3	0	0	0	3	0	0	0	0	48
16:00	0	39	**23**	0	0	0	0	0	3	0	0	0	0	65
17:00	0	**52**	21	0	2	0	0	0	1	0	0	0	0	**76**
18:00	0	37	14	**2**	4	0	0	0	0	0	0	0	0	57
19:00	0	35	17	1	3	0	0	0	0	0	0	0	0	56
20:00	0	23	8	0	1	0	0	0	0	0	0	0	0	32
21:00	0	20	3	0	1	0	1	0	0	0	0	0	0	25
22:00	0	11	3	0	0	0	0	0	0	0	0	0	0	14
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Day Total	1	467	225	7	32	11	5	0	17	2	0	0	0	767
Percent	0.1%	60.9%	29.3%	0.9%	4.2%	1.4%	0.7%	0.0%	2.2%	0.3%	0.0%	0.0%	0.0%	
AM Peak		08:00	08:00	06:00	07:00	07:00	08:00		10:00	09:00				08:00
Vol.		22	16	3	4	2	1		2	1				44
PM Peak	12:00	17:00	16:00	18:00	12:00	13:00	13:00		14:00					17:00
Vol.	1	52	23	2	4	2	1		3					76

All Traffic Data Services

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Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	8	3	0	0	0	0	0	0	0	0	0	0	11
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	**1**	**27**	7	0	0	**3**	0	0	**3**	**3**	**4**	**1**	0	**49**
06:00	0	7	8	**2**	0	0	0	0	2	0	0	0	0	19
07:00	0	26	10	0	**5**	0	0	0	1	0	0	0	0	42
08:00	0	20	**15**	1	2	1	0	0	2	0	0	0	0	41
09:00	0	23	10	1	2	0	0	0	2	0	0	0	0	38
10:00	0	15	8	0	1	2	0	0	2	0	0	0	0	28
11:00	1	16	4	0	1	0	**1**	0	3	0	0	0	0	26
12 PM	0	29	15	1	5	2	0	0	1	0	0	0	0	53
13:00	0	21	12	1	2	2	0	0	2	0	0	0	0	40
14:00	**2**	34	11	1	0	2	0	0	**3**	0	0	0	**1**	54
15:00	0	36	12	0	3	**3**	0	0	3	0	0	0	0	57
16:00	0	**48**	**23**	1	5	0	0	0	1	0	0	0	1	**79**
17:00	0	43	19	0	**6**	0	0	0	0	**1**	0	0	0	69
18:00	0	35	10	**2**	1	0	0	0	0	0	0	0	1	49
19:00	0	25	8	2	1	0	0	0	0	0	0	0	0	36
20:00	0	22	6	0	1	0	0	0	1	0	0	0	0	30
21:00	0	22	8	1	1	0	0	0	0	0	0	0	0	32
22:00	0	20	5	0	1	0	0	0	1	0	0	0	0	27
23:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
Day Total	4	493	201	13	37	16	1	0	27	4	4	1	3	804
Percent	0.5%	61.3%	25.0%	1.6%	4.6%	2.0%	0.1%	0.0%	3.4%	0.5%	0.5%	0.1%	0.4%	
AM Peak	05:00	05:00	08:00	06:00	07:00	05:00	11:00		05:00	05:00	05:00	05:00		05:00
Vol.	1	27	15	2	5	3	1		3	3	4	1		49
PM Peak	14:00	16:00	16:00	18:00	17:00	15:00			14:00	17:00			14:00	16:00
Vol.	2	48	23	2	6	3			3	1			1	79

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	2	0	0	0	1	0	0	1	0	0	0	0	4
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
05:00	0	6	2	0	0	0	0	0	1	0	0	0	0	9
06:00	0	7	6	**2**	2	1	**1**	0	1	0	0	0	0	20
07:00	0	**24**	10	1	**5**	**2**	0	0	0	0	0	0	0	**42**
08:00	0	22	**11**	0	2	1	0	0	**4**	0	0	0	0	40
09:00	0	13	7	0	4	0	0	0	2	0	0	0	0	26
10:00	**1**	9	9	1	0	2	0	0	3	0	0	0	0	25
11:00	0	18	8	1	2	0	0	0	3	**1**	0	0	0	33
12 PM	0	16	15	0	3	1	0	0	3	0	0	0	0	38
13:00	0	16	16	0	**6**	1	0	0	**4**	0	0	0	0	43
14:00	**1**	23	16	0	0	0	**1**	0	2	0	0	0	0	43
15:00	0	40	18	1	2	0	0	0	2	**1**	0	0	0	64
16:00	0	34	**19**	0	0	0	0	0	2	0	0	0	0	55
17:00	0	**44**	15	**3**	4	1	0	0	2	0	0	0	0	**69**
18:00	0	33	11	1	2	1	1	0	0	0	0	0	0	49
19:00	0	35	10	1	1	**2**	0	0	0	0	0	0	0	49
20:00	0	29	15	1	1	0	0	0	0	0	0	0	0	46
21:00	0	19	9	0	1	2	0	0	0	0	0	0	0	31
22:00	0	17	3	0	1	0	0	0	0	0	0	0	0	21
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Day Total	2	437	203	12	36	15	3	0	30	2	0	0	0	740
Percent	0.3%	59.1%	27.4%	1.6%	4.9%	2.0%	0.4%	0.0%	4.1%	0.3%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	08:00	06:00	07:00	07:00	06:00		08:00	11:00				07:00
Vol.	1	24	11	2	5	2	1		4	1				42
PM Peak	14:00	17:00	16:00	17:00	13:00	19:00	14:00		13:00	15:00				17:00
Vol.	1	44	19	3	6	2	1		4	1				69

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	5	1	0	0	0	0	0	0	0	0	0	0	6
01:00	0	7	1	1	1	0	0	0	0	0	0	0	0	10
02:00	0	5	0	0	0	**1**	0	0	1	0	0	0	0	7
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
06:00	0	10	4	**2**	2	0	0	0	0	0	0	0	0	18
07:00	0	17	7	0	2	0	0	0	**3**	0	0	0	0	29
08:00	0	17	**21**	1	**3**	0	0	0	1	0	0	0	0	**43**
09:00	0	**19**	19	0	0	0	**1**	0	3	0	0	0	0	42
10:00	0	9	9	0	3	1	0	0	3	0	0	0	0	25
11:00	0	17	7	1	3	1	0	0	1	0	0	0	0	30
12 PM	0	31	14	0	**5**	0	0	0	1	0	0	0	0	51
13:00	**1**	21	10	0	3	1	0	0	**2**	0	0	0	0	38
14:00	0	20	15	1	1	1	0	0	1	0	0	0	0	39
15:00	0	**43**	9	0	1	0	0	0	0	0	0	0	0	53
16:00	0	37	**19**	**2**	1	**2**	0	0	2	0	0	0	0	**63**
17:00	0	32	17	0	0	0	0	0	0	0	0	0	0	49
18:00	0	36	7	0	0	0	0	0	1	0	0	0	0	44
19:00	0	24	8	0	2	0	0	0	0	0	0	0	0	34
20:00	0	17	5	0	1	0	0	0	0	0	0	0	0	23
21:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
22:00	0	14	7	0	0	0	0	0	0	0	0	0	0	21
23:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Day Total	1	422	186	8	29	7	1	0	19	0	0	0	0	673
Percent	0.1%	62.7%	27.6%	1.2%	4.3%	1.0%	0.1%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	08:00	06:00	08:00	02:00	09:00		07:00					08:00
Vol.		19	21	2	3	1	1		3					43
PM Peak	13:00	15:00	16:00	16:00	12:00	16:00			13:00					16:00
Vol.	1	43	19	2	5	2			2					63

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:00	0	7	0	0	0	**1**	0	0	0	0	0	0	0	8
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
03:00	0	4	0	0	0	0	**1**	0	0	0	0	0	0	5
04:00	0	4	0	**1**	1	1	0	0	0	0	0	0	0	7
05:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
06:00	0	7	2	1	0	0	0	0	0	0	0	0	0	10
07:00	0	9	8	0	2	1	0	0	**1**	0	0	0	0	21
08:00	0	24	**20**	0	1	0	0	0	0	0	0	0	0	**45**
09:00	0	23	10	0	1	1	0	0	0	0	0	0	0	35
10:00	0	**27**	13	0	2	0	0	0	1	0	0	0	0	43
11:00	0	27	10	0	**3**	1	0	0	1	0	0	0	0	42
12 PM	0	22	13	0	1	0	0	0	0	0	0	0	0	36
13:00	0	25	14	**1**	1	0	0	0	**3**	0	0	0	0	44
14:00	0	25	**16**	0	3	**1**	0	0	0	0	0	0	0	45
15:00	0	32	9	0	1	0	0	0	0	0	0	0	0	42
16:00	0	31	14	1	3	0	0	0	2	0	0	0	0	51
17:00	0	30	13	1	3	0	0	0	0	0	0	0	0	47
18:00	0	24	12	0	2	0	0	0	1	0	0	0	0	39
19:00	0	**39**	11	1	**4**	0	0	0	0	0	0	0	0	**55**
20:00	0	23	7	1	1	0	0	0	0	0	0	0	0	32
21:00	0	19	13	0	0	0	**1**	0	0	0	0	0	0	33
22:00	**1**	18	4	0	0	1	0	0	0	0	0	0	0	24
23:00	0	8	3	1	0	0	0	0	0	0	0	0	0	12
Day Total	1	439	196	8	30	7	2	0	9	0	0	0	0	692
Percent	0.1%	63.4%	28.3%	1.2%	4.3%	1.0%	0.3%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	08:00	04:00	11:00	01:00	03:00		07:00					08:00
Vol.		27	20	1	3	1	1		1					45
PM Peak	22:00	19:00	14:00	13:00	19:00	14:00	21:00		13:00					19:00
Vol.	1	39	16	1	4	1	1		3					55

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	**1**	10	2	0	0	**2**	0	0	0	0	0	0	0	15
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
04:00	0	3	1	**1**	0	0	0	0	0	0	0	0	0	5
05:00	0	6	2	0	1	0	**1**	0	0	0	0	0	0	10
06:00	0	4	12	0	0	0	0	0	**1**	0	0	0	0	17
07:00	0	4	**16**	0	**3**	1	0	0	0	0	0	0	0	24
08:00	0	29	12	0	0	1	0	0	0	0	0	0	0	42
09:00	0	**36**	16	0	3	0	0	0	0	0	0	0	0	**55**
10:00	0	25	14	1	2	0	0	0	1	0	0	0	0	43
11:00	0	29	9	0	3	0	0	**1**	0	**1**	0	0	0	43
12 PM	**1**	26	9	0	1	0	0	0	0	0	0	0	0	37
13:00	0	31	10	0	1	0	0	0	0	0	0	0	0	42
14:00	0	**37**	9	**3**	**4**	0	0	0	0	0	0	0	**1**	**54**
15:00	0	27	**17**	1	1	0	0	0	0	0	0	0	0	46
16:00	0	30	9	0	2	0	0	0	0	0	0	0	0	41
17:00	0	26	15	0	3	**1**	0	0	0	0	0	0	0	45
18:00	0	24	17	0	1	0	0	0	0	0	0	0	0	42
19:00	0	27	8	0	1	0	0	0	0	0	0	0	0	36
20:00	0	20	7	1	0	0	**2**	0	0	0	0	0	0	30
21:00	0	21	2	0	1	0	0	0	**1**	0	0	0	0	25
22:00	0	23	7	0	1	0	0	0	0	0	0	0	0	31
23:00	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Day Total	2	473	202	7	29	5	3	1	3	1	0	0	1	727
Percent	0.3%	65.1%	27.8%	1.0%	4.0%	0.7%	0.4%	0.1%	0.4%	0.1%	0.0%	0.0%	0.1%	
AM Peak	00:00	09:00	07:00	04:00	07:00	00:00	05:00	11:00	06:00	11:00				09:00
Vol.	1	36	16	1	3	2	1	1	1	1				55
PM Peak	12:00	14:00	15:00	14:00	14:00	17:00	20:00		21:00				14:00	14:00
Vol.	1	37	17	3	4	1	2		1				1	54

All Traffic Data Services

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Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	24	4	0	1	**1**	0	0	0	0	0	0	0	30
01:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
02:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5
05:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
06:00	0	4	2	0	0	0	1	0	0	0	0	0	0	7
07:00	0	12	4	1	1	0	0	0	0	0	0	0	0	18
08:00	0	**26**	3	0	2	0	0	0	0	0	0	0	0	31
09:00	0	16	3	0	1	0	**2**	0	0	0	0	0	0	22
10:00	0	25	**8**	**2**	1	0	1	0	0	0	0	0	0	37
11:00	**1**	26	8	1	**3**	0	0	0	0	0	0	0	0	**39**
12 PM	**1**	34	12	1	2	0	0	0	0	0	0	0	0	50
13:00	1	17	12	0	3	0	0	0	1	0	0	0	0	34
14:00	0	25	9	**2**	2	0	0	0	0	0	0	0	0	38
15:00	1	30	11	0	2	0	0	0	0	0	0	0	0	44
16:00	0	39	5	1	0	**1**	0	0	**2**	0	0	0	0	48
17:00	0	29	**15**	0	2	1	0	0	0	0	0	0	0	47
18:00	0	**44**	10	1	**4**	0	0	0	0	0	0	0	0	**59**
19:00	0	27	9	1	1	1	0	0	1	0	0	0	0	40
20:00	0	17	14	0	0	0	0	0	0	0	0	0	0	31
21:00	0	15	6	0	0	1	0	0	0	0	0	0	0	22
22:00	0	14	2	0	0	1	0	0	0	0	0	0	0	17
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Day Total	4	464	148	10	26	7	4	0	4	0	0	0	0	667
Percent	0.6%	69.6%	22.2%	1.5%	3.9%	1.0%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	10:00	10:00	11:00	00:00	09:00							11:00
Vol.	1	26	8	2	3	1	2							39
PM Peak	12:00	18:00	17:00	14:00	18:00	16:00			16:00					18:00
Vol.	1	44	15	2	4	1			2					59
Grand Total	15	3195	1361	65	219	68	19	1	109	9	4	1	4	5070
Percent	0.3%	63.0%	26.8%	1.3%	4.3%	1.3%	0.4%	0.0%	2.1%	0.2%	0.1%	0.0%	0.1%	

All Traffic Data Services

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Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	34-43	2
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	34-43	2
02:00	0	1	**2**	0	0	0	0	0	0	0	0	0	0	0	3	15-24	3
03:00	0	0	0	0	0	2	3	3	0	1	0	0	0	0	9	41-50	6
04:00	0	0	0	0	1	0	3	7	3	1	1	0	0	0	16	46-55	10
05:00	0	0	0	0	0	2	8	10	8	4	**4**	0	0	0	36	46-55	18
06:00	0	0	0	0	**3**	**7**	3	17	8	3	0	0	0	0	41	46-55	25
07:00	0	1	0	0	2	3	8	**21**	**15**	**8**	1	0	0	0	**59**	46-55	36
08:00	0	0	0	1	0	7	**10**	18	10	3	2	**1**	0	0	52	41-50	28
09:00	0	**2**	1	**2**	2	2	8	11	6	2	0	1	0	0	37	41-50	19
10:00	0	0	0	0	2	7	8	9	7	4	0	0	0	0	37	41-50	17
11:00	0	2	1	0	3	6	9	6	6	4	3	1	0	0	41	40-49	15
12 PM	0	1	1	2	4	4	10	10	9	1	1	0	0	0	43	41-50	20
13:00	**1**	0	**4**	0	4	4	3	8	**16**	1	0	0	0	0	41	46-55	24
14:00	0	1	1	2	1	**10**	3	9	3	3	1	**1**	0	0	35	35-44	13
15:00	0	0	2	0	**5**	9	12	10	5	5	0	0	0	0	48	39-48	22
16:00	0	**5**	0	1	1	6	15	9	7	**6**	1	0	**1**	0	52	41-50	24
17:00	0	2	1	**4**	2	5	9	**17**	10	2	**3**	0	0	0	**55**	44-53	27
18:00	1	1	0	0	1	1	12	12	11	5	1	0	0	0	45	41-50	24
19:00	0	0	1	4	3	7	**17**	8	9	1	0	0	0	0	50	41-50	25
20:00	0	1	2	0	1	3	7	4	2	1	0	0	0	0	21	41-50	11
21:00	0	1	0	1	3	4	7	2	2	0	2	0	0	0	22	36-45	11
22:00	0	0	0	0	2	1	1	3	1	1	0	0	0	0	9	46-55	4
23:00	0	0	0	0	0	4	3	1	0	0	0	0	0	0	8	36-45	7
Total	2	18	16	17	40	96	161	196	138	56	20	4	1	0	765		
Percent	0.3%	2.4%	2.1%	2.2%	5.2%	12.5%	21.0%	25.6%	18.0%	7.3%	2.6%	0.5%	0.1%	0.0%			
AM Peak		09:00	02:00	09:00	06:00	06:00	08:00	07:00	07:00	07:00	05:00	08:00			07:00		
Vol.		2	2	2	3	7	10	21	15	8	4	1			59		
PM Peak	13:00	16:00	13:00	17:00	15:00	14:00	19:00	17:00	13:00	16:00	17:00	14:00	16:00		17:00		
Vol.	1	5	4	4	5	10	17	17	16	6	3	1	1		55		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	1	2	2	0	0	0	0	0	0	5	39-48	4
01:00	0	0	1	0	0	0	0	1	2	0	0	0	0	0	4	45-54	3
02:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4	39-48	3
03:00	0	0	0	0	1	1	4	0	4	0	0	0	0	0	10	36-45	5
04:00	0	0	1	0	0	0	4	6	5	2	0	0	0	0	18	46-55	11
05:00	0	0	0	0	1	0	10	14	10	**9**	2	0	0	0	46	41-50	24
06:00	**1**	0	0	0	3	5	7	15	7	4	0	0	0	0	42	41-50	22
07:00	0	0	0	0	**4**	**9**	16	**21**	**18**	3	**4**	0	0	0	**75**	45-54	39
08:00	0	**1**	1	0	1	6	**17**	14	7	3	2	**1**	0	0	53	41-50	31
09:00	0	0	0	**6**	2	4	9	13	8	1	0	0	0	0	43	41-50	22
10:00	0	0	0	1	3	4	9	12	3	1	2	0	0	0	35	41-50	21
11:00	1	0	**4**	3	4	4	4	5	3	2	1	0	0	0	31	39-48	9
12 PM	0	0	1	4	**5**	8	9	8	8	2	0	0	0	0	45	41-50	17
13:00	**4**	1	1	2	2	5	13	12	4	3	0	0	0	0	47	41-50	25
14:00	0	1	0	1	4	6	12	7	4	0	1	0	0	0	36	39-48	19
15:00	0	1	0	1	3	7	11	**19**	**20**	4	**3**	0	0	0	**69**	46-55	39
16:00	0	**2**	**5**	**5**	2	4	**14**	14	8	5	0	**2**	0	0	61	41-50	28
17:00	0	0	0	0	1	4	6	10	12	**7**	0	0	0	0	40	46-55	22
18:00	0	1	1	0	3	**10**	7	14	6	2	0	0	0	0	44	41-50	21
19:00	2	0	0	0	2	2	9	13	3	2	0	0	0	0	33	41-50	22
20:00	0	0	0	0	2	2	5	3	5	1	0	0	0	0	18	39-48	8
21:00	0	1	0	1	1	7	5	7	1	0	0	0	0	0	23	36-45	12
22:00	0	0	0	0	1	2	1	2	0	1	0	0	0	0	7	41-50	3
23:00	0	1	0	1	0	1	0	2	1	0	0	0	0	0	6	46-55	3
Total	8	9	15	25	45	93	175	216	139	52	15	3	0	0	795		
Percent	1.0%	1.1%	1.9%	3.1%	5.7%	11.7%	22.0%	27.2%	17.5%	6.5%	1.9%	0.4%	0.0%	0.0%			
AM Peak	06:00	08:00	11:00	09:00	07:00	07:00	08:00	07:00	07:00	05:00	07:00	08:00			07:00		
Vol.	1	1	4	6	4	9	17	21	18	9	4	1			75		
PM Peak	13:00	16:00	16:00	16:00	12:00	18:00	16:00	15:00	15:00	17:00	15:00	16:00			15:00		
Vol.	4	2	5	5	5	10	14	19	20	7	3	2			69		

All Traffic Data Services

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Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	3	3	0	0	0	0	0	0	6	41-50	6
01:00	0	1	0	0	0	0	0	1	2	0	0	0	0	0	4	45-54	3
02:00	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3	19-28	1
03:00	0	0	0	0	0	0	4	1	4	0	0	0	0	0	9	45-54	5
04:00	0	0	0	0	0	2	2	5	3	1	0	0	0	0	13	44-53	8
05:00	0	0	0	0	3	7	11	10	7	7	0	0	0	0	45	41-50	21
06:00	0	0	0	0	3	4	**19**	11	8	2	0	**1**	0	0	48	41-50	30
07:00	0	0	**1**	0	**4**	**8**	7	**34**	**12**	**12**	1	1	0	0	**80**	46-55	46
08:00	0	0	1	0	1	7	7	7	9	5	**2**	0	0	0	39	45-54	16
09:00	0	0	0	0	2	3	5	12	11	2	0	1	0	0	36	46-55	23
10:00	0	**3**	0	0	0	4	6	15	3	4	0	0	0	0	35	41-50	21
11:00	**1**	0	0	**2**	0	1	7	10	7	2	0	0	0	0	30	41-50	17
12 PM	0	0	0	**3**	5	6	7	9	6	2	0	0	0	0	38	41-50	16
13:00	0	1	0	2	1	**8**	8	9	3	1	0	0	0	0	33	39-48	17
14:00	0	0	0	3	1	7	9	6	**9**	**3**	1	0	0	0	39	36-45	16
15:00	0	**2**	0	2	**7**	8	**23**	14	7	1	**3**	0	0	0	**67**	41-50	37
16:00	0	0	1	2	5	4	4	6	9	1	0	0	0	0	32	46-55	15
17:00	0	0	**4**	1	4	4	16	**20**	8	1	0	0	0	0	58	41-50	36
18:00	0	0	0	0	6	8	7	10	6	2	2	0	0	0	41	40-49	17
19:00	0	1	0	1	1	4	17	4	5	1	0	0	0	0	34	36-45	21
20:00	0	0	0	1	3	4	15	9	9	1	1	0	0	0	43	41-50	24
21:00	0	0	2	0	4	3	12	0	2	0	0	0	0	0	23	36-45	15
22:00	0	0	0	0	0	2	4	1	0	1	0	0	0	0	8	36-45	6
23:00	0	0	0	0	0	2	3	2	1	1	0	0	0	0	9	41-50	5
Total	1	8	9	18	50	97	196	200	131	50	10	3	0	0	773		
Percent	0.1%	1.0%	1.2%	2.3%	6.5%	12.5%	25.4%	25.9%	16.9%	6.5%	1.3%	0.4%	0.0%	0.0%			
AM Peak	11:00	10:00	07:00	11:00	07:00	07:00	06:00	07:00	07:00	07:00	08:00	06:00			07:00		
Vol.	1	3	1	2	4	8	19	34	12	12	2	1			80		
PM Peak		15:00	17:00	12:00	15:00	13:00	15:00	17:00	14:00	14:00	15:00				15:00		
Vol.		2	4	3	7	8	23	20	9	3	3				67		

All Traffic Data Services

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Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	**1**	0	1	0	0	1	2	0	0	0	0	0	0	5	40-49	3
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
02:00	0	1	0	1	1	0	3	3	0	0	0	0	0	0	9	41-50	6
03:00	0	0	0	0	0	1	5	3	2	0	1	0	0	0	12	41-50	8
04:00	0	0	0	0	1	0	3	5	3	3	0	0	0	0	15	41-50	8
05:00	0	0	0	0	2	2	11	11	7	6	**3**	0	0	0	42	41-50	22
06:00	0	0	0	1	2	7	6	15	5	2	0	**1**	0	0	39	41-50	21
07:00	0	1	0	**2**	0	**12**	**18**	**17**	**11**	**7**	1	1	0	0	**70**	41-50	35
08:00	0	0	0	0	2	4	9	16	4	3	0	0	0	0	38	41-50	25
09:00	0	0	0	0	**4**	7	12	9	6	3	0	0	0	0	41	41-50	21
10:00	**1**	0	**1**	2	0	1	7	8	2	0	0	0	0	0	22	41-50	15
11:00	0	0	1	1	4	11	8	4	6	2	3	0	0	0	40	36-45	19
12 PM	0	0	**1**	1	1	5	12	15	**10**	0	0	0	0	0	45	41-50	27
13:00	0	0	1	1	0	5	7	9	5	0	0	0	0	0	28	41-50	16
14:00	0	0	0	0	2	4	5	7	3	**3**	1	**1**	**1**	0	27	41-50	12
15:00	0	0	0	1	**4**	6	**20**	11	4	3	**2**	0	0	0	**51**	41-50	31
16:00	0	0	1	**5**	2	**10**	7	**16**	5	0	0	0	0	0	46	41-50	23
17:00	0	0	0	2	3	3	13	9	5	3	0	0	0	0	38	41-50	22
18:00	0	0	0	0	2	5	7	3	0	1	0	0	0	0	18	36-45	12
19:00	0	0	1	0	0	5	10	7	5	0	0	0	0	0	28	40-49	17
20:00	0	0	0	0	1	4	7	4	2	0	0	0	0	0	18	41-50	11
21:00	0	0	0	0	1	2	4	3	1	0	0	0	0	0	11	39-48	7
22:00	0	0	0	0	2	2	4	2	2	1	0	0	0	0	13	41-50	6
23:00	0	0	0	0	0	1	5	1	1	0	0	0	0	0	8	39-48	6
Total	1	3	6	18	34	98	184	180	89	37	11	3	1	0	665		
Percent	0.2%	0.5%	0.9%	2.7%	5.1%	14.7%	27.7%	27.1%	13.4%	5.6%	1.7%	0.5%	0.2%	0.0%			
AM Peak	10:00	00:00	10:00	07:00	09:00	07:00	07:00	07:00	07:00	07:00	05:00	06:00			07:00		
Vol.	1	1	1	2	4	12	18	17	11	7	3	1			70		
PM Peak			12:00	16:00	15:00	16:00	15:00	16:00	12:00	14:00	15:00	14:00	14:00		15:00		
Vol.			1	5	4	10	20	16	10	3	2	1	1		51		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	1	2	2	0	0	1	0	0	0	0	6	36-45	4
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	9-18	1
02:00	0	0	0	0	2	1	4	0	0	0	0	0	0	0	7	35-44	5
03:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5	31-40	4
04:00	0	1	**1**	0	2	5	3	3	2	0	0	0	0	0	17	34-43	8
05:00	0	**4**	0	1	1	1	4	0	0	0	0	0	0	0	11	36-45	5
06:00	0	1	0	1	2	6	2	1	0	0	0	0	0	0	13	36-45	8
07:00	0	0	0	**3**	**5**	**9**	11	6	3	0	1	0	0	0	38	36-45	20
08:00	0	1	0	0	0	8	13	13	5	1	0	**1**	0	0	42	41-50	26
09:00	0	0	0	1	5	2	9	11	**11**	2	1	0	0	0	42	45-54	22
10:00	0	0	0	2	1	3	**15**	**16**	9	**3**	**2**	0	0	0	**51**	41-50	31
11:00	**1**	0	1	2	1	9	10	9	6	3	0	0	0	0	42	41-50	19
12 PM	**1**	0	1	**2**	2	4	7	8	9	2	0	0	0	0	36	45-54	17
13:00	0	0	0	0	1	7	**11**	12	6	2	1	0	0	0	40	41-50	23
14:00	0	0	0	0	1	3	6	11	7	4	1	**1**	0	0	34	44-53	18
15:00	0	0	0	0	3	**11**	9	**15**	7	2	1	0	0	0	**48**	41-50	24
16:00	0	0	0	0	0	1	9	7	6	2	**3**	0	0	0	28	41-50	16
17:00	0	0	0	0	1	2	11	7	10	**7**	2	0	0	0	40	41-50	18
18:00	0	0	0	0	0	9	8	7	**11**	1	0	0	0	0	36	46-55	18
19:00	0	0	**3**	1	3	7	11	8	4	1	1	1	0	0	40	39-48	19
20:00	0	**2**	2	0	2	6	9	8	3	0	0	0	0	0	32	41-50	17
21:00	0	2	0	0	2	1	10	10	5	2	1	1	0	0	34	41-50	20
22:00	0	2	2	0	**5**	3	3	2	2	0	1	0	0	0	20	31-40	8
23:00	0	0	0	0	2	0	3	7	3	0	0	0	0	0	15	41-50	10
Total	2	14	10	13	44	103	171	161	109	33	15	4	0	0	679		
Percent	0.3%	2.1%	1.5%	1.9%	6.5%	15.2%	25.2%	23.7%	16.1%	4.9%	2.2%	0.6%	0.0%	0.0%			
AM Peak	11:00	05:00	04:00	07:00	07:00	07:00	10:00	10:00	09:00	10:00	10:00	08:00			10:00		
Vol.	1	4	1	3	5	9	15	16	11	3	2	1			51		
PM Peak	12:00	20:00	19:00	12:00	22:00	15:00	13:00	15:00	18:00	17:00	16:00	14:00			15:00		
Vol.	1	2	3	2	5	11	11	15	11	7	3	1			48		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	**1**	0	**1**	0	2	1	5	0	1	1	1	0	0	0	13	36-45	6
01:00	0	**1**	0	0	0	3	2	2	1	0	0	0	**1**	0	10	36-45	5
02:00	0	1	1	0	1	0	0	1	0	0	0	**1**	0	0	5	16-25	2
03:00	0	1	1	0	0	1	1	3	0	0	0	0	0	0	7	40-49	4
04:00	0	0	0	0	2	0	2	1	1	0	0	0	0	0	6	41-50	3
05:00	0	1	1	0	0	0	5	5	1	1	0	0	0	0	14	41-50	10
06:00	0	0	0	**1**	1	4	3	3	1	2	0	0	0	0	15	35-44	7
07:00	0	0	0	0	1	2	7	6	5	2	0	0	0	0	23	41-50	13
08:00	0	0	1	1	1	2	**13**	11	9	**6**	**2**	0	0	0	46	41-50	24
09:00	0	0	0	0	**6**	**7**	9	**14**	8	3	0	0	0	0	47	41-50	23
10:00	1	1	0	1	5	6	11	10	**10**	4	1	1	0	0	**51**	41-50	21
11:00	0	0	1	0	1	2	11	0	6	1	0	0	0	0	22	36-45	13
12 PM	0	0	0	**4**	2	1	8	12	9	3	1	0	0	0	40	46-55	21
13:00	**1**	0	1	0	0	5	10	9	**11**	6	2	0	0	0	45	44-53	20
14:00	0	0	0	1	1	**8**	**13**	**16**	7	**8**	1	0	0	0	**55**	41-50	29
15:00	0	0	1	0	2	3	13	9	10	4	3	**1**	0	0	46	41-50	22
16:00	0	0	0	3	1	3	8	10	9	1	4	1	0	0	40	44-53	19
17:00	0	1	1	0	1	7	9	13	6	6	**5**	0	0	0	49	41-50	22
18:00	0	0	0	0	1	2	5	8	10	6	3	0	0	0	35	46-55	18
19:00	0	0	1	0	**3**	0	7	15	6	3	1	0	0	0	36	41-50	22
20:00	0	1	1	0	1	3	7	9	7	0	2	0	0	0	31	46-55	16
21:00	0	0	2	0	1	4	4	9	2	5	0	0	0	0	27	41-50	13
22:00	0	**2**	1	0	2	1	3	4	2	4	3	0	0	0	22	41-50	7
23:00	0	2	**3**	1	2	4	9	3	2	0	0	0	0	0	26	36-45	13
Total	3	11	17	12	37	69	165	173	124	66	29	4	1	0	711		
Percent	0.4%	1.5%	2.4%	1.7%	5.2%	9.7%	23.2%	24.3%	17.4%	9.3%	4.1%	0.6%	0.1%	0.0%			
AM Peak	00:00	01:00	00:00	06:00	09:00	09:00	08:00	09:00	10:00	08:00	08:00	02:00	01:00		10:00		
Vol.	1	1	1	1	6	7	13	14	10	6	2	1	1		51		
PM Peak	13:00	22:00	23:00	12:00	19:00	14:00	14:00	14:00	13:00	14:00	17:00	15:00			14:00		
Vol.	1	2	3	4	3	8	13	16	11	8	5	1			55		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	1	1	2	6	2	3	1	0	0	0	16	46-55	8
01:00	0	0	1	0	0	1	3	4	0	0	0	0	0	0	9	41-50	7
02:00	0	0	0	1	1	1	2	1	4	0	0	0	0	0	10	45-54	5
03:00	0	0	0	0	0	1	2	4	1	0	0	0	0	0	8	41-50	6
04:00	0	**1**	1	0	0	0	0	0	1	1	0	0	0	0	4	14-23	2
05:00	0	0	0	1	0	1	4	0	3	0	0	0	0	0	9	36-45	5
06:00	0	1	0	1	0	2	4	2	0	2	0	0	0	0	12	41-50	6
07:00	0	0	1	0	0	1	3	4	5	3	0	0	0	0	17	45-54	9
08:00	0	0	0	0	1	1	4	9	6	4	0	0	0	0	25	45-54	15
09:00	0	0	**2**	**3**	**4**	0	**10**	9	7	**6**	0	**2**	0	0	43	41-50	19
10:00	**1**	0	0	1	1	**8**	9	**16**	**8**	3	1	1	0	0	**49**	41-50	25
11:00	0	0	1	0	0	3	7	15	7	4	**3**	0	0	0	40	46-55	22
12 PM	0	0	1	**3**	**5**	8	8	7	8	2	1	0	0	0	43	36-45	16
13:00	0	**1**	0	0	1	6	**13**	5	**12**	**7**	0	0	0	0	45	36-45	19
14:00	0	1	0	1	3	4	8	7	6	5	0	0	0	0	35	41-50	15
15:00	0	0	0	0	3	4	12	**14**	6	4	**2**	**1**	0	0	**46**	41-50	26
16:00	0	0	0	0	0	3	10	12	8	4	0	0	0	0	37	41-50	22
17:00	0	1	0	2	3	**9**	10	12	4	3	0	1	0	0	45	41-50	22
18:00	**1**	1	0	1	1	3	6	13	8	5	2	0	0	0	41	45-54	21
19:00	0	1	0	1	5	3	9	10	11	0	0	0	0	0	40	45-54	21
20:00	0	1	**3**	2	0	4	9	7	9	2	1	0	0	0	38	41-50	16
21:00	0	1	0	1	0	3	4	5	3	0	1	0	0	0	18	40-49	9
22:00	0	0	0	0	2	6	6	2	3	0	0	0	0	0	19	36-45	12
23:00	0	0	0	1	1	1	1	1	0	1	0	0	0	0	6	41-50	2
Total	2	9	10	19	32	74	146	165	122	59	12	5	0	0	655		
Percent	0.3%	1.4%	1.5%	2.9%	4.9%	11.3%	22.3%	25.2%	18.6%	9.0%	1.8%	0.8%	0.0%	0.0%			
AM Peak	10:00	04:00	09:00	09:00	09:00	10:00	09:00	10:00	10:00	09:00	11:00	09:00			10:00		
Vol.	1	1	2	3	4	8	10	16	8	6	3	2			49		
PM Peak	18:00	13:00	20:00	12:00	12:00	17:00	13:00	15:00	13:00	13:00	15:00	15:00			15:00		
Vol.	1	1	3	3	5	9	13	14	12	7	2	1			46		
Total	19	72	83	122	282	630	1198	1291	852	353	112	26	3	0	5043		
Percent	0.4%	1.4%	1.6%	2.4%	5.6%	12.5%	23.8%	25.6%	16.9%	7.0%	2.2%	0.5%	0.1%	0.0%			

15th Percentile :	36 MPH
50th Percentile :	45 MPH
85th Percentile :	53 MPH
95th Percentile :	58 MPH

Stats

10 MPH Pace Speed :	41-50 MPH
Number in Pace :	2489
Percent in Pace :	49.4%
Number of Vehicles > 55 MPH :	494
Percent of Vehicles > 55 MPH :	9.8%
Mean Speed(Average) :	45 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	1	5	1	2	1	0	0	0	0	10	39-48	6
01:00	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5	41-50	3
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	45-54	2
04:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	39-48	4
05:00	0	0	0	0	0	1	3	2	1	0	0	0	0	0	7	41-50	5
06:00	0	0	0	0	0	1	3	8	2	3	0	0	0	0	17	41-50	11
07:00	0	0	**1**	0	0	1	5	**14**	7	2	0	0	0	0	30	45-54	21
08:00	0	0	1	0	2	2	**16**	6	**8**	**5**	**3**	**1**	0	0	**44**	41-50	22
09:00	0	**1**	1	**1**	0	**8**	14	8	4	1	0	0	0	0	38	41-50	22
10:00	0	0	0	1	**4**	3	6	5	4	1	0	0	0	0	24	40-49	11
11:00	0	0	1	0	3	6	9	14	3	1	0	0	0	0	37	41-50	23
12 PM	0	0	1	3	**9**	7	10	17	5	0	0	0	0	0	52	41-50	27
13:00	0	0	**4**	2	4	8	17	11	4	3	1	1	0	0	55	41-50	28
14:00	**1**	**1**	0	2	3	9	16	14	6	5	0	0	0	0	57	41-50	30
15:00	0	0	2	1	5	9	7	13	8	3	0	0	0	0	48	46-55	21
16:00	0	0	0	**4**	2	5	18	20	10	6	0	0	0	0	65	41-50	38
17:00	0	0	1	2	2	8	**20**	**28**	**11**	2	**2**	0	0	0	**76**	41-50	48
18:00	0	0	1	2	2	9	10	16	6	**7**	2	**2**	0	0	57	41-50	26
19:00	0	0	1	3	1	**10**	12	15	11	3	0	0	0	0	56	41-50	27
20:00	0	0	0	2	4	7	8	7	2	2	0	0	0	0	32	41-50	15
21:00	0	1	1	1	3	2	2	6	7	2	0	0	0	0	25	46-55	13
22:00	0	0	1	0	1	2	2	6	1	1	0	0	0	0	14	41-50	8
23:00	0	0	0	0	4	2	2	1	2	0	0	0	0	0	11	31-40	6
Total	1	3	16	24	51	102	190	214	106	48	8	4	0	0	767		
Percent	0.1%	0.4%	2.1%	3.1%	6.6%	13.3%	24.8%	27.9%	13.8%	6.3%	1.0%	0.5%	0.0%	0.0%			
AM Peak		09:00	07:00	09:00	10:00	09:00	08:00	07:00	08:00	08:00	08:00	08:00			08:00		
Vol.		1	1	1	4	8	16	14	8	5	3	1			44		
PM Peak	14:00	14:00	13:00	16:00	12:00	19:00	17:00	17:00	17:00	18:00	17:00	18:00			17:00		
Vol.	1	1	4	4	9	10	20	28	11	7	2	2			76		

All Traffic Data Services

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Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	2	1	6	2	0	0	0	0	0	0	11	41-50	8
01:00	0	0	0	0	0	0	0	2	1	**2**	0	0	0	0	5	44-53	3
02:00	0	0	0	1	0	1	0	2	1	0	0	0	0	0	5	46-55	3
03:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	24-33	1
04:00	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4	39-48	2
05:00	0	0	0	0	3	10	**17**	**10**	5	1	**1**	**1**	0	0	**48**	36-45	27
06:00	0	0	**1**	0	1	6	2	5	3	1	0	0	0	0	19	34-43	8
07:00	0	0	0	1	1	9	12	10	**8**	1	0	0	0	0	42	41-50	22
08:00	0	**1**	0	1	**4**	3	16	10	5	1	0	0	0	0	41	41-50	26
09:00	0	0	0	1	3	**13**	12	7	1	1	0	0	0	0	38	36-45	25
10:00	0	0	0	**4**	0	4	10	6	2	1	0	0	0	0	27	40-49	16
11:00	0	1	0	3	2	6	6	3	3	2	0	0	0	0	26	36-45	12
12 PM	0	**1**	1	2	**9**	10	12	8	7	1	**2**	0	0	0	53	36-45	22
13:00	0	0	1	1	2	6	14	10	3	**3**	0	0	0	0	40	41-50	24
14:00	0	0	2	4	1	**12**	12	16	6	1	0	0	0	0	54	41-50	28
15:00	0	0	**3**	0	3	12	11	21	3	3	1	0	0	0	57	41-50	32
16:00	0	1	0	0	4	8	21	**22**	**17**	3	2	**1**	0	0	**79**	41-50	43
17:00	0	0	0	0	3	9	**22**	17	12	3	1	0	**2**	0	69	41-50	39
18:00	0	0	1	**7**	5	10	10	7	7	2	0	0	0	0	49	36-45	20
19:00	0	1	2	0	4	5	12	9	3	0	0	0	0	0	36	41-50	21
20:00	0	0	0	1	2	3	9	7	5	2	0	0	0	0	29	41-50	16
21:00	0	0	0	0	1	9	10	7	4	1	0	0	0	0	32	36-45	19
22:00	0	0	0	1	2	6	8	6	3	1	0	0	0	0	27	36-45	14
23:00	0	0	0	0	1	1	3	1	1	0	1	0	0	0	8	41-50	4
Total	0	5	11	27	55	144	226	189	102	30	8	2	2	0	801		
Percent	0.0%	0.6%	1.4%	3.4%	6.9%	18.0%	28.2%	23.6%	12.7%	3.7%	1.0%	0.2%	0.2%	0.0%			
AM Peak		08:00	06:00	10:00	08:00	09:00	05:00	05:00	07:00	01:00	05:00	05:00			05:00		
Vol.		1	1	4	4	13	17	10	8	2	1	1			48		
PM Peak		12:00	15:00	18:00	12:00	14:00	17:00	16:00	16:00	13:00	12:00	16:00	17:00		16:00		
Vol.		1	3	7	9	12	22	22	17	3	2	1	2		79		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	1	5	1	0	0	0	0	0	0	7	36-45	6
01:00	0	0	0	0	1	1	3	0	1	0	0	0	0	0	6	36-45	4
02:00	0	0	0	0	2	1	0	1	0	0	0	0	0	0	4	29-38	3
03:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	46-55	3
04:00	0	0	0	0	0	1	2	2	0	1	0	0	0	0	6	41-50	4
05:00	0	0	0	1	0	4	3	1	0	0	0	0	0	0	9	36-45	7
06:00	0	0	0	0	0	**6**	8	5	1	0	0	0	0	0	20	36-45	14
07:00	0	0	0	0	**4**	5	7	**18**	6	1	1	0	0	0	**42**	41-50	25
08:00	0	0	0	0	2	6	8	10	**11**	**2**	1	0	0	0	40	46-55	21
09:00	0	0	0	0	2	1	9	5	6	1	**2**	0	0	0	26	41-50	14
10:00	0	0	**1**	1	1	2	**10**	6	2	2	0	0	0	0	25	41-50	16
11:00	0	0	1	**2**	2	2	6	11	7	2	0	0	0	0	33	44-53	18
12 PM	**1**	0	0	0	3	6	18	4	5	1	0	0	0	0	38	36-45	24
13:00	0	0	1	**4**	**4**	7	9	9	6	1	0	0	**2**	0	43	40-49	18
14:00	0	0	0	4	2	6	8	13	6	3	**1**	0	0	0	43	41-50	21
15:00	0	0	0	2	4	7	19	18	10	3	1	0	0	0	64	41-50	37
16:00	0	0	1	1	4	9	12	14	11	1	1	0	1	0	55	41-50	26
17:00	0	0	**2**	1	2	**11**	18	**20**	11	**4**	0	0	0	0	**69**	41-50	38
18:00	0	0	0	1	3	5	10	12	**13**	4	0	**1**	0	0	49	46-55	25
19:00	0	0	1	0	2	9	**21**	10	5	1	0	0	0	0	49	39-48	31
20:00	0	0	0	0	0	6	11	18	9	2	0	0	0	0	46	41-50	29
21:00	0	0	0	0	1	6	13	6	4	1	0	0	0	0	31	36-45	19
22:00	0	0	1	1	3	2	4	3	3	3	1	0	0	0	21	39-48	7
23:00	0	0	0	0	1	1	2	2	4	0	1	0	0	0	11	45-54	6
Total	1	0	8	18	43	105	206	189	124	33	9	1	3	0	740		
Percent	0.1%	0.0%	1.1%	2.4%	5.8%	14.2%	27.8%	25.5%	16.8%	4.5%	1.2%	0.1%	0.4%	0.0%			
AM Peak			10:00	11:00	07:00	06:00	10:00	07:00	08:00	08:00	09:00				07:00		
Vol.			1	2	4	6	10	18	11	2	2				42		
PM Peak	12:00		17:00	13:00	13:00	17:00	19:00	17:00	18:00	17:00	14:00	18:00	13:00		17:00		
Vol.	1		2	4	4	11	21	20	13	4	1	1	2		69		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	1	1	0	2	1	1	0	0	0	0	0	6	41-50	3
01:00	0	0	**1**	0	1	1	2	4	1	0	0	0	0	0	10	41-50	6
02:00	0	0	0	0	0	3	0	2	2	0	0	0	0	0	7	45-54	4
03:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	39-48	2
04:00	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4	40-49	3
05:00	0	0	0	0	0	0	4	3	0	0	0	0	0	0	7	41-50	7
06:00	0	0	0	0	2	1	7	7	0	1	0	0	0	0	18	41-50	14
07:00	0	0	0	1	1	4	10	8	4	1	0	0	0	0	29	41-50	18
08:00	0	0	1	0	4	6	11	**17**	3	1	0	0	0	0	**43**	41-50	28
09:00	0	0	0	**2**	0	**11**	**12**	12	**5**	0	0	0	0	0	42	39-48	24
10:00	0	0	0	0	0	8	5	5	3	**3**	**1**	0	0	0	25	36-45	13
11:00	0	0	0	0	**9**	5	7	5	3	1	0	0	0	0	30	31-40	14
12 PM	0	0	0	**2**	2	6	18	14	6	3	0	0	0	0	51	41-50	32
13:00	0	0	0	1	3	9	6	10	7	2	0	0	0	0	38	44-53	17
14:00	0	0	0	2	3	2	16	7	8	1	0	0	0	0	39	41-50	23
15:00	0	0	0	0	3	4	10	**17**	**13**	**4**	**2**	0	0	0	53	46-55	30
16:00	0	0	0	1	2	**11**	**21**	15	10	1	1	**1**	0	0	**63**	41-50	36
17:00	0	0	0	1	**6**	9	19	10	2	2	0	0	0	0	49	39-48	29
18:00	0	0	**1**	1	4	2	13	12	8	2	1	0	0	0	44	41-50	25
19:00	0	0	0	0	3	7	12	8	3	1	0	0	0	0	34	39-48	20
20:00	0	0	0	0	3	3	8	8	1	0	0	0	0	0	23	41-50	16
21:00	0	0	0	0	1	4	6	5	2	0	0	0	0	0	18	41-50	11
22:00	0	0	0	0	2	5	7	5	2	0	0	0	0	0	21	41-50	12
23:00	0	0	0	1	1	3	6	5	1	0	0	0	0	0	17	40-49	11
Total	0	0	3	13	51	104	204	183	86	23	5	1	0	0	673		
Percent	0.0%	0.0%	0.4%	1.9%	7.6%	15.5%	30.3%	27.2%	12.8%	3.4%	0.7%	0.1%	0.0%	0.0%			
AM Peak			01:00	09:00	11:00	09:00	09:00	08:00	09:00	10:00	10:00				08:00		
Vol.			1	2	9	11	12	17	5	3	1				43		
PM Peak			18:00	12:00	17:00	16:00	16:00	15:00	15:00	15:00	15:00	16:00			16:00		
Vol.			1	2	6	11	21	17	13	4	2	1			63		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	**1**	0	0	2	1	3	0	0	0	0	0	0	7	39-48	4
01:00	0	0	0	1	1	2	2	2	0	0	0	0	0	0	8	34-43	4
02:00	0	0	0	0	1	1	3	0	0	1	0	0	0	0	6	36-45	4
03:00	0	0	0	1	0	3	1	0	0	0	0	0	0	0	5	36-45	4
04:00	0	0	0	0	2	3	1	1	0	0	0	0	0	0	7	31-40	5
05:00	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3	34-43	2
06:00	0	0	0	**3**	4	1	2	0	0	0	0	0	0	0	10	26-35	7
07:00	0	0	0	0	2	8	3	5	1	**2**	0	0	0	0	21	34-43	11
08:00	0	0	0	1	3	8	**18**	11	3	1	0	0	0	0	**45**	41-50	29
09:00	0	0	1	1	**5**	6	14	5	2	1	0	0	0	0	35	36-45	20
10:00	0	0	1	1	2	6	18	8	**5**	1	**1**	0	0	0	43	40-49	26
11:00	0	0	0	2	3	**9**	8	**14**	5	1	0	0	0	0	42	41-50	22
12 PM	0	0	0	2	2	5	13	7	4	2	0	**1**	0	0	36	40-49	20
13:00	0	0	0	0	5	4	13	11	7	2	1	1	0	0	44	41-50	24
14:00	0	0	0	0	3	4	**14**	**19**	3	2	0	0	0	0	45	41-50	33
15:00	0	0	0	2	**6**	9	13	7	5	0	0	0	0	0	42	36-45	22
16:00	0	0	0	0	2	5	10	17	12	3	**2**	0	0	0	51	45-54	29
17:00	0	0	0	1	1	8	13	10	6	**7**	1	0	0	0	47	40-49	23
18:00	0	0	0	2	2	**10**	8	10	6	1	0	0	0	0	39	36-45	18
19:00	0	0	**3**	0	3	9	11	11	**15**	1	1	0	**1**	0	**55**	46-55	26
20:00	0	0	0	**3**	3	8	6	4	4	2	2	0	0	0	32	36-45	14
21:00	0	1	0	1	2	4	10	9	6	0	0	0	0	0	33	41-50	19
22:00	**1**	**2**	1	0	1	3	4	8	4	0	0	0	0	0	24	46-55	12
23:00	0	0	1	1	1	2	1	4	2	0	0	0	0	0	12	46-55	6
Total	1	3	8	22	54	121	188	166	90	28	8	2	1	0	692		
Percent	0.1%	0.4%	1.2%	3.2%	7.8%	17.5%	27.2%	24.0%	13.0%	4.0%	1.2%	0.3%	0.1%	0.0%			
AM Peak			00:00	06:00	09:00	11:00	08:00	11:00	10:00	07:00	10:00				08:00		
Vol.			1	3	5	9	18	14	5	2	1				45		
PM Peak	22:00	22:00	19:00	20:00	15:00	18:00	14:00	14:00	19:00	17:00	16:00	12:00	19:00		19:00		
Vol.	1	2	3	3	6	10	14	19	15	7	2	1	1		55		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	**2**	**2**	**1**	1	3	3	2	0	1	0	0	0	0	15	36-45	6
01:00	0	0	0	0	0	0	3	3	1	1	0	0	0	0	8	41-50	6
02:00	0	0	0	0	1	2	2	1	1	0	1	0	0	0	8	36-45	4
03:00	0	1	0	1	0	0	1	0	1	0	0	0	0	0	4	9-18	1
04:00	0	0	0	1	0	0	3	0	1	0	0	0	0	0	5	41-50	3
05:00	0	0	2	0	0	2	1	2	0	2	1	0	0	0	10	56-65	3
06:00	0	0	0	0	1	2	8	4	1	0	0	**1**	0	0	17	40-49	12
07:00	0	0	0	0	1	3	10	4	2	**4**	0	0	0	0	24	41-50	14
08:00	0	0	0	1	3	6	12	14	2	4	0	0	0	0	42	41-50	26
09:00	0	0	0	0	**4**	7	**16**	15	10	2	1	0	0	0	**55**	41-50	31
10:00	0	0	0	1	2	**8**	8	15	6	1	**2**	0	0	0	43	41-50	23
11:00	0	1	0	0	2	3	5	**17**	**13**	1	1	0	0	0	43	46-55	30
12 PM	0	0	2	0	0	6	11	9	5	3	1	0	0	0	37	41-50	20
13:00	**1**	0	0	0	2	2	5	**18**	**13**	1	0	0	0	0	42	46-55	31
14:00	0	0	0	**5**	**4**	**8**	14	7	12	4	0	0	0	0	**54**	36-45	22
15:00	0	**1**	0	0	0	8	12	8	10	**5**	1	**1**	0	0	46	36-45	20
16:00	0	0	0	0	1	3	9	12	8	4	**3**	0	**1**	0	41	41-50	21
17:00	0	0	0	1	2	3	12	16	7	4	0	0	0	0	45	41-50	28
18:00	0	0	0	0	1	4	**17**	11	5	2	1	0	1	0	42	41-50	28
19:00	0	1	0	1	4	7	9	7	5	2	0	0	0	0	36	36-45	16
20:00	0	1	**3**	0	2	3	6	12	3	0	0	0	0	0	30	41-50	18
21:00	0	0	0	2	1	4	6	8	3	1	0	0	0	0	25	41-50	14
22:00	0	0	2	2	2	4	3	11	3	3	1	0	0	0	31	41-50	14
23:00	1	0	0	2	3	3	7	4	2	2	0	0	0	0	24	41-50	11
Total	2	7	11	18	37	91	183	200	114	47	13	2	2	0	727		
Percent	0.3%	1.0%	1.5%	2.5%	5.1%	12.5%	25.2%	27.5%	15.7%	6.5%	1.8%	0.3%	0.3%	0.0%			
AM Peak		00:00	00:00	00:00	09:00	10:00	09:00	11:00	11:00	07:00	10:00	06:00			09:00		
Vol.		2	2	1	4	8	16	17	13	4	2	1			55		
PM Peak	13:00	15:00	20:00	14:00	14:00	14:00	18:00	13:00	13:00	15:00	16:00	15:00	16:00		14:00		
Vol.	1	1	3	5	4	8	17	18	13	5	3	1	1		54		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (HOMESTEAD RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	1	0	**5**	1	**11**	6	4	1	**1**	0	0	0	30	41-50	17
01:00	0	0	**2**	0	1	1	4	1	0	1	0	0	0	0	10	38-47	5
02:00	0	0	0	0	1	3	3	3	3	0	0	0	0	0	13	35-44	6
03:00	0	0	0	0	1	1	2	1	1	1	0	0	0	0	7	41-50	3
04:00	0	0	1	0	1	1	1	0	1	0	0	0	0	0	5	36-45	2
05:00	0	0	0	0	2	1	1	2	0	1	0	0	0	0	7	41-50	3
06:00	0	**1**	0	0	0	2	2	0	2	0	0	0	0	0	7	35-44	4
07:00	0	0	1	**1**	0	3	3	5	4	1	0	0	0	0	18	44-53	9
08:00	0	0	0	0	1	3	7	6	9	4	1	0	0	0	31	46-55	15
09:00	0	0	2	0	1	1	5	5	6	2	0	0	0	0	22	44-53	11
10:00	0	0	0	1	1	**4**	8	6	**11**	**5**	0	**1**	0	0	37	46-55	17
11:00	**2**	1	0	0	2	4	7	**13**	4	5	1	0	0	0	**39**	41-50	20
12 PM	0	0	**2**	1	6	8	12	9	10	2	0	0	0	0	50	39-48	21
13:00	0	0	0	0	1	6	6	11	8	2	0	0	0	0	34	45-54	19
14:00	0	**1**	1	1	3	3	6	11	11	1	0	0	0	0	38	46-55	22
15:00	0	0	0	**2**	1	4	9	14	**13**	1	0	0	0	0	44	46-55	27
16:00	0	0	0	1	4	6	13	**17**	4	2	0	**1**	0	0	48	41-50	30
17:00	0	0	0	1	**7**	8	10	7	10	**3**	0	1	0	0	47	36-45	18
18:00	0	0	0	2	5	10	**16**	13	10	3	0	0	0	0	**59**	41-50	29
19:00	0	0	1	0	4	**11**	6	10	6	1	**1**	0	0	0	40	35-44	17
20:00	0	0	0	2	1	2	10	7	7	0	1	1	0	0	31	41-50	17
21:00	0	0	0	0	2	7	3	5	4	0	1	0	0	0	22	34-43	10
22:00	0	0	0	0	2	6	5	3	0	1	0	0	0	0	17	36-45	11
23:00	0	0	0	1	2	2	3	2	0	1	0	0	0	0	11	41-50	5
Total	2	3	11	13	54	98	153	157	128	38	6	4	0	0	667		
Percent	0.3%	0.4%	1.6%	1.9%	8.1%	14.7%	22.9%	23.5%	19.2%	5.7%	0.9%	0.6%	0.0%	0.0%			
AM Peak	11:00	06:00	01:00	07:00	00:00	10:00	00:00	11:00	10:00	10:00	00:00	10:00			11:00		
Vol.	2	1	2	1	5	4	11	13	11	5	1	1			39		
PM Peak		14:00	12:00	15:00	17:00	19:00	18:00	16:00	15:00	17:00	19:00	16:00			18:00		
Vol.		1	2	2	7	11	16	17	13	3	1	1			59		
Total	7	21	68	135	345	765	1350	1298	750	247	57	16	8	0	5067		
Percent	0.1%	0.4%	1.3%	2.7%	6.8%	15.1%	26.6%	25.6%	14.8%	4.9%	1.1%	0.3%	0.2%	0.0%			

15th Percentile :	36 MPH
50th Percentile :	44 MPH
85th Percentile :	52 MPH
95th Percentile :	56 MPH

Stats

10 MPH Pace Speed :	41-50 MPH
Number in Pace :	2648
Percent in Pace :	52.3%
Number of Vehicles > 55 MPH :	328
Percent of Vehicles > 55 MPH :	6.5%
Mean Speed(Average) :	45 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	NB	SB							Total
12:00 AM		3	10							13
01:00		2	5							7
02:00		3	1							4
03:00		9	2							11
04:00		16	4							20
05:00		36	7							43
06:00		41	17							58
07:00		**59**	30							89
08:00		52	**44**							**96**
09:00		37	38							75
10:00		37	24							61
11:00		41	37							78
12:00 PM		43	52							95
01:00		41	55							96
02:00		35	57							92
03:00		48	48							96
04:00		52	65							117
05:00		**55**	**76**							**131**
06:00		45	57							102
07:00		50	56							106
08:00		21	32							53
09:00		22	25							47
10:00		9	14							23
11:00		8	11							19
Total		765	767							1532
Percent		49.9%	50.1%							
AM Peak	-	07:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	59	44	-	-	-	-	-	-	96
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	55	76	-	-	-	-	-	-	131

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

Start Time	17-Sep-24 Tue	NB	SB							Total
12:00 AM		5	11							16
01:00		4	5							9
02:00		4	5							9
03:00		10	2							12
04:00		18	4							22
05:00		46	**49**							95
06:00		42	19							61
07:00		**75**	42							**117**
08:00		54	41							95
09:00		43	38							81
10:00		35	28							63
11:00		31	26							57
12:00 PM		45	53							98
01:00		47	40							87
02:00		36	54							90
03:00		**70**	57							127
04:00		61	**79**							**140**
05:00		40	69							109
06:00		44	49							93
07:00		33	36							69
08:00		18	30							48
09:00		23	32							55
10:00		7	27							34
11:00		6	8							14
Total		797	804							1601
Percent		49.8%	50.2%							
AM Peak	-	07:00	05:00	-	-	-	-	-	-	07:00
Vol.	-	75	49	-	-	-	-	-	-	117
PM Peak	-	15:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	70	79	-	-	-	-	-	-	140

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

Start Time	18-Sep-24 Wed	NB	SB							Total
12:00 AM		6	7							13
01:00		4	6							10
02:00		3	4							7
03:00		9	3							12
04:00		13	6							19
05:00		45	9							54
06:00		48	20							68
07:00		**80**	**42**							**122**
08:00		39	40							79
09:00		36	26							62
10:00		35	25							60
11:00		30	33							63
12:00 PM		38	38							76
01:00		33	43							76
02:00		39	43							82
03:00		**67**	64							**131**
04:00		32	55							87
05:00		58	**69**							127
06:00		41	49							90
07:00		34	49							83
08:00		43	46							89
09:00		23	31							54
10:00		8	21							29
11:00		9	11							20
Total		773	740							1513
Percent		51.1%	48.9%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	80	42	-	-	-	-	-	-	122
PM Peak	-	15:00	17:00	-	-	-	-	-	-	15:00
Vol.	-	67	69	-	-	-	-	-	-	131

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

Start Time	19-Sep-24 Thu	NB	SB							Total
12:00 AM		5	6							11
01:00		1	10							11
02:00		9	7							16
03:00		12	2							14
04:00		15	4							19
05:00		43	7							50
06:00		39	18							57
07:00		**70**	29							**99**
08:00		38	**43**							81
09:00		41	42							83
10:00		22	25							47
11:00		40	30							70
12:00 PM		45	51							96
01:00		28	38							66
02:00		27	39							66
03:00		**51**	53							104
04:00		46	**63**							**109**
05:00		38	49							87
06:00		18	44							62
07:00		28	34							62
08:00		18	23							41
09:00		11	18							29
10:00		13	21							34
11:00		8	17							25
Total		666	673							1339
Percent		49.7%	50.3%							
AM Peak	-	07:00	08:00	-	-	-	-	-	-	07:00
Vol.	-	70	43	-	-	-	-	-	-	99
PM Peak	-	15:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	51	63	-	-	-	-	-	-	109

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

Start Time	20-Sep-24 Fri	NB	SB							Total
12:00 AM		6	7							13
01:00		2	8							10
02:00		7	6							13
03:00		5	5							10
04:00		17	7							24
05:00		11	3							14
06:00		13	10							23
07:00		38	21							59
08:00		42	**45**							87
09:00		42	35							77
10:00		**51**	43							**94**
11:00		42	42							84
12:00 PM		36	36							72
01:00		40	44							84
02:00		34	45							79
03:00		**48**	42							90
04:00		28	51							79
05:00		40	47							87
06:00		36	39							75
07:00		40	**55**							**95**
08:00		32	32							64
09:00		34	33							67
10:00		20	24							44
11:00		15	12							27
Total		679	692							1371
Percent		49.5%	50.5%							
AM Peak	-	10:00	08:00	-	-	-	-	-	-	10:00
Vol.	-	51	45	-	-	-	-	-	-	94
PM Peak	-	15:00	19:00	-	-	-	-	-	-	19:00
Vol.	-	48	55	-	-	-	-	-	-	95

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

Start Time	21-Sep-24 Sat	NB	SB							Total
12:00 AM		13	15							28
01:00		10	8							18
02:00		5	8							13
03:00		7	4							11
04:00		6	5							11
05:00		15	10							25
06:00		15	17							32
07:00		23	24							47
08:00		46	42							88
09:00		47	**55**							**102**
10:00		**51**	43							94
11:00		22	43							65
12:00 PM		40	37							77
01:00		45	42							87
02:00		**55**	**54**							**109**
03:00		46	46							92
04:00		40	41							81
05:00		49	45							94
06:00		35	42							77
07:00		36	36							72
08:00		31	30							61
09:00		27	25							52
10:00		22	31							53
11:00		27	24							51
Total		713	727							1440
Percent		49.5%	50.5%							
AM Peak	-	10:00	09:00	-	-	-	-	-	-	09:00
Vol.	-	51	55	-	-	-	-	-	-	102
PM Peak	-	14:00	14:00	-	-	-	-	-	-	14:00
Vol.	-	55	54	-	-	-	-	-	-	109

All Traffic Data Services

www.alltrafficdata.net

Site Code: 39
Station ID: 39
S-36 (homestead rd)

Latitude: 0' 0.0000 Undefined

Start Time	22-Sep-24 Sun	NB	SB							Total
12:00 AM		16	30							46
01:00		9	10							19
02:00		10	13							23
03:00		8	7							15
04:00		4	5							9
05:00		9	7							16
06:00		12	7							19
07:00		17	18							35
08:00		25	31							56
09:00		43	22							65
10:00		**49**	37							**86**
11:00		40	**39**							79
12:00 PM		43	50							93
01:00		45	34							79
02:00		35	38							73
03:00		**46**	44							90
04:00		37	48							85
05:00		45	47							92
06:00		41	**59**							**100**
07:00		40	40							80
08:00		38	31							69
09:00		18	22							40
10:00		19	17							36
11:00		6	11							17
Total		655	667							1322
Percent		49.5%	50.5%							
AM Peak	-	10:00	11:00	-	-	-	-	-	-	10:00
Vol.	-	49	39	-	-	-	-	-	-	86
PM Peak	-	15:00	18:00	-	-	-	-	-	-	18:00
Vol.	-	46	59	-	-	-	-	-	-	100
Grand Total		5048	5070							10118
Percent		49.9%	50.1%							
ADT		ADT 1,445		AADT 1,445						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak			13:00											13:00
Vol.			1											1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**1**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Percent	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak					14:00									14:00
Vol.					1									1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	**2**
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	**1**	0	0	0	0	0	0	0	0	0	0	**2**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Percent	0.0%	60.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00											07:00
Vol.		1	1											2
PM Peak		12:00	15:00											15:00
Vol.		1	1											2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**2**
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	1	1	0	0	0	0	0	0	0	0	0	0	3
Percent	33.3%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00		11:00											11:00
Vol.	1		1											2
PM Peak		16:00												16:00
Vol.		1												1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	**1**	**2**	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Percent	33.3%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00												10:00
Vol.	1	2												3
PM Peak														
Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Percent	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak			11:00											11:00
Vol.			1											1
PM Peak														
Vol.														
Grand Total	2	6	6	0	1	0	0	0	0	0	0	0	0	15
Percent	13.3%	40.0%	40.0%	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak			13:00											13:00
Vol.			1											1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**1**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Percent	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak					15:00									15:00
Vol.					1									1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**2**
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	**2**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	3	0	0	2	0	0	0	0	0	0	0	0	5
Percent	0.0%	60.0%	0.0%	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00			07:00									07:00
Vol.		1			1									2
PM Peak		12:00			15:00									15:00
Vol.		1			1									2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	**2**
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	1	0	0	1	0	0	0	0	0	0	0	0	3
Percent	33.3%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00				11:00									11:00
Vol.	1				1									2
PM Peak		16:00												16:00
Vol.		1												1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
11:00	**1**	0	1	0	0	0	0	0	0	0	0	0	0	**2**
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	0	2	0	0	0	0	0	0	0	0	0	0	3
Percent	33.3%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00		10:00											11:00
Vol.	1		1											2
PM Peak														
Vol.														

All Traffic Data Services

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Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**1**
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Percent	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak					11:00									11:00
Vol.					1									1
PM Peak														
Vol.														
Grand Total	2	4	4	0	5	0	0	0	0	0	0	0	0	15
Percent	13.3%	26.7%	26.7%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	19-28	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1		
Percent	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.				14:00 1											14:00 1		

All Traffic Data Services

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Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**1**	29-38	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.						14:00 1									14:00 1		

All Traffic Data Services

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Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**	10-19	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	29-38	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	**2**	25-34	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	2	0	0	2	1	0	0	0	0	0	0	0	0	5		
Percent	0.0%	40.0%	0.0%	0.0%	40.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00													07:00		
Vol.		2													2		
PM Peak					15:00	12:00									15:00		
Vol.					2	1									2		

All Traffic Data Services

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Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

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Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**2**	14-23	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3		
Percent	0.0%	33.3%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			11:00			11:00									11:00		
Vol.			1			1									2		
PM Peak		16:00													16:00		
Vol.		1													1		

All Traffic Data Services

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Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	**1**	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**3**	24-33	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3		
Percent	33.3%	0.0%	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00			10:00	10:00										10:00		
Vol.	1			1	1										3		
PM Peak																	
Vol.																	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 1

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	**1**	39-48	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak								11:00							11:00		
Vol.								1							1		
PM Peak Vol.																	
Total	1	3	1	2	3	3	0	1	0	0	0	0	0	0	14		
Percent	7.1%	21.4%	7.1%	14.3%	21.4%	21.4%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	16 MPH
	50th Percentile :	30 MPH
	85th Percentile :	38 MPH
	95th Percentile :	46 MPH
Stats	10 MPH Pace Speed :	29-38 MPH
	Number in Pace :	6
	Percent in Pace :	42.9%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	29 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**1**	34-43	1
14:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2		
Percent	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.			14:00 1				13:00 1								13:00 1		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**1**	29-38	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.						15:00 1									15:00 1		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**	10-19	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	29-38	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	**2**	19-28	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	2	1	1	0	1	0	0	0	0	0	0	0	0	5		
Percent	0.0%	40.0%	20.0%	20.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00													07:00		
Vol.		2													2		
PM Peak			15:00	15:00		12:00									15:00		
Vol.			1	1		1									2		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**2**	9-18	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	19-28	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3		
Percent	0.0%	33.3%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00		11:00											11:00		
Vol.		1		1											2		
PM Peak				16:00											16:00		
Vol.				1											1		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
11:00	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	**2**	19-28	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	1	1	0	0	1	0	0	0	0	0	0	0	3		
Percent	0.0%	0.0%	33.3%	33.3%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak			10:00	11:00			11:00								11:00		
Vol.			1	1			1								2		
PM Peak																	
Vol.																	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Direction 2

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	24-33	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1		
Percent	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak					11:00										11:00		
Vol.					1										1		
PM Peak																	
Vol.																	
Total	0	3	3	4	1	2	2	0	0	0	0	0	0	0	15		
Percent	0.0%	20.0%	20.0%	26.7%	6.7%	13.3%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	18 MPH
	50th Percentile :	26 MPH
	85th Percentile :	39 MPH
	95th Percentile :	43 MPH
Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	7
	Percent in Pace :	46.7%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	29 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		**1**	**1**							**2**
02:00		1	1							2
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		2	2							4
Percent		50.0%	50.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	13:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	1	1	-	-	-	-	-	-	2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Start Time	17-Sep-24 Tue	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		**1**	0							**1**
03:00		0	**1**							1
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		1	1							2
Percent		50.0%	50.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	14:00	15:00	-	-	-	-	-	-	14:00
Vol.	-	1	1	-	-	-	-	-	-	1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Start Time	18-Sep-24 Wed	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		**2**	**2**							**4**
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		1	1							2
01:00		0	0							0
02:00		0	0							0
03:00		**2**	**2**							**4**
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		5	5							10
Percent		50.0%	50.0%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	2	2	-	-	-	-	-	-	4
PM Peak	-	15:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	2	2	-	-	-	-	-	-	4

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Start Time	19-Sep-24 Thu	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		0	0							0
Percent		0.0%	0.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Start Time	20-Sep-24 Fri	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		**2**	**2**							**4**
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		**1**	**1**							**2**
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		3	3							6
Percent		50.0%	50.0%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	2	2	-	-	-	-	-	-	4
PM Peak	-	16:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	1	1	-	-	-	-	-	-	2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Start Time	21-Sep-24 Sat	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		**3**	1							**4**
11:00		0	**2**							2
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		3	3							6
Percent		50.0%	50.0%							
AM Peak	-	10:00	11:00	-	-	-	-	-	-	10:00
Vol.	-	3	2	-	-	-	-	-	-	4
PM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-

All Traffic Data Services

www.alltrafficdata.net

Site Code: 40
Station ID: 40
S-1303 (LOG CABIN RD)

Latitude: 0' 0.0000 Undefined

Start Time	22-Sep-24 Sun	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		**1**	**1**							**2**
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		1	1							2
Percent		50.0%	50.0%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	1	1	-	-	-	-	-	-	2
PM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
Grand Total		15	15							30
Percent		50.0%	50.0%							
ADT		ADT 4		AADT 4						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
07:00	0	5	7	0	**3**	0	0	0	1	0	0	0	0	16
08:00	0	3	4	0	2	1	0	0	1	0	0	0	0	11
09:00	0	7	5	0	0	1	0	0	1	0	0	0	0	14
10:00	0	5	**8**	0	0	1	0	0	**2**	0	0	0	0	16
11:00	0	**10**	4	0	1	**2**	0	0	0	0	0	0	0	**17**
12 PM	0	7	5	0	**2**	**1**	0	0	1	0	0	0	0	16
13:00	**1**	4	5	0	2	1	0	0	**2**	0	0	0	0	15
14:00	0	3	4	0	0	1	0	0	0	0	0	0	0	8
15:00	0	8	**10**	0	0	0	0	0	1	0	0	0	0	19
16:00	0	14	5	0	1	0	0	0	0	0	0	0	0	20
17:00	0	**16**	9	0	0	1	0	0	0	0	0	0	0	**26**
18:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
19:00	1	8	3	0	0	0	0	0	1	0	0	0	0	13
20:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
21:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5
23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Day Total	2	110	84	0	11	10	0	0	11	0	0	0	0	228
Percent	0.9%	48.2%	36.8%	0.0%	4.8%	4.4%	0.0%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	10:00		07:00	11:00			10:00					11:00
Vol.		10	8		3	2			2					17
PM Peak	13:00	17:00	15:00		12:00	12:00			13:00					17:00
Vol.	1	16	10		2	1			2					26

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	2	1	0	1	0	0	0	1	0	0	0	0	5
07:00	0	8	**11**	0	**5**	0	0	0	1	**1**	0	0	0	**26**
08:00	0	3	3	0	1	0	0	0	1	0	0	0	0	8
09:00	0	1	3	0	2	**2**	0	**1**	**2**	0	0	0	0	11
10:00	0	4	5	0	1	0	0	0	1	0	0	0	0	11
11:00	0	**9**	6	0	1	0	0	0	0	0	0	0	0	16
12 PM	0	9	8	0	2	0	0	0	**1**	0	0	0	0	20
13:00	0	11	5	0	0	0	0	0	0	0	0	0	0	16
14:00	0	4	10	0	0	0	0	0	1	0	0	0	0	15
15:00	0	9	**12**	0	**3**	0	0	0	0	**1**	0	0	0	25
16:00	0	**16**	9	0	0	**1**	0	0	0	0	0	0	0	**26**
17:00	0	14	8	0	0	0	0	0	0	0	0	0	0	22
18:00	0	9	5	0	1	0	0	0	1	0	0	0	0	16
19:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Day Total	0	116	91	0	17	3	0	1	10	2	0	0	0	240
Percent	0.0%	48.3%	37.9%	0.0%	7.1%	1.3%	0.0%	0.4%	4.2%	0.8%	0.0%	0.0%	0.0%	
AM Peak		11:00	07:00		07:00	09:00		09:00	09:00	07:00				07:00
Vol.		9	11		5	2		1	2	1				26
PM Peak		16:00	15:00		15:00	16:00			12:00	15:00				16:00
Vol.		16	12		3	1			1	1				26

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	**1**	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
06:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
07:00	0	5	**10**	0	0	0	0	0	0	0	0	0	0	**15**
08:00	0	2	4	0	0	**1**	0	0	0	0	0	0	0	7
09:00	0	3	5	0	0	1	0	0	0	0	0	0	0	9
10:00	0	**6**	3	0	0	0	0	0	1	0	0	0	0	10
11:00	0	6	7	0	0	1	0	0	0	0	0	0	0	14
12 PM	0	8	6	0	**1**	0	0	0	0	0	0	0	0	15
13:00	0	6	**12**	0	0	**2**	0	0	0	0	0	0	0	20
14:00	0	3	4	0	1	0	0	0	1	0	0	0	0	9
15:00	0	12	5	0	0	0	0	0	**2**	0	0	0	0	19
16:00	0	13	12	0	0	1	0	0	2	0	0	0	0	**28**
17:00	0	**16**	10	0	0	0	0	0	1	0	0	0	0	27
18:00	0	15	5	0	1	0	0	0	0	0	0	0	0	21
19:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
20:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Day Total	0	113	90	0	3	6	0	0	10	0	0	0	0	222
Percent	0.0%	50.9%	40.5%	0.0%	1.4%	2.7%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	07:00			08:00			04:00					07:00
Vol.		6	10			1			1					15
PM Peak		17:00	13:00		12:00	13:00			15:00					16:00
Vol.		16	12		1	2			2					28

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	**2**	0	0	0	0	3
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:00	0	**5**	**8**	0	**1**	0	0	0	0	0	0	0	0	**14**
08:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
09:00	0	3	4	0	1	0	**1**	0	0	0	0	0	0	9
10:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:00	0	5	3	**1**	1	**1**	0	0	0	0	0	0	0	11
12 PM	0	8	5	0	0	**1**	0	0	0	0	0	0	0	14
13:00	0	9	**8**	0	**1**	0	0	0	0	0	0	0	0	18
14:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
15:00	0	4	8	0	0	0	0	0	0	0	0	0	0	12
16:00	0	**12**	3	0	1	0	0	0	0	0	0	0	0	16
17:00	0	11	6	0	1	0	0	0	**1**	0	0	0	0	**19**
18:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
19:00	0	5	2	0	0	0	0	0	1	0	0	0	0	8
20:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
21:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
Day Total	0	88	67	1	7	2	1	0	4	0	0	0	0	170
Percent	0.0%	51.8%	39.4%	0.6%	4.1%	1.2%	0.6%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	11:00	07:00	11:00	09:00		05:00					07:00
Vol.		5	8	1	1	1	1		2					14
PM Peak		16:00	13:00		13:00	12:00			17:00					17:00
Vol.		12	8		1	1			1					19

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5
08:00	0	2	5	0	0	0	0	0	**1**	0	0	0	0	8
09:00	0	0	5	0	0	0	0	0	0	0	0	0	0	5
10:00	**1**	4	6	1	**2**	0	0	0	0	0	0	0	0	14
11:00	0	**8**	**8**	0	1	0	0	0	0	0	0	0	0	**17**
12 PM	0	2	8	0	**4**	0	0	0	0	**1**	0	0	0	15
13:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
14:00	0	**11**	2	0	0	0	0	0	0	0	0	0	0	13
15:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
16:00	0	9	7	0	0	**2**	0	0	0	0	0	0	0	18
17:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
18:00	0	9	**11**	0	0	0	**1**	0	0	0	0	0	0	**21**
19:00	0	2	1	0	1	0	0	0	0	0	0	0	**1**	5
20:00	0	0	4	0	0	0	0	0	0	0	0	0	0	4
21:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7
22:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	1	69	71	2	10	3	1	0	1	1	0	0	1	160
Percent	0.6%	43.1%	44.4%	1.3%	6.3%	1.9%	0.6%	0.0%	0.6%	0.6%	0.0%	0.0%	0.6%	
AM Peak	10:00	11:00	11:00	03:00	10:00				08:00					11:00
Vol.	1	8	8	1	2				1					17
PM Peak		14:00	18:00		12:00	16:00	18:00			12:00			19:00	18:00
Vol.		11	11		4	2	1			1			1	21

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	3	3	0	0	1	0	0	0	0	0	0	0	7
08:00	0	**4**	3	0	0	**2**	0	0	0	0	0	0	0	**9**
09:00	**1**	4	3	0	0	1	0	0	0	0	0	0	0	9
10:00	0	3	3	0	0	1	0	0	0	**1**	0	0	0	8
11:00	1	3	**5**	0	0	0	0	0	0	0	0	0	0	9
12 PM	0	3	**5**	0	**1**	0	0	0	0	0	0	0	0	9
13:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
14:00	0	**10**	5	0	0	0	0	0	0	0	0	0	0	**15**
15:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
16:00	0	6	5	0	1	0	0	0	0	0	0	0	0	12
17:00	0	4	5	0	1	0	0	0	**1**	0	0	0	0	11
18:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
19:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	2	81	48	0	4	5	0	0	1	1	0	0	0	142
Percent	1.4%	57.0%	33.8%	0.0%	2.8%	3.5%	0.0%	0.0%	0.7%	0.7%	0.0%	0.0%	0.0%	
AM Peak	09:00	08:00	11:00			08:00				10:00				08:00
Vol.	1	4	5			2				1				9
PM Peak		14:00	12:00		12:00				17:00					14:00
Vol.		10	5		1				1					15

All Traffic Data Services

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Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00	0	**6**	2	0	0	0	0	0	0	0	0	0	0	8
10:00	0	3	**5**	0	0	**1**	0	0	0	0	0	0	0	**9**
11:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
12 PM	0	4	4	0	**1**	0	0	0	0	0	0	0	0	9
13:00	**1**	6	3	0	0	0	0	0	0	0	0	0	0	10
14:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
15:00	0	9	**5**	0	0	0	0	0	0	0	0	0	0	14
16:00	0	4	2	0	0	0	0	0	**1**	0	0	0	0	7
17:00	0	6	2	0	1	**1**	0	0	0	0	0	0	0	10
18:00	0	**12**	3	0	0	0	0	0	0	0	0	0	0	**15**
19:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
20:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	1	87	44	0	2	2	0	0	1	0	0	0	0	137
Percent	0.7%	63.5%	32.1%	0.0%	1.5%	1.5%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	10:00			10:00								10:00
Vol.		6	5			1								9
PM Peak	13:00	18:00	15:00		12:00	17:00			16:00					18:00
Vol.	1	12	5		1	1			1					15
Grand Total	6	664	495	3	54	31	2	1	38	4	0	0	1	1299
Percent	0.5%	51.1%	38.1%	0.2%	4.2%	2.4%	0.2%	0.1%	2.9%	0.3%	0.0%	0.0%	0.1%	

All Traffic Data Services

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Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	**1**	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
05:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
06:00	0	8	6	0	0	0	0	0	1	0	0	0	0	15
07:00	0	**22**	6	0	**1**	0	0	0	1	0	0	0	0	**30**
08:00	0	10	**8**	0	0	1	0	0	0	**1**	0	0	0	20
09:00	0	9	4	0	1	1	0	**1**	0	0	0	0	0	16
10:00	0	9	4	0	0	**2**	0	0	1	0	0	0	0	16
11:00	**1**	6	5	0	1	2	0	0	1	0	0	0	0	16
12 PM	0	6	5	0	0	**2**	0	0	0	0	0	0	0	13
13:00	0	6	6	0	1	1	0	0	**2**	0	0	0	0	16
14:00	**1**	4	**8**	0	1	0	0	0	0	0	0	0	0	14
15:00	0	4	4	**1**	0	0	0	0	0	0	0	0	0	9
16:00	0	7	8	1	0	0	0	0	0	0	0	0	0	16
17:00	0	**12**	8	0	**4**	0	**1**	0	0	0	0	0	0	**25**
18:00	0	10	1	0	1	0	0	0	0	0	0	0	0	12
19:00	1	3	2	0	2	0	0	0	1	0	0	0	0	9
20:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
21:00	0	7	0	0	0	1	0	0	0	0	0	0	0	8
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	1	0	0	0	0	0	1	0	0	0	0	2
Day Total	3	135	82	2	12	10	1	1	11	1	0	0	0	258
Percent	1.2%	52.3%	31.8%	0.8%	4.7%	3.9%	0.4%	0.4%	4.3%	0.4%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	08:00		07:00	10:00		09:00	03:00	08:00				07:00
Vol.	1	22	8		1	2		1	1	1				30
PM Peak	14:00	17:00	14:00	15:00	17:00	12:00	17:00		13:00					17:00
Vol.	1	12	8	1	4	2	1		2					25

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	1	0	0	**1**	0	0	0	0	0	0	0	6
06:00	0	5	7	0	0	0	0	0	0	0	0	0	0	12
07:00	0	**14**	5	0	**1**	1	0	0	**2**	0	0	0	0	**23**
08:00	0	5	6	**1**	0	0	0	0	1	0	0	0	0	13
09:00	0	7	7	0	1	0	0	0	2	0	0	0	0	17
10:00	0	9	**10**	0	1	0	0	0	0	0	0	0	0	20
11:00	0	6	6	1	1	0	0	0	1	0	0	0	0	15
12 PM	0	5	4	**1**	0	0	0	0	0	0	0	0	0	10
13:00	0	7	5	0	1	0	0	0	1	0	0	0	0	14
14:00	0	7	4	0	0	0	0	0	1	0	0	0	0	12
15:00	0	**12**	**10**	0	1	0	0	0	0	0	0	0	**1**	**24**
16:00	0	5	4	0	1	**1**	0	0	**2**	0	0	0	0	13
17:00	**1**	8	2	0	0	1	0	0	0	**1**	0	0	0	13
18:00	1	9	7	0	**2**	0	0	0	0	0	0	0	0	19
19:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	2	114	83	3	9	4	0	0	10	1	0	0	1	227
Percent	0.9%	50.2%	36.6%	1.3%	4.0%	1.8%	0.0%	0.0%	4.4%	0.4%	0.0%	0.0%	0.4%	
AM Peak		07:00	10:00	08:00	07:00	05:00			07:00					07:00
Vol.		14	10	1	1	1			2					23
PM Peak	17:00	15:00	15:00	12:00	18:00	16:00			16:00	17:00			15:00	15:00
Vol.	1	12	10	1	2	1			2	1			1	24

All Traffic Data Services

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Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	2	0	1	0	0	0	**2**	0	0	0	0	8
06:00	0	7	5	0	0	0	0	**1**	0	0	0	0	0	13
07:00	0	**16**	**12**	0	0	0	0	0	0	**1**	0	0	0	**29**
08:00	0	10	9	0	0	0	0	0	0	0	0	0	0	19
09:00	0	9	4	0	0	0	0	0	1	0	0	0	0	14
10:00	0	8	2	0	**3**	**1**	0	0	0	0	0	0	0	14
11:00	0	4	6	0	0	0	0	0	0	1	0	0	0	11
12 PM	0	6	**10**	0	1	0	0	0	0	0	0	0	0	17
13:00	0	7	6	0	0	0	0	0	1	0	0	0	0	14
14:00	0	4	4	0	1	0	0	0	2	0	0	0	0	11
15:00	0	**11**	8	0	**3**	0	0	0	0	0	0	0	0	**22**
16:00	0	4	6	0	0	0	**1**	0	**3**	0	0	0	0	14
17:00	0	7	9	0	0	**1**	0	0	0	0	0	0	0	17
18:00	0	9	3	0	0	0	0	0	1	0	0	0	0	13
19:00	0	3	7	0	1	0	0	0	0	0	0	0	0	11
20:00	0	8	4	0	0	0	0	0	0	0	0	0	0	12
21:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Day Total	0	124	98	0	10	2	1	1	10	2	0	0	0	248
Percent	0.0%	50.0%	39.5%	0.0%	4.0%	0.8%	0.4%	0.4%	4.0%	0.8%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00		10:00	10:00		06:00	05:00	07:00				07:00
Vol.		16	12		3	1		1	2	1				29
PM Peak		15:00	12:00		15:00	17:00	16:00		16:00					15:00
Vol.		11	10		3	1	1		3					22

All Traffic Data Services

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Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
06:00	0	6	4	0	1	0	0	0	0	0	0	0	0	11
07:00	0	**14**	8	0	1	0	0	0	0	0	0	0	0	**23**
08:00	0	4	5	0	1	0	0	0	0	0	0	0	0	10
09:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
10:00	0	4	**12**	0	**2**	**2**	0	0	0	0	0	0	0	20
11:00	0	3	5	0	0	0	0	0	0	0	0	0	0	8
12 PM	0	4	**6**	0	0	**1**	0	0	0	0	0	0	0	11
13:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
14:00	0	6	3	0	**1**	0	0	0	0	0	0	0	0	10
15:00	0	**11**	4	0	0	0	0	0	0	0	0	0	0	**15**
16:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
17:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
18:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
19:00	0	4	1	0	0	1	0	0	0	0	0	0	0	6
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:00	0	1	0	0	0	0	0	0	**1**	0	0	0	0	2
23:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Day Total	0	95	70	0	10	4	0	0	2	0	0	0	0	181
Percent	0.0%	52.5%	38.7%	0.0%	5.5%	2.2%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	10:00		10:00	10:00			03:00					07:00
Vol.		14	12		2	2			1					23
PM Peak		15:00	12:00		14:00	12:00			22:00					15:00
Vol.		11	6		1	1			1					15

All Traffic Data Services

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Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	1	2	0	0	0	0	0	**1**	0	0	0	0	4
08:00	0	4	2	0	**1**	0	0	0	0	0	0	0	0	7
09:00	0	4	**6**	0	0	0	0	0	0	0	0	0	0	10
10:00	**1**	4	1	0	1	0	0	0	0	0	0	0	0	7
11:00	0	**9**	3	0	1	0	0	0	0	0	0	0	0	**13**
12 PM	**1**	1	6	0	2	0	0	0	**1**	0	0	0	0	11
13:00	0	4	2	0	2	0	0	0	0	**1**	0	0	0	9
14:00	0	8	3	0	1	0	0	0	0	0	0	0	0	12
15:00	0	9	5	0	1	0	0	0	0	0	0	0	0	**15**
16:00	0	7	3	0	**3**	0	0	0	0	1	0	0	0	14
17:00	0	4	**7**	0	1	0	0	0	1	0	0	0	0	13
18:00	0	**10**	4	0	0	0	0	0	1	0	0	0	0	15
19:00	0	4	6	0	1	0	0	0	0	0	0	0	0	11
20:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
21:00	0	2	2	0	0	0	0	0	1	0	0	0	0	5
22:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Day Total	2	83	57	0	14	0	0	0	5	2	0	0	0	163
Percent	1.2%	50.9%	35.0%	0.0%	8.6%	0.0%	0.0%	0.0%	3.1%	1.2%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	09:00		08:00				07:00					11:00
Vol.	1	9	6		1				1					13
PM Peak	12:00	18:00	17:00		16:00				12:00	13:00				15:00
Vol.	1	10	7		3				1	1				15

All Traffic Data Services

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Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
07:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
08:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
09:00	1	7	1	0	0	**2**	0	0	0	0	0	0	0	11
10:00	**2**	**10**	4	0	**1**	1	0	0	**1**	0	0	0	0	**19**
11:00	0	10	**6**	0	1	0	0	0	0	0	0	0	0	17
12 PM	0	4	**7**	0	0	0	0	0	0	0	0	0	0	11
13:00	0	**14**	4	0	**1**	0	0	0	0	0	0	0	0	**19**
14:00	0	13	4	0	0	0	0	0	0	0	0	0	0	17
15:00	0	6	6	0	1	0	0	0	0	0	0	0	0	13
16:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
17:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
18:00	0	5	4	0	0	**1**	0	0	0	0	0	0	0	10
19:00	0	5	3	0	0	0	**1**	0	0	0	0	0	0	9
20:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	3	117	51	0	4	4	1	0	1	0	0	0	0	181
Percent	1.7%	64.6%	28.2%	0.0%	2.2%	2.2%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	11:00		10:00	09:00			10:00					10:00
Vol.	2	10	6		1	2			1					19
PM Peak		13:00	12:00		13:00	18:00	19:00							13:00
Vol.		14	7		1	1	1							19

All Traffic Data Services

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Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1
07:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
08:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
09:00	**1**	5	0	0	0	0	0	0	0	0	0	0	0	6
10:00	0	**8**	**3**	0	0	0	0	0	0	0	0	0	0	**11**
11:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
12 PM	0	**15**	4	0	0	0	0	0	0	0	0	0	0	**19**
13:00	0	6	2	0	**1**	0	0	0	0	0	0	0	0	9
14:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
15:00	0	4	3	0	0	0	0	0	**1**	0	0	0	0	8
16:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10
17:00	0	8	**6**	0	0	0	0	0	0	0	0	0	0	14
18:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12
19:00	0	8	2	0	1	0	0	0	1	0	0	0	0	12
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	1	99	39	0	4	1	0	0	2	0	0	0	0	146
Percent	0.7%	67.8%	26.7%	0.0%	2.7%	0.7%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	10:00			06:00								10:00
Vol.	1	8	3			1								11
PM Peak		12:00	17:00		13:00				15:00					12:00
Vol.		15	6		1				1					19
Grand Total	11	767	480	5	63	25	3	2	41	6	0	0	1	1404
Percent	0.8%	54.6%	34.2%	0.4%	4.5%	1.8%	0.2%	0.1%	2.9%	0.4%	0.0%	0.0%	0.1%	

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Site Code: 42
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Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
04:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	44-53	2
06:00	0	0	0	0	0	0	0	0	1	0	0	0	**1**	0	2	44-53	1
07:00	0	0	0	0	0	0	2	2	**6**	4	**2**	0	0	0	16	51-60	10
08:00	0	0	0	0	0	0	0	0	6	**5**	0	0	0	0	11	51-60	11
09:00	0	0	0	0	0	0	**4**	3	3	3	1	0	0	0	14	41-50	7
10:00	0	0	0	0	0	**2**	2	**4**	6	2	0	0	0	0	16	46-55	10
11:00	0	0	0	0	0	2	1	3	4	3	2	**2**	0	0	**17**	48-57	7
12 PM	0	0	0	0	**1**	0	1	3	3	6	1	**1**	0	0	16	51-60	9
13:00	0	0	0	**1**	1	0	2	1	3	6	1	0	0	0	15	51-60	9
14:00	0	0	0	0	0	0	0	0	5	3	0	0	0	0	8	51-60	8
15:00	0	0	0	1	0	0	1	**4**	5	4	**4**	0	0	0	19	51-60	9
16:00	0	**1**	0	0	0	0	1	3	7	5	3	0	0	0	20	50-59	12
17:00	0	0	0	0	0	0	1	2	**8**	**11**	3	0	**1**	0	**26**	51-60	19
18:00	0	0	0	0	0	0	2	0	3	2	3	0	0	0	10	50-59	5
19:00	**1**	1	0	0	1	0	**3**	2	3	1	1	0	0	0	13	43-52	5
20:00	0	0	0	0	0	**1**	3	0	2	1	0	0	0	0	7	36-45	4
21:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4	39-48	3
22:00	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5	46-55	4
23:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	39-48	2
Total	1	2	1	2	3	5	26	32	72	57	21	3	2	0	227		
Percent	0.4%	0.9%	0.4%	0.9%	1.3%	2.2%	11.5%	14.1%	31.7%	25.1%	9.3%	1.3%	0.9%	0.0%			
AM Peak			04:00			10:00	09:00	10:00	07:00	08:00	07:00	11:00	06:00		11:00		
Vol.			1			2	4	4	6	5	2	2	1		17		
PM Peak	19:00	16:00		13:00	12:00	20:00	19:00	15:00	17:00	17:00	15:00	12:00	17:00		17:00		
Vol.	1	1		1	1	1	3	4	8	11	4	1	1		26		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49-58	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
04:00	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	2	24-33	1
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
06:00	0	0	0	**1**	0	0	0	0	2	2	0	0	0	0	5	50-59	4
07:00	0	0	0	0	0	0	**6**	**6**	**9**	1	**3**	1	0	0	**26**	46-55	15
08:00	0	0	0	0	0	0	0	3	1	**4**	0	0	0	0	8	49-58	5
09:00	0	0	0	1	0	**1**	1	2	3	2	0	1	0	0	11	51-60	5
10:00	0	0	0	0	0	0	2	4	2	3	0	0	0	0	11	41-50	6
11:00	0	0	0	1	0	1	1	2	6	3	0	**2**	0	0	16	49-58	9
12 PM	0	0	0	**1**	0	2	**3**	2	7	5	0	0	0	0	20	51-60	12
13:00	0	0	0	0	0	0	0	2	8	5	1	0	0	0	16	51-60	13
14:00	0	0	0	0	0	0	0	**6**	4	4	1	0	0	0	15	46-55	10
15:00	0	0	0	0	0	0	2	4	11	5	2	**1**	0	0	25	49-58	16
16:00	0	0	0	0	0	**3**	1	1	**12**	**7**	2	0	0	0	**26**	51-60	19
17:00	0	0	0	0	0	1	1	4	6	5	**4**	0	**1**	0	22	49-58	11
18:00	0	0	0	1	0	0	2	5	3	3	1	1	0	0	16	44-53	8
19:00	0	0	0	0	0	0	2	1	3	1	0	0	0	0	7	51-60	4
20:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
21:00	0	0	0	0	0	1	0	1	1	1	0	0	0	0	4	44-53	2
22:00	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4	45-54	4
23:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	44-53	2
Total	0	0	0	5	1	9	21	48	83	52	14	6	1	0	240		
Percent	0.0%	0.0%	0.0%	2.1%	0.4%	3.8%	8.8%	20.0%	34.6%	21.7%	5.8%	2.5%	0.4%	0.0%			
AM Peak				06:00	04:00	09:00	07:00	07:00	07:00	08:00	07:00	11:00			07:00		
Vol.				1	1	1	6	6	9	4	3	2			26		
PM Peak				12:00		16:00	12:00	14:00	16:00	16:00	17:00	15:00	17:00		16:00		
Vol.				1		3	3	6	12	7	4	1	1		26		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	54-63	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	2	25-34	2
05:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	34-43	1
06:00	0	0	0	0	0	0	0	1	1	0	0	**1**	0	0	3	44-53	2
07:00	0	0	0	0	0	**1**	0	**7**	4	2	1	0	0	0	**15**	46-55	11
08:00	0	0	**1**	0	0	1	1	1	1	2	0	0	0	0	7	51-60	3
09:00	0	0	0	0	0	0	0	2	4	2	1	0	0	0	9	51-60	6
10:00	0	0	0	0	0	0	**3**	1	2	**3**	1	0	0	0	10	50-59	5
11:00	0	0	0	0	0	0	1	4	**7**	1	0	1	0	0	14	46-55	11
12 PM	0	0	0	0	0	2	0	1	5	4	**3**	0	0	0	15	51-60	9
13:00	0	0	0	0	0	2	**3**	2	**10**	1	1	**1**	0	0	20	46-55	12
14:00	0	0	0	0	0	0	0	4	4	1	0	0	0	0	9	46-55	8
15:00	0	0	0	0	0	0	1	4	10	2	2	0	0	0	19	46-55	14
16:00	0	0	0	**1**	0	0	2	6	8	7	3	1	0	0	**28**	49-58	15
17:00	0	0	0	0	**1**	**3**	1	1	7	**12**	2	0	0	0	27	51-60	19
18:00	0	0	0	0	0	0	2	**9**	7	2	1	0	0	0	21	46-55	16
19:00	0	0	0	0	0	0	1	3	0	2	0	0	0	0	6	41-50	4
20:00	0	0	0	0	0	0	2	3	3	0	0	0	0	0	8	46-55	6
21:00	0	0	0	0	0	1	0	1	0	1	0	0	0	0	3	29-38	1
22:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
23:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	45-54	2
Total	0	0	1	1	3	10	19	50	75	43	16	4	0	0	222		
Percent	0.0%	0.0%	0.5%	0.5%	1.4%	4.5%	8.6%	22.5%	33.8%	19.4%	7.2%	1.8%	0.0%	0.0%			
AM Peak			08:00		04:00	07:00	10:00	07:00	11:00	10:00	01:00	06:00			07:00		
Vol.			1		2	1	3	7	7	3	1	1			15		
PM Peak				16:00	17:00	17:00	13:00	18:00	13:00	17:00	12:00	13:00			16:00		
Vol.				1	1	3	3	9	10	12	3	1			28		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	29-38	1
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	2	24-33	1
05:00	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	44-53	2
06:00	0	0	0	0	0	0	1	0	1	0	1	0	0	0	3	34-43	1
07:00	0	0	0	0	1	0	0	4	**3**	**4**	**2**	0	0	0	**14**	51-60	7
08:00	0	0	0	0	0	1	0	2	0	2	0	**1**	0	0	6	56-65	2
09:00	0	0	0	0	0	1	**2**	3	2	1	0	0	0	0	9	46-55	5
10:00	0	0	0	**1**	0	0	2	0	3	0	0	0	0	0	6	44-53	3
11:00	0	0	0	0	0	0	1	**6**	3	0	1	0	0	0	11	45-54	9
12 PM	0	0	0	0	0	1	0	4	5	2	**1**	**1**	0	0	14	46-55	9
13:00	0	0	0	0	0	0	2	**5**	4	**7**	0	0	0	0	18	50-59	11
14:00	0	0	0	0	0	1	**3**	4	0	0	0	0	0	0	8	41-50	7
15:00	0	0	0	0	0	0	3	4	4	1	0	0	0	0	12	46-55	8
16:00	0	0	0	0	0	0	3	2	**7**	4	0	0	0	0	16	51-60	11
17:00	0	0	0	**2**	0	**2**	3	3	5	3	1	0	0	0	**19**	45-54	8
18:00	0	0	0	0	0	2	0	2	2	1	0	0	0	0	7	46-55	4
19:00	0	0	0	1	0	2	0	2	2	0	1	0	0	0	8	46-55	4
20:00	0	0	0	0	0	0	1	0	1	0	1	0	0	0	3	34-43	1
21:00	0	0	0	0	0	2	1	0	2	0	0	0	0	0	5	34-43	3
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	1	0	1	1	1	0	0	0	4	49-58	2
Total	0	0	0	4	2	13	24	42	48	26	9	2	0	0	170		
Percent	0.0%	0.0%	0.0%	2.4%	1.2%	7.6%	14.1%	24.7%	28.2%	15.3%	5.3%	1.2%	0.0%	0.0%			
AM Peak				10:00	04:00	00:00	09:00	11:00	07:00	07:00	07:00	08:00			07:00		
Vol.				1	1	1	2	6	3	4	2	1			14		
PM Peak				17:00		17:00	14:00	13:00	16:00	13:00	12:00	12:00			17:00		
Vol.				2		2	3	5	7	7	1	1			19		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
01:00	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	59-68	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
06:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
07:00	0	0	0	**1**	0	1	0	0	3	0	0	0	0	0	5	46-55	3
08:00	0	0	**1**	0	**2**	1	**4**	0	0	0	0	0	0	0	8	35-44	5
09:00	0	0	0	0	0	1	1	0	0	**3**	0	0	0	0	5	51-60	3
10:00	**1**	0	0	0	0	**4**	3	**2**	2	2	0	0	0	0	14	36-45	7
11:00	0	0	0	1	0	0	4	2	**8**	2	0	0	0	0	**17**	46-55	10
12 PM	0	0	0	0	0	**2**	**3**	1	4	3	**2**	0	0	0	15	50-59	7
13:00	0	0	**1**	0	0	0	1	1	1	1	0	**1**	0	0	6	51-60	2
14:00	0	0	0	0	0	1	2	4	4	1	1	0	0	0	13	46-55	8
15:00	0	0	0	0	0	0	2	2	2	2	1	0	0	0	9	51-60	4
16:00	0	0	0	**1**	**1**	1	1	3	**6**	4	1	0	0	0	18	49-58	10
17:00	0	0	0	0	0	0	0	1	2	1	0	1	0	0	5	51-60	3
18:00	0	0	1	0	0	0	1	**5**	6	**7**	0	1	0	0	**21**	50-59	13
19:00	0	0	0	0	1	0	1	1	2	0	0	0	0	0	5	44-53	3
20:00	0	0	0	0	0	1	0	2	0	0	1	0	0	0	4	39-48	2
21:00	0	0	0	0	1	1	0	4	1	0	0	0	0	0	7	44-53	5
22:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	24-33	1
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
Total	1	0	3	3	7	13	25	29	43	26	6	4	0	0	160		
Percent	0.6%	0.0%	1.9%	1.9%	4.4%	8.1%	15.6%	18.1%	26.9%	16.3%	3.8%	2.5%	0.0%	0.0%			
AM Peak	10:00		08:00	07:00	08:00	10:00	08:00	10:00	11:00	09:00		01:00			11:00		
Vol.	1		1	1	2	4	4	2	8	3		1			17		
PM Peak			13:00	16:00	16:00	12:00	12:00	18:00	16:00	18:00	12:00	13:00			18:00		
Vol.			1	1	1	2	3	5	6	7	2	1			21		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	39-48	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	1	2	2	1	1	0	0	0	7	46-55	4
08:00	0	0	0	0	0	0	1	**3**	1	2	**2**	0	0	0	**9**	56-65	4
09:00	0	0	0	0	0	0	0	2	**4**	2	0	**1**	0	0	9	51-60	6
10:00	0	0	0	0	0	0	0	2	3	**3**	0	0	0	0	8	51-60	6
11:00	0	**1**	0	0	0	0	**2**	3	1	1	1	0	0	0	9	41-50	5
12 PM	0	0	0	0	0	0	1	0	3	4	1	0	0	0	9	51-60	7
13:00	0	0	0	0	**1**	0	**2**	0	**5**	3	0	0	0	0	11	51-60	8
14:00	0	0	0	0	1	**2**	1	**5**	3	3	0	0	0	0	**15**	45-54	8
15:00	0	0	0	0	0	0	1	2	1	**5**	**3**	0	0	0	12	55-64	8
16:00	0	0	0	0	0	0	1	3	3	4	1	0	0	0	12	51-60	7
17:00	0	0	0	0	0	1	1	3	4	1	1	0	0	0	11	46-55	7
18:00	0	0	0	**1**	0	1	2	1	1	2	2	0	0	0	10	56-65	4
19:00	0	0	0	0	0	0	0	0	2	2	1	0	0	0	5	51-60	4
20:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
21:00	0	0	0	0	0	0	0	2	3	0	1	0	0	0	6	46-55	5
22:00	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	34-43	1
23:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3	45-54	3
Total	0	1	0	1	2	5	14	30	39	33	16	1	0	0	142		
Percent	0.0%	0.7%	0.0%	0.7%	1.4%	3.5%	9.9%	21.1%	27.5%	23.2%	11.3%	0.7%	0.0%	0.0%			
AM Peak		11:00					11:00	08:00	09:00	10:00	08:00	09:00			08:00		
Vol.		1					2	3	4	3	2	1			9		
PM Peak				18:00	13:00	14:00	13:00	14:00	13:00	15:00	15:00				14:00		
Vol.				1	1	2	2	5	5	5	3				15		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
07:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
08:00	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	54-63	1
09:00	0	0	0	0	0	0	1	1	**3**	2	1	0	0	0	8	51-60	5
10:00	0	0	0	0	0	0	**2**	1	3	**3**	0	0	0	0	**9**	50-59	6
11:00	0	0	0	0	0	0	0	**4**	2	1	0	0	0	0	7	46-55	6
12 PM	0	0	0	0	0	**1**	**3**	2	2	0	1	0	0	0	9	41-50	5
13:00	0	0	0	0	0	0	1	1	4	4	0	0	0	0	10	51-60	8
14:00	0	0	0	0	0	1	1	3	3	3	1	**1**	**1**	0	14	51-60	6
15:00	0	0	0	0	0	0	1	1	0	**5**	**6**	1	0	0	14	56-65	11
16:00	0	0	0	**1**	0	0	0	1	2	1	1	1	0	0	7	51-60	3
17:00	0	0	0	0	0	1	1	1	2	2	3	0	0	0	10	54-63	5
18:00	0	0	0	0	0	0	3	2	**6**	3	1	0	0	0	**15**	49-58	9
19:00	0	0	0	0	0	1	2	4	1	2	1	0	0	0	11	41-50	6
20:00	0	0	0	0	0	0	2	**6**	1	2	1	0	0	0	12	41-50	8
21:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	34-43	2
22:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	49-58	2
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
Total	0	0	0	1	0	6	18	28	33	29	17	3	1	0	136		
Percent	0.0%	0.0%	0.0%	0.7%	0.0%	4.4%	13.2%	20.6%	24.3%	21.3%	12.5%	2.2%	0.7%	0.0%			
AM Peak							10:00	11:00	09:00	10:00	08:00				10:00		
Vol.							2	4	3	3	1				9		
PM Peak				16:00		12:00	12:00	20:00	18:00	15:00	15:00	14:00	14:00		18:00		
Vol.				1		1	3	6	6	5	6	1	1		15		
Total	2	3	5	17	18	61	147	259	393	266	99	23	4	0	1297		
Percent	0.2%	0.2%	0.4%	1.3%	1.4%	4.7%	11.3%	20.0%	30.3%	20.5%	7.6%	1.8%	0.3%	0.0%			

15th Percentile :	43 MPH
50th Percentile :	51 MPH
85th Percentile :	58 MPH
95th Percentile :	63 MPH

Stats

10 MPH Pace Speed :	51-60 MPH
Number in Pace :	659
Percent in Pace :	50.8%
Number of Vehicles > 55 MPH :	392
Percent of Vehicles > 55 MPH :	30.2%
Mean Speed(Average) :	51 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
03:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	34-43	1
04:00	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	44-53	2
05:00	0	0	0	**1**	0	0	1	1	0	0	0	0	0	0	3	39-48	2
06:00	0	0	0	0	0	0	**4**	5	3	1	1	1	0	0	15	41-50	9
07:00	0	0	0	0	**1**	0	4	**6**	4	**7**	**2**	**4**	**1**	0	**29**	49-58	11
08:00	0	0	0	0	0	**2**	1	2	**9**	6	0	0	0	0	20	51-60	15
09:00	**1**	**1**	**1**	0	0	1	1	4	4	3	0	0	0	0	16	46-55	8
10:00	0	0	0	0	1	2	1	3	6	2	1	0	0	0	16	46-55	9
11:00	0	0	0	0	0	1	1	4	8	2	0	0	0	0	16	46-55	12
12 PM	0	0	0	0	0	0	0	3	3	3	**2**	**1**	**1**	0	13	51-60	6
13:00	0	0	0	0	0	1	2	4	4	4	1	0	0	0	16	45-54	8
14:00	0	0	0	0	0	0	**3**	3	5	2	1	0	0	0	14	46-55	8
15:00	0	0	0	0	0	1	0	3	2	2	1	0	0	0	9	46-55	5
16:00	0	0	0	0	0	**2**	1	3	5	**5**	0	0	0	0	16	50-59	10
17:00	0	0	**1**	0	0	0	2	**7**	**7**	5	2	1	0	0	**25**	46-55	14
18:00	**1**	0	0	0	0	0	2	4	1	3	1	0	0	0	12	41-50	6
19:00	0	**1**	0	0	0	0	2	2	1	2	1	0	0	0	9	41-50	4
20:00	0	0	0	**1**	0	1	1	3	1	2	0	0	0	0	9	46-55	4
21:00	0	0	0	0	0	0	1	0	4	2	0	1	0	0	8	51-60	6
22:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	34-43	2
23:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	34-43	1
Total	2	2	2	2	2	12	30	60	70	51	14	8	2	0	257		
Percent	0.8%	0.8%	0.8%	0.8%	0.8%	4.7%	11.7%	23.3%	27.2%	19.8%	5.4%	3.1%	0.8%	0.0%			
AM Peak	09:00	09:00	09:00	05:00	07:00	08:00	06:00	07:00	08:00	07:00	07:00	07:00	07:00		07:00		
Vol.	1	1	1	1	1	2	4	6	9	7	2	4	1		29		
PM Peak	18:00	19:00	17:00	20:00		16:00	14:00	17:00	17:00	16:00	12:00	12:00	12:00		17:00		
Vol.	1	1	1	1		2	3	7	7	5	2	1	1		25		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49-58	1
04:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	44-53	2
05:00	0	0	0	0	**1**	**1**	1	1	1	0	0	1	0	0	6	46-55	2
06:00	0	0	0	0	0	0	1	3	**5**	2	**1**	0	0	0	12	46-55	8
07:00	0	0	0	0	0	0	2	6	5	**6**	1	**2**	**1**	0	**23**	46-55	11
08:00	0	0	0	0	1	1	0	5	1	4	1	0	0	0	13	44-53	6
09:00	0	0	0	0	0	1	**6**	3	5	1	1	0	0	0	17	40-49	9
10:00	0	0	0	0	0	1	5	**10**	4	0	0	0	0	0	20	41-50	15
11:00	0	0	0	0	0	1	3	4	4	3	0	0	0	0	15	44-53	8
12 PM	0	0	0	0	0	0	0	2	**6**	1	1	0	0	0	10	46-55	8
13:00	0	0	**1**	0	0	0	2	3	5	3	0	0	0	0	14	46-55	8
14:00	0	0	0	0	0	**2**	**5**	2	2	1	0	0	0	0	12	41-50	7
15:00	0	0	0	0	0	2	2	4	5	**5**	**3**	**2**	**1**	0	**24**	49-58	10
16:00	0	0	0	0	**1**	2	2	1	4	2	1	0	0	0	13	51-60	6
17:00	**1**	0	0	0	0	0	1	2	6	2	1	0	0	0	13	51-60	8
18:00	0	**1**	0	0	0	1	4	**5**	3	2	2	1	0	0	19	41-50	9
19:00	0	0	0	0	0	0	0	2	2	1	0	0	1	0	6	46-55	4
20:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	45-54	2
21:00	0	0	0	0	0	0	1	0	2	1	0	0	0	0	4	49-58	3
22:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	1	1	0	3	12	35	54	64	35	12	6	3	0	227		
Percent	0.4%	0.4%	0.4%	0.0%	1.3%	5.3%	15.4%	23.8%	28.2%	15.4%	5.3%	2.6%	1.3%	0.0%			
AM Peak					05:00	05:00	09:00	10:00	06:00	07:00	06:00	07:00	07:00		07:00		
Vol.					1	1	6	10	5	6	1	2	1		23		
PM Peak	17:00	18:00	13:00		16:00	14:00	14:00	18:00	12:00	15:00	15:00	15:00	15:00		15:00		
Vol.	1	1	1		1	2	5	5	6	5	3	2	1		24		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	**1**	0	0	**4**	1	0	1	0	1	0	0	8	41-50	5
06:00	0	0	0	0	0	1	1	3	4	2	2	0	0	0	13	46-55	7
07:00	0	0	0	0	0	0	0	**7**	**7**	**8**	**3**	**4**	0	0	**29**	51-60	15
08:00	0	0	0	0	**1**	1	3	3	1	6	3	1	0	0	19	55-64	9
09:00	0	0	0	0	0	0	1	5	7	1	0	0	0	0	14	46-55	12
10:00	0	0	0	0	0	0	1	7	4	2	0	0	0	0	14	46-55	11
11:00	**1**	0	0	0	0	**2**	0	1	4	2	1	0	0	0	11	51-60	6
12 PM	0	0	0	0	0	1	1	**6**	**8**	0	1	0	0	0	17	46-55	14
13:00	0	0	0	0	0	0	3	6	3	2	0	0	0	0	14	46-55	9
14:00	0	0	0	0	0	1	**6**	2	1	0	1	0	0	0	11	41-50	8
15:00	**1**	0	0	0	0	0	4	6	5	**3**	1	**1**	0	0	**21**	44-53	11
16:00	0	0	0	**1**	0	0	2	4	5	1	1	0	0	0	14	46-55	9
17:00	0	0	0	1	0	0	2	5	5	3	1	0	0	0	17	46-55	10
18:00	0	0	0	0	0	**2**	4	4	3	0	0	0	0	0	13	40-49	8
19:00	0	0	0	0	0	1	2	4	0	2	**2**	0	0	0	11	41-50	6
20:00	0	0	0	0	0	1	0	3	6	1	1	0	0	0	12	46-55	9
21:00	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3	30-39	2
22:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
23:00	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	44-53	2
Total	2	0	0	3	1	12	35	69	66	34	17	7	0	0	246		
Percent	0.8%	0.0%	0.0%	1.2%	0.4%	4.9%	14.2%	28.0%	26.8%	13.8%	6.9%	2.8%	0.0%	0.0%			
AM Peak	11:00			05:00	08:00	11:00	05:00	07:00	07:00	07:00	07:00	07:00			07:00		
Vol.	1			1	1	2	4	7	7	8	3	4			29		
PM Peak	15:00			16:00		18:00	14:00	12:00	12:00	15:00	19:00	15:00			15:00		
Vol.	1			1		2	6	6	8	3	2	1			21		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
04:00	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	49-58	2
05:00	0	0	0	0	**1**	0	0	1	0	0	1	0	0	0	3	24-33	1
06:00	0	0	0	0	0	0	0	4	4	2	1	0	0	0	11	46-55	8
07:00	0	0	0	0	0	1	2	2	**7**	**5**	**2**	**4**	0	0	**23**	51-60	12
08:00	0	0	0	0	0	0	1	2	2	4	1	0	0	0	10	51-60	6
09:00	0	0	0	0	0	0	1	2	6	4	0	0	0	0	13	50-59	10
10:00	0	0	0	0	1	1	**4**	**7**	6	1	0	0	0	0	20	45-54	13
11:00	0	0	0	0	0	**2**	3	0	1	2	0	0	0	0	8	36-45	5
12 PM	0	0	0	0	0	**1**	1	3	3	3	0	0	0	0	11	45-54	6
13:00	0	0	0	0	**1**	0	2	2	3	0	0	0	0	0	8	44-53	5
14:00	0	0	0	0	0	0	2	5	1	2	0	0	0	0	10	41-50	7
15:00	0	0	0	0	0	0	3	2	3	**4**	**3**	0	0	0	**15**	50-59	7
16:00	0	0	0	0	0	0	0	2	**5**	0	0	0	0	0	7	46-55	7
17:00	0	0	0	0	0	1	**4**	**6**	0	1	2	0	0	0	14	41-50	10
18:00	0	0	0	0	0	1	2	1	5	0	0	0	0	0	9	46-55	6
19:00	0	0	0	0	0	1	2	0	2	1	0	0	0	0	6	51-60	3
20:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
21:00	0	0	0	0	1	0	1	0	1	1	0	0	0	0	4	49-58	2
22:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	29-38	1
23:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	29-38	1
Total	0	0	0	0	4	10	31	41	50	31	10	4	0	0	181		
Percent	0.0%	0.0%	0.0%	0.0%	2.2%	5.5%	17.1%	22.7%	27.6%	17.1%	5.5%	2.2%	0.0%	0.0%			
AM Peak					05:00	11:00	10:00	10:00	07:00	07:00	07:00	07:00			07:00		
Vol.					1	2	4	7	7	5	2	4			23		
PM Peak					13:00	12:00	17:00	17:00	16:00	15:00	15:00				15:00		
Vol.					1	1	4	6	5	4	3				15		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	41-50	3
07:00	0	0	0	0	**2**	0	1	1	0	0	0	0	0	0	4	25-34	2
08:00	0	0	0	0	1	1	**4**	1	0	0	0	0	0	0	7	38-47	5
09:00	0	0	0	**1**	2	**2**	3	0	**1**	**1**	0	0	0	0	10	36-45	5
10:00	**1**	0	0	1	0	0	2	2	1	0	0	0	0	0	7	41-50	4
11:00	0	0	0	0	1	1	3	**6**	1	1	0	0	0	0	**13**	41-50	9
12 PM	**1**	0	0	0	**1**	0	1	2	2	3	1	0	0	0	11	49-58	5
13:00	0	0	0	0	0	1	2	2	2	2	0	0	0	0	9	51-60	4
14:00	0	0	0	0	0	1	2	1	3	**5**	0	0	0	0	12	51-60	8
15:00	0	0	0	0	1	0	3	**6**	3	1	1	0	0	0	**15**	46-55	9
16:00	0	0	0	**1**	0	0	1	4	3	2	**2**	**1**	0	0	14	46-55	7
17:00	0	0	0	0	0	1	**5**	0	3	3	1	0	0	0	13	36-45	6
18:00	0	0	0	0	0	0	3	5	**4**	2	1	0	0	0	15	46-55	9
19:00	0	0	0	0	0	1	1	3	2	3	0	0	0	0	10	44-53	5
20:00	0	0	0	0	1	**2**	1	2	2	0	0	0	0	0	8	44-53	4
21:00	0	0	0	0	0	0	1	3	1	0	0	0	0	0	5	46-55	4
22:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4	39-48	3
23:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49-58	1
Total	2	0	0	3	9	10	35	43	29	24	6	1	0	0	162		
Percent	1.2%	0.0%	0.0%	1.9%	5.6%	6.2%	21.6%	26.5%	17.9%	14.8%	3.7%	0.6%	0.0%	0.0%			
AM Peak	10:00			09:00	07:00	09:00	08:00	11:00	09:00	09:00					11:00		
Vol.	1			1	2	2	4	6	1	1					13		
PM Peak	12:00			16:00	12:00	20:00	17:00	15:00	18:00	14:00	16:00	16:00			15:00		
Vol.	1			1	1	2	5	6	4	5	2	1			15		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	49-58	2
06:00	0	0	0	0	0	1	0	1	0	1	0	0	0	0	3	29-38	1
07:00	0	0	0	0	0	0	1	1	1	1	0	**1**	0	0	5	51-60	2
08:00	0	0	0	0	0	1	1	3	0	0	**2**	0	0	0	7	40-49	4
09:00	0	0	0	0	0	0	0	4	3	3	1	0	0	0	11	46-55	7
10:00	**1**	0	0	0	0	**2**	0	**7**	**5**	3	1	0	0	0	**19**	46-55	12
11:00	0	0	0	0	0	0	**2**	2	5	**7**	1	0	0	0	17	51-60	12
12 PM	0	0	0	0	0	0	2	**3**	**5**	1	0	0	0	0	11	46-55	8
13:00	0	0	0	0	0	**1**	2	3	5	**6**	**2**	0	0	0	**19**	51-60	11
14:00	0	0	0	0	**2**	1	**4**	2	4	2	2	0	0	0	17	51-60	6
15:00	0	0	0	0	0	1	3	2	3	2	2	0	0	0	13	51-60	5
16:00	0	0	0	0	0	0	0	1	5	2	1	**1**	0	0	10	51-60	7
17:00	0	0	0	0	1	0	0	2	5	0	2	0	0	0	10	46-55	7
18:00	0	0	0	0	0	1	0	0	5	3	1	0	0	0	10	51-60	8
19:00	0	0	**1**	0	0	1	1	0	2	4	0	0	0	0	9	51-60	6
20:00	0	0	0	0	0	0	3	0	4	0	0	0	0	0	7	44-53	4
21:00	0	0	0	0	0	0	1	1	1	0	1	0	0	0	4	39-48	2
22:00	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	41-50	3
23:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	45-54	2
Total	1	0	1	0	3	9	21	36	56	36	16	2	0	0	181		
Percent	0.6%	0.0%	0.6%	0.0%	1.7%	5.0%	11.6%	19.9%	30.9%	19.9%	8.8%	1.1%	0.0%	0.0%			
AM Peak	10:00					10:00	11:00	10:00	10:00	11:00	08:00	07:00			10:00		
Vol.	1					2	2	7	5	7	2	1			19		
PM Peak			19:00		14:00	13:00	14:00	12:00	12:00	13:00	13:00	16:00			13:00		
Vol.			1		2	1	4	3	5	6	2	1			19		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	**1**	**1**	0	0	1	0	0	0	0	0	3	29-38	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49-58	1
06:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
07:00	0	0	0	0	0	0	1	0	1	1	0	**1**	0	0	4	49-58	2
08:00	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	40-49	2
09:00	0	0	0	0	0	0	1	1	1	3	0	0	0	0	6	50-59	4
10:00	0	0	0	0	0	1	**3**	**3**	**2**	1	**1**	0	0	0	**11**	41-50	6
11:00	0	0	0	0	0	0	0	2	0	**4**	1	0	**1**	0	8	54-63	5
12 PM	0	0	0	0	0	0	**6**	2	**6**	4	1	0	0	0	**19**	50-59	10
13:00	0	0	0	0	0	0	2	3	2	2	0	0	0	0	9	46-55	5
14:00	0	0	0	0	0	0	0	1	3	3	1	0	**1**	0	9	51-60	6
15:00	0	0	0	0	0	1	1	2	1	0	**2**	**1**	0	0	8	61-70	3
16:00	0	0	0	0	0	1	2	1	5	1	0	0	0	0	10	46-55	6
17:00	0	0	0	0	**1**	0	1	3	5	2	1	1	0	0	14	46-55	8
18:00	0	0	0	0	0	1	0	**4**	1	**6**	0	0	0	0	12	51-60	7
19:00	0	0	0	0	0	**3**	4	2	2	0	1	0	0	0	12	36-45	7
20:00	0	0	0	0	0	1	0	1	1	1	0	0	0	0	4	44-53	2
21:00	0	0	0	0	0	0	2	2	2	0	0	0	0	0	6	40-49	4
22:00	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	2	19-28	1
23:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	54-63	1
Total	0	0	0	1	2	11	23	31	33	30	9	3	2	0	145		
Percent	0.0%	0.0%	0.0%	0.7%	1.4%	7.6%	15.9%	21.4%	22.8%	20.7%	6.2%	2.1%	1.4%	0.0%			
AM Peak					00:00	00:00	10:00	10:00	10:00	11:00	10:00	07:00	11:00		10:00		
Vol.					1	1	3	3	2	4	1	1	1		11		
PM Peak				22:00	17:00	19:00	12:00	18:00	12:00	18:00	15:00	15:00	14:00		12:00		
Vol.				1	1	3	6	4	6	6	2	1	1		19		
Total	8	3	4	9	24	76	210	334	368	241	84	31	7	0	1399		
Percent	0.6%	0.2%	0.3%	0.6%	1.7%	5.4%	15.0%	23.9%	26.3%	17.2%	6.0%	2.2%	0.5%	0.0%			

	15th Percentile :	42 MPH
	50th Percentile :	50 MPH
	85th Percentile :	58 MPH
	95th Percentile :	63 MPH
Stats	10 MPH Pace Speed :	46-55 MPH
	Number in Pace :	702
	Percent in Pace :	50.2%
	Number of Vehicles > 55 MPH :	363
	Percent of Vehicles > 55 MPH :	25.9%
	Mean Speed(Average) :	50 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	NB	SB							Total
12:00 AM		0	0							0
01:00		1	0							1
02:00		0	1							1
03:00		1	2							3
04:00		1	3							4
05:00		2	3							5
06:00		2	15							17
07:00		16	**30**							**46**
08:00		11	20							31
09:00		14	16							30
10:00		16	16							32
11:00		**17**	16							33
12:00 PM		16	13							29
01:00		15	16							31
02:00		8	14							22
03:00		19	9							28
04:00		20	16							36
05:00		**26**	**25**							**51**
06:00		10	12							22
07:00		13	9							22
08:00		8	9							17
09:00		4	8							12
10:00		5	3							8
11:00		3	2							5
Total		228	258							486
Percent		46.9%	53.1%							
AM Peak	-	11:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	17	30	-	-	-	-	-	-	46
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	26	25	-	-	-	-	-	-	51

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

Start Time	17-Sep-24 Tue	NB	SB							Total
12:00 AM		1	0							1
01:00		0	0							0
02:00		0	0							0
03:00		1	1							2
04:00		2	2							4
05:00		1	6							7
06:00		5	12							17
07:00		**26**	**23**							**49**
08:00		8	13							21
09:00		11	17							28
10:00		11	20							31
11:00		16	15							31
12:00 PM		20	10							30
01:00		16	14							30
02:00		15	12							27
03:00		25	**24**							**49**
04:00		**26**	13							39
05:00		22	13							35
06:00		16	19							35
07:00		7	6							13
08:00		1	2							3
09:00		4	4							8
10:00		4	1							5
11:00		2	0							2
Total		240	227							467
Percent		51.4%	48.6%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	26	23	-	-	-	-	-	-	49
PM Peak	-	16:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	26	24	-	-	-	-	-	-	49

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

Start Time	18-Sep-24 Wed	NB	SB							Total
12:00 AM		0	0							0
01:00		1	0							1
02:00		0	1							1
03:00		0	1							1
04:00		2	0							2
05:00		2	8							10
06:00		3	13							16
07:00		**15**	**29**							**44**
08:00		7	19							26
09:00		9	14							23
10:00		10	14							24
11:00		14	11							25
12:00 PM		15	17							32
01:00		20	14							34
02:00		9	11							20
03:00		19	**22**							41
04:00		**28**	14							42
05:00		27	17							**44**
06:00		21	13							34
07:00		6	11							17
08:00		8	12							20
09:00		3	3							6
10:00		1	1							2
11:00		2	3							5
Total		222	248							470
Percent		47.2%	52.8%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	15	29	-	-	-	-	-	-	44
PM Peak	-	16:00	15:00	-	-	-	-	-	-	17:00
Vol.	-	28	22	-	-	-	-	-	-	44

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

Start Time	19-Sep-24 Thu	NB	SB							Total
12:00 AM		1	0							1
01:00		1	0							1
02:00		0	0							0
03:00		0	1							1
04:00		2	3							5
05:00		3	3							6
06:00		3	11							14
07:00		**14**	**23**							**37**
08:00		6	10							16
09:00		9	13							22
10:00		6	20							26
11:00		11	8							19
12:00 PM		14	11							25
01:00		18	8							26
02:00		8	10							18
03:00		12	**15**							27
04:00		16	7							23
05:00		**19**	14							**33**
06:00		7	9							16
07:00		8	6							14
08:00		3	1							4
09:00		5	4							9
10:00		0	2							2
11:00		4	2							6
Total		170	181							351
Percent		48.4%	51.6%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	14	23	-	-	-	-	-	-	37
PM Peak	-	17:00	15:00	-	-	-	-	-	-	17:00
Vol.	-	19	15	-	-	-	-	-	-	33

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

Start Time	20-Sep-24 Fri	NB	SB							Total
12:00 AM		1	0							1
01:00		1	1							2
02:00		0	0							0
03:00		1	0							1
04:00		0	0							0
05:00		1	0							1
06:00		1	3							4
07:00		5	4							9
08:00		8	7							15
09:00		5	10							15
10:00		14	7							21
11:00		**17**	**13**							**30**
12:00 PM		15	11							26
01:00		6	9							15
02:00		13	12							25
03:00		9	**15**							24
04:00		18	14							32
05:00		5	13							18
06:00		**21**	15							**36**
07:00		5	11							16
08:00		4	8							12
09:00		7	5							12
10:00		2	4							6
11:00		1	1							2
Total		160	163							323
Percent		49.5%	50.5%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	17	13	-	-	-	-	-	-	30
PM Peak	-	18:00	15:00	-	-	-	-	-	-	18:00
Vol.	-	21	15	-	-	-	-	-	-	36

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

Start Time	21-Sep-24 Sat	NB	SB							Total
12:00 AM		2	0							2
01:00		0	0							0
02:00		0	0							0
03:00		0	1							1
04:00		0	0							0
05:00		1	3							4
06:00		0	3							3
07:00		7	5							12
08:00		**9**	7							16
09:00		9	11							20
10:00		8	**19**							**27**
11:00		9	17							26
12:00 PM		9	11							20
01:00		11	**19**							30
02:00		**15**	17							**32**
03:00		12	13							25
04:00		12	10							22
05:00		11	10							21
06:00		10	10							20
07:00		5	9							14
08:00		1	7							8
09:00		6	4							10
10:00		2	3							5
11:00		3	2							5
Total		142	181							323
Percent		44.0%	56.0%							
AM Peak	-	08:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	9	19	-	-	-	-	-	-	27
PM Peak	-	14:00	13:00	-	-	-	-	-	-	14:00
Vol.	-	15	19	-	-	-	-	-	-	32

All Traffic Data Services

www.alltrafficdata.net

Site Code: 42
Station ID: 42
S-50 (FOUR HOLES RD)

Latitude: 0' 0.0000 Undefined

Start Time	22-Sep-24 Sun	NB	SB							Total
12:00 AM		1	3							4
01:00		0	0							0
02:00		0	1							1
03:00		0	1							1
04:00		0	0							0
05:00		1	1							2
06:00		1	1							2
07:00		1	4							5
08:00		1	3							4
09:00		8	6							14
10:00		**9**	**11**							**20**
11:00		7	8							15
12:00 PM		9	**19**							**28**
01:00		10	9							19
02:00		14	9							23
03:00		14	8							22
04:00		7	10							17
05:00		10	14							24
06:00		**15**	12							27
07:00		11	12							23
08:00		12	4							16
09:00		3	7							10
10:00		2	2							4
11:00		1	1							2
Total		137	146							283
Percent		48.4%	51.6%							
AM Peak	-	10:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	9	11	-	-	-	-	-	-	20
PM Peak	-	18:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	15	19	-	-	-	-	-	-	28
Grand Total		1299	1404							2703
Percent		48.1%	51.9%							
ADT		ADT 386		AADT 386						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	1	0	**1**	0	0	0	0	0	0	0	0	2
09:00	0	2	**4**	**2**	1	0	0	0	0	0	0	0	0	**9**
10:00	0	0	1	0	0	**1**	0	0	0	0	0	0	0	2
11:00	0	**3**	1	0	1	0	0	0	**1**	0	0	0	0	6
12 PM	0	**3**	0	**1**	0	0	0	0	0	0	0	0	0	4
13:00	0	0	**3**	0	2	0	0	0	0	0	0	0	0	5
14:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:00	0	2	1	0	**3**	0	0	0	0	0	0	0	0	**6**
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	14	16	3	8	1	0	0	1	0	0	0	0	43
Percent	0.0%	32.6%	37.2%	7.0%	18.6%	2.3%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	09:00	09:00	08:00	10:00			11:00					09:00
Vol.		3	4	2	1	1			1					9
PM Peak		12:00	13:00	12:00	17:00									17:00
Vol.		3	3	1	3									6

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	3	0	2	0	0	0	0	0	0	0	0	5
09:00	0	0	**4**	0	**3**	0	0	0	0	0	0	0	0	**7**
10:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
11:00	0	1	1	0	2	0	0	0	0	0	0	0	0	4
12 PM	0	**2**	**1**	**1**	**3**	0	0	0	0	0	0	0	0	**7**
13:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
14:00	0	1	0	1	0	0	0	**1**	0	0	0	0	0	3
15:00	**1**	1	0	0	1	0	0	0	0	0	0	0	0	3
16:00	0	1	1	0	2	0	0	0	0	0	0	0	0	4
17:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	9	13	2	16	0	0	1	0	0	0	0	0	42
Percent	2.4%	21.4%	31.0%	4.8%	38.1%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		03:00	09:00		09:00									09:00
Vol.		1	4		3									7
PM Peak	15:00	12:00	12:00	12:00	12:00			14:00						12:00
Vol.	1	2	1	1	3			1						7

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
08:00	0	0	**4**	0	**3**	0	0	0	0	0	0	0	0	**7**
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4
12 PM	0	1	**3**	0	1	0	0	0	0	0	0	0	0	5
13:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
14:00	0	**3**	2	0	0	0	0	0	0	0	0	0	0	5
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
17:00	0	2	3	0	**2**	0	0	0	0	0	0	0	0	**7**
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	11	17	0	11	0	0	0	0	0	0	0	0	39
Percent	0.0%	28.2%	43.6%	0.0%	28.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		03:00	08:00		08:00									08:00
Vol.		1	4		3									7
PM Peak		14:00	12:00		17:00									17:00
Vol.		3	3		2									7

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	**1**	0	0	0	0	0	0	0	0	0	0	2
10:00	0	1	1	0	**1**	0	0	0	0	0	0	0	0	**3**
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	1	0	0	**2**	0	0	0	0	0	0	0	0	**3**
13:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	1	**1**	0	0	0	0	0	0	0	0	0	0	2
15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
18:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	12	5	0	5	0	0	0	0	0	0	0	0	22
Percent	0.0%	54.5%	22.7%	0.0%	22.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		04:00	09:00		10:00									10:00
Vol.		1	1		1									3
PM Peak		13:00	14:00		12:00									12:00
Vol.		2	1		2									3

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	**2**	0	0	0	0	0	0	0	0	2
10:00	0	**1**	1	0	2	0	0	0	0	0	0	0	0	**4**
11:00	0	1	1	0	2	0	0	0	0	0	0	0	0	4
12 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	1	0	**2**	0	0	0	0	0	0	0	0	3
14:00	0	0	0	**1**	1	0	0	0	0	0	0	0	0	2
15:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
16:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:00	0	1	**2**	0	0	0	0	0	0	0	0	0	0	3
18:00	0	**5**	2	0	1	0	0	0	0	0	0	0	0	**8**
19:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	15	13	1	12	0	0	0	0	0	0	0	0	41
Percent	0.0%	36.6%	31.7%	2.4%	29.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	02:00		09:00									10:00
Vol.		1	1		2									4
PM Peak		18:00	17:00	14:00	13:00									18:00
Vol.		5	2	1	2									8

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	**5**	2	0	1	0	0	0	0	0	0	0	0	**8**
09:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	0	**3**	0	0	0	0	0	0	0	0	0	0	3
11:00	0	2	0	0	**2**	0	0	0	0	0	0	0	0	4
12 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
13:00	0	3	0	0	**3**	0	0	0	0	0	0	0	0	6
14:00	0	**6**	0	0	1	0	0	0	0	0	0	0	0	**7**
15:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:00	0	1	**2**	0	0	0	0	0	0	0	0	0	0	3
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	32	10	0	10	0	0	0	0	0	0	0	0	52
Percent	0.0%	61.5%	19.2%	0.0%	19.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	10:00		11:00									08:00
Vol.		5	3		2									8
PM Peak		14:00	19:00		13:00									14:00
Vol.		6	2		3									7

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
02:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
12 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
13:00	0	2	**3**	0	**4**	0	0	0	0	0	0	0	0	**9**
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
17:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
18:00	0	**5**	0	0	0	0	0	0	0	0	0	0	0	5
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	14	7	0	9	0	0	0	0	0	0	0	0	30
Percent	0.0%	46.7%	23.3%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		02:00	01:00		09:00									02:00
Vol.		2	1		1									2
PM Peak		18:00	13:00		13:00									13:00
Vol.		5	3		4									9
Grand Total	1	107	81	6	71	1	0	1	1	0	0	0	0	269
Percent	0.4%	39.8%	30.1%	2.2%	26.4%	0.4%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	2	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:00	0	**3**	1	**1**	1	0	0	0	0	0	0	0	0	**6**
10:00	0	1	1	0	**3**	**1**	0	0	0	0	0	0	0	6
11:00	0	1	**2**	0	1	0	0	0	**1**	0	0	0	0	5
12 PM	0	0	0	**2**	0	0	0	0	0	0	0	0	0	2
13:00	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**4**
14:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
15:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
16:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
17:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
18:00	0	**4**	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	12	11	3	16	1	0	0	1	0	0	0	0	44
Percent	0.0%	27.3%	25.0%	6.8%	36.4%	2.3%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	11:00	09:00	10:00	10:00			11:00					09:00
Vol.		3	2	1	3	1			1					6
PM Peak		18:00	13:00	12:00	13:00									13:00
Vol.		4	2	2	2									4

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	**1**	0	0	1	0	0	0	0	0	0	0	0	2
08:00	0	0	1	0	**3**	0	**1**	0	0	0	0	0	0	**5**
09:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
10:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3
11:00	0	0	0	**1**	3	0	0	0	0	0	0	0	0	4
12 PM	0	0	**2**	0	1	0	0	**1**	0	0	0	0	0	4
13:00	0	0	0	**1**	1	0	0	0	0	0	0	0	0	2
14:00	0	**1**	1	1	**3**	0	0	1	0	0	0	0	0	**7**
15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:00	**1**	0	2	0	1	0	0	0	0	0	0	0	0	4
17:00	0	0	2	0	1	0	0	0	0	0	0	0	0	3
18:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	4	12	3	19	0	1	2	0	0	0	0	0	42
Percent	2.4%	9.5%	28.6%	7.1%	45.2%	0.0%	2.4%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	09:00	11:00	08:00		08:00							08:00
Vol.		1	2	1	3		1							5
PM Peak	16:00	14:00	12:00	13:00	14:00			12:00						14:00
Vol.	1	1	2	1	3			1						7

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	**2**	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:00	0	0	1	0	2	0	0	0	0	0	0	0	0	**3**
10:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
12 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
13:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
14:00	0	1	2	0	**4**	0	0	0	0	0	0	0	0	7
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
17:00	0	**3**	**4**	0	2	0	0	0	0	0	0	0	0	**9**
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	7	12	0	19	0	0	0	0	0	0	0	0	38
Percent	0.0%	18.4%	31.6%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak			06:00		07:00									09:00
Vol.			1		2									3
PM Peak		17:00	17:00		14:00									17:00
Vol.		3	4		4									9

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	2
08:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
09:00	0	**2**	1	0	1	0	0	0	0	0	0	0	0	**4**
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	**1**	0	0	**2**	0	0	0	0	0	0	0	0	**3**
13:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
20:00	0	1	0	0	2	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	9	7	0	7	0	0	0	0	0	0	0	0	23
Percent	0.0%	39.1%	30.4%	0.0%	30.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00	08:00		07:00									09:00
Vol.		2	2		1									4
PM Peak		12:00	19:00		12:00									12:00
Vol.		1	2		2									3

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00	0	**1**	1	0	**3**	0	0	0	0	0	0	0	0	**5**
11:00	0	1	0	0	3	0	0	0	0	0	0	0	0	4
12 PM	0	1	0	0	**3**	0	0	0	0	0	0	0	0	4
13:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
14:00	0	0	0	**1**	1	0	0	0	0	0	0	0	0	2
15:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
16:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	**2**	2	0	2	0	0	0	0	0	0	0	0	**6**
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:00	0	2	**3**	0	1	0	0	0	0	0	0	0	0	6
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	11	11	1	19	0	0	0	0	0	0	0	0	42
Percent	0.0%	26.2%	26.2%	2.4%	45.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00	02:00		10:00									10:00
Vol.		1	1		3									5
PM Peak		18:00	20:00	14:00	12:00									18:00
Vol.		2	3	1	3									6

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	**2**	1	0	**1**	0	0	0	0	0	0	0	0	**4**
09:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
10:00	0	0	**2**	0	1	0	0	0	0	0	0	0	0	3
11:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
12 PM	0	1	**3**	0	**2**	0	0	0	0	0	0	0	0	**6**
13:00	0	1	1	**1**	2	**1**	0	0	0	0	0	0	0	6
14:00	0	**4**	1	0	0	0	0	0	0	0	0	0	0	5
15:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
17:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:00	0	1	1	0	1	0	0	0	0	0	0	0	0	3
19:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Day Total	0	18	18	1	12	1	0	0	0	0	0	0	0	50
Percent	0.0%	36.0%	36.0%	2.0%	24.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	10:00		08:00									08:00
Vol.		2	2		1									4
PM Peak		14:00	12:00	13:00	12:00	13:00								12:00
Vol.		4	3	1	2	1								6

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
02:00	0	**2**	1	0	0	0	0	0	0	0	0	0	0	**3**
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	**2**	1	0	1	0	0	0	0	0	0	0	0	4
18:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5
19:00	0	2	1	**1**	**4**	0	0	0	0	0	0	0	0	**8**
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	12	10	1	8	0	0	0	0	0	0	0	0	31
Percent	0.0%	38.7%	32.3%	3.2%	25.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		02:00	01:00		09:00									02:00
Vol.		2	1		1									3
PM Peak		17:00	13:00	19:00	19:00									19:00
Vol.		2	2	1	4									8
Grand Total	1	73	81	9	100	2	1	2	1	0	0	0	0	270
Percent	0.4%	27.0%	30.0%	3.3%	37.0%	0.7%	0.4%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
08:00	0	0	0	0	0	0	0	1	0	0	0	**1**	0	0	2	39-48	1
09:00	0	0	0	0	**1**	1	**3**	**2**	**1**	1	0	0	0	0	**9**	41-50	5
10:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	44-53	2
11:00	0	0	0	0	0	**2**	0	1	0	**2**	**1**	0	0	0	6	56-65	3
12 PM	0	0	0	0	**1**	**1**	0	1	0	0	0	**1**	0	0	4	29-38	2
13:00	**1**	0	0	0	0	0	0	1	**1**	**1**	**1**	0	0	0	5	56-65	2
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
15:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
17:00	1	0	0	0	0	0	**1**	**2**	1	0	0	1	0	0	**6**	46-55	3
18:00	0	0	0	**1**	1	0	0	0	0	0	0	0	0	0	2	24-33	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49-58	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	2	0	0	1	3	5	5	11	5	5	2	3	0	0	42		
Percent	4.8%	0.0%	0.0%	2.4%	7.1%	11.9%	11.9%	26.2%	11.9%	11.9%	4.8%	7.1%	0.0%	0.0%			
AM Peak					09:00	11:00	09:00	09:00	09:00	11:00	11:00	08:00			09:00		
Vol.					1	2	3	2	1	2	1	1			9		
PM Peak	13:00			18:00	12:00	12:00	17:00	17:00	13:00	13:00	13:00	12:00			17:00		
Vol.	1			1	1	1	1	2	1	1	1	1			6		

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	39-48	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	**1**	0	0	0	1	1	1	1	0	0	0	0	5	51-60	2
09:00	0	0	0	0	0	0	**2**	1	**2**	**2**	0	0	0	0	**7**	49-58	4
10:00	0	0	0	**1**	0	0	1	0	1	0	0	0	0	0	3	19-28	1
11:00	0	0	0	0	**1**	**1**	1	0	0	1	0	0	0	0	4	29-38	2
12 PM	0	0	0	**1**	0	0	**4**	**2**	0	0	0	0	0	0	**7**	40-49	6
13:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
14:00	0	0	0	0	**1**	1	1	0	0	0	0	0	0	0	3	29-38	2
15:00	0	0	0	0	0	**2**	0	1	0	0	0	0	0	0	3	30-39	2
16:00	0	0	0	0	0	0	1	2	0	**1**	0	0	0	0	4	40-49	3
17:00	0	0	**1**	0	0	1	0	0	**1**	0	0	0	0	0	3	14-23	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	2	2	2	5	13	8	5	5	0	0	0	0	42		
Percent	0.0%	0.0%	4.8%	4.8%	4.8%	11.9%	31.0%	19.0%	11.9%	11.9%	0.0%	0.0%	0.0%	0.0%			
AM Peak			08:00	10:00	11:00	11:00	09:00	03:00	09:00	09:00					09:00		
Vol.			1	1	1	1	2	1	2	2					7		
PM Peak			17:00	12:00	14:00	15:00	12:00	12:00	17:00	16:00					12:00		
Vol.			1	1	1	2	4	2	1	1					7		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	34-43	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	39-48	2
08:00	0	0	0	0	0	0	0	**6**	0	**1**	0	0	0	0	**7**	46-55	6
09:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	44-53	1
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
11:00	0	**1**	0	0	0	0	0	2	0	0	**1**	0	0	0	4	40-49	2
12 PM	0	0	0	0	0	0	**2**	**2**	0	0	**1**	0	0	0	5	41-50	4
13:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	44-53	1
14:00	0	0	0	0	**1**	**2**	0	1	1	0	0	0	0	0	5	31-40	3
15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
16:00	0	0	**1**	0	0	0	0	0	0	0	0	**1**	0	0	2	14-23	1
17:00	0	0	0	0	1	1	0	2	1	**2**	0	0	0	0	**7**	51-60	3
18:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	19-28	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	1	1	3	4	4	14	5	3	2	1	0	0	39		
Percent	0.0%	2.6%	2.6%	2.6%	7.7%	10.3%	10.3%	35.9%	12.8%	7.7%	5.1%	2.6%	0.0%	0.0%			
AM Peak		11:00					03:00	08:00	09:00	08:00	11:00				08:00		
Vol.		1					1	6	1	1	1				7		
PM Peak			16:00	21:00	14:00	14:00	12:00	12:00	13:00	17:00	12:00	16:00			17:00		
Vol.			1	1	1	2	2	2	1	2	1	1			7		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	34-43	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	59-68	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	2	34-43	2
10:00	0	0	0	0	0	0	0	**2**	0	**1**	0	0	0	0	**3**	40-49	2
11:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
12 PM	0	0	0	0	0	0	**1**	0	**1**	0	**1**	0	0	0	**3**	34-43	1
13:00	0	0	0	0	**1**	0	0	0	1	0	0	0	0	0	2	24-33	1
14:00	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	2	44-53	2
15:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	**1**	0	0	0	1	1	0	0	0	0	0	3	44-53	2
18:00	0	0	0	0	1	**1**	0	1	0	0	0	0	0	0	3	29-38	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	1	2	2	4	6	4	1	1	1	0	0	22		
Percent	0.0%	0.0%	0.0%	4.5%	9.1%	9.1%	18.2%	27.3%	18.2%	4.5%	4.5%	4.5%	0.0%	0.0%			
AM Peak						09:00	04:00	10:00		10:00		07:00			10:00		
Vol.						1	1	2		1		1			3		
PM Peak				17:00	13:00	18:00	12:00	14:00	12:00		12:00				12:00		
Vol.				1	1	1	1	1	1		1				3		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	34-43	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	**1**	0	0	1	0	0	0	0	0	0	0	2	19-28	1
10:00	0	0	0	0	0	**2**	0	0	**1**	0	0	0	0	0	3	30-39	2
11:00	0	0	0	0	**2**	0	0	**1**	1	0	0	0	0	0	**4**	25-34	2
12 PM	0	0	0	0	0	**1**	0	0	1	0	0	0	0	0	2	29-38	1
13:00	0	0	0	0	0	0	0	**2**	0	0	**1**	0	0	0	3	40-49	2
14:00	0	0	0	0	**1**	0	0	0	0	1	0	0	0	0	2	24-33	1
15:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	39-48	2
16:00	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	39-48	1
17:00	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3	45-54	2
18:00	0	0	0	**1**	1	0	0	0	**4**	**2**	0	0	0	0	**8**	50-59	6
19:00	0	0	0	1	0	0	**2**	0	1	0	0	0	0	0	4	35-44	2
20:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49-58	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49-58	1
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
Total	0	0	0	3	4	4	5	6	10	5	3	0	0	0	40		
Percent	0.0%	0.0%	0.0%	7.5%	10.0%	10.0%	12.5%	15.0%	25.0%	12.5%	7.5%	0.0%	0.0%	0.0%			
AM Peak				09:00	11:00	10:00	07:00	11:00	10:00						11:00		
Vol.				1	2	2	1	1	1						4		
PM Peak				18:00	14:00	12:00	19:00	13:00	18:00	18:00	13:00				18:00		
Vol.				1	1	1	2	2	4	2	1				8		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	**2**	**3**	**2**	**1**	0	0	0	**8**	51-60	5
09:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	44-53	3
10:00	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	50-59	3
11:00	0	0	0	0	0	0	0	1	1	2	0	0	0	0	4	49-58	3
12 PM	0	0	0	0	0	0	1	1	0	0	0	**1**	0	0	3	39-48	2
13:00	0	0	0	0	**1**	**1**	0	0	0	**3**	1	0	0	0	6	56-65	4
14:00	0	0	0	0	1	0	0	**3**	**1**	1	0	1	0	0	**7**	46-55	4
15:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3	35-44	3
16:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
17:00	0	0	0	0	0	0	0	0	0	0	**2**	0	0	0	2	55-64	2
18:00	0	0	0	**1**	0	0	0	1	0	0	0	1	0	0	3	19-28	1
19:00	0	0	0	0	0	1	1	0	0	0	1	0	0	0	3	34-43	2
20:00	0	0	0	0	0	0	**3**	0	0	0	0	0	0	0	3	36-45	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	1	2	3	9	11	8	10	5	3	0	0	52		
Percent	0.0%	0.0%	0.0%	1.9%	3.8%	5.8%	17.3%	21.2%	15.4%	19.2%	9.6%	5.8%	0.0%	0.0%			
AM Peak								08:00	08:00	08:00	08:00				08:00		
Vol.								2	3	2	1				8		
PM Peak				18:00	13:00	13:00	20:00	14:00	14:00	13:00	17:00	12:00			14:00		
Vol.				1	1	1	3	3	1	3	2	1			7		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	44-53	1
02:00	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	**2**	44-53	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	**1**	0	0	0	0	0	0	**1**	0	0	2	24-33	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	64-73	1
12 PM	0	0	0	0	0	0	1	0	**2**	0	0	0	0	0	3	44-53	2
13:00	0	0	0	0	**1**	**1**	**2**	**1**	1	**1**	0	**1**	**1**	0	**9**	41-50	3
14:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	59-68	1
15:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	29-38	1
16:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
17:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3	34-43	2
18:00	0	0	0	**2**	1	1	1	0	0	0	0	0	0	0	5	26-35	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	3	3	4	5	3	6	1	0	3	2	0	30		
Percent	0.0%	0.0%	0.0%	10.0%	10.0%	13.3%	16.7%	10.0%	20.0%	3.3%	0.0%	10.0%	6.7%	0.0%			
AM Peak					09:00			02:00	01:00			09:00	11:00		02:00		
Vol.					1			1	1			1	1		2		
PM Peak				18:00	13:00	13:00	13:00	13:00	12:00	13:00		13:00	13:00		13:00		
Vol.				2	1	1	2	1	2	1		1	1		9		
Total	2	1	3	12	19	27	45	59	43	30	13	11	2	0	267		
Percent	0.7%	0.4%	1.1%	4.5%	7.1%	10.1%	16.9%	22.1%	16.1%	11.2%	4.9%	4.1%	0.7%	0.0%			

	15th Percentile :	35 MPH
	50th Percentile :	47 MPH
	85th Percentile :	57 MPH
	95th Percentile :	64 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	104
	Percent in Pace :	39.0%
	Number of Vehicles > 55 MPH :	56
	Percent of Vehicles > 55 MPH :	21.0%
	Mean Speed(Average) :	47 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
07:00	0	0	0	0	0	**2**	0	0	0	0	0	0	0	0	2	30-39	2
08:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49-58	1
09:00	0	0	0	0	**2**	0	**2**	1	1	0	0	0	0	0	**6**	41-50	3
10:00	0	0	0	0	0	0	0	**3**	1	**2**	0	0	0	0	6	44-53	4
11:00	0	0	0	0	1	0	0	1	**2**	0	0	**1**	0	0	5	46-55	3
12 PM	0	0	0	0	0	0	0	0	1	0	0	**1**	0	0	2	44-53	1
13:00	0	0	0	0	0	0	0	0	**3**	1	0	0	0	0	**4**	49-58	4
14:00	0	0	0	0	0	0	**1**	**2**	0	0	0	0	0	0	3	40-49	3
15:00	0	0	0	0	0	0	0	1	0	0	**1**	0	0	0	2	39-48	1
16:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	44-53	2
17:00	0	0	0	0	0	0	0	0	0	**2**	0	0	0	0	2	50-59	2
18:00	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	4	20-29	2
19:00	0	0	0	0	**1**	0	0	1	0	0	0	0	0	0	2	24-33	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	2	4	4	5	10	9	7	1	2	0	0	44		
Percent	0.0%	0.0%	0.0%	4.5%	9.1%	9.1%	11.4%	22.7%	20.5%	15.9%	2.3%	4.5%	0.0%	0.0%			
AM Peak					09:00	07:00	09:00	10:00	11:00	10:00		11:00			09:00		
Vol.					2	2	2	3	2	2		1			6		
PM Peak				18:00	19:00	18:00	14:00	14:00	13:00	17:00	15:00	12:00			13:00		
Vol.				2	1	2	1	2	3	2	1	1			4		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	1	0	0	**1**	0	0	0	0	0	2	29-38	1
08:00	0	**1**	**1**	0	0	1	0	**1**	0	0	**1**	0	0	0	**5**	16-25	2
09:00	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	2	9-18	1
10:00	0	0	0	0	0	**2**	1	0	0	0	0	0	0	0	3	34-43	3
11:00	0	0	0	**1**	0	0	1	0	1	**1**	0	0	0	0	4	49-58	2
12 PM	0	0	0	0	0	0	0	**2**	**1**	**1**	0	0	0	0	4	44-53	3
13:00	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	2	29-38	1
14:00	0	0	0	**2**	**2**	0	0	1	1	1	0	0	0	0	**7**	26-35	4
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
16:00	0	0	0	0	0	0	**2**	1	0	1	0	0	0	0	4	39-48	3
17:00	0	0	0	0	0	0	1	1	0	1	0	0	0	0	3	39-48	2
18:00	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3	24-33	1
19:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	2	1	3	3	5	6	9	5	6	1	0	0	0	41		
Percent	0.0%	4.9%	2.4%	7.3%	7.3%	12.2%	14.6%	22.0%	12.2%	14.6%	2.4%	0.0%	0.0%	0.0%			
AM Peak		08:00	08:00	11:00		10:00	09:00	08:00	07:00	11:00	08:00				08:00		
Vol.		1	1	1		2	1	1	1	1	1				5		
PM Peak				14:00	14:00	13:00	16:00	12:00	12:00	12:00					14:00		
Vol.				2	2	1	2	2	1	1					7		

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
07:00	0	0	0	**1**	0	0	0	0	**1**	0	0	0	0	0	2	19-28	1
08:00	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	39-48	1
09:00	0	0	**1**	0	0	0	**2**	0	0	0	0	0	0	0	**3**	35-44	2
10:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	49-58	1
11:00	0	0	0	0	**1**	0	0	0	0	**2**	0	0	0	0	3	50-59	2
12 PM	0	0	0	0	0	0	0	**1**	1	0	0	0	0	0	2	44-53	2
13:00	0	**1**	0	0	0	0	0	0	0	0	**1**	0	0	0	2	9-18	1
14:00	0	0	0	0	**1**	0	**2**	1	**3**	0	0	0	0	0	7	44-53	4
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	1	0	1	**1**	0	0	0	0	3	49-58	2
17:00	0	1	0	**2**	1	0	1	1	1	1	1	0	0	0	**9**	26-35	3
18:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
19:00	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	44-53	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	2	1	3	3	0	9	4	9	5	2	0	0	0	38		
Percent	0.0%	5.3%	2.6%	7.9%	7.9%	0.0%	23.7%	10.5%	23.7%	13.2%	5.3%	0.0%	0.0%	0.0%			
AM Peak			09:00	07:00	11:00		09:00	08:00	07:00	11:00					09:00		
Vol.			1	1	1		2	1	1	2					3		
PM Peak		13:00		17:00	14:00		14:00	12:00	14:00	16:00	13:00				17:00		
Vol.		1		2	1		2	1	3	1	1				9		

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	**1**	0	0	0	0	0	**1**	0	0	0	0	2	19-28	1
08:00	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	2	44-53	1
09:00	0	0	**1**	0	0	0	**1**	**1**	0	0	1	0	0	0	**4**	39-48	2
10:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	**1**	0	1	**1**	0	0	0	0	0	**3**	44-53	2
13:00	0	0	0	0	0	0	0	**2**	0	**1**	0	0	0	0	3	40-49	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	19-28	1
18:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	34-43	1
19:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
20:00	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3	34-43	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	1	2	0	2	3	5	4	3	2	0	0	0	22		
Percent	0.0%	0.0%	4.5%	9.1%	0.0%	9.1%	13.6%	22.7%	18.2%	13.6%	9.1%	0.0%	0.0%	0.0%			
AM Peak			09:00	07:00			09:00	09:00	08:00	07:00	08:00				09:00		
Vol.			1	1			1	1	1	1	1				4		
PM Peak				17:00		12:00	18:00	13:00	12:00	13:00					12:00		
Vol.				1		1	1	2	1	1					3		

All Traffic Data Services

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Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	1	34-43	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	2	29-38	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
10:00	1	0	**1**	0	**1**	1	1	0	0	0	0	0	0	0	**5**	36-45	2
11:00	0	0	0	**1**	1	0	0	**1**	1	0	0	0	0	0	4	24-33	2
12 PM	0	0	0	**1**	0	0	**1**	0	0	**2**	0	0	0	0	4	50-59	2
13:00	0	0	0	1	0	0	0	0	**2**	0	0	0	0	0	3	45-54	2
14:00	0	0	0	0	0	0	0	**2**	0	0	0	0	0	0	2	40-49	2
15:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	39-48	2
16:00	0	0	**1**	0	0	0	0	0	0	0	0	**1**	0	0	2	14-23	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	**1**	0	0	1	2	2	0	0	0	0	**6**	49-58	4
19:00	0	0	0	1	0	**1**	0	0	0	0	0	0	0	0	2	19-28	1
20:00	0	0	0	0	0	0	1	2	1	1	**1**	0	0	0	6	46-55	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
Total	2	0	2	4	3	3	5	9	7	5	1	1	0	0	42		
Percent	4.8%	0.0%	4.8%	9.5%	7.1%	7.1%	11.9%	21.4%	16.7%	11.9%	2.4%	2.4%	0.0%	0.0%			
AM Peak	09:00		10:00	11:00	10:00	07:00	02:00	11:00	07:00						10:00		
Vol.	1		1	1	1	1	1	1	1						5		
PM Peak			16:00	12:00	18:00	19:00	12:00	14:00	13:00	12:00	20:00	16:00			18:00		
Vol.			1	1	1	1	1	2	2	2	1	1			6		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	**3**	0	**1**	0	0	0	**4**	46-55	3
09:00	0	0	0	0	0	0	**1**	0	1	0	0	0	0	0	2	34-43	1
10:00	0	0	0	**1**	0	0	0	0	0	0	1	0	0	0	2	19-28	1
11:00	0	0	0	0	0	0	0	**3**	0	0	1	0	0	0	4	41-50	3
12 PM	0	0	0	0	0	**1**	1	**1**	**1**	**1**	**1**	0	0	0	**6**	56-65	2
13:00	0	0	0	**1**	**1**	0	1	1	0	1	1	0	0	0	6	56-65	2
14:00	0	**1**	0	0	1	1	1	0	0	0	0	**1**	0	0	5	36-45	2
15:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
16:00	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	24-33	1
17:00	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	29-38	1
18:00	0	0	0	0	0	0	**2**	0	1	0	0	0	0	0	3	35-44	2
19:00	0	0	0	0	1	1	0	1	1	0	0	0	0	0	4	29-38	2
20:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	34-43	1
21:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	19-28	1
Total	0	1	0	3	4	4	7	7	11	4	6	1	0	0	48		
Percent	0.0%	2.1%	0.0%	6.3%	8.3%	8.3%	14.6%	14.6%	22.9%	8.3%	12.5%	2.1%	0.0%	0.0%			
AM Peak				10:00			09:00	11:00	08:00		08:00				08:00		
Vol.				1			1	3	3		1				4		
PM Peak		14:00		13:00	13:00	12:00	18:00	12:00	12:00	12:00	12:00	14:00			12:00		
Vol.		1		1	1	1	2	1	1	1	1	1			6		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1	44-53	1
02:00	0	0	0	0	0	0	0	0	1	**2**	0	0	0	0	**3**	50-59	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	2	9-18	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	2	59-68	2
12 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
13:00	0	0	0	**1**	0	0	0	1	0	0	0	0	0	0	2	19-28	1
14:00	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	54-63	1
15:00	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1	29-38	1
16:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
17:00	0	0	0	0	0	0	1	0	**1**	**1**	1	0	0	0	4	49-58	2
18:00	0	0	**1**	0	**1**	0	0	**3**	0	0	0	0	0	0	5	41-50	3
19:00	0	0	0	0	1	0	**2**	1	0	1	1	0	**2**	0	**8**	41-50	3
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	1	1	3	1	4	6	3	4	4	1	2	0	31		
Percent	0.0%	3.2%	3.2%	3.2%	9.7%	3.2%	12.9%	19.4%	9.7%	12.9%	12.9%	3.2%	6.5%	0.0%			
AM Peak		09:00			09:00				01:00	02:00	11:00	11:00			02:00		
Vol.		1			1				1	2	1	1			3		
PM Peak			18:00	13:00	18:00	15:00	19:00	18:00	17:00	17:00	14:00		19:00		19:00		
Vol.			1	1	1	1	2	3	1	1	1		2		8		
Total	2	6	6	18	20	19	39	50	48	34	17	5	2	0	266		
Percent	0.8%	2.3%	2.3%	6.8%	7.5%	7.1%	14.7%	18.8%	18.0%	12.8%	6.4%	1.9%	0.8%	0.0%			

15th Percentile :	31 MPH
50th Percentile :	47 MPH
85th Percentile :	57 MPH
95th Percentile :	63 MPH

Stats

10 MPH Pace Speed :	46-55 MPH
Number in Pace :	98
Percent in Pace :	36.8%
Number of Vehicles > 55 MPH :	58
Percent of Vehicles > 55 MPH :	21.8%
Mean Speed(Average) :	46 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		1	0							1
05:00		0	0							0
06:00		0	1							1
07:00		1	2							3
08:00		2	1							3
09:00		**9**	**6**							**15**
10:00		2	6							8
11:00		6	5							11
12:00 PM		4	2							6
01:00		5	**4**							**9**
02:00		2	3							5
03:00		1	2							3
04:00		1	3							4
05:00		**6**	2							8
06:00		2	4							6
07:00		0	2							2
08:00		0	0							0
09:00		1	1							2
10:00		0	0							0
11:00		0	0							0
Total		43	44							87
Percent		49.4%	50.6%							
AM Peak	-	09:00	09:00	-	-	-	-	-	-	09:00
Vol.	-	9	6	-	-	-	-	-	-	15
PM Peak	-	17:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	6	4	-	-	-	-	-	-	9

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

Start Time	17-Sep-24 Tue	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		1	0							1
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	2							2
08:00		5	**5**							**10**
09:00		**7**	2							9
10:00		3	3							6
11:00		4	4							8
12:00 PM		**7**	4							**11**
01:00		1	2							3
02:00		3	**7**							10
03:00		3	1							4
04:00		4	4							8
05:00		3	3							6
06:00		0	3							3
07:00		0	1							1
08:00		1	1							2
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		42	42							84
Percent		50.0%	50.0%							
AM Peak	-	09:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	7	5	-	-	-	-	-	-	10
PM Peak	-	12:00	14:00	-	-	-	-	-	-	12:00
Vol.	-	7	7	-	-	-	-	-	-	11

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

Start Time	18-Sep-24 Wed	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		1	0							1
04:00		0	0							0
05:00		0	0							0
06:00		0	1							1
07:00		2	2							4
08:00		**7**	1							**8**
09:00		1	**3**							4
10:00		1	1							2
11:00		4	3							7
12:00 PM		5	2							7
01:00		1	2							3
02:00		5	7							12
03:00		1	0							1
04:00		2	3							5
05:00		**7**	**9**							**16**
06:00		1	1							2
07:00		0	3							3
08:00		0	0							0
09:00		1	0							1
10:00		0	0							0
11:00		0	0							0
Total		39	38							77
Percent		50.6%	49.4%							
AM Peak	-	08:00	09:00	-	-	-	-	-	-	08:00
Vol.	-	7	3	-	-	-	-	-	-	8
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	7	9	-	-	-	-	-	-	16

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

Start Time	19-Sep-24 Thu	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		1	0							1
05:00		0	0							0
06:00		0	0							0
07:00		1	2							3
08:00		0	2							2
09:00		2	**4**							**6**
10:00		**3**	1							4
11:00		1	0							1
12:00 PM		**3**	**3**							**6**
01:00		2	3							5
02:00		2	0							2
03:00		1	1							2
04:00		0	0							0
05:00		3	1							4
06:00		3	1							4
07:00		0	2							2
08:00		0	3							3
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		22	23							45
Percent		48.9%	51.1%							
AM Peak	-	10:00	09:00	-	-	-	-	-	-	09:00
Vol.	-	3	4	-	-	-	-	-	-	6
PM Peak	-	12:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	3	3	-	-	-	-	-	-	6

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

Start Time	20-Sep-24 Fri	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		1	1							2
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		1	2							3
08:00		0	0							0
09:00		2	1							3
10:00		**4**	**5**							**9**
11:00		4	4							8
12:00 PM		2	4							6
01:00		3	3							6
02:00		2	2							4
03:00		2	2							4
04:00		2	2							4
05:00		3	0							3
06:00		**8**	**6**							**14**
07:00		4	2							6
08:00		1	6							7
09:00		0	0							0
10:00		1	1							2
11:00		1	1							2
Total		41	42							83
Percent		49.4%	50.6%							
AM Peak	-	10:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	4	5	-	-	-	-	-	-	9
PM Peak	-	18:00	18:00	-	-	-	-	-	-	18:00
Vol.	-	8	6	-	-	-	-	-	-	14

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

Start Time	21-Sep-24 Sat	EB	WB							Total
12:00 AM		0	0							0
01:00		1	1							2
02:00		0	0							0
03:00		1	0							1
04:00		0	1							1
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		**8**	**4**							**12**
09:00		3	2							5
10:00		3	3							6
11:00		4	4							8
12:00 PM		3	**6**							9
01:00		6	6							**12**
02:00		**7**	5							12
03:00		3	2							5
04:00		1	2							3
05:00		2	2							4
06:00		3	3							6
07:00		3	4							7
08:00		3	2							5
09:00		0	1							1
10:00		1	0							1
11:00		0	2							2
Total		52	50							102
Percent		51.0%	49.0%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	8	4	-	-	-	-	-	-	12
PM Peak	-	14:00	12:00	-	-	-	-	-	-	13:00
Vol.	-	7	6	-	-	-	-	-	-	12

All Traffic Data Services

www.alltrafficdata.net

Site Code: 43
Station ID: 43
S-470 (OLD ELLOREE RD)

Latitude: 0' 0.0000 Undefined

Start Time	22-Sep-24 Sun	EB	WB							Total
12:00 AM		0	0							0
01:00		1	1							2
02:00		**2**	**3**							**5**
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		2	2							4
10:00		0	0							0
11:00		1	2							3
12:00 PM		3	1							4
01:00		**9**	2							**11**
02:00		1	1							2
03:00		2	1							3
04:00		1	1							2
05:00		3	4							7
06:00		5	5							10
07:00		0	**8**							8
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		30	31							61
Percent		49.2%	50.8%							
AM Peak	-	02:00	02:00	-	-	-	-	-	-	02:00
Vol.	-	2	3	-	-	-	-	-	-	5
PM Peak	-	13:00	19:00	-	-	-	-	-	-	13:00
Vol.	-	9	8	-	-	-	-	-	-	11
Grand Total		269	270							539
Percent		49.9%	50.1%							
ADT		ADT 77		AADT 77						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	5	0	1	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
03:00	0	3	0	0	0	0	0	0	2	0	0	0	0	5
04:00	0	21	1	0	0	1	0	0	3	0	0	0	0	26
05:00	0	25	9	0	0	3	**2**	0	2	0	0	0	0	41
06:00	0	28	9	0	0	7	0	0	5	0	0	0	**1**	50
07:00	0	**51**	**21**	0	**3**	**8**	1	0	3	1	0	0	0	**88**
08:00	0	31	12	**2**	3	7	0	0	4	**3**	0	0	0	62
09:00	0	20	7	1	1	5	0	0	1	1	0	0	0	36
10:00	0	18	14	0	2	3	1	0	3	1	0	0	0	42
11:00	**1**	20	12	1	2	2	1	**1**	**8**	1	0	0	1	50
12 PM	0	18	6	0	**2**	0	1	0	**6**	0	0	0	0	33
13:00	0	23	12	**1**	2	2	1	0	5	1	0	0	0	47
14:00	0	28	**22**	1	2	**3**	**2**	0	0	0	0	0	0	58
15:00	0	28	9	0	1	2	0	0	1	**2**	0	0	0	43
16:00	0	32	15	1	1	1	0	0	2	0	0	0	0	52
17:00	0	**35**	22	0	1	1	0	0	1	0	0	0	0	**60**
18:00	0	27	13	0	2	0	0	0	0	0	0	0	0	42
19:00	0	7	9	0	1	0	0	0	1	0	0	0	0	18
20:00	0	7	7	0	1	0	0	0	0	0	0	0	0	15
21:00	0	7	3	0	1	0	0	0	1	0	0	0	0	12
22:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
23:00	0	1	0	0	0	0	0	0	0	1	0	0	0	2
Day Total	1	441	203	8	25	45	9	1	51	11	0	0	2	797
Percent	0.1%	55.3%	25.5%	1.0%	3.1%	5.6%	1.1%	0.1%	6.4%	1.4%	0.0%	0.0%	0.3%	
AM Peak	11:00	07:00	07:00	08:00	07:00	07:00	05:00	11:00	11:00	08:00			06:00	07:00
Vol.	1	51	21	2	3	8	2	1	8	3			1	88
PM Peak		17:00	14:00	13:00	12:00	14:00	14:00		12:00	15:00				17:00
Vol.		35	22	1	2	3	2		6	2				60

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	1	0	0	0	0	0	0	1	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	2	1	0	0	0	4
02:00	0	1	0	0	0	0	0	0	1	0	0	0	0	2
03:00	0	5	0	0	1	0	0	0	3	0	0	0	1	10
04:00	0	18	2	0	0	1	0	0	4	1	0	0	1	27
05:00	0	40	15	0	1	4	0	0	**5**	**3**	0	**1**	**2**	71
06:00	0	39	8	0	0	4	0	0	4	0	0	0	0	55
07:00	0	**48**	**21**	**3**	1	**6**	**3**	0	4	0	0	0	1	**87**
08:00	0	23	15	1	1	5	2	**1**	1	1	0	0	1	51
09:00	0	41	14	1	**3**	3	2	0	2	1	0	0	1	68
10:00	0	23	13	1	0	1	0	0	5	1	0	0	1	45
11:00	**1**	17	17	0	1	2	0	1	4	2	0	0	1	46
12 PM	0	24	**16**	0	2	1	0	**1**	4	0	0	0	0	48
13:00	0	22	11	**2**	2	**6**	0	0	2	0	0	0	0	45
14:00	0	28	12	0	2	4	**1**	0	5	**3**	0	0	**1**	56
15:00	0	**34**	13	0	2	2	0	0	**6**	1	0	0	0	**58**
16:00	0	30	14	1	1	3	1	0	2	0	0	0	0	52
17:00	**1**	32	7	0	1	1	0	0	2	0	0	0	0	44
18:00	0	19	6	0	**3**	0	0	0	1	0	0	0	0	29
19:00	0	16	6	0	1	0	0	0	1	0	0	0	0	24
20:00	0	11	5	0	0	1	0	0	0	1	0	0	0	18
21:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	2	485	199	9	22	44	9	3	59	15	0	1	10	858
Percent	0.2%	56.5%	23.2%	1.0%	2.6%	5.1%	1.0%	0.3%	6.9%	1.7%	0.0%	0.1%	1.2%	
AM Peak	11:00	07:00	07:00	07:00	09:00	07:00	07:00	08:00	05:00	05:00		05:00	05:00	07:00
Vol.	1	48	21	3	3	6	3	1	5	3		1	2	87
PM Peak	17:00	15:00	12:00	13:00	18:00	13:00	14:00	12:00	15:00	14:00			14:00	15:00
Vol.	1	34	16	2	3	6	1	1	6	3			1	58

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	1	0	1	0	0	0	1	0	0	0	0	5
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	**1**	19	1	0	0	0	0	0	2	0	0	0	0	23
05:00	0	24	9	0	0	4	0	0	4	1	0	0	0	42
06:00	0	29	13	0	0	4	0	0	2	0	0	0	**1**	49
07:00	1	**41**	**24**	2	4	5	0	**1**	2	0	0	0	1	**81**
08:00	0	32	15	1	2	5	**1**	0	**5**	**2**	0	0	1	64
09:00	0	20	17	**3**	0	5	1	0	3	0	0	0	1	50
10:00	0	20	13	1	1	5	1	0	1	0	0	0	0	42
11:00	0	19	17	1	**5**	**7**	1	0	3	0	0	0	0	53
12 PM	0	24	9	**1**	1	2	0	0	**5**	**1**	0	0	0	43
13:00	0	**33**	15	1	3	4	1	0	4	0	0	0	**1**	**62**
14:00	0	28	11	1	0	**7**	0	0	2	1	0	0	1	51
15:00	0	23	17	1	3	3	**4**	0	1	0	0	0	0	52
16:00	0	26	16	0	3	1	1	0	1	0	0	0	0	48
17:00	0	29	15	1	0	1	0	0	3	0	0	0	0	49
18:00	0	29	**20**	0	**9**	0	0	0	2	0	0	0	0	60
19:00	0	18	15	1	3	1	1	0	0	0	0	0	1	40
20:00	0	11	9	0	0	1	0	0	0	0	0	0	0	21
21:00	0	11	9	0	1	2	0	0	0	0	0	0	0	23
22:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
23:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
Day Total	2	446	251	14	36	57	11	1	42	5	0	0	7	872
Percent	0.2%	51.1%	28.8%	1.6%	4.1%	6.5%	1.3%	0.1%	4.8%	0.6%	0.0%	0.0%	0.8%	
AM Peak	04:00	07:00	07:00	09:00	11:00	11:00	08:00	07:00	08:00	08:00			06:00	07:00
Vol.	1	41	24	3	5	7	1	1	5	2			1	81
PM Peak		13:00	18:00	12:00	18:00	14:00	15:00		12:00	12:00			13:00	13:00
Vol.		33	20	1	9	7	4		5	1			1	62

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	2	2	0	0	0	0	0	0	0	0	0	0	4
01:00	0	3	0	0	0	0	0	0	0	1	0	0	0	4
02:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3
03:00	0	1	0	0	0	0	0	0	0	1	0	0	0	2
04:00	0	18	2	0	0	1	0	0	2	0	0	0	0	23
05:00	0	24	9	0	2	3	1	0	1	0	0	0	1	41
06:00	0	37	15	0	1	2	1	0	1	0	0	0	0	57
07:00	0	**41**	19	**1**	2	**7**	**2**	0	0	0	0	0	**4**	**76**
08:00	0	24	**22**	0	1	5	1	0	2	1	0	0	0	56
09:00	0	26	11	0	1	4	1	0	**4**	1	0	0	1	49
10:00	0	14	10	0	0	2	0	0	3	1	0	0	0	30
11:00	0	21	11	0	**3**	0	0	0	4	**2**	0	0	0	41
12 PM	0	24	16	0	2	1	0	0	0	1	0	0	**2**	46
13:00	0	**32**	8	0	2	1	**1**	0	1	1	0	0	0	46
14:00	0	26	**19**	0	2	**2**	1	0	**3**	**2**	0	0	0	**55**
15:00	0	31	10	0	2	0	0	0	0	0	0	0	0	43
16:00	0	13	13	**1**	1	0	0	**1**	1	0	0	0	0	30
17:00	0	27	7	1	**5**	1	0	0	0	0	0	0	1	42
18:00	0	22	5	0	1	0	0	0	1	0	0	0	0	29
19:00	0	16	10	0	1	0	0	0	0	0	0	0	0	27
20:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
21:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	0	439	196	3	26	29	8	1	24	11	0	0	9	746
Percent	0.0%	58.8%	26.3%	0.4%	3.5%	3.9%	1.1%	0.1%	3.2%	1.5%	0.0%	0.0%	1.2%	
AM Peak		07:00	08:00	07:00	11:00	07:00	07:00		09:00	11:00			07:00	07:00
Vol.		41	22	1	3	7	2		4	2			4	76
PM Peak		13:00	14:00	16:00	17:00	14:00	13:00	16:00	14:00	14:00			12:00	14:00
Vol.		32	19	1	5	2	1	1	3	2			2	55

All Traffic Data Services

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Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	5	0	0	0	0	0	0	1	0	0	0	0	6
04:00	0	7	0	0	0	0	0	0	**2**	0	0	0	0	9
05:00	0	4	1	0	0	0	0	0	2	0	0	0	0	7
06:00	0	7	2	**1**	1	0	0	0	0	0	0	0	0	11
07:00	0	9	**11**	0	**2**	1	0	0	0	0	0	0	0	23
08:00	0	12	11	0	0	**4**	0	0	1	0	0	0	0	28
09:00	0	17	11	0	0	1	**1**	0	0	**1**	0	0	0	31
10:00	0	14	6	0	2	1	1	0	0	0	0	0	**1**	25
11:00	0	**20**	11	1	2	4	0	0	2	0	0	0	1	**41**
12 PM	0	26	18	**1**	0	1	0	0	**1**	0	0	0	0	47
13:00	0	25	15	0	0	1	0	0	0	0	0	0	**1**	42
14:00	**2**	31	15	0	**3**	**2**	0	0	1	**1**	0	0	0	55
15:00	0	**45**	14	0	0	1	0	0	1	1	0	0	0	62
16:00	0	36	15	1	1	1	1	0	1	0	0	0	0	56
17:00	0	35	**22**	0	3	1	**2**	0	1	1	0	0	0	**65**
18:00	0	30	12	0	3	0	0	0	0	0	0	0	0	45
19:00	0	29	13	0	0	1	0	0	0	0	0	0	0	43
20:00	0	21	11	0	2	0	0	0	0	0	0	0	0	34
21:00	0	29	11	0	3	1	0	0	1	0	0	0	0	45
22:00	0	8	5	0	2	2	0	0	0	0	0	0	0	17
23:00	0	8	4	0	0	1	0	0	0	0	0	0	0	13
Day Total	2	422	209	4	24	23	5	0	14	4	0	0	3	710
Percent	0.3%	59.4%	29.4%	0.6%	3.4%	3.2%	0.7%	0.0%	2.0%	0.6%	0.0%	0.0%	0.4%	
AM Peak		11:00	07:00	06:00	07:00	08:00	09:00		04:00	09:00			10:00	11:00
Vol.		20	11	1	2	4	1		2	1			1	41
PM Peak	14:00	15:00	17:00	12:00	14:00	14:00	17:00		12:00	14:00			13:00	17:00
Vol.	2	45	22	1	3	2	2		1	1			1	65

All Traffic Data Services

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Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	8	4	**1**	0	0	0	0	0	0	0	0	0	13
01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	9	3	0	0	**1**	0	0	0	0	0	0	0	13
05:00	0	8	5	0	0	1	**1**	0	1	0	0	0	0	16
06:00	0	8	6	0	0	1	0	0	0	0	0	0	**1**	16
07:00	0	9	6	0	0	1	0	0	0	0	0	0	0	16
08:00	0	13	7	0	0	1	1	0	1	0	0	0	0	23
09:00	0	**32**	11	0	1	1	0	0	0	0	0	0	0	45
10:00	0	22	14	0	**2**	0	0	0	**2**	0	0	0	0	40
11:00	0	32	**21**	0	0	1	0	0	0	**1**	0	0	0	**55**
12 PM	0	46	18	1	1	2	**1**	0	0	**1**	0	0	0	70
13:00	**1**	38	**21**	0	0	1	0	0	0	0	0	0	0	61
14:00	0	**59**	16	**2**	**3**	2	0	0	0	0	0	0	0	**82**
15:00	0	42	16	0	2	2	0	0	**1**	0	0	0	0	63
16:00	0	41	20	0	1	**3**	0	0	0	0	0	0	0	65
17:00	0	35	14	0	0	2	0	0	0	0	0	0	**2**	53
18:00	0	29	13	0	0	1	0	0	0	0	0	0	0	43
19:00	1	31	11	0	1	1	0	0	0	0	0	0	0	45
20:00	0	31	5	1	1	0	0	0	0	0	0	0	0	38
21:00	0	19	9	0	0	0	0	0	1	0	0	0	0	29
22:00	0	9	4	0	1	1	0	0	0	0	0	0	0	15
23:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
Day Total	2	541	231	5	13	22	3	0	6	2	0	0	3	828
Percent	0.2%	65.3%	27.9%	0.6%	1.6%	2.7%	0.4%	0.0%	0.7%	0.2%	0.0%	0.0%	0.4%	
AM Peak		09:00	11:00	00:00	10:00	04:00	05:00		10:00	11:00			06:00	11:00
Vol.		32	21	1	2	1	1		2	1			1	55
PM Peak	13:00	14:00	13:00	14:00	14:00	16:00	12:00		15:00	12:00			17:00	14:00
Vol.	1	59	21	2	3	3	1		1	1			2	82

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	9	2	0	0	0	0	0	1	0	0	0	0	12
01:00	0	8	2	0	0	**1**	0	0	0	0	0	0	0	11
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
06:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
07:00	0	10	3	0	**1**	0	0	0	0	1	0	0	0	15
08:00	0	27	6	0	0	0	0	0	**2**	**2**	0	0	0	37
09:00	0	27	**15**	0	0	0	0	0	1	1	0	0	0	**44**
10:00	0	22	7	0	1	0	0	0	0	0	0	0	0	30
11:00	0	**28**	14	0	1	1	0	0	0	0	0	0	0	44
12 PM	0	37	17	0	1	3	0	0	0	0	0	0	0	58
13:00	0	42	14	0	0	0	0	0	**1**	0	0	0	0	57
14:00	0	**64**	14	0	1	**5**	0	0	0	1	0	0	0	**85**
15:00	**2**	42	9	**4**	0	5	0	0	0	1	0	0	0	63
16:00	0	45	**18**	1	1	4	0	0	0	0	0	0	0	69
17:00	0	35	13	0	**2**	2	0	0	0	0	0	0	0	52
18:00	0	19	6	0	2	1	0	**2**	0	**2**	0	0	**1**	33
19:00	0	18	8	0	1	1	0	0	0	0	0	0	0	28
20:00	0	14	9	0	2	0	0	0	0	0	0	0	0	25
21:00	0	19	5	1	0	0	0	0	0	0	0	0	0	25
22:00	0	10	0	0	0	0	0	0	1	0	0	0	0	11
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	2	504	172	6	13	23	0	2	6	8	0	0	1	737
Percent	0.3%	68.4%	23.3%	0.8%	1.8%	3.1%	0.0%	0.3%	0.8%	1.1%	0.0%	0.0%	0.1%	
AM Peak		11:00	09:00		07:00	01:00			08:00	08:00				09:00
Vol.		28	15		1	1			2	2				44
PM Peak	15:00	14:00	16:00	15:00	17:00	14:00		18:00	13:00	18:00			18:00	14:00
Vol.	2	64	18	4	2	5		2	1	2			1	85
Grand Total	11	3278	1461	49	159	243	45	8	202	56	0	1	35	5548
Percent	0.2%	59.1%	26.3%	0.9%	2.9%	4.4%	0.8%	0.1%	3.6%	1.0%	0.0%	0.0%	0.6%	

All Traffic Data Services

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Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	2	0	0	0	0	4
03:00	0	2	0	0	0	1	0	0	2	0	0	0	0	5
04:00	0	2	1	0	1	0	0	0	2	0	0	0	0	6
05:00	0	4	2	0	0	1	0	0	2	0	0	0	0	9
06:00	0	11	7	0	1	0	0	0	4	0	0	0	0	23
07:00	0	14	14	2	5	1	0	0	5	0	0	0	0	41
08:00	0	13	13	**4**	**8**	4	0	**1**	3	**1**	0	0	0	47
09:00	0	15	**16**	2	3	3	0	0	**7**	0	0	0	0	46
10:00	0	**17**	16	1	3	**5**	0	0	6	0	0	0	0	**48**
11:00	0	15	14	0	3	3	0	0	7	0	0	0	0	42
12 PM	0	18	10	1	1	0	0	0	**5**	0	0	0	0	35
13:00	0	18	17	0	1	2	0	0	4	0	0	0	0	42
14:00	**1**	27	13	1	4	**4**	0	0	2	0	0	0	0	52
15:00	0	37	23	0	3	1	0	0	5	0	0	0	0	69
16:00	0	35	**26**	**2**	**5**	1	0	0	3	0	0	0	0	**72**
17:00	0	**45**	15	0	2	1	0	0	0	0	0	0	0	63
18:00	0	34	17	0	0	0	0	0	0	0	0	0	0	51
19:00	0	22	12	0	0	0	0	0	1	0	0	0	0	35
20:00	0	26	7	0	3	0	0	0	0	0	0	0	0	36
21:00	0	11	8	1	1	0	0	0	1	0	0	0	0	22
22:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Day Total	1	383	235	14	44	28	0	1	61	1	0	0	0	768
Percent	0.1%	49.9%	30.6%	1.8%	5.7%	3.6%	0.0%	0.1%	7.9%	0.1%	0.0%	0.0%	0.0%	
AM Peak		10:00	09:00	08:00	08:00	10:00		08:00	09:00	08:00				10:00
Vol.		17	16	4	8	5		1	7	1				48
PM Peak	14:00	17:00	16:00	16:00	16:00	14:00			12:00					16:00
Vol.	1	45	26	2	5	4			5					72

All Traffic Data Services

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Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	9	0	0	0	0	0	0	1	0	0	0	0	10
01:00	0	4	0	0	0	0	0	0	1	0	0	0	0	5
02:00	0	0	0	1	0	0	0	0	2	0	0	0	0	3
03:00	0	1	1	0	0	0	0	0	4	0	0	0	0	6
04:00	0	1	1	0	0	0	0	0	3	0	0	0	0	5
05:00	0	7	2	**2**	1	0	0	0	6	0	0	0	0	18
06:00	0	10	10	1	1	0	0	0	6	**2**	0	0	0	30
07:00	0	19	**18**	1	2	1	0	0	3	0	0	0	0	44
08:00	**1**	18	18	0	**4**	**4**	0	0	1	0	0	0	0	46
09:00	0	14	16	1	4	4	0	0	2	0	0	0	0	41
10:00	0	**20**	11	0	3	4	0	**1**	**8**	0	0	0	0	**47**
11:00	0	13	13	0	2	0	0	0	3	0	0	0	0	31
12 PM	0	20	13	0	2	3	0	0	6	0	0	0	0	44
13:00	0	26	11	**3**	6	**4**	0	0	**9**	0	0	0	0	59
14:00	0	22	23	0	3	4	0	0	6	0	0	0	0	58
15:00	0	**40**	22	0	1	4	0	0	4	0	0	0	0	**71**
16:00	0	31	**24**	0	**7**	2	0	**1**	4	0	0	0	0	69
17:00	0	38	11	0	3	0	0	1	2	0	0	0	0	55
18:00	0	19	15	0	1	0	0	0	1	0	0	0	0	36
19:00	0	26	12	1	0	0	0	0	0	0	0	0	0	39
20:00	0	18	8	0	0	0	0	0	0	0	0	0	0	26
21:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
22:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Day Total	1	390	237	10	40	30	0	3	72	2	0	0	0	785
Percent	0.1%	49.7%	30.2%	1.3%	5.1%	3.8%	0.0%	0.4%	9.2%	0.3%	0.0%	0.0%	0.0%	
AM Peak	08:00	10:00	07:00	05:00	08:00	08:00		10:00	10:00	06:00				10:00
Vol.	1	20	18	2	4	4		1	8	2				47
PM Peak		15:00	16:00	13:00	16:00	13:00		16:00	13:00					15:00
Vol.		40	24	3	7	4		1	9					71

All Traffic Data Services

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Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	6	2	0	0	0	0	0	3	0	0	0	0	11
05:00	0	6	1	0	2	0	0	0	4	0	0	0	0	13
06:00	0	7	8	0	1	0	**1**	0	4	0	0	0	0	21
07:00	0	14	**16**	1	2	3	0	0	1	0	0	0	0	37
08:00	0	14	11	0	**9**	4	0	0	**5**	0	0	0	0	43
09:00	0	**17**	16	**4**	4	6	0	0	3	0	0	0	0	**50**
10:00	0	16	14	1	5	4	0	**1**	2	0	0	0	0	43
11:00	0	16	13	1	4	**7**	0	0	4	0	0	0	0	45
12 PM	0	16	14	1	4	0	0	0	**9**	0	0	0	0	44
13:00	0	18	15	**2**	3	**5**	0	0	5	0	0	0	**1**	49
14:00	0	21	**25**	0	**9**	4	0	0	2	0	0	0	0	61
15:00	0	32	15	0	1	3	0	0	4	0	0	0	0	55
16:00	0	37	20	2	5	2	0	**1**	2	0	0	0	0	69
17:00	0	**46**	25	0	3	0	0	0	3	0	0	0	0	**77**
18:00	0	40	15	0	1	0	0	0	4	0	0	0	0	60
19:00	0	32	10	1	1	1	0	0	1	0	0	0	0	46
20:00	0	12	16	0	1	0	0	0	1	0	0	0	0	30
21:00	0	14	5	0	1	0	0	0	0	0	0	0	0	20
22:00	0	9	1	0	0	1	0	0	0	0	0	0	0	11
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Day Total	0	394	245	13	56	40	1	2	57	0	0	0	1	809
Percent	0.0%	48.7%	30.3%	1.6%	6.9%	4.9%	0.1%	0.2%	7.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak		09:00	07:00	09:00	08:00	11:00	06:00	10:00	08:00					09:00
Vol.		17	16	4	9	7	1	1	5					50
PM Peak		17:00	14:00	13:00	14:00	13:00		16:00	12:00				13:00	17:00
Vol.		46	25	2	9	5		1	9				1	77

All Traffic Data Services

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Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	1	0	0	0	0	0	1	0	0	0	0	4
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	3	0	0	0	1	0	0	4	0	0	0	0	8
05:00	0	8	1	0	0	0	0	0	2	0	0	0	0	11
06:00	0	8	8	0	2	0	0	0	2	**1**	0	0	0	21
07:00	0	**22**	14	**3**	2	**3**	0	0	4	0	0	0	0	**48**
08:00	0	17	16	2	**6**	2	0	0	2	0	0	0	0	45
09:00	0	14	16	1	4	0	0	0	**5**	1	0	0	0	41
10:00	0	14	11	0	3	0	0	0	3	1	0	0	0	32
11:00	0	16	**21**	0	5	0	0	0	3	0	0	0	0	45
12 PM	0	14	13	1	**4**	0	0	0	**3**	0	0	0	0	35
13:00	0	29	**19**	**2**	3	0	0	0	2	0	0	0	0	55
14:00	0	25	19	2	4	0	0	0	1	0	0	0	0	51
15:00	0	29	17	0	3	**1**	0	0	0	0	0	0	0	50
16:00	0	**43**	17	1	1	0	0	0	0	0	0	0	0	**62**
17:00	0	31	9	0	4	0	0	0	2	0	0	0	0	46
18:00	0	39	13	0	2	0	0	0	0	0	0	0	0	54
19:00	0	16	7	0	1	1	0	0	0	0	0	0	0	25
20:00	0	13	7	0	1	0	0	0	1	0	0	0	0	22
21:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Day Total	0	370	217	12	45	8	0	0	35	3	0	0	0	690
Percent	0.0%	53.6%	31.4%	1.7%	6.5%	1.2%	0.0%	0.0%	5.1%	0.4%	0.0%	0.0%	0.0%	
AM Peak		07:00	11:00	07:00	08:00	07:00			09:00	06:00				07:00
Vol.		22	21	3	6	3			5	1				48
PM Peak		16:00	13:00	13:00	12:00	15:00			12:00					16:00
Vol.		43	19	2	4	1			3					62

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	6	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	**1**	0	0	0	0	1
05:00	0	6	0	1	1	0	0	0	1	0	0	0	0	9
06:00	0	2	6	0	0	**1**	0	0	0	0	0	0	0	9
07:00	0	7	4	0	2	0	0	0	1	0	0	0	0	14
08:00	0	**13**	13	0	1	0	0	0	1	0	0	0	0	28
09:00	0	10	14	**2**	0	0	0	0	0	0	0	0	0	26
10:00	0	13	9	1	3	0	0	0	0	0	0	0	0	26
11:00	**1**	12	**20**	1	**4**	0	0	0	1	0	0	0	0	**39**
12 PM	0	18	**20**	0	2	**1**	0	0	2	**1**	0	0	0	44
13:00	0	24	16	0	1	1	0	0	0	0	0	0	0	42
14:00	0	25	14	**1**	4	0	0	0	**3**	0	0	0	0	47
15:00	0	23	15	0	1	0	0	0	1	0	0	0	0	40
16:00	0	**28**	15	0	5	0	0	0	2	0	0	0	0	**50**
17:00	0	17	19	0	**6**	0	0	0	0	0	0	0	0	42
18:00	0	28	13	0	0	0	0	0	1	0	0	0	0	42
19:00	0	26	16	0	3	0	**1**	0	0	0	0	0	0	46
20:00	0	17	8	0	3	0	0	0	1	0	0	0	0	29
21:00	0	14	6	0	3	0	0	0	0	0	0	0	0	23
22:00	0	8	8	0	2	0	0	0	0	0	0	0	0	18
23:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
Day Total	1	317	220	6	41	3	1	0	15	1	0	0	0	605
Percent	0.2%	52.4%	36.4%	1.0%	6.8%	0.5%	0.2%	0.0%	2.5%	0.2%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	11:00	09:00	11:00	06:00			04:00					11:00
Vol.	1	13	20	2	4	1			1					39
PM Peak		16:00	12:00	14:00	17:00	12:00	19:00		14:00	12:00				16:00
Vol.		28	20	1	6	1	1		3	1				50

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	6	3	0	0	0	0	0	0	0	0	0	0	9
01:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	3	1	0	1	0	0	0	0	0	0	0	0	5
06:00	0	1	6	0	0	0	0	0	0	0	0	0	0	7
07:00	0	7	9	0	1	0	0	0	**1**	0	0	0	0	18
08:00	0	12	13	0	0	0	0	0	0	0	0	0	0	25
09:00	0	30	**19**	0	**6**	0	0	0	0	0	0	0	0	55
10:00	**1**	**35**	17	**2**	5	0	0	0	0	0	0	0	0	**60**
11:00	1	20	12	1	2	0	0	0	1	0	0	0	0	37
12 PM	0	27	16	0	1	**1**	0	0	0	0	0	0	0	45
13:00	0	36	**22**	0	**3**	0	0	0	0	0	0	0	0	61
14:00	0	32	15	0	1	0	0	0	0	0	0	0	0	48
15:00	0	34	14	0	2	0	0	0	0	0	0	0	0	50
16:00	0	34	20	0	0	0	0	0	0	0	0	0	0	54
17:00	0	**54**	13	0	2	1	0	0	0	0	0	0	0	**70**
18:00	0	20	13	0	2	0	0	0	0	0	0	0	0	35
19:00	0	19	14	0	2	0	0	0	0	0	0	0	0	35
20:00	0	24	8	0	1	0	0	0	0	0	0	0	0	33
21:00	0	18	11	0	1	0	0	0	0	0	0	0	0	30
22:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
23:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Day Total	2	450	235	3	30	2	0	0	2	0	0	0	0	724
Percent	0.3%	62.2%	32.5%	0.4%	4.1%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	10:00	09:00	10:00	09:00				07:00					10:00
Vol.	1	35	19	2	6				1					60
PM Peak		17:00	13:00		13:00	12:00								17:00
Vol.		54	22		3	1								70

All Traffic Data Services

www.alltrafficdata.net

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SC 210

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	5	2	0	0	0	0	0	0	0	0	0	0	7
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:00	0	5	2	0	1	0	0	0	0	0	0	0	0	8
06:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
07:00	0	5	8	0	1	**3**	0	0	**2**	0	0	0	0	19
08:00	0	**21**	13	**1**	1	0	0	0	0	0	0	0	0	36
09:00	0	13	13	0	3	0	0	0	0	**1**	0	0	0	30
10:00	0	19	13	0	**4**	0	0	0	0	1	0	0	0	**37**
11:00	0	16	**18**	0	1	0	0	0	0	0	0	0	0	35
12 PM	0	31	16	0	1	0	0	0	0	0	0	0	0	48
13:00	0	24	7	0	1	0	0	0	0	0	0	0	0	32
14:00	0	17	14	1	3	0	0	0	**1**	0	0	0	0	36
15:00	0	18	9	1	1	0	0	0	0	0	0	0	0	29
16:00	0	21	10	0	**5**	0	0	0	1	0	0	0	0	37
17:00	0	**39**	12	0	1	**1**	0	0	0	0	0	0	0	**53**
18:00	0	22	12	0	1	0	0	0	0	0	0	0	0	35
19:00	0	33	**17**	0	2	0	0	0	0	0	0	0	0	52
20:00	0	15	10	0	1	0	0	0	0	0	0	0	0	26
21:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
22:00	0	10	0	**2**	0	0	0	0	0	0	0	0	0	12
23:00	0	5	1	0	0	0	0	0	1	0	0	0	0	7
Day Total	0	340	185	5	27	4	0	0	5	2	0	0	0	568
Percent	0.0%	59.9%	32.6%	0.9%	4.8%	0.7%	0.0%	0.0%	0.9%	0.4%	0.0%	0.0%	0.0%	
AM Peak		08:00	11:00	08:00	10:00	07:00			07:00	09:00				10:00
Vol.		21	18	1	4	3			2	1				37
PM Peak		17:00	19:00	22:00	16:00	17:00			14:00					17:00
Vol.		39	17	2	5	1			1					53
Grand Total	5	2644	1574	63	283	115	2	6	247	9	0	0	1	4949
Percent	0.1%	53.4%	31.8%	1.3%	5.7%	2.3%	0.0%	0.1%	5.0%	0.2%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6	46-55	5
01:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	24-33	1
02:00	0	0	1	0	0	0	1	1	0	0	0	0	0	0	3	39-48	2
03:00	0	1	0	0	0	0	3	0	0	0	1	0	0	0	5	41-50	3
04:00	0	1	1	1	0	1	1	4	5	6	4	2	0	0	26	51-60	11
05:00	0	0	1	0	0	0	3	8	12	12	2	**3**	0	0	41	51-60	24
06:00	0	0	2	2	1	0	7	18	9	6	2	2	**1**	0	50	45-54	27
07:00	0	0	3	0	4	2	**11**	**20**	**26**	**15**	**6**	1	0	0	**88**	46-55	46
08:00	**1**	**2**	2	1	**7**	**6**	4	19	11	7	2	0	0	0	62	46-55	30
09:00	0	0	0	1	7	5	4	10	4	3	0	2	0	0	36	46-55	14
10:00	0	1	1	0	1	6	4	15	8	6	0	0	0	0	42	46-55	23
11:00	0	2	**4**	**7**	4	5	10	5	11	2	0	0	0	0	50	44-53	16
12 PM	0	**1**	**3**	1	2	2	10	7	2	3	2	0	0	0	33	41-50	17
13:00	0	1	1	0	5	3	9	5	16	4	2	0	**1**	0	47	46-55	21
14:00	**1**	0	1	0	**7**	3	4	**15**	16	9	1	**1**	0	0	58	46-55	31
15:00	0	0	0	**3**	3	2	4	13	13	3	1	0	0	0	42	46-55	26
16:00	0	1	0	0	2	3	**13**	10	16	6	0	0	0	0	51	46-55	26
17:00	0	0	0	1	0	1	4	10	**26**	**14**	**4**	0	0	0	**60**	51-60	40
18:00	0	0	0	0	0	3	6	14	12	6	1	0	0	0	42	46-55	26
19:00	0	0	0	0	0	**4**	3	2	5	2	1	1	0	0	18	36-45	7
20:00	0	0	0	0	0	2	3	3	4	3	0	0	0	0	15	44-53	7
21:00	0	0	0	0	0	1	4	3	3	0	1	0	0	0	12	40-49	7
22:00	0	0	0	0	0	1	0	1	1	1	0	0	0	0	4	44-53	2
23:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	34-43	1
Total	2	10	20	17	44	50	109	186	203	110	30	12	2	0	795		
Percent	0.3%	1.3%	2.5%	2.1%	5.5%	6.3%	13.7%	23.4%	25.5%	13.8%	3.8%	1.5%	0.3%	0.0%			
AM Peak	08:00	08:00	11:00	11:00	08:00	08:00	07:00	07:00	07:00	07:00	07:00	05:00	06:00		07:00		
Vol.	1	2	4	7	7	6	11	20	26	15	6	3	1		88		
PM Peak	14:00	12:00	12:00	15:00	14:00	19:00	16:00	14:00	17:00	17:00	17:00	14:00	13:00		17:00		
Vol.	1	1	3	3	7	4	13	15	26	14	4	1	1		60		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	19-28	1
01:00	0	0	0	1	0	1	0	1	1	0	0	0	0	0	4	44-53	2
02:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	19-28	1
03:00	0	0	2	1	0	0	1	4	2	0	0	0	0	0	10	46-55	6
04:00	0	0	2	2	0	0	0	5	6	7	**4**	1	0	0	27	50-59	13
05:00	0	**1**	1	2	1	3	7	18	19	12	4	**3**	0	0	71	46-55	37
06:00	0	0	1	**4**	1	2	11	17	13	6	0	0	0	0	55	46-55	30
07:00	0	0	2	0	1	2	9	**28**	**28**	**14**	2	1	0	0	**87**	46-55	56
08:00	0	0	2	0	1	**8**	10	12	10	6	2	0	0	0	51	41-50	22
09:00	0	1	1	1	1	4	**19**	20	11	7	1	1	**1**	0	68	41-50	39
10:00	0	0	1	4	0	3	16	8	7	5	1	0	0	0	45	41-50	24
11:00	0	1	**3**	0	**2**	7	10	12	8	2	1	0	0	0	46	41-50	22
12 PM	**3**	0	3	1	**5**	**9**	11	6	5	3	0	0	0	0	46	36-45	20
13:00	1	0	1	**3**	0	3	11	**12**	10	4	0	0	0	0	45	41-50	23
14:00	0	0	4	1	1	5	12	11	**13**	6	2	**1**	0	0	56	44-53	24
15:00	0	0	**6**	2	0	7	**13**	9	12	7	2	0	0	0	**58**	40-49	22
16:00	0	0	2	1	0	7	10	12	13	4	**3**	0	0	0	52	46-55	25
17:00	0	0	1	2	0	2	7	9	10	**11**	2	0	0	0	44	50-59	21
18:00	0	0	2	0	1	0	3	12	5	5	1	0	0	0	29	45-54	17
19:00	0	0	1	0	0	0	8	10	4	1	0	0	0	0	24	41-50	18
20:00	0	0	0	0	0	2	6	6	3	1	0	0	0	0	18	41-50	12
21:00	0	0	0	1	0	0	2	5	0	0	0	0	0	0	8	41-50	7
22:00	0	**1**	0	0	0	0	0	1	2	1	0	0	0	0	5	51-60	3
23:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3	34-43	2
Total	4	4	35	29	14	66	168	219	182	102	25	7	1	0	856		
Percent	0.5%	0.5%	4.1%	3.4%	1.6%	7.7%	19.6%	25.6%	21.3%	11.9%	2.9%	0.8%	0.1%	0.0%			
AM Peak		05:00	11:00	06:00	11:00	08:00	09:00	07:00	07:00	07:00	04:00	05:00	09:00		07:00		
Vol.		1	3	4	2	8	19	28	28	14	4	3	1		87		
PM Peak	12:00	22:00	15:00	13:00	12:00	12:00	15:00	13:00	14:00	17:00	16:00	14:00			15:00		
Vol.	3	1	6	3	5	9	13	12	13	11	3	1			58		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
01:00	0	0	0	0	0	2	0	2	1	0	0	0	0	0	5	46-55	3
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	34-43	1
03:00	0	0	0	0	0	0	2	0	0	0	0	1	0	0	3	35-44	2
04:00	0	0	1	2	0	0	4	6	4	4	1	0	**1**	0	23	41-50	10
05:00	0	0	**2**	3	1	4	3	10	14	3	2	0	0	0	42	46-55	24
06:00	0	1	1	0	2	4	5	17	9	8	2	0	0	0	49	46-55	26
07:00	0	**3**	1	1	2	3	5	17	**29**	**15**	2	**2**	1	0	**81**	46-55	46
08:00	0	0	0	**4**	**4**	1	**13**	**25**	11	2	2	1	1	0	64	41-50	38
09:00	0	0	0	1	3	3	5	14	14	6	**4**	0	0	0	50	46-55	28
10:00	0	0	0	1	4	4	9	13	5	4	2	0	0	0	42	41-50	22
11:00	0	3	2	3	3	**5**	11	11	7	4	4	0	0	0	53	41-50	22
12 PM	0	0	**3**	2	0	2	4	12	13	2	**3**	**1**	0	0	42	46-55	25
13:00	0	0	1	2	2	6	**16**	12	13	**8**	1	1	0	0	**62**	41-50	28
14:00	0	**2**	0	**3**	1	2	6	15	12	8	2	0	0	0	51	46-55	27
15:00	0	0	1	1	**3**	5	9	10	13	7	3	0	0	0	52	46-55	23
16:00	0	0	2	0	0	2	10	13	13	7	1	0	0	0	48	46-55	26
17:00	**1**	0	2	2	0	2	7	16	9	7	3	0	0	0	49	45-54	25
18:00	1	0	1	0	2	6	8	**22**	**14**	4	1	1	0	0	60	46-55	36
19:00	0	0	0	0	0	**10**	7	9	10	4	0	0	0	0	40	46-55	19
20:00	1	0	0	0	0	1	2	5	6	6	0	0	0	0	21	49-58	12
21:00	0	0	0	0	0	2	1	8	7	3	2	0	0	0	23	46-55	15
22:00	0	0	0	0	0	0	0	0	3	1	2	0	0	0	6	49-58	4
23:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	34-43	2
Total	3	9	17	25	27	65	129	239	207	103	37	7	3	0	871		
Percent	0.3%	1.0%	2.0%	2.9%	3.1%	7.5%	14.8%	27.4%	23.8%	11.8%	4.2%	0.8%	0.3%	0.0%			
AM Peak		07:00	05:00	08:00	08:00	11:00	08:00	08:00	07:00	07:00	09:00	07:00	04:00		07:00		
Vol.		3	2	4	4	5	13	25	29	15	4	2	1		81		
PM Peak	17:00	14:00	12:00	14:00	15:00	19:00	13:00	18:00	18:00	13:00	12:00	12:00			13:00		
Vol.	1	2	3	3	3	10	16	22	14	8	3	1			62		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	1	0	0	1	2	0	0	0	0	0	4	45-54	3
01:00	0	0	0	0	0	0	2	2	0	0	0	0	0	0	4	40-49	4
02:00	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3	19-28	1
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	44-53	2
04:00	0	0	1	1	2	0	0	6	7	4	2	0	0	0	23	46-55	13
05:00	0	0	0	0	1	2	**9**	5	8	11	**3**	**1**	**1**	0	41	51-60	19
06:00	0	0	0	2	2	**4**	8	13	16	**12**	0	0	0	0	57	46-55	29
07:00	0	0	1	1	**3**	2	9	**18**	**32**	8	1	1	0	0	**76**	46-55	50
08:00	0	0	1	**3**	1	3	5	18	16	6	2	1	0	0	56	46-55	34
09:00	0	**2**	**2**	1	3	2	3	16	13	6	1	0	0	0	49	46-55	29
10:00	0	0	0	1	0	2	5	14	6	2	0	0	0	0	30	46-55	20
11:00	0	0	2	3	2	0	7	15	10	2	0	0	0	0	41	46-55	25
12 PM	0	0	0	0	0	2	14	15	11	3	0	1	0	0	46	41-50	29
13:00	0	0	**1**	0	1	3	6	21	9	3	0	**2**	0	0	46	46-55	30
14:00	0	0	0	**1**	3	2	6	**22**	**18**	2	1	0	0	0	**55**	46-55	40
15:00	0	**1**	0	1	3	2	6	9	17	**4**	0	0	0	0	43	46-55	26
16:00	0	0	1	0	0	3	9	6	8	3	0	0	0	0	30	41-50	15
17:00	0	0	0	0	1	0	**15**	9	13	4	0	0	0	0	42	41-50	24
18:00	0	0	1	0	3	4	4	8	5	1	**3**	0	0	0	29	44-53	13
19:00	0	0	0	0	0	4	7	10	5	1	0	0	0	0	27	41-50	17
20:00	0	0	0	0	1	2	2	4	2	0	1	0	0	0	12	46-55	6
21:00	0	0	0	0	**5**	**5**	0	4	5	4	0	0	0	0	23	31-40	10
22:00	0	0	0	0	0	0	1	2	0	1	0	1	0	0	5	41-50	3
23:00	0	0	0	0	0	0	0	0	0	1	0	0	**1**	0	2	49-58	1
Total	0	3	10	15	32	43	118	220	204	78	14	7	2	0	746		
Percent	0.0%	0.4%	1.3%	2.0%	4.3%	5.8%	15.8%	29.5%	27.3%	10.5%	1.9%	0.9%	0.3%	0.0%			
AM Peak		09:00	09:00	08:00	07:00	06:00	05:00	07:00	07:00	06:00	05:00	05:00	05:00		07:00		
Vol.		2	2	3	3	4	9	18	32	12	3	1	1		76		
PM Peak		15:00	13:00	14:00	21:00	21:00	17:00	14:00	14:00	15:00	18:00	13:00	23:00		14:00		
Vol.		1	1	1	5	5	15	22	18	4	3	2	1		55		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	34-43	2
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	34-43	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
03:00	0	0	0	2	0	0	0	4	0	0	0	0	0	0	6	41-50	4
04:00	0	0	0	1	1	1	2	3	1	0	0	0	0	0	9	40-49	5
05:00	0	0	**1**	0	1	3	2	0	0	0	0	0	0	0	7	34-43	5
06:00	0	0	0	0	2	4	2	1	0	2	0	0	0	0	11	36-45	6
07:00	0	**3**	0	**3**	0	5	3	3	6	0	0	0	0	0	23	46-55	9
08:00	**1**	0	0	1	0	**6**	5	7	6	1	0	0	**1**	0	28	44-53	13
09:00	0	0	1	0	**3**	2	**9**	7	7	2	0	0	0	0	31	41-50	16
10:00	0	0	1	0	0	2	2	8	7	**4**	1	0	0	0	25	46-55	15
11:00	0	0	1	2	1	3	5	**9**	**13**	4	**3**	0	0	0	**41**	46-55	22
12 PM	0	0	1	1	**2**	**6**	9	7	10	8	1	1	0	0	46	51-60	18
13:00	0	0	0	**2**	1	2	5	12	5	**10**	**3**	**2**	0	0	42	41-50	17
14:00	0	0	1	1	1	2	7	18	15	9	1	0	0	0	55	46-55	33
15:00	0	0	0	2	1	0	7	**22**	24	5	0	1	0	0	62	46-55	46
16:00	0	0	0	0	1	3	5	16	**25**	4	2	0	0	0	56	46-55	41
17:00	0	0	**2**	0	1	3	13	18	15	10	3	0	0	0	**65**	46-55	33
18:00	0	0	1	0	1	1	5	19	11	4	3	0	0	0	45	46-55	30
19:00	0	0	0	0	1	3	7	13	11	6	1	1	0	0	43	46-55	24
20:00	0	0	0	0	0	4	8	14	5	3	0	0	0	0	34	41-50	22
21:00	0	0	0	0	2	2	**14**	15	8	3	0	1	0	0	45	41-50	29
22:00	0	0	1	0	0	0	1	8	6	0	0	0	**1**	0	17	46-55	14
23:00	0	0	0	0	0	0	4	2	6	1	0	0	0	0	13	46-55	8
Total	1	3	10	15	19	55	117	206	181	76	18	6	2	0	709		
Percent	0.1%	0.4%	1.4%	2.1%	2.7%	7.8%	16.5%	29.1%	25.5%	10.7%	2.5%	0.8%	0.3%	0.0%			
AM Peak	08:00	07:00	05:00	07:00	09:00	08:00	09:00	11:00	11:00	10:00	11:00		08:00		11:00		
Vol.	1	3	1	3	3	6	9	9	13	4	3		1		41		
PM Peak			17:00	13:00	12:00	12:00	21:00	15:00	16:00	13:00	13:00	13:00	22:00		17:00		
Vol.			2	2	2	6	14	22	25	10	3	2	1		65		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	1	1	3	6	1	0	1	0	0	0	13	41-50	9
01:00	0	0	0	1	1	0	2	1	1	0	0	0	0	0	6	41-50	3
02:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3	36-45	3
03:00	0	0	0	0	0	2	0	0	1	0	1	0	0	0	4	30-39	2
04:00	0	0	0	0	0	**3**	3	3	3	0	1	0	0	0	13	36-45	6
05:00	0	0	1	0	0	0	4	5	3	2	1	0	0	0	16	41-50	9
06:00	0	0	0	0	1	1	4	1	5	3	0	0	**1**	0	16	50-59	8
07:00	0	0	0	0	0	0	4	6	2	2	2	0	0	0	16	41-50	10
08:00	0	0	0	0	0	0	1	5	9	5	2	**1**	0	0	23	46-55	14
09:00	0	0	0	**2**	**2**	0	4	**11**	12	7	**7**	0	0	0	45	46-55	23
10:00	0	0	0	0	1	2	**5**	11	15	4	2	0	0	0	40	46-55	26
11:00	0	**1**	**2**	1	1	2	3	11	**17**	**13**	3	1	0	0	**55**	51-60	30
12 PM	0	0	0	0	1	3	8	13	**29**	**12**	4	0	0	0	70	46-55	42
13:00	0	0	0	0	0	5	8	23	12	7	**6**	0	0	0	61	46-55	35
14:00	0	0	0	0	1	**10**	6	26	26	12	1	0	0	0	**82**	46-55	52
15:00	0	0	0	**1**	**2**	5	7	18	23	6	1	0	0	0	63	46-55	41
16:00	0	0	0	0	1	2	11	23	17	10	1	0	0	0	65	46-55	40
17:00	0	0	0	0	0	2	8	**28**	9	4	2	0	0	0	53	44-53	37
18:00	0	0	**1**	1	0	2	5	16	13	4	1	0	0	0	43	46-55	29
19:00	0	0	0	0	0	1	**14**	21	8	1	0	0	0	0	45	41-50	35
20:00	0	0	0	1	0	2	6	13	9	7	0	0	0	0	38	46-55	22
21:00	0	0	0	0	0	2	7	13	6	1	0	0	0	0	29	41-50	20
22:00	0	0	0	0	0	0	4	0	5	3	2	**1**	0	0	15	51-60	8
23:00	0	0	0	0	2	3	5	3	1	0	0	0	0	0	14	36-45	8
Total	0	1	4	7	14	48	125	257	227	103	38	3	1	0	828		
Percent	0.0%	0.1%	0.5%	0.8%	1.7%	5.8%	15.1%	31.0%	27.4%	12.4%	4.6%	0.4%	0.1%	0.0%			
AM Peak		11:00	11:00	09:00	09:00	04:00	10:00	09:00	11:00	11:00	09:00	08:00	06:00		11:00		
Vol.		1	2	2	2	3	5	11	17	13	7	1	1		55		
PM Peak			18:00	15:00	15:00	14:00	19:00	17:00	12:00	12:00	13:00	22:00			14:00		
Vol.			1	1	2	10	14	28	29	12	6	1			82		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	3	6	2	1	0	0	0	0	0	12	36-45	9
01:00	0	0	0	0	0	1	4	5	1	0	0	0	0	0	11	41-50	9
02:00	0	0	0	0	0	2	1	3	3	0	0	0	0	0	9	45-54	6
03:00	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6	46-55	6
04:00	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5	46-55	4
05:00	0	0	0	0	**1**	3	1	1	1	0	0	0	0	0	7	36-45	4
06:00	0	0	0	0	0	0	3	0	4	1	0	0	0	0	8	49-58	5
07:00	0	0	0	0	1	0	4	6	4	0	0	0	0	0	15	46-55	10
08:00	0	0	0	0	0	**4**	4	**14**	7	5	**3**	0	0	0	37	46-55	21
09:00	0	0	0	0	1	3	**7**	13	12	5	3	0	0	0	**44**	46-55	25
10:00	0	0	0	0	1	1	7	7	10	3	1	0	0	0	30	46-55	17
11:00	0	0	0	0	0	0	4	12	**16**	**9**	2	**1**	0	0	44	46-55	28
12 PM	0	0	0	0	0	2	10	**25**	14	4	2	**1**	0	0	58	46-55	39
13:00	0	0	0	0	**2**	3	3	16	24	7	2	0	0	0	57	46-55	40
14:00	0	0	0	0	0	3	**17**	25	24	**13**	3	0	0	0	**85**	46-55	49
15:00	0	0	0	0	0	**8**	6	16	16	10	**6**	0	0	0	62	46-55	32
16:00	0	**1**	**1**	0	0	0	4	21	**30**	9	2	0	0	0	68	46-55	51
17:00	0	0	0	0	0	2	6	16	16	10	2	0	0	0	52	46-55	32
18:00	0	0	0	**1**	0	2	8	11	9	0	2	0	0	0	33	44-53	20
19:00	0	0	1	0	0	7	6	8	6	0	0	0	0	0	28	39-48	14
20:00	0	0	0	0	0	3	1	8	9	3	1	0	0	0	25	46-55	17
21:00	0	0	0	0	0	3	6	5	7	3	1	0	0	0	25	44-53	12
22:00	0	0	0	0	0	1	5	3	1	0	1	0	0	0	11	40-49	8
23:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	3	39-48	2
Total	0	2	2	1	6	51	114	224	219	83	31	2	0	0	735		
Percent	0.0%	0.3%	0.3%	0.1%	0.8%	6.9%	15.5%	30.5%	29.8%	11.3%	4.2%	0.3%	0.0%	0.0%			
AM Peak					05:00	08:00	09:00	08:00	11:00	11:00	08:00	11:00			09:00		
Vol.					1	4	7	14	16	9	3	1			44		
PM Peak		16:00	16:00	18:00	13:00	15:00	14:00	12:00	16:00	14:00	15:00	12:00			14:00		
Vol.		1	1	1	2	8	17	25	30	13	6	1			85		
Total	10	32	98	109	156	378	880	1551	1423	655	193	44	11	0	5540		
Percent	0.2%	0.6%	1.8%	2.0%	2.8%	6.8%	15.9%	28.0%	25.7%	11.8%	3.5%	0.8%	0.2%	0.0%			

15th Percentile :	40 MPH
50th Percentile :	48 MPH
85th Percentile :	55 MPH
95th Percentile :	59 MPH

Stats

10 MPH Pace Speed :	46-55 MPH
Number in Pace :	2974
Percent in Pace :	53.7%
Number of Vehicles > 55 MPH :	903
Percent of Vehicles > 55 MPH :	16.3%
Mean Speed(Average) :	48 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	1	0	0	0	1	1	2	1	0	0	0	0	6	51-60	3
01:00	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	44-53	2
02:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4	35-44	3
03:00	0	0	0	**3**	0	2	0	0	0	0	0	0	0	0	5	21-30	3
04:00	0	1	0	0	1	0	1	2	1	0	0	0	0	0	6	46-55	3
05:00	0	0	0	0	1	1	2	2	0	3	0	0	0	0	9	39-48	4
06:00	0	0	0	0	2	4	4	5	5	3	0	0	0	0	23	44-53	10
07:00	0	0	**2**	0	1	4	10	10	6	**7**	0	**1**	0	0	41	41-50	20
08:00	0	1	2	1	2	**7**	7	10	**11**	5	1	0	0	0	47	46-55	21
09:00	0	1	2	0	2	7	8	**15**	8	1	**2**	0	0	0	46	41-50	23
10:00	0	**2**	1	2	2	3	**12**	10	10	4	2	0	0	0	**48**	41-50	22
11:00	0	2	1	1	**3**	3	10	12	7	2	1	0	0	0	42	41-50	22
12 PM	0	0	0	**1**	2	3	3	8	8	6	**3**	1	0	0	35	46-55	16
13:00	0	0	2	1	0	**4**	8	8	12	4	0	**2**	**1**	0	42	46-55	20
14:00	0	**1**	**3**	0	**3**	3	8	10	15	8	1	0	0	0	52	46-55	25
15:00	0	0	2	1	2	4	14	17	18	8	2	1	0	0	69	46-55	35
16:00	0	0	3	0	3	3	**15**	**24**	14	9	1	0	0	0	**72**	41-50	39
17:00	0	0	0	0	0	2	13	15	**20**	**10**	2	1	0	0	63	46-55	35
18:00	0	0	0	1	0	2	6	15	15	10	1	0	1	0	51	46-55	30
19:00	0	0	0	0	1	4	4	11	10	5	0	0	0	0	35	46-55	21
20:00	0	0	0	0	2	2	7	11	5	7	1	1	0	0	36	41-50	18
21:00	0	0	0	0	1	2	2	8	7	0	2	0	0	0	22	46-55	15
22:00	0	0	0	0	0	1	0	2	3	0	0	0	0	0	6	46-55	5
23:00	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5	41-50	3
Total	0	8	19	11	29	63	140	198	179	93	19	7	2	0	768		
Percent	0.0%	1.0%	2.5%	1.4%	3.8%	8.2%	18.2%	25.8%	23.3%	12.1%	2.5%	0.9%	0.3%	0.0%			
AM Peak		10:00	07:00	03:00	11:00	08:00	10:00	09:00	08:00	07:00	09:00	07:00			10:00		
Vol.		2	2	3	3	7	12	15	11	7	2	1			48		
PM Peak		14:00	14:00	12:00	14:00	13:00	16:00	16:00	17:00	17:00	12:00	13:00	13:00		16:00		
Vol.		1	3	1	3	4	15	24	20	10	3	2	1		72		

All Traffic Data Services

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Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	3	1	3	1	**2**	0	0	0	10	51-60	4
01:00	0	0	0	0	1	1	1	0	2	0	0	0	0	0	5	29-38	2
02:00	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3	24-33	1
03:00	0	0	0	0	2	1	2	1	0	0	0	0	0	0	6	41-50	3
04:00	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5	41-50	3
05:00	0	0	0	0	3	1	3	5	2	4	0	0	0	0	18	41-50	8
06:00	0	0	0	**2**	3	4	8	4	7	2	0	0	0	0	30	41-50	12
07:00	0	0	3	0	0	4	7	**15**	8	**5**	1	**1**	0	0	44	44-53	23
08:00	0	**2**	1	1	3	2	8	13	**11**	5	0	0	0	0	46	46-55	24
09:00	0	1	**6**	2	1	0	7	11	9	3	1	0	0	0	41	46-55	20
10:00	0	1	2	0	**4**	**5**	**9**	12	10	2	2	0	0	0	**47**	44-53	22
11:00	0	0	2	0	0	5	4	6	9	5	0	0	0	0	31	46-55	15
12 PM	0	1	2	0	1	2	7	14	14	3	0	0	0	0	44	46-55	28
13:00	0	0	**4**	1	2	**10**	**12**	12	10	5	3	0	0	0	59	41-50	24
14:00	0	0	4	**2**	3	4	10	10	15	9	1	0	0	0	58	46-55	25
15:00	0	**2**	1	0	0	7	9	**20**	**21**	**10**	1	0	0	0	**71**	46-55	41
16:00	0	0	3	0	**4**	6	9	20	19	6	1	0	**1**	0	69	46-55	39
17:00	0	0	0	0	3	2	0	15	21	8	**5**	**1**	0	0	55	46-55	36
18:00	0	0	0	0	0	0	10	15	4	6	1	0	0	0	36	41-50	25
19:00	0	0	0	0	2	6	9	14	5	3	0	0	0	0	39	41-50	23
20:00	0	0	0	0	1	5	6	6	7	1	0	0	0	0	26	44-53	13
21:00	0	0	0	1	1	0	2	11	4	0	1	0	0	0	20	45-54	15
22:00	0	0	0	0	0	1	4	1	3	4	1	0	0	0	14	51-60	7
23:00	0	0	0	0	0	1	2	2	2	0	1	0	0	0	8	46-55	4
Total	0	7	28	9	35	68	135	209	188	82	21	2	1	0	785		
Percent	0.0%	0.9%	3.6%	1.1%	4.5%	8.7%	17.2%	26.6%	23.9%	10.4%	2.7%	0.3%	0.1%	0.0%			
AM Peak		08:00	09:00	06:00	10:00	10:00	10:00	07:00	08:00	07:00	00:00	07:00			10:00		
Vol.		2	6	2	4	5	9	15	11	5	2	1			47		
PM Peak		15:00	13:00	14:00	16:00	13:00	13:00	15:00	15:00	15:00	17:00	17:00	16:00		15:00		
Vol.		2	4	2	4	10	12	20	21	10	5	1	1		71		

All Traffic Data Services

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Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	1	0	1	1	2	2	0	0	0	0	7	49-58	4
01:00	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4	35-44	2
02:00	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	34-43	1
03:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	34-43	2
04:00	0	0	0	**3**	2	2	0	4	0	0	0	0	0	0	11	25-34	5
05:00	0	0	0	2	1	2	2	1	1	3	1	0	0	0	13	36-45	4
06:00	0	0	0	1	1	3	2	6	5	3	0	0	0	0	21	46-55	11
07:00	0	1	**3**	0	0	3	6	11	7	5	0	0	**1**	0	37	44-53	18
08:00	0	1	1	0	1	5	5	7	**14**	**8**	1	0	0	0	43	51-60	22
09:00	0	2	1	2	1	6	**11**	**13**	8	3	**2**	**1**	0	0	**50**	41-50	24
10:00	0	1	2	0	1	4	4	10	12	7	2	0	0	0	43	46-55	22
11:00	0	**3**	1	0	**4**	**9**	10	6	8	4	0	0	0	0	45	36-45	19
12 PM	0	0	1	1	1	5	6	14	12	3	1	0	0	0	44	46-55	26
13:00	0	**3**	0	0	**4**	3	**11**	14	8	3	**3**	0	0	0	49	41-50	25
14:00	0	2	3	0	0	3	11	19	10	9	3	1	0	0	61	41-50	30
15:00	0	1	2	0	0	1	7	14	16	10	2	**2**	0	0	55	46-55	30
16:00	0	1	**4**	0	2	1	7	23	16	**12**	3	0	0	0	69	46-55	39
17:00	0	1	3	**2**	2	3	9	**25**	**21**	8	2	1	0	0	**77**	46-55	46
18:00	0	1	0	0	2	**7**	10	15	12	10	2	1	0	0	60	45-54	27
19:00	0	0	0	0	3	6	8	13	13	1	2	0	0	0	46	46-55	26
20:00	0	0	0	0	1	4	1	5	14	5	0	0	0	0	30	51-60	19
21:00	0	0	0	0	0	3	2	3	11	1	0	0	0	0	20	46-55	14
22:00	0	0	0	0	1	0	0	1	6	3	0	0	0	0	11	50-59	9
23:00	0	0	0	0	1	2	2	2	2	0	0	0	0	0	9	46-55	4
Total	0	17	21	11	29	73	119	207	200	100	25	6	1	0	809		
Percent	0.0%	2.1%	2.6%	1.4%	3.6%	9.0%	14.7%	25.6%	24.7%	12.4%	3.1%	0.7%	0.1%	0.0%			
AM Peak		11:00	07:00	04:00	11:00	11:00	09:00	09:00	08:00	08:00	09:00	09:00	07:00		09:00		
Vol.		3	3	3	4	9	11	13	14	8	2	1	1		50		
PM Peak		13:00	16:00	17:00	13:00	18:00	13:00	17:00	17:00	16:00	13:00	15:00			17:00		
Vol.		3	4	2	4	7	11	25	21	12	3	2			77		

All Traffic Data Services

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Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	2	1	1	0	1	0	0	0	5	41-50	3
01:00	0	0	0	0	0	0	1	3	0	1	0	0	0	0	5	41-50	4
02:00	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4	44-53	3
03:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	39-48	2
04:00	0	0	1	0	1	3	2	0	1	0	0	0	0	0	8	36-45	5
05:00	0	0	0	0	0	0	3	1	5	0	**2**	0	0	0	11	46-55	6
06:00	0	0	0	**1**	**3**	2	5	3	4	3	0	0	0	0	21	39-48	8
07:00	0	**2**	1	0	0	4	5	**23**	6	5	2	0	0	0	**48**	44-53	29
08:00	0	1	**2**	0	2	3	7	10	**12**	**6**	2	0	0	0	45	46-55	22
09:00	0	0	0	0	0	2	**13**	15	6	4	1	0	0	0	41	41-50	28
10:00	0	0	0	0	1	0	9	12	5	4	1	0	0	0	32	41-50	21
11:00	0	0	0	0	1	**5**	13	9	11	6	0	0	0	0	45	41-50	22
12 PM	0	0	**1**	0	1	3	6	11	11	2	0	0	0	0	35	46-55	22
13:00	0	**1**	0	**4**	**3**	1	**14**	14	12	4	0	**2**	0	0	55	41-50	28
14:00	0	0	0	2	1	1	9	19	8	**9**	1	0	**1**	0	51	41-50	28
15:00	0	0	0	0	1	4	5	17	16	6	1	0	0	0	50	46-55	33
16:00	0	0	0	0	0	2	3	**26**	**19**	8	**4**	0	0	0	**62**	46-55	45
17:00	0	0	0	0	0	4	10	16	6	9	0	0	1	0	46	41-50	26
18:00	0	0	0	0	2	**5**	12	9	16	8	2	0	0	0	54	46-55	25
19:00	0	0	0	0	1	1	4	14	4	1	0	0	0	0	25	41-50	18
20:00	0	0	0	0	2	3	4	3	8	0	2	0	0	0	22	46-55	11
21:00	0	0	0	0	0	1	1	2	2	2	0	0	0	0	8	44-53	4
22:00	0	0	0	1	0	3	0	2	3	0	0	0	0	0	9	46-55	5
23:00	0	0	0	0	2	0	2	0	0	0	1	0	0	0	5	41-50	2
Total	0	4	5	8	21	47	131	213	158	79	20	2	2	0	690		
Percent	0.0%	0.6%	0.7%	1.2%	3.0%	6.8%	19.0%	30.9%	22.9%	11.4%	2.9%	0.3%	0.3%	0.0%			
AM Peak		07:00	08:00	06:00	06:00	11:00	09:00	07:00	08:00	08:00	05:00				07:00		
Vol.		2	2	1	3	5	13	23	12	6	2				48		
PM Peak		13:00	12:00	13:00	13:00	18:00	13:00	16:00	16:00	14:00	16:00	13:00	14:00		16:00		
Vol.		1	1	4	3	5	14	26	19	9	4	2	1		62		

All Traffic Data Services

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Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	1	0	2	1	2	0	0	0	0	6	44-53	3
01:00	0	0	0	0	0	0	2	0	1	1	0	0	0	0	4	35-44	2
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	44-53	1
03:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	24-33	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
05:00	0	0	**1**	0	**2**	**5**	0	0	1	0	0	0	0	0	9	31-40	7
06:00	0	0	0	0	2	2	1	1	3	0	0	0	0	0	9	46-55	4
07:00	0	**1**	0	**1**	0	4	2	4	2	0	0	0	0	0	14	46-55	6
08:00	0	1	1	0	0	3	2	**10**	3	**7**	1	0	0	0	28	46-55	13
09:00	0	0	1	0	2	1	8	7	5	1	1	0	0	0	26	41-50	15
10:00	0	0	0	0	1	3	6	7	5	4	0	0	0	0	26	41-50	13
11:00	0	0	0	1	0	1	**9**	7	**12**	7	**2**	0	0	0	**39**	46-55	19
12 PM	0	1	0	0	1	**6**	12	11	8	4	1	0	0	0	44	41-50	23
13:00	0	0	0	0	1	3	7	10	10	**7**	**3**	**1**	0	0	42	46-55	20
14:00	0	0	0	**3**	**2**	4	**14**	10	9	4	1	0	0	0	47	41-50	24
15:00	0	**3**	0	1	0	2	5	13	13	2	1	0	0	0	40	46-55	26
16:00	0	0	0	0	1	1	8	13	**20**	5	1	0	0	0	**49**	46-55	33
17:00	0	0	0	0	1	0	10	8	15	5	2	1	0	0	42	46-55	23
18:00	0	0	0	0	1	0	11	**15**	7	5	2	1	0	0	42	41-50	26
19:00	0	0	0	0	0	6	7	9	17	5	2	0	0	0	46	46-55	26
20:00	0	0	0	0	0	2	4	7	14	1	0	1	0	0	29	46-55	21
21:00	0	0	0	0	1	1	4	4	9	3	1	0	0	0	23	46-55	13
22:00	0	0	0	0	0	0	5	5	5	1	2	0	0	0	18	46-55	10
23:00	0	0	**1**	0	0	3	5	4	4	0	0	0	0	0	17	41-50	9
Total	0	6	4	6	16	49	122	147	166	64	20	4	0	0	604		
Percent	0.0%	1.0%	0.7%	1.0%	2.6%	8.1%	20.2%	24.3%	27.5%	10.6%	3.3%	0.7%	0.0%	0.0%			
AM Peak		07:00	05:00	07:00	05:00	05:00	11:00	08:00	11:00	08:00	11:00				11:00		
Vol.		1	1	1	2	5	9	10	12	7	2				39		
PM Peak		15:00	23:00	14:00	14:00	12:00	14:00	18:00	16:00	13:00	13:00	13:00			16:00		
Vol.		3	1	3	2	6	14	15	20	7	3	1			49		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	1	1	4	0	1	1	0	**1**	0	9	41-50	5
01:00	0	0	0	1	0	1	1	3	0	0	0	0	0	0	6	40-49	4
02:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3	39-48	2
03:00	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6	46-55	5
04:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	39-48	1
05:00	0	0	0	0	**1**	0	1	0	3	0	0	0	0	0	5	45-54	3
06:00	0	0	0	0	1	1	1	2	1	1	0	0	0	0	7	46-55	3
07:00	0	0	0	0	1	0	0	7	4	5	1	0	0	0	18	46-55	11
08:00	0	0	0	0	0	0	3	9	5	4	**3**	**1**	0	0	25	45-54	14
09:00	0	0	0	0	0	3	**10**	15	18	**8**	0	1	0	0	55	46-55	33
10:00	0	**2**	0	**2**	0	**4**	5	**17**	**21**	7	2	0	0	0	**60**	46-55	38
11:00	0	0	0	0	1	2	5	6	16	4	3	0	0	0	37	46-55	22
12 PM	0	0	0	0	0	2	5	16	12	7	3	0	0	0	45	46-55	28
13:00	0	0	0	0	0	2	**13**	18	15	11	2	0	0	0	61	45-54	33
14:00	0	0	0	**1**	**2**	3	8	16	9	2	**7**	0	0	0	48	44-53	25
15:00	**4**	0	0	0	1	**5**	10	11	13	4	2	0	0	0	50	46-55	24
16:00	0	0	0	1	1	0	6	**21**	14	6	4	1	0	0	54	46-55	35
17:00	0	0	0	0	1	2	10	21	**17**	**15**	2	**2**	0	0	**70**	46-55	38
18:00	0	0	0	1	1	2	3	11	12	4	1	0	0	0	35	46-55	23
19:00	0	0	0	0	0	3	9	12	6	2	2	1	0	0	35	41-50	21
20:00	0	0	0	0	0	2	7	9	6	8	1	0	0	0	33	41-50	16
21:00	0	0	**1**	0	1	0	4	10	7	6	0	0	**1**	0	30	46-55	17
22:00	0	0	0	0	0	0	4	4	3	2	1	0	0	0	14	41-50	8
23:00	0	0	0	1	1	1	3	4	5	0	1	0	0	0	16	45-54	9
Total	4	2	1	7	12	34	110	221	190	99	36	6	2	0	724		
Percent	0.6%	0.3%	0.1%	1.0%	1.7%	4.7%	15.2%	30.5%	26.2%	13.7%	5.0%	0.8%	0.3%	0.0%			
AM Peak		10:00		10:00	05:00	10:00	09:00	10:00	10:00	09:00	08:00	08:00	00:00		10:00		
Vol.		2		2	1	4	10	17	21	8	3	1	1		60		
PM Peak	15:00		21:00	14:00	14:00	15:00	13:00	16:00	17:00	17:00	14:00	17:00	21:00		17:00		
Vol.	4		1	1	2	5	13	21	17	15	7	2	1		70		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	1	3	1	1	0	**1**	0	0	7	46-55	4
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
02:00	0	0	0	0	0	0	1	2	1	0	0	0	**1**	0	5	46-55	3
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	39-48	1
04:00	0	0	0	0	0	1	0	3	2	1	0	0	0	0	7	46-55	5
05:00	0	0	0	0	0	0	0	1	4	2	1	0	0	0	8	51-60	6
06:00	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3	45-54	2
07:00	0	0	0	0	0	3	7	3	3	3	0	0	0	0	19	36-45	10
08:00	0	0	**1**	0	**2**	2	4	**12**	7	8	0	0	0	0	36	46-55	19
09:00	0	0	0	0	1	**4**	3	7	9	6	0	0	0	0	30	46-55	16
10:00	0	**1**	0	0	0	2	5	8	**10**	**11**	0	0	0	0	**37**	51-60	21
11:00	0	0	0	0	1	0	**9**	12	8	3	**2**	0	0	0	35	41-50	21
12 PM	0	0	0	0	0	2	4	**17**	15	9	1	0	0	0	48	46-55	32
13:00	0	0	0	0	1	3	3	5	8	**10**	2	0	0	0	32	51-60	18
14:00	0	0	0	0	0	1	5	13	9	3	3	**2**	0	0	36	46-55	22
15:00	0	0	0	0	0	3	0	10	9	7	0	0	0	0	29	46-55	19
16:00	0	0	0	0	1	**4**	6	10	7	7	1	0	**1**	0	37	44-53	17
17:00	0	0	0	0	0	3	5	11	**20**	8	**5**	0	1	0	**53**	46-55	31
18:00	0	0	0	0	0	1	3	9	12	8	2	0	0	0	35	46-55	21
19:00	0	0	0	0	**4**	3	**9**	15	16	5	0	0	0	0	52	46-55	31
20:00	0	0	0	0	1	0	3	13	4	4	1	0	0	0	26	44-53	17
21:00	0	0	0	**1**	0	1	2	5	2	0	0	1	0	0	12	46-55	7
22:00	0	0	0	0	0	3	1	5	3	0	0	0	0	0	12	45-54	8
23:00	0	0	0	0	1	1	1	1	3	0	0	0	0	0	7	45-54	4
Total	0	1	1	1	12	38	72	167	155	96	18	4	3	0	568		
Percent	0.0%	0.2%	0.2%	0.2%	2.1%	6.7%	12.7%	29.4%	27.3%	16.9%	3.2%	0.7%	0.5%	0.0%			
AM Peak		10:00	08:00		08:00	09:00	11:00	08:00	10:00	10:00	11:00	00:00	02:00		10:00		
Vol.		1	1		2	4	9	12	10	11	2	1	1		37		
PM Peak				21:00	19:00	16:00	19:00	12:00	17:00	13:00	17:00	14:00	16:00		17:00		
Vol.				1	4	4	9	17	20	10	5	2	1		53		
Total	4	45	79	53	154	372	829	1362	1236	613	159	31	11	0	4948		
Percent	0.1%	0.9%	1.6%	1.1%	3.1%	7.5%	16.8%	27.5%	25.0%	12.4%	3.2%	0.6%	0.2%	0.0%			

15th Percentile :	40 MPH
50th Percentile :	48 MPH
85th Percentile :	55 MPH
95th Percentile :	59 MPH

Stats	
10 MPH Pace Speed :	46-55 MPH
Number in Pace :	2598
Percent in Pace :	52.5%
Number of Vehicles > 55 MPH :	814
Percent of Vehicles > 55 MPH :	16.5%
Mean Speed(Average) :	48 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	EB	WB							Total
12:00 AM		6	6							12
01:00		2	3							5
02:00		3	4							7
03:00		5	5							10
04:00		26	6							32
05:00		41	9							50
06:00		50	23							73
07:00		**88**	41							**129**
08:00		62	47							109
09:00		36	46							82
10:00		42	**48**							90
11:00		50	42							92
12:00 PM		33	35							68
01:00		47	42							89
02:00		58	52							110
03:00		43	69							112
04:00		52	**72**							**124**
05:00		**60**	63							123
06:00		42	51							93
07:00		18	35							53
08:00		15	36							51
09:00		12	22							34
10:00		4	6							10
11:00		2	5							7
Total		797	768							1565
Percent		50.9%	49.1%							
AM Peak	-	07:00	10:00	-	-	-	-	-	-	07:00
Vol.	-	88	48	-	-	-	-	-	-	129
PM Peak	-	17:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	60	72	-	-	-	-	-	-	124

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

Start Time	17-Sep-24 Tue	EB	WB							Total
12:00 AM		2	10							12
01:00		4	5							9
02:00		2	3							5
03:00		10	6							16
04:00		27	5							32
05:00		71	18							89
06:00		55	30							85
07:00		**87**	44							**131**
08:00		51	46							97
09:00		68	41							109
10:00		45	**47**							92
11:00		46	31							77
12:00 PM		48	44							92
01:00		45	59							104
02:00		56	58							114
03:00		**58**	**71**							**129**
04:00		52	69							121
05:00		44	55							99
06:00		29	36							65
07:00		24	39							63
08:00		18	26							44
09:00		8	20							28
10:00		5	14							19
11:00		3	8							11
Total		858	785							1643
Percent		52.2%	47.8%							
AM Peak	-	07:00	10:00	-	-	-	-	-	-	07:00
Vol.	-	87	47	-	-	-	-	-	-	131
PM Peak	-	15:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	58	71	-	-	-	-	-	-	129

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

Start Time	18-Sep-24 Wed	EB	WB							Total
12:00 AM		1	7							8
01:00		5	4							9
02:00		1	2							3
03:00		3	2							5
04:00		23	11							34
05:00		42	13							55
06:00		49	21							70
07:00		**81**	37							**118**
08:00		64	43							107
09:00		50	**50**							100
10:00		42	43							85
11:00		53	45							98
12:00 PM		43	44							87
01:00		**62**	49							111
02:00		51	61							112
03:00		52	55							107
04:00		48	69							117
05:00		49	**77**							**126**
06:00		60	60							120
07:00		40	46							86
08:00		21	30							51
09:00		23	20							43
10:00		6	11							17
11:00		3	9							12
Total		872	809							1681
Percent		51.9%	48.1%							
AM Peak	-	07:00	09:00	-	-	-	-	-	-	07:00
Vol.	-	81	50	-	-	-	-	-	-	118
PM Peak	-	13:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	62	77	-	-	-	-	-	-	126

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

Start Time	19-Sep-24 Thu	EB	WB							Total
12:00 AM		4	5							9
01:00		4	5							9
02:00		3	4							7
03:00		2	3							5
04:00		23	8							31
05:00		41	11							52
06:00		57	21							78
07:00		**76**	**48**							**124**
08:00		56	45							101
09:00		49	41							90
10:00		30	32							62
11:00		41	45							86
12:00 PM		46	35							81
01:00		46	55							101
02:00		**55**	51							**106**
03:00		43	50							93
04:00		30	**62**							92
05:00		42	46							88
06:00		29	54							83
07:00		27	25							52
08:00		12	22							34
09:00		23	8							31
10:00		5	9							14
11:00		2	5							7
Total		746	690							1436
Percent		51.9%	48.1%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	76	48	-	-	-	-	-	-	124
PM Peak	-	14:00	16:00	-	-	-	-	-	-	14:00
Vol.	-	55	62	-	-	-	-	-	-	106

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

Start Time	20-Sep-24 Fri	EB	WB							Total
12:00 AM		2	6							8
01:00		2	4							6
02:00		1	1							2
03:00		6	2							8
04:00		9	1							10
05:00		7	9							16
06:00		11	9							20
07:00		23	14							37
08:00		28	28							56
09:00		31	26							57
10:00		25	26							51
11:00		**41**	**39**							**80**
12:00 PM		47	44							91
01:00		42	42							84
02:00		55	47							102
03:00		62	40							102
04:00		56	**50**							106
05:00		**65**	42							**107**
06:00		45	42							87
07:00		43	46							89
08:00		34	29							63
09:00		45	23							68
10:00		17	18							35
11:00		13	17							30
Total		710	605							1315
Percent		54.0%	46.0%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	41	39	-	-	-	-	-	-	80
PM Peak	-	17:00	16:00	-	-	-	-	-	-	17:00
Vol.	-	65	50	-	-	-	-	-	-	107

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

Start Time	21-Sep-24 Sat	EB	WB							Total
12:00 AM		13	9							22
01:00		6	6							12
02:00		3	3							6
03:00		4	6							10
04:00		13	2							15
05:00		16	5							21
06:00		16	7							23
07:00		16	18							34
08:00		23	25							48
09:00		45	55							**100**
10:00		40	**60**							100
11:00		**55**	37							92
12:00 PM		70	45							115
01:00		61	61							122
02:00		**82**	48							**130**
03:00		63	50							113
04:00		65	54							119
05:00		53	**70**							123
06:00		43	35							78
07:00		45	35							80
08:00		38	33							71
09:00		29	30							59
10:00		15	14							29
11:00		14	16							30
Total		828	724							1552
Percent		53.4%	46.6%							
AM Peak	-	11:00	10:00	-	-	-	-	-	-	09:00
Vol.	-	55	60	-	-	-	-	-	-	100
PM Peak	-	14:00	17:00	-	-	-	-	-	-	14:00
Vol.	-	82	70	-	-	-	-	-	-	130

All Traffic Data Services

www.alltrafficdata.net

Site Code: 44
Station ID: 44
SC 210

Latitude: 0' 0.0000 Undefined

Start Time	22-Sep-24 Sun	EB	WB							Total
12:00 AM		12	7							19
01:00		11	1							12
02:00		9	5							14
03:00		6	1							7
04:00		5	7							12
05:00		7	8							15
06:00		8	3							11
07:00		15	19							34
08:00		37	36							73
09:00		**44**	30							74
10:00		30	**37**							67
11:00		44	35							**79**
12:00 PM		58	48							106
01:00		57	32							89
02:00		**85**	36							**121**
03:00		63	29							92
04:00		69	37							106
05:00		52	**53**							105
06:00		33	35							68
07:00		28	52							80
08:00		25	26							51
09:00		25	12							37
10:00		11	12							23
11:00		3	7							10
Total		737	568							1305
Percent		56.5%	43.5%							
AM Peak	-	09:00	10:00	-	-	-	-	-	-	11:00
Vol.	-	44	37	-	-	-	-	-	-	79
PM Peak	-	14:00	17:00	-	-	-	-	-	-	14:00
Vol.	-	85	53	-	-	-	-	-	-	121
Grand Total		5548	4949							10497
Percent		52.9%	47.1%							
ADT		ADT 1,500		AADT 1,500						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	6	1	0	0	0	0	0	1	0	0	0	0	8
01:00	0	0	0	0	1	0	0	0	1	0	0	0	0	2
02:00	0	3	0	0	0	1	0	0	0	0	0	0	0	4
03:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5
04:00	1	28	7	0	0	2	0	0	0	0	0	0	0	38
05:00	0	55	23	0	3	0	0	0	4	0	0	0	0	85
06:00	1	60	24	**2**	2	1	0	0	5	1	0	0	0	96
07:00	1	**80**	**34**	0	**6**	4	0	0	7	1	0	0	0	**133**
08:00	1	56	25	2	1	3	0	0	7	0	0	0	**1**	96
09:00	0	37	25	0	5	2	0	0	11	**3**	0	0	1	84
10:00	1	50	18	0	2	**5**	0	**2**	16	2	0	0	0	96
11:00	**3**	50	23	2	2	3	0	0	**22**	1	0	0	1	107
12 PM	**1**	49	13	**2**	0	**5**	0	**1**	12	1	0	0	0	84
13:00	1	**57**	19	0	2	3	0	0	10	0	0	0	0	92
14:00	0	49	21	0	**3**	5	0	0	12	**2**	0	0	0	92
15:00	0	50	**35**	2	0	1	0	0	**14**	0	0	0	0	**102**
16:00	1	44	26	0	1	1	0	0	4	0	0	0	0	77
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	11	677	298	10	28	36	0	3	126	11	0	0	3	1203
Percent	0.9%	56.3%	24.8%	0.8%	2.3%	3.0%	0.0%	0.2%	10.5%	0.9%	0.0%	0.0%	0.2%	
AM Peak	11:00	07:00	07:00	06:00	07:00	10:00		10:00	11:00	09:00			08:00	07:00
Vol.	3	80	34	2	6	5		2	22	3			1	133
PM Peak	12:00	13:00	15:00	12:00	14:00	12:00		12:00	15:00	14:00				15:00
Vol.	1	57	35	2	3	5		1	14	2				102

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	**16**	0	0	0	0	0	0	0	0	0	0	0	**16**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	16	0	0	0	0	0	0	0	0	0	0	0	16
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak		15:00												15:00
Vol.		16												16

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak		17:00												17:00
Vol.		2												2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.		12:00 2												12:00 2
Grand Total	11	697	298	10	28	36	0	3	126	11	0	0	3	1223
Percent	0.9%	57.0%	24.4%	0.8%	2.3%	2.9%	0.0%	0.2%	10.3%	0.9%	0.0%	0.0%	0.2%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	3	1	0	0	0	0	0	0	0	0	0	0	4
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
02:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
03:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2
04:00	0	1	4	0	0	1	0	0	3	0	0	0	0	9
05:00	0	9	9	0	1	1	0	0	1	0	0	0	0	21
06:00	0	30	18	**1**	**7**	0	0	0	1	0	0	0	0	57
07:00	**1**	**66**	**32**	0	5	0	**1**	**1**	7	**1**	0	0	0	**114**
08:00	1	39	29	1	5	1	0	0	7	0	0	0	0	83
09:00	0	45	13	1	2	0	0	0	**17**	0	0	0	0	78
10:00	1	40	28	1	3	0	1	0	4	0	0	0	0	78
11:00	1	40	25	0	5	**2**	0	0	6	0	0	0	0	79
12 PM	0	39	27	0	4	1	**3**	0	7	0	0	0	0	81
13:00	0	41	29	**4**	8	2	0	0	9	**1**	0	0	0	94
14:00	0	59	38	0	5	**3**	0	0	**10**	0	0	0	0	115
15:00	0	**76**	**51**	1	**11**	0	1	0	4	0	0	0	0	**144**
16:00	**2**	58	22	2	7	1	0	0	6	1	0	0	0	99
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	6	551	329	11	63	14	6	1	82	3	0	0	0	1066
Percent	0.6%	51.7%	30.9%	1.0%	5.9%	1.3%	0.6%	0.1%	7.7%	0.3%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00	06:00	06:00	11:00	07:00	07:00	09:00	07:00				07:00
Vol.	1	66	32	1	7	2	1	1	17	1				114
PM Peak	16:00	15:00	15:00	13:00	15:00	14:00	12:00		14:00	13:00				15:00
Vol.	2	76	51	4	11	3	3		10	1				144

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														
Grand Total	6	551	329	11	63	14	6	1	82	3	0	0	0	1066
Percent	0.6%	51.7%	30.9%	1.0%	5.9%	1.3%	0.6%	0.1%	7.7%	0.3%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	1	1	1	3	2	0	0	0	0	0	0	8	41-50	5
01:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	29-38	1
02:00	0	0	0	1	1	1	0	0	1	0	0	0	0	0	4	24-33	2
03:00	0	0	0	1	1	0	2	1	0	0	0	0	0	0	5	41-50	3
04:00	**1**	1	0	2	7	6	8	8	3	**2**	0	0	0	0	38	40-49	16
05:00	0	0	0	2	12	13	26	19	**10**	2	**1**	0	0	0	85	41-50	45
06:00	0	0	3	8	13	17	31	18	5	1	0	0	0	0	96	41-50	49
07:00	0	1	1	7	**16**	18	**48**	**33**	7	2	0	0	0	0	**133**	41-50	81
08:00	0	2	**5**	4	7	22	18	30	7	1	0	0	0	0	96	41-50	48
09:00	0	0	0	2	7	19	33	14	7	2	0	0	0	0	84	36-45	52
10:00	0	3	4	4	11	15	20	29	8	2	0	0	0	0	96	41-50	49
11:00	1	**4**	2	**9**	14	**27**	31	16	2	1	0	0	0	0	107	36-45	58
12 PM	0	1	4	2	7	17	22	21	**8**	2	0	0	0	0	84	41-50	43
13:00	0	**5**	4	**4**	5	20	22	19	7	**6**	0	0	0	0	92	36-45	42
14:00	**1**	1	**5**	3	8	18	24	**22**	7	1	0	0	0	0	90	41-50	46
15:00	0	0	1	0	8	**29**	**38**	17	8	0	**1**	0	0	0	**102**	36-45	67
16:00	0	1	2	0	**17**	13	18	19	6	1	0	0	0	0	77	41-50	37
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	35-44	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	3	19	31	50	135	237	346	268	87	23	2	0	0	0	1201		
Percent	0.2%	1.6%	2.6%	4.2%	11.2%	19.7%	28.8%	22.3%	7.2%	1.9%	0.2%	0.0%	0.0%	0.0%			
AM Peak	04:00	11:00	08:00	11:00	07:00	11:00	07:00	07:00	05:00	04:00	05:00				07:00		
Vol.	1	4	5	9	16	27	48	33	10	2	1				133		
PM Peak	14:00	13:00	14:00	13:00	16:00	15:00	15:00	14:00	12:00	13:00	15:00				15:00		
Vol.	1	5	5	4	17	29	38	22	8	6	1				102		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	**16**	0	0	0	0	0	0	0	**16**	36-45	16
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	16	0	0	0	0	0	0	0	16		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.							15:00 16								15:00 16		

All Traffic Data Services

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Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**2**	35-44	2
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.							17:00 2								17:00 2		

All Traffic Data Services

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Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

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Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

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Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

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Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**2**	35-44	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.							12:00 2								12:00 2		
Total	3	19	31	50	135	237	366	268	87	23	2	0	0	0	1221		
Percent	0.2%	1.6%	2.5%	4.1%	11.1%	19.4%	30.0%	21.9%	7.1%	1.9%	0.2%	0.0%	0.0%	0.0%			

	15th Percentile :	32 MPH
	50th Percentile :	41 MPH
	85th Percentile :	48 MPH
	95th Percentile :	52 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	634
	Percent in Pace :	51.9%
	Number of Vehicles > 55 MPH :	25
	Percent of Vehicles > 55 MPH :	2.0%
	Mean Speed(Average) :	41 MPH

All Traffic Data Services

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Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	1	0	0	0	2	1	0	0	0	0	0	4	44-53	3
01:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	29-38	1
02:00	0	0	0	0	1	1	1	1	1	1	0	0	0	0	6	51-60	2
03:00	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	19-28	1
04:00	0	0	2	0	1	2	1	0	0	2	1	0	0	0	9	56-65	3
05:00	0	0	0	0	0	5	2	5	6	2	1	0	0	0	21	46-55	11
06:00	0	1	1	1	3	10	10	20	9	1	1	0	0	0	57	41-50	30
07:00	0	**2**	**5**	3	4	11	**33**	24	**21**	**8**	**3**	0	0	0	**114**	41-50	57
08:00	0	0	1	2	4	8	18	**26**	14	7	1	0	**2**	0	83	41-50	44
09:00	**1**	0	3	**6**	**10**	**19**	10	12	11	5	1	0	0	0	78	36-45	29
10:00	0	0	0	3	5	6	15	19	21	8	1	0	0	0	78	46-55	40
11:00	0	1	5	4	6	10	19	16	13	5	0	0	0	0	79	41-50	35
12 PM	1	0	0	1	4	12	15	22	22	4	0	0	0	0	81	46-55	44
13:00	0	**1**	**9**	5	**14**	4	18	23	12	7	**1**	0	0	0	94	41-50	41
14:00	**2**	1	1	3	7	**17**	25	36	14	**9**	0	0	0	0	115	41-50	61
15:00	0	0	1	**7**	10	14	**40**	**38**	**29**	5	0	0	0	0	**144**	41-50	78
16:00	0	0	4	7	10	17	15	29	14	1	1	**1**	0	0	99	41-50	44
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	4	6	32	44	79	137	222	274	188	66	11	1	2	0	1066		
Percent	0.4%	0.6%	3.0%	4.1%	7.4%	12.9%	20.8%	25.7%	17.6%	6.2%	1.0%	0.1%	0.2%	0.0%			
AM Peak	09:00	07:00	07:00	09:00	09:00	09:00	07:00	08:00	07:00	07:00	07:00		08:00		07:00		
Vol.	1	2	5	6	10	19	33	26	21	8	3		2		114		
PM Peak	14:00	13:00	13:00	15:00	13:00	14:00	15:00	15:00	15:00	14:00	13:00	16:00			15:00		
Vol.	2	1	9	7	14	17	40	38	29	9	1	1			144		

All Traffic Data Services

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Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

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Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	
Total	4	6	32	44	79	137	222	274	188	66	11	1	2	0	1066		
Percent	0.4%	0.6%	3.0%	4.1%	7.4%	12.9%	20.8%	25.7%	17.6%	6.2%	1.0%	0.1%	0.2%	0.0%			

	15th Percentile :	34 MPH
	50th Percentile :	45 MPH
	85th Percentile :	52 MPH
	95th Percentile :	57 MPH
Stats	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	496
	Percent in Pace :	46.5%
	Number of Vehicles > 55 MPH :	80
	Percent of Vehicles > 55 MPH :	7.5%
	Mean Speed(Average) :	44 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	NB	SB							Total
12:00 AM		8	4							12
01:00		2	2							4
02:00		4	6							10
03:00		5	2							7
04:00		38	9							47
05:00		85	21							106
06:00		96	57							153
07:00		**133**	**114**							**247**
08:00		96	83							179
09:00		84	78							162
10:00		96	78							174
11:00		107	79							186
12:00 PM		84	81							165
01:00		92	94							186
02:00		92	115							207
03:00		**102**	**144**							**246**
04:00		77	99							176
05:00		0	0							0
06:00		0	0							0
07:00		2	0							2
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		1203	1066							2269
Percent		53.0%	47.0%							
AM Peak	-	07:00	07:00	-	-	-	-	-	-	07:00
Vol.	-	133	114	-	-	-	-	-	-	247
PM Peak	-	15:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	102	144	-	-	-	-	-	-	246

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

Start Time	17-Sep-24 Tue	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		**16**	0							**16**
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		16	0							16
Percent		100.0%	0.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	15:00	-	-	-	-	-	-	-	15:00
Vol.	-	16	-	-	-	-	-	-	-	16

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

Start Time	18-Sep-24 Wed	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		**2**	0							**2**
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		2	0							2
Percent		100.0%	0.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	17:00	-	-	-	-	-	-	-	17:00
Vol.	-	2	-	-	-	-	-	-	-	2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

Start Time	19-Sep-24 Thu	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		0	0							0
Percent		0.0%	0.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

Start Time	20-Sep-24 Fri	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		0	0							0
Percent		0.0%	0.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

Start Time	21-Sep-24 Sat	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		0	0							0
Percent		0.0%	0.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-

All Traffic Data Services

www.alltrafficdata.net

Site Code: 45
Station ID: 45
US-15

Latitude: 0' 0.0000 Undefined

Start Time	22-Sep-24 Sun	NB	SB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		**2**	0							**2**
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		2	0							2
Percent		100.0%	0.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	12:00	-	-	-	-	-	-	-	12:00
Vol.	-	2	-	-	-	-	-	-	-	2
Grand Total		1223	1066							2289
Percent		53.4%	46.6%							
ADT		ADT 327		AADT 327						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00												11:00
Vol.		1												1
PM Peak		18:00												18:00
Vol.		1												1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.		13:00 2												13:00 2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	16:00 1													16:00 1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.	15:00 2													15:00 2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Percent	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak			13:00											13:00
Vol.			1											1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.		13:00 1												13:00 1
Grand Total	3	5	1	0	0	0	0	0	0	0	0	0	0	9
Percent	33.3%	55.6%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak		12:00												12:00
Vol.		1												1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.		19:00 1												19:00 1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.		16:00 2												16:00 2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.														

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.														
PM Peak Vol.		15:00 1												15:00 1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Percent	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak														
Vol.														
PM Peak			14:00											14:00
Vol.			1											1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00												09:00
Vol.		1												1
PM Peak		13:00												13:00
Vol.		1												1
Grand Total	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Percent	0.0%	87.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2		
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		02:00													02:00		
Vol.		1													1		
PM Peak		20:00													20:00		
Vol.		1													1		

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	19-28	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	24-33	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3		
Percent	0.0%	0.0%	0.0%	66.7%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak				00:00											00:00		
Vol.				1											1		
PM Peak					21:00										21:00		
Vol.					1										1		

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	**1**	0	0	0	0	0	0	0	0	**1**	29-38	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	19-28	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2		
Percent	0.0%	0.0%	0.0%	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak				07:00		05:00									05:00		
Vol.				1		1									1		
PM Peak																	
Vol.																	

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	*	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	15:00 1														15:00 1		

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	
Total	1	2	0	3	1	1	0	0	0	0	0	0	0	0	8		
Percent	12.5%	25.0%	0.0%	37.5%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	15 MPH
	50th Percentile :	26 MPH
	85th Percentile :	33 MPH
	95th Percentile :	37 MPH
Stats	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	4
	Percent in Pace :	50.0%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	25 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	24-33	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**	24-33	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2		
Percent	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak					03:00										03:00		
Vol.					1										1		
PM Peak					21:00										21:00		
Vol.					1										1		

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	19-28	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2		
Percent	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.			23:00 1	12:00 1											12:00 1		

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00													11:00		
Vol.		1													1		
PM Peak																	
Vol.																	

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**1**	34-43	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak							02:00								02:00		
Vol.							1								1		
PM Peak																	
Vol.																	

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.																	

All Traffic Data Services

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Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	*	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak Vol.																	
PM Peak Vol.	13:00 1														13:00 1		
Total	1	1	1	1	2	0	1	0	0	0	0	0	0	0	7		
Percent	14.3%	14.3%	14.3%	14.3%	28.6%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	15 MPH
50th Percentile :	27 MPH
85th Percentile :	34 MPH
95th Percentile :	43 MPH

Stats

10 MPH Pace Speed :	26-35 MPH
Number in Pace :	3
Percent in Pace :	42.9%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%
Mean Speed(Average) :	27 MPH

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		**1**	0							**1**
12:00 PM		0	**1**							**1**
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		**1**	0							1
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		2	1							3
Percent		66.7%	33.3%							
AM Peak	-	11:00	-	-	-	-	-	-	-	11:00
Vol.	-	1	-	-	-	-	-	-	-	1
PM Peak	-	18:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	1	1	-	-	-	-	-	-	1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	17-Sep-24 Tue	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		**2**	0							**2**
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	**1**							1
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		2	1							3
Percent		66.7%	33.3%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	13:00	19:00	-	-	-	-	-	-	13:00
Vol.	-	2	1	-	-	-	-	-	-	2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	18-Sep-24 Wed	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		**1**	**2**							**3**
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		1	2							3
Percent		33.3%	66.7%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	16:00	16:00	-	-	-	-	-	-	16:00
Vol.	-	1	2	-	-	-	-	-	-	3

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	19-Sep-24 Thu	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		0	0							0
Percent		0.0%	0.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	20-Sep-24 Fri	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		**2**	**1**							**3**
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		2	1							3
Percent		66.7%	33.3%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	15:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	2	1	-	-	-	-	-	-	3

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	21-Sep-24 Sat	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		**1**	0							**1**
02:00		0	**1**							1
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		1	1							2
Percent		50.0%	50.0%							
AM Peak	-	-	-	-	-	-	-	-	-	-
Vol.	-	-	-	-	-	-	-	-	-	-
PM Peak	-	13:00	14:00	-	-	-	-	-	-	13:00
Vol.	-	1	1	-	-	-	-	-	-	1

All Traffic Data Services

www.alltrafficdata.net

Site Code: 46
Station ID: 46
US 15 NORTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	22-Sep-24 Sun	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	**1**							**1**
10:00		0	0							0
11:00		0	0							0
12:00 PM		0	0							0
01:00		**1**	**1**							**2**
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		1	2							3
Percent		33.3%	66.7%							
AM Peak	-	-	09:00	-	-	-	-	-	-	09:00
Vol.	-	-	1	-	-	-	-	-	-	1
PM Peak	-	13:00	13:00	-	-	-	-	-	-	13:00
Vol.	-	1	1	-	-	-	-	-	-	2
Grand Total		9	8							17
Percent		52.9%	47.1%							
ADT		ADT 2		AADT 2						

All Traffic Data Services

www.alltrafficdata.net

Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	**3**	0	0	0	0	0	0	0	0	0	0	0	**3**
12 PM	0	**3**	0	0	2	0	0	0	0	0	0	0	0	**5**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	2	0	0	**3**	0	0	0	0	0	0	0	0	5
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	14	0	0	5	0	0	0	0	0	0	0	0	19
Percent	0.0%	73.7%	0.0%	0.0%	26.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00												11:00
Vol.		3												3
PM Peak		12:00			17:00									12:00
Vol.		3			3									5

All Traffic Data Services

www.alltrafficdata.net

Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	**1**	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	9	0	0	0	0	0	1	0	0	0	0	0	11
Percent	9.1%	81.8%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		03:00												03:00
Vol.		1												1
PM Peak	15:00	12:00						18:00						12:00
Vol.	1	2						1						2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	1	0	**1**	0	0	0	0	0	0	0	0	0	**2**
12 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	**3**	0	0	0	0	0	0	0	0	0	0	0	3
15:00	0	1	**1**	0	**2**	0	0	0	0	0	0	0	0	**4**
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	2	0	**1**	0	0	0	0	0	0	0	0	0	3
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	11	1	2	3	0	0	0	0	0	0	0	0	17
Percent	0.0%	64.7%	5.9%	11.8%	17.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		03:00		11:00										11:00
Vol.		1		1										2
PM Peak		14:00	15:00	17:00	15:00									15:00
Vol.		3	1	1	2									4

All Traffic Data Services

www.alltrafficdata.net

Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	2	0	0	**1**	0	0	0	0	0	0	0	0	**3**
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	12	0	0	1	0	0	0	0	0	0	0	0	13
Percent	0.0%	92.3%	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		04:00												04:00
Vol.		1												1
PM Peak		13:00			17:00									17:00
Vol.		2			1									3

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	1	0	0	0	0	**1**	0	0	0	0	0	0	2
13:00	0	0	0	**2**	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
16:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
17:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	2
18:00	0	**5**	0	0	0	0	0	0	0	0	0	0	0	**5**
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	15	0	5	1	0	1	0	0	0	0	0	0	22
Percent	0.0%	68.2%	0.0%	22.7%	4.5%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00												10:00
Vol.		1												1
PM Peak		18:00		13:00	17:00		12:00							18:00
Vol.		5		2	1		1							5

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	**5**	0	0	1	0	0	0	0	0	**1**	0	0	**7**
09:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12 PM	0	1	0	0	0	0	0	**1**	0	0	0	0	0	2
13:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
14:00	0	**6**	0	0	0	0	0	0	0	0	0	0	0	**6**
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	**3**	0	0	0	0	0	0	0	0	3
17:00	0	1	0	**1**	0	0	0	0	0	0	0	0	0	2
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	32	0	1	5	0	0	1	0	0	1	0	0	40
Percent	0.0%	80.0%	0.0%	2.5%	12.5%	0.0%	0.0%	2.5%	0.0%	0.0%	2.5%	0.0%	0.0%	
AM Peak		08:00			05:00						08:00			08:00
Vol.		5			1						1			7
PM Peak		14:00		17:00	16:00			12:00						14:00
Vol.		6		1	3			1						6

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	1	**1**	0	0	0	0	0	0	0	0	0	0	2
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	**5**	0	0	0	0	0	0	0	0	0	0	0	**5**
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	14	2	0	3	0	0	0	0	0	0	0	0	19
Percent	0.0%	73.7%	10.5%	0.0%	15.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		02:00			05:00									02:00
Vol.		2			1									2
PM Peak		18:00	12:00		16:00									18:00
Vol.		5	1		1									5
Grand Total	1	107	3	8	18	0	1	2	0	0	1	0	0	141
Percent	0.7%	75.9%	2.1%	5.7%	12.8%	0.0%	0.7%	1.4%	0.0%	0.0%	0.7%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	**3**	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	**4**	0	0	1	0	0	0	0	0	0	0	0	**5**
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	**2**	0	0	0	0	0	0	0	0	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	12	0	1	5	0	0	0	0	0	0	0	0	18
Percent	0.0%	66.7%	0.0%	5.6%	27.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00												09:00
Vol.		3												3
PM Peak		18:00		12:00	20:00									18:00
Vol.		4		1	2									5

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	1	4	0	0	0	0	0	0	0	0	0	0	0	5
Percent	20.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00												07:00
Vol.		1												1
PM Peak	16:00	14:00												14:00
Vol.	1	1												1

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	**1**
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	2
15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	**3**	0	**1**	1	0	0	0	0	0	0	0	0	**5**
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	7	0	2	3	0	0	0	0	0	0	0	0	12
Percent	0.0%	58.3%	0.0%	16.7%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak				11:00										11:00
Vol.				1										1
PM Peak		17:00		17:00	14:00									17:00
Vol.		3		1	1									5

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		09:00												09:00
Vol.		2												2
PM Peak		12:00												12:00
Vol.		1												1

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1
16:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
18:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	11	1	2	2	0	0	0	0	0	0	0	0	16
Percent	0.0%	68.8%	6.3%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		10:00												10:00
Vol.		1												1
PM Peak		18:00	14:00	15:00	17:00									20:00
Vol.		2	1	1	1									3

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1
10:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
11:00	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	**4**	0	0	0	0	0	0	0	0	0	0	0	**4**
15:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:00	0	2	0	0	**1**	0	0	0	0	0	0	0	0	3
20:00	0	1	0	**2**	1	0	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	18	0	3	4	0	0	0	0	0	1	0	0	26
Percent	0.0%	69.2%	0.0%	11.5%	15.4%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	
AM Peak		08:00			10:00						09:00			11:00
Vol.		2			1						1			3
PM Peak		14:00		20:00	19:00									14:00
Vol.		4		2	1									4

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	0	0	**2**	0	0	0	0	0	0	0	0	**3**
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 PM	0	1	**1**	0	0	0	0	0	0	0	0	0	0	**2**
13:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	12	2	0	4	0	0	0	0	0	0	0	0	18
Percent	0.0%	66.7%	11.1%	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		02:00			09:00									09:00
Vol.		2			2									3
PM Peak		17:00	12:00		13:00									12:00
Vol.		2	1		1									2
Grand Total	1	73	3	8	18	0	0	0	0	0	1	0	0	104
Percent	1.0%	70.2%	2.9%	7.7%	17.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**	11-20	3
12 PM	0	**3**	0	0	2	0	0	0	0	0	0	0	0	0	**5**	11-20	3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	2	0	0	**3**	0	0	0	0	0	0	0	0	0	5	31-40	3
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	14	0	0	5	0	0	0	0	0	0	0	0	0	19		
Percent	0.0%	73.7%	0.0%	0.0%	26.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		11:00													11:00		
Vol.		3													3		
PM Peak		12:00			17:00										12:00		
Vol.		3			3										5		

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
12 PM	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**	10-19	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
15:00	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	**1**	0	0	0	0	0	0	1	39-48	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	9	0	0	0	0	0	1	0	0	0	0	0	0	11		
Percent	9.1%	81.8%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		03:00													03:00		
Vol.		1													1		
PM Peak	15:00	12:00						18:00							12:00		
Vol.	1	2						1							2		

All Traffic Data Services

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Site Code: 47
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US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	**2**	9-18	1
12 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	9-18	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
15:00	0	1	**1**	0	**2**	0	0	0	0	0	0	0	0	0	**4**	14-23	2
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	2	0	**1**	0	0	0	0	0	0	0	0	0	0	3	10-19	2
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	11	1	2	3	0	0	0	0	0	0	0	0	0	17		
Percent	0.0%	64.7%	5.9%	11.8%	17.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		03:00		11:00											11:00		
Vol.		1		1											2		
PM Peak		14:00	15:00	17:00	15:00										15:00		
Vol.		3	1	1	2										4		

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
13:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	2	0	0	**1**	0	0	0	0	0	0	0	0	0	**3**	10-19	2
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	12	0	0	1	0	0	0	0	0	0	0	0	0	13		
Percent	0.0%	92.3%	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		04:00													04:00		
Vol.		1													1		
PM Peak		13:00			17:00										17:00		
Vol.		2			1										3		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
12 PM	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	2	9-18	1
13:00	0	0	0	**2**	0	0	0	0	0	0	0	0	0	0	2	20-29	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
16:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
17:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	0	2	9-18	1
18:00	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	**5**	11-20	5
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
20:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total	0	15	0	5	1	0	1	0	0	0	0	0	0	0	22		
Percent	0.0%	68.2%	0.0%	22.7%	4.5%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00													10:00		
Vol.		1													1		
PM Peak		18:00		13:00	17:00		12:00								18:00		
Vol.		5		2	1		1								5		

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	**5**	0	0	1	0	0	0	0	0	**1**	0	0	0	**7**	16-25	5
09:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
12 PM	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	2	9-18	1
13:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
14:00	0	**6**	0	0	0	0	0	0	0	0	0	0	0	0	**6**	11-20	6
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
16:00	0	0	0	0	**3**	0	0	0	0	0	0	0	0	0	3	26-35	3
17:00	0	1	0	**1**	0	0	0	0	0	0	0	0	0	0	2	9-18	1
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	32	0	1	5	0	0	1	0	0	1	0	0	0	40		
Percent	0.0%	80.0%	0.0%	2.5%	12.5%	0.0%	0.0%	2.5%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%			
AM Peak		08:00			05:00						08:00				08:00		
Vol.		5			1						1				7		
PM Peak		14:00		17:00	16:00			12:00							14:00		
Vol.		6		1	3			1							6		

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**	10-19	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
09:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
16:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
18:00	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	**5**	11-20	5
19:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	14	2	0	3	0	0	0	0	0	0	0	0	0	19		
Percent	0.0%	73.7%	10.5%	0.0%	15.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		02:00			05:00										02:00		
Vol.		2			1										2		
PM Peak		18:00	12:00		16:00										18:00		
Vol.		5	1		1										5		
Total	1	107	3	8	18	0	1	2	0	0	1	0	0	0	141		
Percent	0.7%	75.9%	2.1%	5.7%	12.8%	0.0%	0.7%	1.4%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%			

	15th Percentile :	15 MPH
	50th Percentile :	18 MPH
	85th Percentile :	30 MPH
	95th Percentile :	34 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	110
	Percent in Pace :	78.0%
	Number of Vehicles > 55 MPH :	1
	Percent of Vehicles > 55 MPH :	0.7%
	Mean Speed(Average) :	21 MPH

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/16/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	**3**	11-20	3
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
12 PM	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	19-28	1
13:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	**4**	0	0	1	0	0	0	0	0	0	0	0	0	**5**	16-25	4
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
20:00	0	0	0	0	**2**	0	0	0	0	0	0	0	0	0	2	25-34	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	12	0	1	5	0	0	0	0	0	0	0	0	0	18		
Percent	0.0%	66.7%	0.0%	5.6%	27.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00													09:00		
Vol.		3													3		
PM Peak		18:00		12:00	20:00										18:00		
Vol.		4		1	2										5		

All Traffic Data Services

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Site Code: 47
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US 15 SOUTH FRONTAGE RD

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WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/17/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5		
Percent	20.0%	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		07:00													07:00		
Vol.		1													1		
PM Peak	16:00	14:00													14:00		
Vol.	1	1													1		

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Site Code: 47
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US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/18/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	19-28	1
12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	1	0	0	**1**	0	0	0	0	0	0	0	0	0	2	9-18	1
15:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	**3**	0	**1**	1	0	0	0	0	0	0	0	0	0	**5**	16-25	3
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	7	0	2	3	0	0	0	0	0	0	0	0	0	12		
Percent	0.0%	58.3%	0.0%	16.7%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak				11:00											11:00		
Vol.				1											1		
PM Peak		17:00		17:00	14:00										17:00		
Vol.		3		1	1										5		

All Traffic Data Services

www.alltrafficdata.net

Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/19/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**	10-19	2
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9		
Percent	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00													09:00		
Vol.		2													2		
PM Peak		12:00													12:00		
Vol.		1													1		

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/20/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
10:00	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**	9-18	1
11:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
14:00	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
15:00	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1	19-28	1
16:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
17:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
18:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
19:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
20:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	**3**	10-19	2
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total	0	11	1	2	2	0	0	0	0	0	0	0	0	0	16		
Percent	0.0%	68.8%	6.3%	12.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		10:00													10:00		
Vol.		1													1		
PM Peak		18:00	14:00	15:00	17:00										20:00		
Vol.		2	1	1	1										3		

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/21/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
09:00	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	1	54-63	1
10:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
11:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	**3**	10-19	2
12 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
14:00	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**	11-20	4
15:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
17:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
18:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
19:00	0	2	0	0	**1**	0	0	0	0	0	0	0	0	0	3	10-19	2
20:00	0	1	0	**2**	1	0	0	0	0	0	0	0	0	0	4	24-33	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	18	0	3	4	0	0	0	0	0	1	0	0	0	26		
Percent	0.0%	69.2%	0.0%	11.5%	15.4%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%			
AM Peak		08:00			10:00						09:00				11:00		
Vol.		2			1						1				3		
PM Peak		14:00		20:00	19:00										14:00		
Vol.		4		2	1										4		

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
09/22/24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
09:00	0	1	0	0	**2**	0	0	0	0	0	0	0	0	0	**3**	25-34	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
12 PM	0	1	**1**	0	0	0	0	0	0	0	0	0	0	0	**2**	14-23	2
13:00	0	0	0	0	**1**	0	0	0	0	0	0	0	0	0	1	24-33	1
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
16:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
17:00	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
20:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	24-33	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	0	12	2	0	4	0	0	0	0	0	0	0	0	0	18		
Percent	0.0%	66.7%	11.1%	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak		02:00			09:00										09:00		
Vol.		2			2										3		
PM Peak		17:00	12:00		13:00										12:00		
Vol.		2	1		1										2		
Total	1	73	3	8	18	0	0	0	0	0	1	0	0	0	104		
Percent	1.0%	70.2%	2.9%	7.7%	17.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%			

15th Percentile :	15 MPH
50th Percentile :	18 MPH
85th Percentile :	30 MPH
95th Percentile :	33 MPH

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	76
Percent in Pace :	73.1%
Number of Vehicles > 55 MPH :	1
Percent of Vehicles > 55 MPH :	1.0%
Mean Speed(Average) :	22 MPH

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	16-Sep-24 Mon	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		1	0							1
05:00		0	0							0
06:00		0	1							1
07:00		0	0							0
08:00		0	0							0
09:00		2	**3**							**5**
10:00		0	1							1
11:00		**3**	1							4
12:00 PM		**5**	1							6
01:00		0	1							1
02:00		1	1							2
03:00		0	0							0
04:00		0	0							0
05:00		5	0							5
06:00		2	**5**							**7**
07:00		0	1							1
08:00		0	2							2
09:00		0	0							0
10:00		0	1							1
11:00		0	0							0
Total		19	18							37
Percent		51.4%	48.6%							
AM Peak	-	11:00	09:00	-	-	-	-	-	-	09:00
Vol.	-	3	3	-	-	-	-	-	-	5
PM Peak	-	12:00	18:00	-	-	-	-	-	-	18:00
Vol.	-	5	5	-	-	-	-	-	-	7

All Traffic Data Services

www.alltrafficdata.net

Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	17-Sep-24 Tue	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		**1**	0							1
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	**1**							1
08:00		0	0							0
09:00		0	0							0
10:00		1	1							**2**
11:00		1	0							1
12:00 PM		**2**	0							**2**
01:00		0	0							0
02:00		1	**1**							2
03:00		2	0							2
04:00		1	1							2
05:00		0	0							0
06:00		1	0							1
07:00		0	1							1
08:00		1	0							1
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		11	5							16
Percent		68.8%	31.3%							
AM Peak	-	03:00	07:00	-	-	-	-	-	-	10:00
Vol.	-	1	1	-	-	-	-	-	-	2
PM Peak	-	12:00	14:00	-	-	-	-	-	-	12:00
Vol.	-	2	1	-	-	-	-	-	-	2

All Traffic Data Services

www.alltrafficdata.net

Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	18-Sep-24 Wed	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		1	0							1
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		1	0							1
10:00		0	0							0
11:00		**2**	**1**							**3**
12:00 PM		2	0							2
01:00		0	0							0
02:00		3	2							5
03:00		**4**	1							5
04:00		0	0							0
05:00		3	**5**							**8**
06:00		1	1							2
07:00		0	2							2
08:00		0	0							0
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		17	12							29
Percent		58.6%	41.4%							
AM Peak	-	11:00	11:00	-	-	-	-	-	-	11:00
Vol.	-	2	1	-	-	-	-	-	-	3
PM Peak	-	15:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	4	5	-	-	-	-	-	-	8

All Traffic Data Services

www.alltrafficdata.net

Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	19-Sep-24 Thu	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		**1**	0							1
05:00		0	0							0
06:00		0	0							0
07:00		1	1							2
08:00		0	0							0
09:00		1	**2**							**3**
10:00		1	1							2
11:00		1	0							1
12:00 PM		1	**1**							2
01:00		2	1							3
02:00		1	0							1
03:00		0	0							0
04:00		0	0							0
05:00		**3**	1							**4**
06:00		1	1							2
07:00		0	0							0
08:00		0	1							1
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		13	9							22
Percent		59.1%	40.9%							
AM Peak	-	04:00	09:00	-	-	-	-	-	-	09:00
Vol.	-	1	2	-	-	-	-	-	-	3
PM Peak	-	17:00	12:00	-	-	-	-	-	-	17:00
Vol.	-	3	1	-	-	-	-	-	-	4

All Traffic Data Services

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Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	20-Sep-24 Fri	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		0	0							0
05:00		0	0							0
06:00		0	0							0
07:00		0	0							0
08:00		0	0							0
09:00		0	0							0
10:00		**1**	**1**							**2**
11:00		1	1							2
12:00 PM		2	1							3
01:00		2	0							2
02:00		0	1							1
03:00		1	1							2
04:00		2	2							4
05:00		2	1							3
06:00		**5**	2							**7**
07:00		2	1							3
08:00		2	**3**							5
09:00		0	0							0
10:00		1	1							2
11:00		1	1							2
Total		22	16							38
Percent		57.9%	42.1%							
AM Peak	-	10:00	10:00	-	-	-	-	-	-	10:00
Vol.	-	1	1	-	-	-	-	-	-	2
PM Peak	-	18:00	20:00	-	-	-	-	-	-	18:00
Vol.	-	5	3	-	-	-	-	-	-	7

All Traffic Data Services

www.alltrafficdata.net

Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	21-Sep-24 Sat	EB	WB							Total
12:00 AM		0	0							0
01:00		1	1							2
02:00		0	0							0
03:00		1	0							1
04:00		0	1							1
05:00		1	0							1
06:00		0	0							0
07:00		0	0							0
08:00		**7**	2							**9**
09:00		3	1							4
10:00		0	1							1
11:00		2	**3**							5
12:00 PM		2	1							3
01:00		3	1							4
02:00		**6**	**4**							**10**
03:00		2	2							4
04:00		3	0							3
05:00		2	1							3
06:00		2	1							3
07:00		1	3							4
08:00		3	4							7
09:00		0	0							0
10:00		1	0							1
11:00		0	0							0
Total		40	26							66
Percent		60.6%	39.4%							
AM Peak	-	08:00	11:00	-	-	-	-	-	-	08:00
Vol.	-	7	3	-	-	-	-	-	-	9
PM Peak	-	14:00	14:00	-	-	-	-	-	-	14:00
Vol.	-	6	4	-	-	-	-	-	-	10

All Traffic Data Services

www.alltrafficdata.net

Site Code: 47
Station ID: 47
US 15 SOUTH FRONTAGE RD

Latitude: 0' 0.0000 Undefined

Start Time	22-Sep-24 Sun	EB	WB							Total
12:00 AM		0	0							0
01:00		0	0							0
02:00		**2**	2							**4**
03:00		0	0							0
04:00		0	0							0
05:00		1	0							1
06:00		0	0							0
07:00		0	0							0
08:00		1	0							1
09:00		1	**3**							4
10:00		0	0							0
11:00		0	0							0
12:00 PM		2	**2**							4
01:00		2	1							3
02:00		0	0							0
03:00		2	1							3
04:00		1	2							3
05:00		1	2							3
06:00		**5**	2							**7**
07:00		1	2							3
08:00		0	1							1
09:00		0	0							0
10:00		0	0							0
11:00		0	0							0
Total		19	18							37
Percent		51.4%	48.6%							
AM Peak	-	02:00	09:00	-	-	-	-	-	-	02:00
Vol.	-	2	3	-	-	-	-	-	-	4
PM Peak	-	18:00	12:00	-	-	-	-	-	-	18:00
Vol.	-	5	2	-	-	-	-	-	-	7
Grand Total		141	104							245
Percent		57.6%	42.4%							
ADT		ADT 35		AADT 35						

All Traffic Data Services

9 - I-26 EB to I-95 SB Ramp

Time	Lights	Mediums	Trucks	Total
9/17/2024	10	3	16	29
9/17/2024 12:15:00 AM	11	8	18	37
9/17/2024 12:30:00 AM	8	5	10	23
9/17/2024 12:45:00 AM	13	1	17	31
Hour	42	17	61	120
9/17/2024 1:00:00 AM	11	0	16	27
9/17/2024 1:15:00 AM	6	6	16	28
9/17/2024 1:30:00 AM	4	3	24	31
9/17/2024 1:45:00 AM	4	2	20	26
Hour	25	11	76	112
9/17/2024 2:00:00 AM	2	1	14	17
9/17/2024 2:15:00 AM	9	6	14	29
9/17/2024 2:30:00 AM	4	1	12	17
9/17/2024 2:45:00 AM	8	1	15	24
Hour	23	9	55	87
9/17/2024 3:00:00 AM	6	1	16	23
9/17/2024 3:15:00 AM	4	3	13	20
9/17/2024 3:30:00 AM	5	3	16	24
9/17/2024 3:45:00 AM	9	2	25	36
Hour	24	9	70	103
9/17/2024 4:00:00 AM	9	0	17	26
9/17/2024 4:15:00 AM	8	5	20	33
9/17/2024 4:30:00 AM	11	2	20	33
9/17/2024 4:45:00 AM	14	7	24	45
Hour	42	14	81	137
9/17/2024 5:00:00 AM	10	2	24	36
9/17/2024 5:15:00 AM	16	5	19	40
9/17/2024 5:30:00 AM	18	5	22	45
9/17/2024 5:45:00 AM	27	6	29	62
Hour	71	18	94	183
9/17/2024 6:00:00 AM	38	5	32	75
9/17/2024 6:15:00 AM	34	4	23	61
9/17/2024 6:30:00 AM	47	4	29	80
9/17/2024 6:45:00 AM	41	1	29	71
Hour	160	14	113	287
9/17/2024 7:00:00 AM	39	3	24	66
9/17/2024 7:15:00 AM	50	2	28	80
9/17/2024 7:30:00 AM	64	9	31	104
9/17/2024 7:45:00 AM	58	5	28	91
Hour	211	19	111	341
9/17/2024 8:00:00 AM	59	4	28	91
9/17/2024 8:15:00 AM	60	3	23	86
9/17/2024 8:30:00 AM	81	5	37	123
9/17/2024 8:45:00 AM	62	3	27	92
Hour	262	15	115	392
9/17/2024 9:00:00 AM	71	3	30	104
9/17/2024 9:15:00 AM	86	4	32	122
9/17/2024 9:30:00 AM	84	3	36	123
9/17/2024 9:45:00 AM	89	4	42	135
Hour	330	14	140	484
9/17/2024 10:00:00 AM	79	7	23	109
9/17/2024 10:15:00 AM	109	8	33	150
9/17/2024 10:30:00 AM	88	8	53	149
9/17/2024 10:45:00 AM	95	3	44	142
Hour	371	26	153	550
9/17/2024 11:00:00 AM	113	3	40	156
9/17/2024 11:15:00 AM	95	2	40	137
9/17/2024 11:30:00 AM	115	7	54	176
9/17/2024 11:45:00 AM	115	3	58	176
Hour	438	15	192	645
Grand Total	1,999	181	1,261	3,441
Percentage	58.1%	5.3%	36.6%	

All Traffic Data Services

9 - I-26 EB to I-95 SB Ramp

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	104	2	60	166
9/17/2024 12:15:00 PM	122	8	47	177
9/17/2024 12:30:00 PM	86	6	56	148
9/17/2024 12:45:00 PM	119	4	62	185
Hour	431	20	225	676
9/17/2024 1:00:00 PM	125	3	57	185
9/17/2024 1:15:00 PM	127	5	49	181
9/17/2024 1:30:00 PM	105	12	63	180
9/17/2024 1:45:00 PM	112	7	47	166
Hour	469	27	216	712
9/17/2024 2:00:00 PM	101	8	51	160
9/17/2024 2:15:00 PM	115	6	55	176
9/17/2024 2:30:00 PM	126	6	44	176
9/17/2024 2:45:00 PM	94	6	55	155
Hour	436	26	205	667
9/17/2024 3:00:00 PM	154	0	60	214
9/17/2024 3:15:00 PM	110	0	74	184
9/17/2024 3:30:00 PM	103	0	50	153
9/17/2024 3:45:00 PM	96	0	47	143
Hour	463	0	231	694
9/17/2024 4:00:00 PM	104	0	39	143
9/17/2024 4:15:00 PM	79	0	34	113
9/17/2024 4:30:00 PM	88	0	45	133
9/17/2024 4:45:00 PM	100	0	34	134
Hour	371	0	152	523
9/17/2024 5:00:00 PM	86	2	38	126
9/17/2024 5:15:00 PM	99	0	42	141
9/17/2024 5:30:00 PM	69	0	50	119
9/17/2024 5:45:00 PM	66	0	37	103
Hour	320	2	167	489
9/17/2024 6:00:00 PM	57	3	39	99
9/17/2024 6:15:00 PM	50	2	41	93
9/17/2024 6:30:00 PM	54	2	39	95
9/17/2024 6:45:00 PM	51	2	32	85
Hour	212	9	151	372
9/17/2024 7:00:00 PM	52	3	31	86
9/17/2024 7:15:00 PM	44	0	31	75
9/17/2024 7:30:00 PM	45	4	39	88
9/17/2024 7:45:00 PM	36	0	22	58
Hour	177	7	123	307
9/17/2024 8:00:00 PM	37	9	29	75
9/17/2024 8:15:00 PM	50	5	34	89
9/17/2024 8:30:00 PM	45	3	24	72
9/17/2024 8:45:00 PM	30	3	31	64
Hour	162	20	118	300
9/17/2024 9:00:00 PM	48	0	26	74
9/17/2024 9:15:00 PM	34	6	29	69
9/17/2024 9:30:00 PM	28	2	20	50
9/17/2024 9:45:00 PM	26	2	24	52
Hour	136	10	99	245
9/17/2024 10:00:00 PM	17	8	24	49
9/17/2024 10:15:00 PM	20	6	21	47
9/17/2024 10:30:00 PM	18	8	10	36
9/17/2024 10:45:00 PM	14	4	25	43
Hour	69	26	80	175
9/17/2024 11:00:00 PM	9	3	9	21
9/17/2024 11:15:00 PM	13	4	18	35
9/17/2024 11:30:00 PM	14	0	17	31
9/17/2024 11:45:00 PM	7	1	20	28
Hour	43	8	64	115
Grand Total	3,289	155	1,831	5,275
Percentage	62.4%	2.9%	34.7%	
Total	5,288	336	3,092	8,716
Percentage	60.7%	3.9%	35.5%	

All Traffic Data Services

10 - I-95 NB to I-26 EB

Time	Lights	Mediums	Trucks	Total
9/17/2024	1	0	0	1
9/17/2024 12:15:00 AM	3	0	0	3
9/17/2024 12:30:00 AM	0	0	1	1
9/17/2024 12:45:00 AM	2	0	3	5
Hour	6	0	4	10
9/17/2024 1:00:00 AM	2	0	0	2
9/17/2024 1:15:00 AM	0	1	0	1
9/17/2024 1:30:00 AM	0	0	0	0
9/17/2024 1:45:00 AM	0	0	0	0
Hour	2	1	0	3
9/17/2024 2:00:00 AM	0	0	0	0
9/17/2024 2:15:00 AM	1	0	0	1
9/17/2024 2:30:00 AM	0	0	1	1
9/17/2024 2:45:00 AM	2	0	0	2
Hour	3	0	1	4
9/17/2024 3:00:00 AM	0	1	1	2
9/17/2024 3:15:00 AM	2	0	1	3
9/17/2024 3:30:00 AM	2	1	0	3
9/17/2024 3:45:00 AM	2	0	0	2
Hour	6	2	2	10
9/17/2024 4:00:00 AM	1	0	3	4
9/17/2024 4:15:00 AM	3	0	1	4
9/17/2024 4:30:00 AM	2	1	0	3
9/17/2024 4:45:00 AM	5	0	0	5
Hour	11	1	4	16
9/17/2024 5:00:00 AM	6	0	2	8
9/17/2024 5:15:00 AM	4	0	1	5
9/17/2024 5:30:00 AM	14	0	2	16
9/17/2024 5:45:00 AM	6	0	4	10
Hour	30	0	9	39
9/17/2024 6:00:00 AM	9	0	1	10
9/17/2024 6:15:00 AM	16	0	2	18
9/17/2024 6:30:00 AM	10	0	3	13
9/17/2024 6:45:00 AM	9	0	3	12
Hour	44	0	9	53
9/17/2024 7:00:00 AM	11	1	8	20
9/17/2024 7:15:00 AM	13	1	2	16
9/17/2024 7:30:00 AM	3	1	5	9
9/17/2024 7:45:00 AM	9	0	5	14
Hour	36	3	20	59
9/17/2024 8:00:00 AM	7	0	5	12
9/17/2024 8:15:00 AM	10	1	5	16
9/17/2024 8:30:00 AM	8	0	4	12
9/17/2024 8:45:00 AM	4	1	3	8
Hour	29	2	17	48
9/17/2024 9:00:00 AM	8	0	1	9
9/17/2024 9:15:00 AM	14	0	6	20
9/17/2024 9:30:00 AM	7	1	11	19
9/17/2024 9:45:00 AM	11	0	8	19
Hour	40	1	26	67
9/17/2024 10:00:00 AM	10	2	5	17
9/17/2024 10:15:00 AM	12	2	10	24
9/17/2024 10:30:00 AM	9	0	4	13
9/17/2024 10:45:00 AM	14	3	11	28
Hour	45	7	30	82
9/17/2024 11:00:00 AM	5	0	6	11
9/17/2024 11:15:00 AM	15	0	4	19
9/17/2024 11:30:00 AM	10	1	4	15
9/17/2024 11:45:00 AM	10	0	9	19
Hour	40	1	23	64
Grand Total	292	18	145	455
Percentage	64.2%	4.0%	31.9%	

All Traffic Data Services

10 - I-95 NB to I-26 EB

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	12	0	6	18
9/17/2024 12:15:00 PM	15	1	5	21
9/17/2024 12:30:00 PM	13	2	7	22
9/17/2024 12:45:00 PM	11	0	2	13
Hour	51	3	20	74
9/17/2024 1:00:00 PM	8	0	5	13
9/17/2024 1:15:00 PM	12	0	1	13
9/17/2024 1:30:00 PM	15	0	4	19
9/17/2024 1:45:00 PM	7	0	7	14
Hour	42	0	17	59
9/17/2024 2:00:00 PM	15	0	6	21
9/17/2024 2:15:00 PM	10	0	5	15
9/17/2024 2:30:00 PM	14	0	3	17
9/17/2024 2:45:00 PM	15	2	2	19
Hour	54	2	16	72
9/17/2024 3:00:00 PM	18	0	4	22
9/17/2024 3:15:00 PM	16	1	2	19
9/17/2024 3:30:00 PM	17	0	5	22
9/17/2024 3:45:00 PM	19	1	3	23
Hour	70	2	14	86
9/17/2024 4:00:00 PM	14	2	5	21
9/17/2024 4:15:00 PM	20	2	1	23
9/17/2024 4:30:00 PM	9	0	3	12
9/17/2024 4:45:00 PM	9	0	5	14
Hour	52	4	14	70
9/17/2024 5:00:00 PM	13	0	5	18
9/17/2024 5:15:00 PM	11	0	1	12
9/17/2024 5:30:00 PM	7	0	4	11
9/17/2024 5:45:00 PM	8	0	2	10
Hour	39	0	12	51
9/17/2024 6:00:00 PM	9	2	4	15
9/17/2024 6:15:00 PM	8	0	1	9
9/17/2024 6:30:00 PM	12	1	3	16
9/17/2024 6:45:00 PM	1	1	2	4
Hour	30	4	10	44
9/17/2024 7:00:00 PM	5	1	3	9
9/17/2024 7:15:00 PM	8	0	1	9
9/17/2024 7:30:00 PM	7	2	1	10
9/17/2024 7:45:00 PM	2	0	2	4
Hour	22	3	7	32
9/17/2024 8:00:00 PM	5	0	1	6
9/17/2024 8:15:00 PM	3	1	1	5
9/17/2024 8:30:00 PM	4	0	0	4
9/17/2024 8:45:00 PM	6	0	2	8
Hour	18	1	4	23
9/17/2024 9:00:00 PM	2	0	1	3
9/17/2024 9:15:00 PM	3	0	0	3
9/17/2024 9:30:00 PM	7	1	3	11
9/17/2024 9:45:00 PM	3	0	2	5
Hour	15	1	6	22
9/17/2024 10:00:00 PM	1	0	0	1
9/17/2024 10:15:00 PM	6	0	2	8
9/17/2024 10:30:00 PM	3	0	2	5
9/17/2024 10:45:00 PM	1	0	2	3
Hour	11	0	6	17
9/17/2024 11:00:00 PM	2	0	1	3
9/17/2024 11:15:00 PM	2	0	0	2
9/17/2024 11:30:00 PM	4	0	0	4
9/17/2024 11:45:00 PM	1	0	0	1
Hour	9	0	1	10
Grand Total	413	20	127	560
Percentage	73.8%	3.6%	22.7%	
Total	705	38	272	1,015
Percentage	69.5%	3.7%	26.8%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

11 - I-95 NB from I-26 WB

Time	Lights	Mediums	Trucks	Total
9/17/2024	7	0	2	9
9/17/2024 12:15:00 AM	6	0	0	6
9/17/2024 12:30:00 AM	7	0	5	12
9/17/2024 12:45:00 AM	9	0	1	10
Hour	29	0	8	37
9/17/2024 1:00:00 AM	9	0	2	11
9/17/2024 1:15:00 AM	3	1	2	6
9/17/2024 1:30:00 AM	9	0	0	9
9/17/2024 1:45:00 AM	0	0	4	4
Hour	21	1	8	30
9/17/2024 2:00:00 AM	4	0	1	5
9/17/2024 2:15:00 AM	2	0	2	4
9/17/2024 2:30:00 AM	7	0	2	9
9/17/2024 2:45:00 AM	1	0	5	6
Hour	14	0	10	24
9/17/2024 3:00:00 AM	5	0	6	11
9/17/2024 3:15:00 AM	9	2	4	15
9/17/2024 3:30:00 AM	11	1	7	19
9/17/2024 3:45:00 AM	6	0	2	8
Hour	31	3	19	53
9/17/2024 4:00:00 AM	5	0	2	7
9/17/2024 4:15:00 AM	10	1	4	15
9/17/2024 4:30:00 AM	10	0	7	17
9/17/2024 4:45:00 AM	10	0	6	16
Hour	35	1	19	55
9/17/2024 5:00:00 AM	14	0	6	20
9/17/2024 5:15:00 AM	18	0	8	26
9/17/2024 5:30:00 AM	16	1	8	25
9/17/2024 5:45:00 AM	28	0	6	34
Hour	76	1	28	105
9/17/2024 6:00:00 AM	29	1	9	39
9/17/2024 6:15:00 AM	32	1	6	39
9/17/2024 6:30:00 AM	28	5	2	35
9/17/2024 6:45:00 AM	45	1	12	58
Hour	134	8	29	171
9/17/2024 7:00:00 AM	45	1	13	59
9/17/2024 7:15:00 AM	48	0	11	59
9/17/2024 7:30:00 AM	56	3	4	63
9/17/2024 7:45:00 AM	48	2	6	56
Hour	197	6	34	237
9/17/2024 8:00:00 AM	52	1	10	63
9/17/2024 8:15:00 AM	52	0	11	63
9/17/2024 8:30:00 AM	51	0	13	64
9/17/2024 8:45:00 AM	60	0	9	69
Hour	215	1	43	259
9/17/2024 9:00:00 AM	56	3	6	65
9/17/2024 9:15:00 AM	53	0	13	66
9/17/2024 9:30:00 AM	58	6	6	70
9/17/2024 9:45:00 AM	68	0	9	77
Hour	235	9	34	278
9/17/2024 10:00:00 AM	52	6	7	65
9/17/2024 10:15:00 AM	60	0	9	69
9/17/2024 10:30:00 AM	73	2	17	92
9/17/2024 10:45:00 AM	45	3	11	59
Hour	230	11	44	285
9/17/2024 11:00:00 AM	52	0	9	61
9/17/2024 11:15:00 AM	58	1	6	65
9/17/2024 11:30:00 AM	54	5	14	73
9/17/2024 11:45:00 AM	71	3	16	90
Hour	235	9	45	289
Grand Total	1,452	50	321	1,823
Percentage	79.6%	2.7%	17.6%	

All Traffic Data Services

11 - I-95 NB from I-26 WB

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	63	2	11	76
9/17/2024 12:15:00 PM	55	6	22	83
9/17/2024 12:30:00 PM	60	3	13	76
9/17/2024 12:45:00 PM	50	2	15	67
Hour	228	13	61	302
9/17/2024 1:00:00 PM	74	3	11	88
9/17/2024 1:15:00 PM	50	2	13	65
9/17/2024 1:30:00 PM	68	1	10	79
9/17/2024 1:45:00 PM	57	5	15	77
Hour	249	11	49	309
9/17/2024 2:00:00 PM	54	2	9	65
9/17/2024 2:15:00 PM	58	3	14	75
9/17/2024 2:30:00 PM	63	3	9	75
9/17/2024 2:45:00 PM	62	3	11	76
Hour	237	11	43	291
9/17/2024 3:00:00 PM	109	1	20	130
9/17/2024 3:15:00 PM	78	3	14	95
9/17/2024 3:30:00 PM	88	3	15	106
9/17/2024 3:45:00 PM	97	6	13	116
Hour	372	13	62	447
9/17/2024 4:00:00 PM	76	3	4	83
9/17/2024 4:15:00 PM	79	3	9	91
9/17/2024 4:30:00 PM	75	1	7	83
9/17/2024 4:45:00 PM	90	2	20	112
Hour	320	9	40	369
9/17/2024 5:00:00 PM	68	3	6	77
9/17/2024 5:15:00 PM	64	1	15	80
9/17/2024 5:30:00 PM	53	1	6	60
9/17/2024 5:45:00 PM	73	2	5	80
Hour	258	7	32	297
9/17/2024 6:00:00 PM	50	1	3	54
9/17/2024 6:15:00 PM	48	3	7	58
9/17/2024 6:30:00 PM	39	2	4	45
9/17/2024 6:45:00 PM	53	0	1	54
Hour	190	6	15	211
9/17/2024 7:00:00 PM	39	0	4	43
9/17/2024 7:15:00 PM	40	0	7	47
9/17/2024 7:30:00 PM	25	2	3	30
9/17/2024 7:45:00 PM	28	0	1	29
Hour	132	2	15	149
9/17/2024 8:00:00 PM	35	1	3	39
9/17/2024 8:15:00 PM	22	0	5	27
9/17/2024 8:30:00 PM	23	0	5	28
9/17/2024 8:45:00 PM	27	0	4	31
Hour	107	1	17	125
9/17/2024 9:00:00 PM	17	2	3	22
9/17/2024 9:15:00 PM	10	0	1	11
9/17/2024 9:30:00 PM	17	0	3	20
9/17/2024 9:45:00 PM	11	0	1	12
Hour	55	2	8	65
9/17/2024 10:00:00 PM	16	0	2	18
9/17/2024 10:15:00 PM	16	0	4	20
9/17/2024 10:30:00 PM	9	0	3	12
9/17/2024 10:45:00 PM	21	0	3	24
Hour	62	0	12	74
9/17/2024 11:00:00 PM	19	0	4	23
9/17/2024 11:15:00 PM	17	1	2	20
9/17/2024 11:30:00 PM	11	0	3	14
9/17/2024 11:45:00 PM	11	1	1	13
Hour	58	2	10	70
Grand Total	2,268	77	364	2,709
Percentage	83.7%	2.8%	13.4%	
Total	3,720	127	685	4,532
Percentage	82.1%	2.8%	15.1%	

All Traffic Data Services

12 - I-26 WB from I-95 SB

Time	Lights	Mediums	Trucks	Total
9/17/2024	1	0	0	1
9/17/2024 12:15:00 AM	0	0	1	1
9/17/2024 12:30:00 AM	1	0	0	1
9/17/2024 12:45:00 AM	0	0	0	0
Hour	2	0	1	3
9/17/2024 1:00:00 AM	1	0	0	1
9/17/2024 1:15:00 AM	0	0	0	0
9/17/2024 1:30:00 AM	1	0	1	2
9/17/2024 1:45:00 AM	0	0	0	0
Hour	2	0	1	3
9/17/2024 2:00:00 AM	0	0	0	0
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	1	1	2
9/17/2024 2:45:00 AM	0	0	0	0
Hour	0	1	1	2
9/17/2024 3:00:00 AM	0	0	1	1
9/17/2024 3:15:00 AM	0	0	0	0
9/17/2024 3:30:00 AM	0	0	0	0
9/17/2024 3:45:00 AM	0	0	0	0
Hour	0	0	1	1
9/17/2024 4:00:00 AM	0	0	1	1
9/17/2024 4:15:00 AM	0	0	0	0
9/17/2024 4:30:00 AM	0	0	2	2
9/17/2024 4:45:00 AM	0	0	0	0
Hour	0	0	3	3
9/17/2024 5:00:00 AM	1	0	0	1
9/17/2024 5:15:00 AM	0	0	0	0
9/17/2024 5:30:00 AM	0	0	0	0
9/17/2024 5:45:00 AM	0	0	0	0
Hour	1	0	0	1
9/17/2024 6:00:00 AM	1	0	0	1
9/17/2024 6:15:00 AM	1	0	0	1
9/17/2024 6:30:00 AM	1	0	0	1
9/17/2024 6:45:00 AM	1	0	0	1
Hour	4	0	0	4
9/17/2024 7:00:00 AM	1	0	0	1
9/17/2024 7:15:00 AM	2	0	0	2
9/17/2024 7:30:00 AM	0	0	0	0
9/17/2024 7:45:00 AM	1	0	0	1
Hour	4	0	0	4
9/17/2024 8:00:00 AM	2	0	0	2
9/17/2024 8:15:00 AM	1	1	0	2
9/17/2024 8:30:00 AM	3	0	0	3
9/17/2024 8:45:00 AM	0	0	0	0
Hour	6	1	0	7
9/17/2024 9:00:00 AM	2	0	1	3
9/17/2024 9:15:00 AM	0	0	1	1
9/17/2024 9:30:00 AM	1	0	0	1
9/17/2024 9:45:00 AM	0	0	1	1
Hour	3	0	3	6
9/17/2024 10:00:00 AM	0	0	0	0
9/17/2024 10:15:00 AM	4	0	1	5
9/17/2024 10:30:00 AM	0	1	0	1
9/17/2024 10:45:00 AM	4	0	2	6
Hour	8	1	3	12
9/17/2024 11:00:00 AM	4	0	0	4
9/17/2024 11:15:00 AM	1	0	0	1
9/17/2024 11:30:00 AM	4	0	1	5
9/17/2024 11:45:00 AM	1	0	1	2
Hour	10	0	2	12
Grand Total	40	3	15	58
Percentage	69.0%	5.2%	25.9%	

All Traffic Data Services

12 - I-26 WB from I-95 SB

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	1	0	0	1
9/17/2024 12:15:00 PM	2	0	1	3
9/17/2024 12:30:00 PM	0	1	0	1
9/17/2024 12:45:00 PM	3	0	1	4
Hour	6	1	2	9
9/17/2024 1:00:00 PM	1	0	3	4
9/17/2024 1:15:00 PM	0	0	0	0
9/17/2024 1:30:00 PM	0	0	1	1
9/17/2024 1:45:00 PM	0	0	2	2
Hour	1	0	6	7
9/17/2024 2:00:00 PM	0	0	0	0
9/17/2024 2:15:00 PM	1	0	1	2
9/17/2024 2:30:00 PM	1	0	0	1
9/17/2024 2:45:00 PM	3	0	1	4
Hour	5	0	2	7
9/17/2024 3:00:00 PM	0	0	0	0
9/17/2024 3:15:00 PM	1	0	0	1
9/17/2024 3:30:00 PM	1	0	1	2
9/17/2024 3:45:00 PM	0	0	0	0
Hour	2	0	1	3
9/17/2024 4:00:00 PM	3	0	0	3
9/17/2024 4:15:00 PM	2	0	0	2
9/17/2024 4:30:00 PM	2	0	0	2
9/17/2024 4:45:00 PM	1	0	0	1
Hour	8	0	0	8
9/17/2024 5:00:00 PM	1	0	0	1
9/17/2024 5:15:00 PM	4	0	0	4
9/17/2024 5:30:00 PM	1	0	0	1
9/17/2024 5:45:00 PM	0	0	0	0
Hour	6	0	0	6
9/17/2024 6:00:00 PM	0	1	1	2
9/17/2024 6:15:00 PM	2	0	0	2
9/17/2024 6:30:00 PM	0	0	0	0
9/17/2024 6:45:00 PM	1	0	0	1
Hour	3	1	1	5
9/17/2024 7:00:00 PM	0	0	0	0
9/17/2024 7:15:00 PM	0	0	0	0
9/17/2024 7:30:00 PM	0	0	1	1
9/17/2024 7:45:00 PM	2	0	0	2
Hour	2	0	1	3
9/17/2024 8:00:00 PM	2	0	0	2
9/17/2024 8:15:00 PM	0	0	0	0
9/17/2024 8:30:00 PM	0	0	0	0
9/17/2024 8:45:00 PM	1	0	0	1
Hour	3	0	0	3
9/17/2024 9:00:00 PM	0	0	0	0
9/17/2024 9:15:00 PM	0	0	1	1
9/17/2024 9:30:00 PM	0	1	0	1
9/17/2024 9:45:00 PM	0	0	1	1
Hour	0	1	2	3
9/17/2024 10:00:00 PM	0	0	0	0
9/17/2024 10:15:00 PM	0	0	0	0
9/17/2024 10:30:00 PM	0	0	0	0
9/17/2024 10:45:00 PM	0	0	0	0
Hour	0	0	0	0
9/17/2024 11:00:00 PM	0	0	1	1
9/17/2024 11:15:00 PM	0	0	0	0
9/17/2024 11:30:00 PM	1	0	1	2
9/17/2024 11:45:00 PM	0	0	0	0
Hour	1	0	2	3
Grand Total	37	3	17	57
Percentage	64.9%	5.3%	29.8%	
Total	77	6	32	115
Percentage	67.0%	5.2%	27.8%	

All Traffic Data Services

13 - I-26-I-95 EB Loop On Ramp

Time	Lights	Mediums	Trucks	Total
9/17/2024	7	0	0	7
9/17/2024 12:15:00 AM	4	0	0	4
9/17/2024 12:30:00 AM	5	0	0	5
9/17/2024 12:45:00 AM	3	0	3	6
Hour	19	0	3	22
9/17/2024 1:00:00 AM	8	0	2	10
9/17/2024 1:15:00 AM	7	1	3	11
9/17/2024 1:30:00 AM	2	0	3	5
9/17/2024 1:45:00 AM	4	1	6	11
Hour	21	2	14	37
9/17/2024 2:00:00 AM	4	0	0	4
9/17/2024 2:15:00 AM	2	0	6	8
9/17/2024 2:30:00 AM	5	0	2	7
9/17/2024 2:45:00 AM	7	0	5	12
Hour	18	0	13	31
9/17/2024 3:00:00 AM	11	1	5	17
9/17/2024 3:15:00 AM	9	2	5	16
9/17/2024 3:30:00 AM	14	0	7	21
9/17/2024 3:45:00 AM	9	0	9	18
Hour	43	3	26	72
9/17/2024 4:00:00 AM	15	1	5	21
9/17/2024 4:15:00 AM	35	0	3	38
9/17/2024 4:30:00 AM	30	0	9	39
9/17/2024 4:45:00 AM	39	0	9	48
Hour	119	1	26	146
9/17/2024 5:00:00 AM	64	2	10	76
9/17/2024 5:15:00 AM	74	2	7	83
9/17/2024 5:30:00 AM	40	1	3	44
9/17/2024 5:45:00 AM	53	1	3	57
Hour	231	6	23	260
9/17/2024 6:00:00 AM	45	0	5	50
9/17/2024 6:15:00 AM	55	3	6	64
9/17/2024 6:30:00 AM	57	3	8	68
9/17/2024 6:45:00 AM	42	2	9	53
Hour	199	8	28	235
9/17/2024 7:00:00 AM	56	0	12	68
9/17/2024 7:15:00 AM	57	0	10	67
9/17/2024 7:30:00 AM	55	2	14	71
9/17/2024 7:45:00 AM	47	0	16	63
Hour	215	2	52	269
9/17/2024 8:00:00 AM	69	0	8	77
9/17/2024 8:15:00 AM	59	0	9	68
9/17/2024 8:30:00 AM	56	2	11	69
9/17/2024 8:45:00 AM	52	6	7	65
Hour	236	8	35	279
9/17/2024 9:00:00 AM	56	0	15	71
9/17/2024 9:15:00 AM	56	1	11	68
9/17/2024 9:30:00 AM	48	1	18	67
9/17/2024 9:45:00 AM	57	1	19	77
Hour	217	3	63	283
9/17/2024 10:00:00 AM	47	3	11	61
9/17/2024 10:15:00 AM	61	5	20	86
9/17/2024 10:30:00 AM	48	2	9	59
9/17/2024 10:45:00 AM	45	1	22	68
Hour	201	11	62	274
9/17/2024 11:00:00 AM	73	3	16	92
9/17/2024 11:15:00 AM	47	1	11	59
9/17/2024 11:30:00 AM	68	1	22	91
9/17/2024 11:45:00 AM	54	3	19	76
Hour	242	8	68	318
Grand Total	1,761	52	413	2,226
Percentage	79.1%	2.3%	18.6%	

All Traffic Data Services

13 - I-26-I-95 EB Loop On Ramp

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	67	3	22	92
9/17/2024 12:15:00 PM	50	0	12	62
9/17/2024 12:30:00 PM	64	2	13	79
9/17/2024 12:45:00 PM	57	4	15	76
Hour	238	9	62	309
9/17/2024 1:00:00 PM	66	3	20	89
9/17/2024 1:15:00 PM	78	2	12	92
9/17/2024 1:30:00 PM	60	1	14	75
9/17/2024 1:45:00 PM	78	3	15	96
Hour	282	9	61	352
9/17/2024 2:00:00 PM	52	0	11	63
9/17/2024 2:15:00 PM	68	2	9	79
9/17/2024 2:30:00 PM	87	3	13	103
9/17/2024 2:45:00 PM	55	1	11	67
Hour	262	6	44	312
9/17/2024 3:00:00 PM	60	4	8	72
9/17/2024 3:15:00 PM	54	0	11	65
9/17/2024 3:30:00 PM	72	1	10	83
9/17/2024 3:45:00 PM	60	0	15	75
Hour	246	5	44	295
9/17/2024 4:00:00 PM	61	0	6	67
9/17/2024 4:15:00 PM	80	3	3	86
9/17/2024 4:30:00 PM	65	5	2	72
9/17/2024 4:45:00 PM	61	0	6	67
Hour	267	8	17	292
9/17/2024 5:00:00 PM	65	3	4	72
9/17/2024 5:15:00 PM	65	1	3	69
9/17/2024 5:30:00 PM	84	2	4	90
9/17/2024 5:45:00 PM	55	2	2	59
Hour	269	8	13	290
9/17/2024 6:00:00 PM	57	1	10	68
9/17/2024 6:15:00 PM	51	0	3	54
9/17/2024 6:30:00 PM	45	2	5	52
9/17/2024 6:45:00 PM	40	0	9	49
Hour	193	3	27	223
9/17/2024 7:00:00 PM	29	1	4	34
9/17/2024 7:15:00 PM	36	3	2	41
9/17/2024 7:30:00 PM	35	2	6	43
9/17/2024 7:45:00 PM	35	0	2	37
Hour	135	6	14	155
9/17/2024 8:00:00 PM	45	1	11	57
9/17/2024 8:15:00 PM	42	0	1	43
9/17/2024 8:30:00 PM	37	0	7	44
9/17/2024 8:45:00 PM	37	0	3	40
Hour	161	1	22	184
9/17/2024 9:00:00 PM	23	0	7	30
9/17/2024 9:15:00 PM	27	0	3	30
9/17/2024 9:30:00 PM	14	1	3	18
9/17/2024 9:45:00 PM	24	1	1	26
Hour	88	2	14	104
9/17/2024 10:00:00 PM	10	2	3	15
9/17/2024 10:15:00 PM	8	0	2	10
9/17/2024 10:30:00 PM	17	0	2	19
9/17/2024 10:45:00 PM	15	2	3	20
Hour	50	4	10	64
9/17/2024 11:00:00 PM	12	0	0	12
9/17/2024 11:15:00 PM	2	0	2	4
9/17/2024 11:30:00 PM	6	1	2	9
9/17/2024 11:45:00 PM	9	1	0	10
Hour	29	2	4	35
Grand Total	2,220	63	332	2,615
Percentage	84.9%	2.4%	12.7%	
Total	3,981	115	745	4,841
Percentage	82.2%	2.4%	15.4%	

All Traffic Data Services

14 - I-26 TO I-95 EB Loop Off-Ramp

Time	Lights	Mediums	Trucks	Total
9/17/2024	0	2	0	2
9/17/2024 12:15:00 AM	0	4	0	4
9/17/2024 12:30:00 AM	2	1	0	3
9/17/2024 12:45:00 AM	1	4	0	5
Hour	3	11	0	14
9/17/2024 1:00:00 AM	0	2	0	2
9/17/2024 1:15:00 AM	1	0	0	1
9/17/2024 1:30:00 AM	0	5	0	5
9/17/2024 1:45:00 AM	1	3	0	4
Hour	2	10	0	12
9/17/2024 2:00:00 AM	0	0	0	0
9/17/2024 2:15:00 AM	0	4	0	4
9/17/2024 2:30:00 AM	0	3	0	3
9/17/2024 2:45:00 AM	0	2	0	2
Hour	0	9	0	9
9/17/2024 3:00:00 AM	1	0	0	1
9/17/2024 3:15:00 AM	0	4	2	6
9/17/2024 3:30:00 AM	0	3	1	4
9/17/2024 3:45:00 AM	1	0	0	1
Hour	2	7	3	12
9/17/2024 4:00:00 AM	0	3	0	3
9/17/2024 4:15:00 AM	1	0	1	2
9/17/2024 4:30:00 AM	0	0	0	0
9/17/2024 4:45:00 AM	0	0	0	0
Hour	1	3	1	5
9/17/2024 5:00:00 AM	1	0	0	1
9/17/2024 5:15:00 AM	5	0	0	5
9/17/2024 5:30:00 AM	1	0	0	1
9/17/2024 5:45:00 AM	1	0	0	1
Hour	8	0	0	8
9/17/2024 6:00:00 AM	2	2	0	4
9/17/2024 6:15:00 AM	3	0	0	3
9/17/2024 6:30:00 AM	1	3	0	4
9/17/2024 6:45:00 AM	1	0	0	1
Hour	7	5	0	12
9/17/2024 7:00:00 AM	0	2	1	3
9/17/2024 7:15:00 AM	0	0	0	0
9/17/2024 7:30:00 AM	2	0	0	2
9/17/2024 7:45:00 AM	1	0	0	1
Hour	3	2	1	6
9/17/2024 8:00:00 AM	2	0	1	3
9/17/2024 8:15:00 AM	1	0	1	2
9/17/2024 8:30:00 AM	4	0	0	4
9/17/2024 8:45:00 AM	0	0	3	3
Hour	7	0	5	12
9/17/2024 9:00:00 AM	1	0	0	1
9/17/2024 9:15:00 AM	2	0	1	3
9/17/2024 9:30:00 AM	1	0	3	4
9/17/2024 9:45:00 AM	4	0	0	4
Hour	8	0	4	12
9/17/2024 10:00:00 AM	2	0	0	2
9/17/2024 10:15:00 AM	2	0	0	2
9/17/2024 10:30:00 AM	1	0	0	1
9/17/2024 10:45:00 AM	3	0	0	3
Hour	8	0	0	8
9/17/2024 11:00:00 AM	1	0	0	1
9/17/2024 11:15:00 AM	2	0	0	2
9/17/2024 11:30:00 AM	3	0	0	3
9/17/2024 11:45:00 AM	4	0	0	4
Hour	10	0	0	10
Grand Total	59	47	14	120
Percentage	49.2%	39.2%	11.7%	

All Traffic Data Services

14 - I-26 TO I-95 EB Loop Off-Ramp

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	4	0	0	4
9/17/2024 12:15:00 PM	4	0	0	4
9/17/2024 12:30:00 PM	3	0	1	4
9/17/2024 12:45:00 PM	2	0	0	2
Hour	13	0	1	14
9/17/2024 1:00:00 PM	5	0	0	5
9/17/2024 1:15:00 PM	0	0	3	3
9/17/2024 1:30:00 PM	7	0	1	8
9/17/2024 1:45:00 PM	3	0	0	3
Hour	15	0	4	19
9/17/2024 2:00:00 PM	5	0	3	8
9/17/2024 2:15:00 PM	2	0	0	2
9/17/2024 2:30:00 PM	4	1	0	5
9/17/2024 2:45:00 PM	2	0	2	4
Hour	13	1	5	19
9/17/2024 3:00:00 PM	5	0	0	5
9/17/2024 3:15:00 PM	5	0	0	5
9/17/2024 3:30:00 PM	5	0	0	5
9/17/2024 3:45:00 PM	2	0	1	3
Hour	17	0	1	18
9/17/2024 4:00:00 PM	0	0	2	2
9/17/2024 4:15:00 PM	1	0	0	1
9/17/2024 4:30:00 PM	3	0	3	6
9/17/2024 4:45:00 PM	3	0	0	3
Hour	7	0	5	12
9/17/2024 5:00:00 PM	3	0	0	3
9/17/2024 5:15:00 PM	2	0	0	2
9/17/2024 5:30:00 PM	1	0	1	2
9/17/2024 5:45:00 PM	4	1	0	5
Hour	10	1	1	12
9/17/2024 6:00:00 PM	0	0	1	1
9/17/2024 6:15:00 PM	3	0	0	3
9/17/2024 6:30:00 PM	3	0	0	3
9/17/2024 6:45:00 PM	2	0	0	2
Hour	8	0	1	9
9/17/2024 7:00:00 PM	1	0	0	1
9/17/2024 7:15:00 PM	2	0	0	2
9/17/2024 7:30:00 PM	1	0	0	1
9/17/2024 7:45:00 PM	0	0	0	0
Hour	4	0	0	4
9/17/2024 8:00:00 PM	2	1	1	4
9/17/2024 8:15:00 PM	5	0	0	5
9/17/2024 8:30:00 PM	1	0	0	1
9/17/2024 8:45:00 PM	1	0	0	1
Hour	9	1	1	11
9/17/2024 9:00:00 PM	1	0	0	1
9/17/2024 9:15:00 PM	2	0	0	2
9/17/2024 9:30:00 PM	0	0	0	0
9/17/2024 9:45:00 PM	1	0	0	1
Hour	4	0	0	4
9/17/2024 10:00:00 PM	0	0	0	0
9/17/2024 10:15:00 PM	0	0	0	0
9/17/2024 10:30:00 PM	2	0	0	2
9/17/2024 10:45:00 PM	3	0	0	3
Hour	5	0	0	5
9/17/2024 11:00:00 PM	0	0	1	1
9/17/2024 11:15:00 PM	1	0	0	1
9/17/2024 11:30:00 PM	1	0	0	1
9/17/2024 11:45:00 PM	0	0	0	0
Hour	2	0	1	3
Grand Total	107	3	20	130
Percentage	82.3%	2.3%	15.4%	
Total	166	50	34	250
Percentage	66.4%	20.0%	13.6%	

All Traffic Data Services

15 - I-26-I-95 WB Loop On Ramp

Time	Lights	Mediums	Trucks	Total
9/17/2024	11	14	21	46
9/17/2024 12:15:00 AM	19	0	16	35
9/17/2024 12:30:00 AM	28	0	11	39
9/17/2024 12:45:00 AM	18	0	13	31
Hour	76	14	61	151
9/17/2024 1:00:00 AM	18	2	22	42
9/17/2024 1:15:00 AM	13	1	22	36
9/17/2024 1:30:00 AM	12	3	22	37
9/17/2024 1:45:00 AM	12	4	17	33
Hour	55	10	83	148
9/17/2024 2:00:00 AM	15	0	21	36
9/17/2024 2:15:00 AM	17	2	15	34
9/17/2024 2:30:00 AM	8	0	14	22
9/17/2024 2:45:00 AM	15	0	20	35
Hour	55	2	70	127
9/17/2024 3:00:00 AM	6	2	14	22
9/17/2024 3:15:00 AM	14	2	28	44
9/17/2024 3:30:00 AM	10	1	22	33
9/17/2024 3:45:00 AM	9	1	25	35
Hour	39	6	89	134
9/17/2024 4:00:00 AM	9	0	26	35
9/17/2024 4:15:00 AM	18	0	20	38
9/17/2024 4:30:00 AM	18	2	24	44
9/17/2024 4:45:00 AM	6	2	20	28
Hour	51	4	90	145
9/17/2024 5:00:00 AM	16	1	23	40
9/17/2024 5:15:00 AM	18	2	33	53
9/17/2024 5:30:00 AM	25	2	22	49
9/17/2024 5:45:00 AM	12	1	28	41
Hour	71	6	106	183
9/17/2024 6:00:00 AM	18	2	26	46
9/17/2024 6:15:00 AM	17	7	31	55
9/17/2024 6:30:00 AM	30	4	41	75
9/17/2024 6:45:00 AM	34	4	28	66
Hour	99	17	126	242
9/17/2024 7:00:00 AM	33	3	28	64
9/17/2024 7:15:00 AM	49	1	46	96
9/17/2024 7:30:00 AM	33	4	30	67
9/17/2024 7:45:00 AM	57	2	33	92
Hour	172	10	137	319
9/17/2024 8:00:00 AM	52	1	48	101
9/17/2024 8:15:00 AM	49	1	39	89
9/17/2024 8:30:00 AM	43	1	31	75
9/17/2024 8:45:00 AM	51	0	19	70
Hour	195	3	137	335
9/17/2024 9:00:00 AM	44	3	22	69
9/17/2024 9:15:00 AM	59	3	32	94
9/17/2024 9:30:00 AM	82	7	56	145
9/17/2024 9:45:00 AM	110	3	75	188
Hour	295	16	185	496
9/17/2024 10:00:00 AM	106	7	51	164
9/17/2024 10:15:00 AM	91	4	44	139
9/17/2024 10:30:00 AM	81	5	43	129
9/17/2024 10:45:00 AM	95	4	48	147
Hour	373	20	186	579
9/17/2024 11:00:00 AM	86	4	34	124
9/17/2024 11:15:00 AM	96	3	43	142
9/17/2024 11:30:00 AM	84	3	43	130
9/17/2024 11:45:00 AM	116	7	43	166
Hour	382	17	163	562
Grand Total	1,863	125	1,433	3,421
Percentage	54.5%	3.7%	41.9%	

All Traffic Data Services

15 - I-26-I-95 WB Loop On Ramp

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	76	6	39	121
9/17/2024 12:15:00 PM	117	4	47	168
9/17/2024 12:30:00 PM	107	6	44	157
9/17/2024 12:45:00 PM	107	5	43	155
Hour	407	21	173	601
9/17/2024 1:00:00 PM	109	4	47	160
9/17/2024 1:15:00 PM	91	3	47	141
9/17/2024 1:30:00 PM	99	3	56	158
9/17/2024 1:45:00 PM	106	7	49	162
Hour	405	17	199	621
9/17/2024 2:00:00 PM	106	4	42	152
9/17/2024 2:15:00 PM	104	6	36	146
9/17/2024 2:30:00 PM	114	8	44	166
9/17/2024 2:45:00 PM	113	3	42	158
Hour	437	21	164	622
9/17/2024 3:00:00 PM	96	10	44	150
9/17/2024 3:15:00 PM	110	4	56	170
9/17/2024 3:30:00 PM	96	1	52	149
9/17/2024 3:45:00 PM	115	7	56	178
Hour	417	22	208	647
9/17/2024 4:00:00 PM	80	7	43	130
9/17/2024 4:15:00 PM	84	5	42	131
9/17/2024 4:30:00 PM	84	1	50	135
9/17/2024 4:45:00 PM	86	5	37	128
Hour	334	18	172	524
9/17/2024 5:00:00 PM	93	3	43	139
9/17/2024 5:15:00 PM	72	8	47	127
9/17/2024 5:30:00 PM	81	2	54	137
9/17/2024 5:45:00 PM	90	7	49	146
Hour	336	20	193	549
9/17/2024 6:00:00 PM	78	6	39	123
9/17/2024 6:15:00 PM	78	2	34	114
9/17/2024 6:30:00 PM	48	0	33	81
9/17/2024 6:45:00 PM	55	3	27	85
Hour	259	11	133	403
9/17/2024 7:00:00 PM	52	0	47	99
9/17/2024 7:15:00 PM	57	3	37	97
9/17/2024 7:30:00 PM	37	1	51	89
9/17/2024 7:45:00 PM	45	2	36	83
Hour	191	6	171	368
9/17/2024 8:00:00 PM	46	1	45	92
9/17/2024 8:15:00 PM	39	3	43	85
9/17/2024 8:30:00 PM	35	8	31	74
9/17/2024 8:45:00 PM	43	5	30	78
Hour	163	17	149	329
9/17/2024 9:00:00 PM	34	0	24	58
9/17/2024 9:15:00 PM	28	0	40	68
9/17/2024 9:30:00 PM	25	2	26	53
9/17/2024 9:45:00 PM	35	0	18	53
Hour	122	2	108	232
9/17/2024 10:00:00 PM	31	1	23	55
9/17/2024 10:15:00 PM	21	0	29	50
9/17/2024 10:30:00 PM	17	3	21	41
9/17/2024 10:45:00 PM	24	1	30	55
Hour	93	5	103	201
9/17/2024 11:00:00 PM	11	1	20	32
9/17/2024 11:15:00 PM	24	1	21	46
9/17/2024 11:30:00 PM	17	1	20	38
9/17/2024 11:45:00 PM	15	5	13	33
Hour	67	8	74	149
Grand Total	3,231	168	1,847	5,246
Percentage	61.6%	3.2%	35.2%	
Total	5,094	293	3,280	8,667
Percentage	58.8%	3.4%	37.8%	

All Traffic Data Services

16 - I-26-I-95 WB Loop Off Ramp

Time	Lights	Mediums	Trucks	Total
9/17/2024	4	0	1	5
9/17/2024 12:15:00 AM	3	0	3	6
9/17/2024 12:30:00 AM	1	0	0	1
9/17/2024 12:45:00 AM	1	0	0	1
Hour	9	0	4	13
9/17/2024 1:00:00 AM	2	0	2	4
9/17/2024 1:15:00 AM	1	0	0	1
9/17/2024 1:30:00 AM	1	0	1	2
9/17/2024 1:45:00 AM	2	0	0	2
Hour	6	0	3	9
9/17/2024 2:00:00 AM	0	0	1	1
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	0	0	0
9/17/2024 2:45:00 AM	2	0	0	2
Hour	2	0	1	3
9/17/2024 3:00:00 AM	0	0	0	0
9/17/2024 3:15:00 AM	2	0	0	2
9/17/2024 3:30:00 AM	3	0	1	4
9/17/2024 3:45:00 AM	3	0	1	4
Hour	8	0	2	10
9/17/2024 4:00:00 AM	3	0	3	6
9/17/2024 4:15:00 AM	2	0	0	2
9/17/2024 4:30:00 AM	2	0	2	4
9/17/2024 4:45:00 AM	3	0	3	6
Hour	10	0	8	18
9/17/2024 5:00:00 AM	4	0	0	4
9/17/2024 5:15:00 AM	4	0	1	5
9/17/2024 5:30:00 AM	2	0	3	5
9/17/2024 5:45:00 AM	7	1	1	9
Hour	17	1	5	23
9/17/2024 6:00:00 AM	4	0	4	8
9/17/2024 6:15:00 AM	10	0	0	10
9/17/2024 6:30:00 AM	13	0	3	16
9/17/2024 6:45:00 AM	4	0	1	5
Hour	31	0	8	39
9/17/2024 7:00:00 AM	9	0	1	10
9/17/2024 7:15:00 AM	10	0	3	13
9/17/2024 7:30:00 AM	8	0	3	11
9/17/2024 7:45:00 AM	10	0	4	14
Hour	37	0	11	48
9/17/2024 8:00:00 AM	12	0	3	15
9/17/2024 8:15:00 AM	11	1	3	15
9/17/2024 8:30:00 AM	10	0	4	14
9/17/2024 8:45:00 AM	8	0	6	14
Hour	41	1	16	58
9/17/2024 9:00:00 AM	5	2	2	9
9/17/2024 9:15:00 AM	9	0	3	12
9/17/2024 9:30:00 AM	11	1	7	19
9/17/2024 9:45:00 AM	14	1	5	20
Hour	39	4	17	60
9/17/2024 10:00:00 AM	7	0	7	14
9/17/2024 10:15:00 AM	8	0	2	10
9/17/2024 10:30:00 AM	13	0	2	15
9/17/2024 10:45:00 AM	7	1	1	9
Hour	35	1	12	48
9/17/2024 11:00:00 AM	11	0	0	11
9/17/2024 11:15:00 AM	8	0	2	10
9/17/2024 11:30:00 AM	7	0	1	8
9/17/2024 11:45:00 AM	11	0	0	11
Hour	37	0	3	40
Grand Total	272	7	90	369
Percentage	73.7%	1.9%	24.4%	

All Traffic Data Services

16 - I-26-I-95 WB Loop Off Ramp

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	9	0	7	16
9/17/2024 12:15:00 PM	5	0	4	9
9/17/2024 12:30:00 PM	9	1	1	11
9/17/2024 12:45:00 PM	9	0	4	13
Hour	32	1	16	49
9/17/2024 1:00:00 PM	17	0	0	17
9/17/2024 1:15:00 PM	8	0	5	13
9/17/2024 1:30:00 PM	10	0	2	12
9/17/2024 1:45:00 PM	15	1	3	19
Hour	50	1	10	61
9/17/2024 2:00:00 PM	6	1	3	10
9/17/2024 2:15:00 PM	9	0	4	13
9/17/2024 2:30:00 PM	16	0	1	17
9/17/2024 2:45:00 PM	9	0	1	10
Hour	40	1	9	50
9/17/2024 3:00:00 PM	19	0	2	21
9/17/2024 3:15:00 PM	15	0	2	17
9/17/2024 3:30:00 PM	13	1	0	14
9/17/2024 3:45:00 PM	15	0	4	19
Hour	62	1	8	71
9/17/2024 4:00:00 PM	14	1	4	19
9/17/2024 4:15:00 PM	11	0	1	12
9/17/2024 4:30:00 PM	10	0	3	13
9/17/2024 4:45:00 PM	14	0	2	16
Hour	49	1	10	60
9/17/2024 5:00:00 PM	5	3	3	11
9/17/2024 5:15:00 PM	14	1	1	16
9/17/2024 5:30:00 PM	12	0	6	18
9/17/2024 5:45:00 PM	12	0	0	12
Hour	43	4	10	57
9/17/2024 6:00:00 PM	12	0	5	17
9/17/2024 6:15:00 PM	9	0	1	10
9/17/2024 6:30:00 PM	4	0	4	8
9/17/2024 6:45:00 PM	8	0	0	8
Hour	33	0	10	43
9/17/2024 7:00:00 PM	7	0	0	7
9/17/2024 7:15:00 PM	7	0	1	8
9/17/2024 7:30:00 PM	3	0	1	4
9/17/2024 7:45:00 PM	6	0	0	6
Hour	23	0	2	25
9/17/2024 8:00:00 PM	5	0	2	7
9/17/2024 8:15:00 PM	4	0	2	6
9/17/2024 8:30:00 PM	1	0	0	1
9/17/2024 8:45:00 PM	5	0	2	7
Hour	15	0	6	21
9/17/2024 9:00:00 PM	2	0	4	6
9/17/2024 9:15:00 PM	3	0	2	5
9/17/2024 9:30:00 PM	3	0	1	4
9/17/2024 9:45:00 PM	2	0	1	3
Hour	10	0	8	18
9/17/2024 10:00:00 PM	1	0	1	2
9/17/2024 10:15:00 PM	2	0	0	2
9/17/2024 10:30:00 PM	1	0	1	2
9/17/2024 10:45:00 PM	2	0	0	2
Hour	6	0	2	8
9/17/2024 11:00:00 PM	2	2	3	7
9/17/2024 11:15:00 PM	0	0	1	1
9/17/2024 11:30:00 PM	3	0	0	3
9/17/2024 11:45:00 PM	3	0	1	4
Hour	8	2	5	15
Grand Total	371	11	96	478
Percentage	77.6%	2.3%	20.1%	
Total	643	18	186	847
Percentage	75.9%	2.1%	22.0%	

All Traffic Data Services

17 - I-26 EB Off Ramp to US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024	1	0	0	1
9/17/2024 12:15:00 AM	0	0	0	0
9/17/2024 12:30:00 AM	1	0	0	1
9/17/2024 12:45:00 AM	2	0	0	2
Hour	4	0	0	4
9/17/2024 1:00:00 AM	0	0	0	0
9/17/2024 1:15:00 AM	0	0	0	0
9/17/2024 1:30:00 AM	0	0	0	0
9/17/2024 1:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 2:00:00 AM	1	0	1	2
9/17/2024 2:15:00 AM	0	0	1	1
9/17/2024 2:30:00 AM	1	0	2	3
9/17/2024 2:45:00 AM	0	0	1	1
Hour	2	0	5	7
9/17/2024 3:00:00 AM	1	0	1	2
9/17/2024 3:15:00 AM	0	0	0	0
9/17/2024 3:30:00 AM	1	1	2	4
9/17/2024 3:45:00 AM	1	0	1	2
Hour	3	1	4	8
9/17/2024 4:00:00 AM	3	0	0	3
9/17/2024 4:15:00 AM	0	0	2	2
9/17/2024 4:30:00 AM	3	0	0	3
9/17/2024 4:45:00 AM	2	1	0	3
Hour	8	1	2	11
9/17/2024 5:00:00 AM	1	1	1	3
9/17/2024 5:15:00 AM	4	1	1	6
9/17/2024 5:30:00 AM	3	0	1	4
9/17/2024 5:45:00 AM	5	0	0	5
Hour	13	2	3	18
9/17/2024 6:00:00 AM	2	0	0	2
9/17/2024 6:15:00 AM	2	1	1	4
9/17/2024 6:30:00 AM	6	1	0	7
9/17/2024 6:45:00 AM	4	1	1	6
Hour	14	3	2	19
9/17/2024 7:00:00 AM	3	0	0	3
9/17/2024 7:15:00 AM	4	1	3	8
9/17/2024 7:30:00 AM	5	0	3	8
9/17/2024 7:45:00 AM	4	0	2	6
Hour	16	1	8	25
9/17/2024 8:00:00 AM	4	2	1	7
9/17/2024 8:15:00 AM	3	0	2	5
9/17/2024 8:30:00 AM	9	1	1	11
9/17/2024 8:45:00 AM	2	4	2	8
Hour	18	7	6	31
9/17/2024 9:00:00 AM	2	2	2	6
9/17/2024 9:15:00 AM	1	4	5	10
9/17/2024 9:30:00 AM	5	2	4	11
9/17/2024 9:45:00 AM	6	2	5	13
Hour	14	10	16	40
9/17/2024 10:00:00 AM	2	2	7	11
9/17/2024 10:15:00 AM	5	2	5	12
9/17/2024 10:30:00 AM	0	6	6	12
9/17/2024 10:45:00 AM	4	2	7	13
Hour	11	12	25	48
9/17/2024 11:00:00 AM	2	6	2	10
9/17/2024 11:15:00 AM	5	6	1	12
9/17/2024 11:30:00 AM	6	5	5	16
9/17/2024 11:45:00 AM	7	1	4	12
Hour	20	18	12	50
Grand Total	123	55	83	261
Percentage	47.1%	21.1%	31.8%	

All Traffic Data Services

17 - I-26 EB Off Ramp to US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	4	4	3	11
9/17/2024 12:15:00 PM	6	1	6	13
9/17/2024 12:30:00 PM	4	0	3	7
9/17/2024 12:45:00 PM	7	3	3	13
Hour	21	8	15	44
9/17/2024 1:00:00 PM	3	2	4	9
9/17/2024 1:15:00 PM	4	1	3	8
9/17/2024 1:30:00 PM	6	1	4	11
9/17/2024 1:45:00 PM	4	1	3	8
Hour	17	5	14	36
9/17/2024 2:00:00 PM	7	4	2	13
9/17/2024 2:15:00 PM	3	6	1	10
9/17/2024 2:30:00 PM	4	1	5	10
9/17/2024 2:45:00 PM	4	2	1	7
Hour	18	13	9	40
9/17/2024 3:00:00 PM	8	2	1	11
9/17/2024 3:15:00 PM	4	3	1	8
9/17/2024 3:30:00 PM	7	3	3	13
9/17/2024 3:45:00 PM	4	0	0	4
Hour	23	8	5	36
9/17/2024 4:00:00 PM	10	0	1	11
9/17/2024 4:15:00 PM	9	3	2	14
9/17/2024 4:30:00 PM	7	0	2	9
9/17/2024 4:45:00 PM	6	0	1	7
Hour	32	3	6	41
9/17/2024 5:00:00 PM	3	0	1	4
9/17/2024 5:15:00 PM	7	0	0	7
9/17/2024 5:30:00 PM	5	0	1	6
9/17/2024 5:45:00 PM	3	1	2	6
Hour	18	1	4	23
9/17/2024 6:00:00 PM	7	0	2	9
9/17/2024 6:15:00 PM	4	0	2	6
9/17/2024 6:30:00 PM	4	0	1	5
9/17/2024 6:45:00 PM	3	0	2	5
Hour	18	0	7	25
9/17/2024 7:00:00 PM	5	0	2	7
9/17/2024 7:15:00 PM	3	1	1	5
9/17/2024 7:30:00 PM	3	0	0	3
9/17/2024 7:45:00 PM	2	0	0	2
Hour	13	1	3	17
9/17/2024 8:00:00 PM	3	1	1	5
9/17/2024 8:15:00 PM	3	0	2	5
9/17/2024 8:30:00 PM	9	0	2	11
9/17/2024 8:45:00 PM	4	0	0	4
Hour	19	1	5	25
9/17/2024 9:00:00 PM	0	0	0	0
9/17/2024 9:15:00 PM	2	0	0	2
9/17/2024 9:30:00 PM	1	0	3	4
9/17/2024 9:45:00 PM	2	0	1	3
Hour	5	0	4	9
9/17/2024 10:00:00 PM	1	0	0	1
9/17/2024 10:15:00 PM	1	0	0	1
9/17/2024 10:30:00 PM	0	0	0	0
9/17/2024 10:45:00 PM	1	0	0	1
Hour	3	0	0	3
9/17/2024 11:00:00 PM	1	0	1	2
9/17/2024 11:15:00 PM	1	0	0	1
9/17/2024 11:30:00 PM	2	0	0	2
9/17/2024 11:45:00 PM	1	0	0	1
Hour	5	0	1	6
Grand Total	192	40	73	305
Percentage	63.0%	13.1%	23.9%	
Total	315	95	156	566
Percentage	55.7%	16.8%	27.6%	

All Traffic Data Services

18 - I-26 EB On Ramp from US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024	2	0	0	2
9/17/2024 12:15:00 AM	1	0	0	1
9/17/2024 12:30:00 AM	0	0	0	0
9/17/2024 12:45:00 AM	1	0	0	1
Hour	4	0	0	4
9/17/2024 1:00:00 AM	0	0	0	0
9/17/2024 1:15:00 AM	2	0	0	2
9/17/2024 1:30:00 AM	3	0	0	3
9/17/2024 1:45:00 AM	1	0	0	1
Hour	6	0	0	6
9/17/2024 2:00:00 AM	0	0	0	0
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	0	1	1
9/17/2024 2:45:00 AM	1	0	0	1
Hour	1	0	1	2
9/17/2024 3:00:00 AM	1	0	1	2
9/17/2024 3:15:00 AM	3	0	1	4
9/17/2024 3:30:00 AM	0	0	0	0
9/17/2024 3:45:00 AM	4	0	1	5
Hour	8	0	3	11
9/17/2024 4:00:00 AM	7	0	2	9
9/17/2024 4:15:00 AM	6	0	0	6
9/17/2024 4:30:00 AM	11	1	2	14
9/17/2024 4:45:00 AM	9	0	0	9
Hour	33	1	4	38
9/17/2024 5:00:00 AM	10	0	0	10
9/17/2024 5:15:00 AM	21	0	0	21
9/17/2024 5:30:00 AM	15	2	1	18
9/17/2024 5:45:00 AM	18	1	4	23
Hour	64	3	5	72
9/17/2024 6:00:00 AM	16	0	0	16
9/17/2024 6:15:00 AM	10	0	1	11
9/17/2024 6:30:00 AM	14	0	2	16
9/17/2024 6:45:00 AM	11	0	1	12
Hour	51	0	4	55
9/17/2024 7:00:00 AM	8	0	0	8
9/17/2024 7:15:00 AM	16	1	3	20
9/17/2024 7:30:00 AM	9	0	4	13
9/17/2024 7:45:00 AM	8	0	0	8
Hour	41	1	7	49
9/17/2024 8:00:00 AM	6	0	3	9
9/17/2024 8:15:00 AM	19	0	0	19
9/17/2024 8:30:00 AM	7	0	0	7
9/17/2024 8:45:00 AM	10	0	0	10
Hour	42	0	3	45
9/17/2024 9:00:00 AM	8	0	0	8
9/17/2024 9:15:00 AM	8	0	1	9
9/17/2024 9:30:00 AM	10	0	5	15
9/17/2024 9:45:00 AM	7	0	1	8
Hour	33	0	7	40
9/17/2024 10:00:00 AM	7	0	1	8
9/17/2024 10:15:00 AM	8	0	3	11
9/17/2024 10:30:00 AM	8	1	6	15
9/17/2024 10:45:00 AM	9	0	2	11
Hour	32	1	12	45
9/17/2024 11:00:00 AM	8	2	3	13
9/17/2024 11:15:00 AM	11	1	2	14
9/17/2024 11:30:00 AM	5	1	2	8
9/17/2024 11:45:00 AM	5	0	2	7
Hour	29	4	9	42
Grand Total	344	10	55	409
Percentage	84.1%	2.4%	13.4%	

All Traffic Data Services

18 - I-26 EB On Ramp from US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	12	0	0	12
9/17/2024 12:15:00 PM	10	0	4	14
9/17/2024 12:30:00 PM	8	0	2	10
9/17/2024 12:45:00 PM	6	0	3	9
Hour	36	0	9	45
9/17/2024 1:00:00 PM	7	0	1	8
9/17/2024 1:15:00 PM	8	0	1	9
9/17/2024 1:30:00 PM	7	0	1	8
9/17/2024 1:45:00 PM	6	0	2	8
Hour	28	0	5	33
9/17/2024 2:00:00 PM	9	0	2	11
9/17/2024 2:15:00 PM	8	0	0	8
9/17/2024 2:30:00 PM	3	0	2	5
9/17/2024 2:45:00 PM	7	0	0	7
Hour	27	0	4	31
9/17/2024 3:00:00 PM	8	0	0	8
9/17/2024 3:15:00 PM	10	0	1	11
9/17/2024 3:30:00 PM	12	1	4	17
9/17/2024 3:45:00 PM	8	0	0	8
Hour	38	1	5	44
9/17/2024 4:00:00 PM	2	0	0	2
9/17/2024 4:15:00 PM	10	0	0	10
9/17/2024 4:30:00 PM	3	1	0	4
9/17/2024 4:45:00 PM	10	0	2	12
Hour	25	1	2	28
9/17/2024 5:00:00 PM	12	0	0	12
9/17/2024 5:15:00 PM	5	0	0	5
9/17/2024 5:30:00 PM	7	0	0	7
9/17/2024 5:45:00 PM	5	0	0	5
Hour	29	0	0	29
9/17/2024 6:00:00 PM	6	1	0	7
9/17/2024 6:15:00 PM	3	0	0	3
9/17/2024 6:30:00 PM	5	0	0	5
9/17/2024 6:45:00 PM	7	0	0	7
Hour	21	1	0	22
9/17/2024 7:00:00 PM	2	0	1	3
9/17/2024 7:15:00 PM	1	0	0	1
9/17/2024 7:30:00 PM	2	1	0	3
9/17/2024 7:45:00 PM	4	1	0	5
Hour	9	2	1	12
9/17/2024 8:00:00 PM	4	0	0	4
9/17/2024 8:15:00 PM	4	0	0	4
9/17/2024 8:30:00 PM	5	0	0	5
9/17/2024 8:45:00 PM	8	0	0	8
Hour	21	0	0	21
9/17/2024 9:00:00 PM	5	0	0	5
9/17/2024 9:15:00 PM	2	0	0	2
9/17/2024 9:30:00 PM	1	0	0	1
9/17/2024 9:45:00 PM	0	0	0	0
Hour	8	0	0	8
9/17/2024 10:00:00 PM	0	0	0	0
9/17/2024 10:15:00 PM	3	0	0	3
9/17/2024 10:30:00 PM	1	0	0	1
9/17/2024 10:45:00 PM	0	0	0	0
Hour	4	0	0	4
9/17/2024 11:00:00 PM	0	0	0	0
9/17/2024 11:15:00 PM	0	0	0	0
9/17/2024 11:30:00 PM	1	0	0	1
9/17/2024 11:45:00 PM	0	1	0	1
Hour	1	1	0	2
Grand Total	247	6	26	279
Percentage	88.5%	2.2%	9.3%	
Total	591	16	81	688
Percentage	85.9%	2.3%	11.8%	

All Traffic Data Services

19 - I-26 WB Off Ramp to US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024	0	0	0	0
9/17/2024 12:15:00 AM	0	0	0	0
9/17/2024 12:30:00 AM	0	0	0	0
9/17/2024 12:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 1:00:00 AM	0	0	0	0
9/17/2024 1:15:00 AM	0	0	0	0
9/17/2024 1:30:00 AM	0	0	0	0
9/17/2024 1:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 2:00:00 AM	0	0	0	0
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	0	0	0
9/17/2024 2:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 3:00:00 AM	0	0	0	0
9/17/2024 3:15:00 AM	0	0	0	0
9/17/2024 3:30:00 AM	0	0	0	0
9/17/2024 3:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 4:00:00 AM	0	0	0	0
9/17/2024 4:15:00 AM	0	0	0	0
9/17/2024 4:30:00 AM	0	0	0	0
9/17/2024 4:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 5:00:00 AM	0	0	0	0
9/17/2024 5:15:00 AM	0	0	0	0
9/17/2024 5:30:00 AM	0	0	0	0
9/17/2024 5:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 6:00:00 AM	0	0	1	1
9/17/2024 6:15:00 AM	0	0	0	0
9/17/2024 6:30:00 AM	0	0	0	0
9/17/2024 6:45:00 AM	3	0	0	3
Hour	3	0	1	4
9/17/2024 7:00:00 AM	2	0	0	2
9/17/2024 7:15:00 AM	0	0	1	1
9/17/2024 7:30:00 AM	0	0	0	0
9/17/2024 7:45:00 AM	1	0	0	1
Hour	3	0	1	4
9/17/2024 8:00:00 AM	0	0	0	0
9/17/2024 8:15:00 AM	1	0	0	1
9/17/2024 8:30:00 AM	1	0	0	1
9/17/2024 8:45:00 AM	5	0	0	5
Hour	7	0	0	7
9/17/2024 9:00:00 AM	0	0	0	0
9/17/2024 9:15:00 AM	2	0	0	2
9/17/2024 9:30:00 AM	2	0	0	2
9/17/2024 9:45:00 AM	1	0	0	1
Hour	5	0	0	5
9/17/2024 10:00:00 AM	4	0	0	4
9/17/2024 10:15:00 AM	4	0	1	5
9/17/2024 10:30:00 AM	2	0	0	2
9/17/2024 10:45:00 AM	3	0	0	3
Hour	13	0	1	14
9/17/2024 11:00:00 AM	7	0	0	7
9/17/2024 11:15:00 AM	2	0	0	2
9/17/2024 11:30:00 AM	3	0	0	3
9/17/2024 11:45:00 AM	3	0	0	3
Hour	15	0	0	15
Grand Total	46	0	3	49
Percentage	93.9%	0.0%	6.1%	

All Traffic Data Services

19 - I-26 WB Off Ramp to US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	1	0	0	1
9/17/2024 12:15:00 PM	5	0	0	5
9/17/2024 12:30:00 PM	4	0	0	4
9/17/2024 12:45:00 PM	3	0	0	3
Hour	13	0	0	13
9/17/2024 1:00:00 PM	1	0	0	1
9/17/2024 1:15:00 PM	4	0	0	4
9/17/2024 1:30:00 PM	2	0	0	2
9/17/2024 1:45:00 PM	2	0	1	3
Hour	9	0	1	10
9/17/2024 2:00:00 PM	3	0	0	3
9/17/2024 2:15:00 PM	3	0	0	3
9/17/2024 2:30:00 PM	4	1	0	5
9/17/2024 2:45:00 PM	8	0	1	9
Hour	18	1	1	20
9/17/2024 3:00:00 PM	5	0	0	5
9/17/2024 3:15:00 PM	7	0	0	7
9/17/2024 3:30:00 PM	6	0	0	6
9/17/2024 3:45:00 PM	8	0	1	9
Hour	26	0	1	27
9/17/2024 4:00:00 PM	5	0	0	5
9/17/2024 4:15:00 PM	4	0	0	4
9/17/2024 4:30:00 PM	9	0	0	9
9/17/2024 4:45:00 PM	8	0	0	8
Hour	26	0	0	26
9/17/2024 5:00:00 PM	5	0	0	5
9/17/2024 5:15:00 PM	10	0	0	10
9/17/2024 5:30:00 PM	9	0	1	10
9/17/2024 5:45:00 PM	4	0	0	4
Hour	28	0	1	29
9/17/2024 6:00:00 PM	6	0	0	6
9/17/2024 6:15:00 PM	8	0	0	8
9/17/2024 6:30:00 PM	2	0	0	2
9/17/2024 6:45:00 PM	3	0	0	3
Hour	19	0	0	19
9/17/2024 7:00:00 PM	2	0	0	2
9/17/2024 7:15:00 PM	1	0	0	1
9/17/2024 7:30:00 PM	1	0	0	1
9/17/2024 7:45:00 PM	3	0	0	3
Hour	7	0	0	7
9/17/2024 8:00:00 PM	1	0	0	1
9/17/2024 8:15:00 PM	3	0	0	3
9/17/2024 8:30:00 PM	2	0	0	2
9/17/2024 8:45:00 PM	5	0	0	5
Hour	11	0	0	11
9/17/2024 9:00:00 PM	1	0	0	1
9/17/2024 9:15:00 PM	1	0	0	1
9/17/2024 9:30:00 PM	1	0	0	1
9/17/2024 9:45:00 PM	2	0	0	2
Hour	5	0	0	5
9/17/2024 10:00:00 PM	3	0	0	3
9/17/2024 10:15:00 PM	2	0	0	2
9/17/2024 10:30:00 PM	0	0	0	0
9/17/2024 10:45:00 PM	1	0	0	1
Hour	6	0	0	6
9/17/2024 11:00:00 PM	0	0	0	0
9/17/2024 11:15:00 PM	1	0	0	1
9/17/2024 11:30:00 PM	1	0	0	1
9/17/2024 11:45:00 PM	0	0	0	0
Hour	2	0	0	2
Grand Total	170	1	4	175
Percentage	97.1%	0.6%	2.3%	
Total	216	1	7	224
Percentage	96.4%	0.4%	3.1%	

All Traffic Data Services

20 - I-26 WB On Ramp from US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024	0	0	0	0
9/17/2024 12:15:00 AM	0	0	0	0
9/17/2024 12:30:00 AM	0	0	0	0
9/17/2024 12:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 1:00:00 AM	0	0	0	0
9/17/2024 1:15:00 AM	0	0	0	0
9/17/2024 1:30:00 AM	1	0	0	1
9/17/2024 1:45:00 AM	0	0	0	0
Hour	1	0	0	1
9/17/2024 2:00:00 AM	1	0	0	1
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	0	0	0
9/17/2024 2:45:00 AM	0	0	0	0
Hour	1	0	0	1
9/17/2024 3:00:00 AM	0	0	0	0
9/17/2024 3:15:00 AM	0	0	0	0
9/17/2024 3:30:00 AM	0	0	0	0
9/17/2024 3:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 4:00:00 AM	0	0	0	0
9/17/2024 4:15:00 AM	0	0	0	0
9/17/2024 4:30:00 AM	1	0	1	2
9/17/2024 4:45:00 AM	0	0	0	0
Hour	1	0	1	2
9/17/2024 5:00:00 AM	0	0	1	1
9/17/2024 5:15:00 AM	2	0	0	2
9/17/2024 5:30:00 AM	1	0	0	1
9/17/2024 5:45:00 AM	0	0	0	0
Hour	3	0	1	4
9/17/2024 6:00:00 AM	2	0	0	2
9/17/2024 6:15:00 AM	1	0	1	2
9/17/2024 6:30:00 AM	1	0	0	1
9/17/2024 6:45:00 AM	5	0	1	6
Hour	9	0	2	11
9/17/2024 7:00:00 AM	4	0	0	4
9/17/2024 7:15:00 AM	6	0	1	7
9/17/2024 7:30:00 AM	2	0	0	2
9/17/2024 7:45:00 AM	3	0	2	5
Hour	15	0	3	18
9/17/2024 8:00:00 AM	5	0	0	5
9/17/2024 8:15:00 AM	1	0	0	1
9/17/2024 8:30:00 AM	2	0	1	3
9/17/2024 8:45:00 AM	2	0	0	2
Hour	10	0	1	11
9/17/2024 9:00:00 AM	1	0	1	2
9/17/2024 9:15:00 AM	1	0	0	1
9/17/2024 9:30:00 AM	5	0	3	8
9/17/2024 9:45:00 AM	2	2	0	4
Hour	9	2	4	15
9/17/2024 10:00:00 AM	3	0	1	4
9/17/2024 10:15:00 AM	5	0	0	5
9/17/2024 10:30:00 AM	2	0	1	3
9/17/2024 10:45:00 AM	2	0	0	2
Hour	12	0	2	14
9/17/2024 11:00:00 AM	1	1	0	2
9/17/2024 11:15:00 AM	4	0	0	4
9/17/2024 11:30:00 AM	3	1	2	6
9/17/2024 11:45:00 AM	5	0	0	5
Hour	13	2	2	17
Grand Total	74	4	16	94
Percentage	78.7%	4.3%	17.0%	

All Traffic Data Services

20 - I-26 WB On Ramp from US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	1	1	1	3
9/17/2024 12:15:00 PM	1	0	0	1
9/17/2024 12:30:00 PM	4	0	1	5
9/17/2024 12:45:00 PM	4	0	1	5
Hour	10	1	3	14
9/17/2024 1:00:00 PM	3	1	0	4
9/17/2024 1:15:00 PM	4	0	0	4
9/17/2024 1:30:00 PM	5	0	0	5
9/17/2024 1:45:00 PM	3	0	1	4
Hour	15	1	1	17
9/17/2024 2:00:00 PM	4	0	0	4
9/17/2024 2:15:00 PM	3	0	0	3
9/17/2024 2:30:00 PM	3	2	0	5
9/17/2024 2:45:00 PM	3	0	0	3
Hour	13	2	0	15
9/17/2024 3:00:00 PM	2	0	0	2
9/17/2024 3:15:00 PM	4	0	1	5
9/17/2024 3:30:00 PM	3	0	0	3
9/17/2024 3:45:00 PM	3	0	0	3
Hour	12	0	1	13
9/17/2024 4:00:00 PM	3	0	0	3
9/17/2024 4:15:00 PM	7	1	1	9
9/17/2024 4:30:00 PM	4	1	0	5
9/17/2024 4:45:00 PM	6	0	0	6
Hour	20	2	1	23
9/17/2024 5:00:00 PM	1	0	0	1
9/17/2024 5:15:00 PM	8	0	0	8
9/17/2024 5:30:00 PM	5	0	0	5
9/17/2024 5:45:00 PM	4	0	1	5
Hour	18	0	1	19
9/17/2024 6:00:00 PM	3	0	0	3
9/17/2024 6:15:00 PM	2	0	0	2
9/17/2024 6:30:00 PM	2	0	0	2
9/17/2024 6:45:00 PM	1	0	0	1
Hour	8	0	0	8
9/17/2024 7:00:00 PM	2	0	0	2
9/17/2024 7:15:00 PM	1	0	0	1
9/17/2024 7:30:00 PM	3	0	0	3
9/17/2024 7:45:00 PM	1	1	0	2
Hour	7	1	0	8
9/17/2024 8:00:00 PM	1	0	0	1
9/17/2024 8:15:00 PM	0	0	0	0
9/17/2024 8:30:00 PM	1	0	0	1
9/17/2024 8:45:00 PM	0	0	0	0
Hour	2	0	0	2
9/17/2024 9:00:00 PM	2	0	0	2
9/17/2024 9:15:00 PM	1	0	0	1
9/17/2024 9:30:00 PM	0	0	0	0
9/17/2024 9:45:00 PM	2	0	0	2
Hour	5	0	0	5
9/17/2024 10:00:00 PM	0	0	0	0
9/17/2024 10:15:00 PM	0	1	0	1
9/17/2024 10:30:00 PM	0	0	0	0
9/17/2024 10:45:00 PM	0	0	0	0
Hour	0	1	0	1
9/17/2024 11:00:00 PM	0	0	0	0
9/17/2024 11:15:00 PM	0	0	0	0
9/17/2024 11:30:00 PM	0	0	0	0
9/17/2024 11:45:00 PM	0	0	0	0
Hour	0	0	0	0
Grand Total	110	8	7	125
Percentage	88.0%	6.4%	5.6%	
Total	184	12	23	219
Percentage	84.0%	5.5%	10.5%	

All Traffic Data Services

21 - I-26 EB On Ramp to US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024	0	0	0	0
9/17/2024 12:15:00 AM	0	0	0	0
9/17/2024 12:30:00 AM	0	0	0	0
9/17/2024 12:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 1:00:00 AM	0	0	0	0
9/17/2024 1:15:00 AM	0	0	0	0
9/17/2024 1:30:00 AM	0	0	0	0
9/17/2024 1:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 2:00:00 AM	0	0	0	0
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	0	0	0
9/17/2024 2:45:00 AM	0	0	1	1
Hour	0	0	1	1
9/17/2024 3:00:00 AM	0	0	1	1
9/17/2024 3:15:00 AM	1	0	0	1
9/17/2024 3:30:00 AM	2	0	0	2
9/17/2024 3:45:00 AM	0	0	0	0
Hour	3	0	1	4
9/17/2024 4:00:00 AM	3	0	0	3
9/17/2024 4:15:00 AM	0	0	0	0
9/17/2024 4:30:00 AM	2	0	0	2
9/17/2024 4:45:00 AM	5	0	1	6
Hour	10	0	1	11
9/17/2024 5:00:00 AM	4	0	0	4
9/17/2024 5:15:00 AM	3	0	0	3
9/17/2024 5:30:00 AM	3	0	2	5
9/17/2024 5:45:00 AM	1	0	0	1
Hour	11	0	2	13
9/17/2024 6:00:00 AM	2	0	0	2
9/17/2024 6:15:00 AM	3	0	0	3
9/17/2024 6:30:00 AM	3	0	0	3
9/17/2024 6:45:00 AM	2	0	1	3
Hour	10	0	1	11
9/17/2024 7:00:00 AM	8	0	0	8
9/17/2024 7:15:00 AM	1	0	0	1
9/17/2024 7:30:00 AM	6	0	0	6
9/17/2024 7:45:00 AM	2	0	0	2
Hour	17	0	0	17
9/17/2024 8:00:00 AM	2	0	0	2
9/17/2024 8:15:00 AM	5	0	0	5
9/17/2024 8:30:00 AM	1	0	0	1
9/17/2024 8:45:00 AM	2	0	0	2
Hour	10	0	0	10
9/17/2024 9:00:00 AM	2	0	0	2
9/17/2024 9:15:00 AM	3	0	0	3
9/17/2024 9:30:00 AM	1	0	0	1
9/17/2024 9:45:00 AM	5	1	0	6
Hour	11	1	0	12
9/17/2024 10:00:00 AM	3	0	0	3
9/17/2024 10:15:00 AM	2	0	0	2
9/17/2024 10:30:00 AM	1	0	0	1
9/17/2024 10:45:00 AM	3	0	0	3
Hour	9	0	0	9
9/17/2024 11:00:00 AM	1	0	1	2
9/17/2024 11:15:00 AM	0	0	0	0
9/17/2024 11:30:00 AM	0	0	0	0
9/17/2024 11:45:00 AM	4	0	0	4
Hour	5	0	1	6
Grand Total	86	1	7	94
Percentage	91.5%	1.1%	7.4%	

All Traffic Data Services

21 - I-26 EB On Ramp to US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	2	0	0	2
9/17/2024 12:15:00 PM	1	0	0	1
9/17/2024 12:30:00 PM	3	0	0	3
9/17/2024 12:45:00 PM	1	0	0	1
Hour	7	0	0	7
9/17/2024 1:00:00 PM	1	0	0	1
9/17/2024 1:15:00 PM	2	0	0	2
9/17/2024 1:30:00 PM	3	0	0	3
9/17/2024 1:45:00 PM	2	0	0	2
Hour	8	0	0	8
9/17/2024 2:00:00 PM	6	0	0	6
9/17/2024 2:15:00 PM	0	0	0	0
9/17/2024 2:30:00 PM	3	0	0	3
9/17/2024 2:45:00 PM	0	0	0	0
Hour	9	0	0	9
9/17/2024 3:00:00 PM	2	0	0	2
9/17/2024 3:15:00 PM	0	0	0	0
9/17/2024 3:30:00 PM	0	0	0	0
9/17/2024 3:45:00 PM	1	0	0	1
Hour	3	0	0	3
9/17/2024 4:00:00 PM	1	0	0	1
9/17/2024 4:15:00 PM	0	0	0	0
9/17/2024 4:30:00 PM	0	0	0	0
9/17/2024 4:45:00 PM	1	0	0	1
Hour	2	0	0	2
9/17/2024 5:00:00 PM	1	0	0	1
9/17/2024 5:15:00 PM	2	0	0	2
9/17/2024 5:30:00 PM	2	0	0	2
9/17/2024 5:45:00 PM	3	0	0	3
Hour	8	0	0	8
9/17/2024 6:00:00 PM	1	0	0	1
9/17/2024 6:15:00 PM	1	0	0	1
9/17/2024 6:30:00 PM	2	0	0	2
9/17/2024 6:45:00 PM	2	0	0	2
Hour	6	0	0	6
9/17/2024 7:00:00 PM	1	0	0	1
9/17/2024 7:15:00 PM	1	0	0	1
9/17/2024 7:30:00 PM	0	0	0	0
9/17/2024 7:45:00 PM	1	0	0	1
Hour	3	0	0	3
9/17/2024 8:00:00 PM	2	0	0	2
9/17/2024 8:15:00 PM	0	0	0	0
9/17/2024 8:30:00 PM	1	0	0	1
9/17/2024 8:45:00 PM	0	0	0	0
Hour	3	0	0	3
9/17/2024 9:00:00 PM	2	0	0	2
9/17/2024 9:15:00 PM	1	0	0	1
9/17/2024 9:30:00 PM	0	0	0	0
9/17/2024 9:45:00 PM	1	0	0	1
Hour	4	0	0	4
9/17/2024 10:00:00 PM	1	0	0	1
9/17/2024 10:15:00 PM	1	0	0	1
9/17/2024 10:30:00 PM	0	0	0	0
9/17/2024 10:45:00 PM	2	0	0	2
Hour	4	0	0	4
9/17/2024 11:00:00 PM	0	0	0	0
9/17/2024 11:15:00 PM	0	0	0	0
9/17/2024 11:30:00 PM	0	0	0	0
9/17/2024 11:45:00 PM	1	0	0	1
Hour	1	0	0	1
Grand Total	58	0	0	58
Percentage	100.0%	0.0%	0.0%	
Total	144	1	7	152
Percentage	94.7%	0.7%	4.6%	

All Traffic Data Services

22 - I-26 EB Off Ramp to US-15--Vehicle Count

Time	Lights	Mediums	Trucks	Total
9/17/2024	2	0	0	2
9/17/2024 12:15:00 AM	2	0	0	2
9/17/2024 12:30:00 AM	0	0	0	0
9/17/2024 12:45:00 AM	0	0	1	1
Hour	4	0	1	5
9/17/2024 1:00:00 AM	0	0	0	0
9/17/2024 1:15:00 AM	0	0	1	1
9/17/2024 1:30:00 AM	0	0	0	0
9/17/2024 1:45:00 AM	0	0	0	0
Hour	0	0	1	1
9/17/2024 2:00:00 AM	1	0	0	1
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	1	1	0	2
9/17/2024 2:45:00 AM	0	0	0	0
Hour	2	1	0	3
9/17/2024 3:00:00 AM	1	0	0	1
9/17/2024 3:15:00 AM	1	0	0	1
9/17/2024 3:30:00 AM	0	0	0	0
9/17/2024 3:45:00 AM	1	0	0	1
Hour	3	0	0	3
9/17/2024 4:00:00 AM	0	0	1	1
9/17/2024 4:15:00 AM	1	0	0	1
9/17/2024 4:30:00 AM	0	0	1	1
9/17/2024 4:45:00 AM	0	0	0	0
Hour	1	0	2	3
9/17/2024 5:00:00 AM	1	0	0	1
9/17/2024 5:15:00 AM	1	0	0	1
9/17/2024 5:30:00 AM	1	0	0	1
9/17/2024 5:45:00 AM	1	0	0	1
Hour	4	0	0	4
9/17/2024 6:00:00 AM	3	0	4	7
9/17/2024 6:15:00 AM	2	0	0	2
9/17/2024 6:30:00 AM	8	0	1	9
9/17/2024 6:45:00 AM	4	0	0	4
Hour	17	0	5	22
9/17/2024 7:00:00 AM	6	0	0	6
9/17/2024 7:15:00 AM	1	1	1	3
9/17/2024 7:30:00 AM	5	0	0	5
9/17/2024 7:45:00 AM	4	0	0	4
Hour	16	1	1	18
9/17/2024 8:00:00 AM	3	3	2	8
9/17/2024 8:15:00 AM	3	0	0	3
9/17/2024 8:30:00 AM	2	1	1	4
9/17/2024 8:45:00 AM	6	1	1	8
Hour	14	5	4	23
9/17/2024 9:00:00 AM	6	0	1	7
9/17/2024 9:15:00 AM	3	0	1	4
9/17/2024 9:30:00 AM	1	0	0	1
9/17/2024 9:45:00 AM	3	0	1	4
Hour	13	0	3	16
9/17/2024 10:00:00 AM	2	0	2	4
9/17/2024 10:15:00 AM	2	0	1	3
9/17/2024 10:30:00 AM	6	0	1	7
9/17/2024 10:45:00 AM	1	0	0	1
Hour	11	0	4	15
9/17/2024 11:00:00 AM	3	0	0	3
9/17/2024 11:15:00 AM	2	1	2	5
9/17/2024 11:30:00 AM	4	0	3	7
9/17/2024 11:45:00 AM	1	0	2	3
Hour	10	1	7	18
Grand Total	95	8	28	131
Percentage	72.5%	6.1%	21.4%	

All Traffic Data Services

22 - I-26 EB Off Ramp to US-15--Vehicle Count

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	6	0	2	8
9/17/2024 12:15:00 PM	6	0	1	7
9/17/2024 12:30:00 PM	3	1	3	7
9/17/2024 12:45:00 PM	4	0	1	5
Hour	19	1	7	27
9/17/2024 1:00:00 PM	3	0	2	5
9/17/2024 1:15:00 PM	2	0	0	2
9/17/2024 1:30:00 PM	3	0	3	6
9/17/2024 1:45:00 PM	3	1	1	5
Hour	11	1	6	18
9/17/2024 2:00:00 PM	3	0	0	3
9/17/2024 2:15:00 PM	6	0	0	6
9/17/2024 2:30:00 PM	4	0	1	5
9/17/2024 2:45:00 PM	2	0	0	2
Hour	15	0	1	16
9/17/2024 3:00:00 PM	2	2	0	4
9/17/2024 3:15:00 PM	6	0	0	6
9/17/2024 3:30:00 PM	5	1	1	7
9/17/2024 3:45:00 PM	6	0	1	7
Hour	19	3	2	24
9/17/2024 4:00:00 PM	7	0	0	7
9/17/2024 4:15:00 PM	4	1	2	7
9/17/2024 4:30:00 PM	5	0	0	5
9/17/2024 4:45:00 PM	4	0	2	6
Hour	20	1	4	25
9/17/2024 5:00:00 PM	2	0	1	3
9/17/2024 5:15:00 PM	2	0	1	3
9/17/2024 5:30:00 PM	7	0	0	7
9/17/2024 5:45:00 PM	3	0	0	3
Hour	14	0	2	16
9/17/2024 6:00:00 PM	1	0	0	1
9/17/2024 6:15:00 PM	3	0	0	3
9/17/2024 6:30:00 PM	9	1	0	10
9/17/2024 6:45:00 PM	3	0	0	3
Hour	16	1	0	17
9/17/2024 7:00:00 PM	5	0	0	5
9/17/2024 7:15:00 PM	4	3	0	7
9/17/2024 7:30:00 PM	1	2	1	4
9/17/2024 7:45:00 PM	0	3	0	3
Hour	10	8	1	19
9/17/2024 8:00:00 PM	7	3	0	10
9/17/2024 8:15:00 PM	1	0	0	1
9/17/2024 8:30:00 PM	1	0	0	1
9/17/2024 8:45:00 PM	2	1	0	3
Hour	11	4	0	15
9/17/2024 9:00:00 PM	1	0	0	1
9/17/2024 9:15:00 PM	4	0	0	4
9/17/2024 9:30:00 PM	0	0	0	0
9/17/2024 9:45:00 PM	0	0	1	1
Hour	5	0	1	6
9/17/2024 10:00:00 PM	2	0	0	2
9/17/2024 10:15:00 PM	3	3	0	6
9/17/2024 10:30:00 PM	1	3	1	5
9/17/2024 10:45:00 PM	3	1	0	4
Hour	9	7	1	17
9/17/2024 11:00:00 PM	3	2	0	5
9/17/2024 11:15:00 PM	1	3	0	4
9/17/2024 11:30:00 PM	1	2	0	3
9/17/2024 11:45:00 PM	1	0	0	1
Hour	6	7	0	13
Grand Total	155	33	25	213
Percentage	72.8%	15.5%	11.7%	
Total	250	41	53	344
Percentage	72.7%	11.9%	15.4%	

All Traffic Data Services

23 - I-26 WB On Ramp from US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024	2	0	0	2
9/17/2024 12:15:00 AM	2	0	0	2
9/17/2024 12:30:00 AM	0	0	0	0
9/17/2024 12:45:00 AM	1	0	1	2
Hour	5	0	1	6
9/17/2024 1:00:00 AM	1	0	1	2
9/17/2024 1:15:00 AM	0	0	0	0
9/17/2024 1:30:00 AM	0	0	1	1
9/17/2024 1:45:00 AM	0	0	0	0
Hour	1	0	2	3
9/17/2024 2:00:00 AM	1	0	0	1
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	0	0	0
9/17/2024 2:45:00 AM	0	0	0	0
Hour	1	0	0	1
9/17/2024 3:00:00 AM	2	0	0	2
9/17/2024 3:15:00 AM	0	0	1	1
9/17/2024 3:30:00 AM	1	0	0	1
9/17/2024 3:45:00 AM	2	0	1	3
Hour	5	0	2	7
9/17/2024 4:00:00 AM	1	0	1	2
9/17/2024 4:15:00 AM	1	0	4	5
9/17/2024 4:30:00 AM	1	0	2	3
9/17/2024 4:45:00 AM	1	0	2	3
Hour	4	0	9	13
9/17/2024 5:00:00 AM	3	0	2	5
9/17/2024 5:15:00 AM	1	0	2	3
9/17/2024 5:30:00 AM	3	0	3	6
9/17/2024 5:45:00 AM	1	0	1	2
Hour	8	0	8	16
9/17/2024 6:00:00 AM	1	0	3	4
9/17/2024 6:15:00 AM	3	0	1	4
9/17/2024 6:30:00 AM	0	0	1	1
9/17/2024 6:45:00 AM	2	1	0	3
Hour	6	1	5	12
9/17/2024 7:00:00 AM	2	0	1	3
9/17/2024 7:15:00 AM	8	0	2	10
9/17/2024 7:30:00 AM	5	1	3	9
9/17/2024 7:45:00 AM	9	1	5	15
Hour	24	2	11	37
9/17/2024 8:00:00 AM	9	0	4	13
9/17/2024 8:15:00 AM	5	0	4	9
9/17/2024 8:30:00 AM	2	0	10	12
9/17/2024 8:45:00 AM	3	0	2	5
Hour	19	0	20	39
9/17/2024 9:00:00 AM	3	1	4	8
9/17/2024 9:15:00 AM	2	1	6	9
9/17/2024 9:30:00 AM	3	0	1	4
9/17/2024 9:45:00 AM	2	2	6	10
Hour	10	4	17	31
9/17/2024 10:00:00 AM	3	2	5	10
9/17/2024 10:15:00 AM	3	0	6	9
9/17/2024 10:30:00 AM	4	3	2	9
9/17/2024 10:45:00 AM	2	3	5	10
Hour	12	8	18	38
9/17/2024 11:00:00 AM	6	3	4	13
9/17/2024 11:15:00 AM	4	6	7	17
9/17/2024 11:30:00 AM	4	2	4	10
9/17/2024 11:45:00 AM	2	4	5	11
Hour	16	15	20	51
Grand Total	111	30	113	254
Percentage	43.7%	11.8%	44.5%	

All Traffic Data Services

23 - I-26 WB On Ramp from US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	4	4	6	14
9/17/2024 12:15:00 PM	2	1	4	7
9/17/2024 12:30:00 PM	2	4	5	11
9/17/2024 12:45:00 PM	2	1	1	4
Hour	10	10	16	36
9/17/2024 1:00:00 PM	5	2	7	14
9/17/2024 1:15:00 PM	5	2	9	16
9/17/2024 1:30:00 PM	1	2	5	8
9/17/2024 1:45:00 PM	0	2	7	9
Hour	11	8	28	47
9/17/2024 2:00:00 PM	5	3	3	11
9/17/2024 2:15:00 PM	9	4	2	15
9/17/2024 2:30:00 PM	4	2	5	11
9/17/2024 2:45:00 PM	11	1	4	16
Hour	29	10	14	53
9/17/2024 3:00:00 PM	3	2	3	8
9/17/2024 3:15:00 PM	3	0	3	6
9/17/2024 3:30:00 PM	6	5	4	15
9/17/2024 3:45:00 PM	9	3	5	17
Hour	21	10	15	46
9/17/2024 4:00:00 PM	7	2	1	10
9/17/2024 4:15:00 PM	4	1	2	7
9/17/2024 4:30:00 PM	7	2	0	9
9/17/2024 4:45:00 PM	7	0	3	10
Hour	25	5	6	36
9/17/2024 5:00:00 PM	7	0	1	8
9/17/2024 5:15:00 PM	4	0	1	5
9/17/2024 5:30:00 PM	10	0	0	10
9/17/2024 5:45:00 PM	3	0	0	3
Hour	24	0	2	26
9/17/2024 6:00:00 PM	5	0	1	6
9/17/2024 6:15:00 PM	4	2	1	7
9/17/2024 6:30:00 PM	8	2	1	11
9/17/2024 6:45:00 PM	5	0	0	5
Hour	22	4	3	29
9/17/2024 7:00:00 PM	5	0	0	5
9/17/2024 7:15:00 PM	6	3	0	9
9/17/2024 7:30:00 PM	4	2	0	6
9/17/2024 7:45:00 PM	3	2	1	6
Hour	18	7	1	26
9/17/2024 8:00:00 PM	2	4	1	7
9/17/2024 8:15:00 PM	4	0	0	4
9/17/2024 8:30:00 PM	2	0	2	4
9/17/2024 8:45:00 PM	2	1	0	3
Hour	10	5	3	18
9/17/2024 9:00:00 PM	3	0	0	3
9/17/2024 9:15:00 PM	3	0	1	4
9/17/2024 9:30:00 PM	0	0	0	0
9/17/2024 9:45:00 PM	1	0	1	2
Hour	7	0	2	9
9/17/2024 10:00:00 PM	0	0	0	0
9/17/2024 10:15:00 PM	4	3	0	7
9/17/2024 10:30:00 PM	3	2	1	6
9/17/2024 10:45:00 PM	3	2	1	6
Hour	10	7	2	19
9/17/2024 11:00:00 PM	3	3	0	6
9/17/2024 11:15:00 PM	2	3	0	5
9/17/2024 11:30:00 PM	4	2	0	6
9/17/2024 11:45:00 PM	2	0	0	2
Hour	11	8	0	19
Grand Total	198	74	92	364
Percentage	54.4%	20.3%	25.3%	
Total	309	104	205	618
Percentage	50.0%	16.8%	33.2%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

24 - I-26 WB Loop Off Ramp to US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024	1	0	0	1
9/17/2024 12:15:00 AM	3	0	0	3
9/17/2024 12:30:00 AM	0	0	1	1
9/17/2024 12:45:00 AM	3	0	1	4
Hour	7	0	2	9
9/17/2024 1:00:00 AM	1	0	0	1
9/17/2024 1:15:00 AM	0	0	0	0
9/17/2024 1:30:00 AM	1	0	1	2
9/17/2024 1:45:00 AM	0	0	0	0
Hour	2	0	1	3
9/17/2024 2:00:00 AM	1	0	0	1
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	0	0	0
9/17/2024 2:45:00 AM	1	0	0	1
Hour	2	0	0	2
9/17/2024 3:00:00 AM	0	0	0	0
9/17/2024 3:15:00 AM	0	0	1	1
9/17/2024 3:30:00 AM	0	0	0	0
9/17/2024 3:45:00 AM	0	1	0	1
Hour	0	1	1	2
9/17/2024 4:00:00 AM	1	0	2	3
9/17/2024 4:15:00 AM	1	0	0	1
9/17/2024 4:30:00 AM	0	0	1	1
9/17/2024 4:45:00 AM	2	1	3	6
Hour	4	1	6	11
9/17/2024 5:00:00 AM	0	0	0	0
9/17/2024 5:15:00 AM	2	0	2	4
9/17/2024 5:30:00 AM	0	0	0	0
9/17/2024 5:45:00 AM	0	0	0	0
Hour	2	0	2	4
9/17/2024 6:00:00 AM	0	0	0	0
9/17/2024 6:15:00 AM	2	1	0	3
9/17/2024 6:30:00 AM	3	1	0	4
9/17/2024 6:45:00 AM	7	0	2	9
Hour	12	2	2	16
9/17/2024 7:00:00 AM	0	1	1	2
9/17/2024 7:15:00 AM	6	0	3	9
9/17/2024 7:30:00 AM	5	0	3	8
9/17/2024 7:45:00 AM	7	1	2	10
Hour	18	2	9	29
9/17/2024 8:00:00 AM	5	0	1	6
9/17/2024 8:15:00 AM	5	0	0	5
9/17/2024 8:30:00 AM	6	0	0	6
9/17/2024 8:45:00 AM	3	0	2	5
Hour	19	0	3	22
9/17/2024 9:00:00 AM	5	0	2	7
9/17/2024 9:15:00 AM	5	0	1	6
9/17/2024 9:30:00 AM	4	0	0	4
9/17/2024 9:45:00 AM	6	0	0	6
Hour	20	0	3	23
9/17/2024 10:00:00 AM	7	0	1	8
9/17/2024 10:15:00 AM	2	0	0	2
9/17/2024 10:30:00 AM	4	0	1	5
9/17/2024 10:45:00 AM	7	0	1	8
Hour	20	0	3	23
9/17/2024 11:00:00 AM	2	0	0	2
9/17/2024 11:15:00 AM	8	0	0	8
9/17/2024 11:30:00 AM	8	0	2	10
9/17/2024 11:45:00 AM	5	0	0	5
Hour	23	0	2	25
Grand Total	129	6	34	169
Percentage	76.3%	3.6%	20.1%	

All Traffic Data Services

24 - I-26 WB Loop Off Ramp to US-15

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	9	0	2	11
9/17/2024 12:15:00 PM	3	0	1	4
9/17/2024 12:30:00 PM	5	0	3	8
9/17/2024 12:45:00 PM	7	0	2	9
Hour	24	0	8	32
9/17/2024 1:00:00 PM	6	0	0	6
9/17/2024 1:15:00 PM	8	0	0	8
9/17/2024 1:30:00 PM	7	0	0	7
9/17/2024 1:45:00 PM	3	0	2	5
Hour	24	0	2	26
9/17/2024 2:00:00 PM	7	0	1	8
9/17/2024 2:15:00 PM	4	0	2	6
9/17/2024 2:30:00 PM	12	0	5	17
9/17/2024 2:45:00 PM	9	0	0	9
Hour	32	0	8	40
9/17/2024 3:00:00 PM	16	0	2	18
9/17/2024 3:15:00 PM	20	0	2	22
9/17/2024 3:30:00 PM	17	0	1	18
9/17/2024 3:45:00 PM	11	0	1	12
Hour	64	0	6	70
9/17/2024 4:00:00 PM	19	0	2	21
9/17/2024 4:15:00 PM	19	0	1	20
9/17/2024 4:30:00 PM	9	0	0	9
9/17/2024 4:45:00 PM	17	0	1	18
Hour	64	0	4	68
9/17/2024 5:00:00 PM	18	1	0	19
9/17/2024 5:15:00 PM	10	0	1	11
9/17/2024 5:30:00 PM	14	0	2	16
9/17/2024 5:45:00 PM	14	0	3	17
Hour	56	1	6	63
9/17/2024 6:00:00 PM	15	0	1	16
9/17/2024 6:15:00 PM	10	0	0	10
9/17/2024 6:30:00 PM	8	0	0	8
9/17/2024 6:45:00 PM	8	0	0	8
Hour	41	0	1	42
9/17/2024 7:00:00 PM	10	0	0	10
9/17/2024 7:15:00 PM	8	0	0	8
9/17/2024 7:30:00 PM	6	0	1	7
9/17/2024 7:45:00 PM	3	0	2	5
Hour	27	0	3	30
9/17/2024 8:00:00 PM	5	0	0	5
9/17/2024 8:15:00 PM	2	0	0	2
9/17/2024 8:30:00 PM	9	1	0	10
9/17/2024 8:45:00 PM	2	0	1	3
Hour	18	1	1	20
9/17/2024 9:00:00 PM	4	0	0	4
9/17/2024 9:15:00 PM	5	0	1	6
9/17/2024 9:30:00 PM	1	0	1	2
9/17/2024 9:45:00 PM	3	0	0	3
Hour	13	0	2	15
9/17/2024 10:00:00 PM	7	0	0	7
9/17/2024 10:15:00 PM	2	0	0	2
9/17/2024 10:30:00 PM	1	0	1	2
9/17/2024 10:45:00 PM	3	0	0	3
Hour	13	0	1	14
9/17/2024 11:00:00 PM	2	0	0	2
9/17/2024 11:15:00 PM	2	0	0	2
9/17/2024 11:30:00 PM	2	0	0	2
9/17/2024 11:45:00 PM	2	0	0	2
Hour	8	0	0	8
Grand Total	384	2	42	428
Percentage	89.7%	0.5%	9.8%	
Total	513	8	76	597
Percentage	85.9%	1.3%	12.7%	

All Traffic Data Services

25 - I-26 EB WEIGH STATION ENTRANCE

Time	Lights	Mediums	Trucks	Total
9/17/2024	0	0	0	0
9/17/2024 12:15:00 AM	0	0	0	0
9/17/2024 12:30:00 AM	0	0	0	0
9/17/2024 12:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 1:00:00 AM	0	0	0	0
9/17/2024 1:15:00 AM	0	0	2	2
9/17/2024 1:30:00 AM	0	0	1	1
9/17/2024 1:45:00 AM	0	0	1	1
Hour	0	0	4	4
9/17/2024 2:00:00 AM	0	0	0	0
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	0	0	0
9/17/2024 2:45:00 AM	0	0	2	2
Hour	0	0	2	2
9/17/2024 3:00:00 AM	0	0	0	0
9/17/2024 3:15:00 AM	0	0	1	1
9/17/2024 3:30:00 AM	0	0	2	2
9/17/2024 3:45:00 AM	0	0	0	0
Hour	0	0	3	3
9/17/2024 4:00:00 AM	0	0	3	3
9/17/2024 4:15:00 AM	0	0	3	3
9/17/2024 4:30:00 AM	0	0	0	0
9/17/2024 4:45:00 AM	0	1	0	1
Hour	0	1	6	7
9/17/2024 5:00:00 AM	0	0	3	3
9/17/2024 5:15:00 AM	0	0	0	0
9/17/2024 5:30:00 AM	0	0	0	0
9/17/2024 5:45:00 AM	0	0	3	3
Hour	0	0	6	6
9/17/2024 6:00:00 AM	0	0	0	0
9/17/2024 6:15:00 AM	0	0	0	0
9/17/2024 6:30:00 AM	0	0	0	0
9/17/2024 6:45:00 AM	0	0	1	1
Hour	0	0	1	1
9/17/2024 7:00:00 AM	1	0	1	2
9/17/2024 7:15:00 AM	1	7	48	56
9/17/2024 7:30:00 AM	2	5	38	45
9/17/2024 7:45:00 AM	0	0	0	0
Hour	4	12	87	103
9/17/2024 8:00:00 AM	1	5	7	13
9/17/2024 8:15:00 AM	1	3	49	53
9/17/2024 8:30:00 AM	2	8	52	62
9/17/2024 8:45:00 AM	2	4	48	54
Hour	6	20	156	182
9/17/2024 9:00:00 AM	3	1	3	7
9/17/2024 9:15:00 AM	1	0	0	1
9/17/2024 9:30:00 AM	1	0	0	1
9/17/2024 9:45:00 AM	2	1	10	13
Hour	7	2	13	22
9/17/2024 10:00:00 AM	2	4	73	79
9/17/2024 10:15:00 AM	2	4	78	84
9/17/2024 10:30:00 AM	3	7	65	75
9/17/2024 10:45:00 AM	1	6	77	84
Hour	8	21	293	322
9/17/2024 11:00:00 AM	0	0	0	0
9/17/2024 11:15:00 AM	0	0	0	0
9/17/2024 11:30:00 AM	0	0	0	0
9/17/2024 11:45:00 AM	0	0	0	0
Hour	0	0	0	0
Grand Total	25	56	571	652
Percentage	3.8%	8.6%	87.6%	

All Traffic Data Services

25 - I-26 EB WEIGH STATION ENTRANCE

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	0	0	1	1
9/17/2024 12:15:00 PM	0	0	1	1
9/17/2024 12:30:00 PM	0	0	0	0
9/17/2024 12:45:00 PM	0	0	0	0
Hour	0	0	2	2
9/17/2024 1:00:00 PM	0	0	0	0
9/17/2024 1:15:00 PM	0	0	1	1
9/17/2024 1:30:00 PM	2	0	2	4
9/17/2024 1:45:00 PM	0	0	1	1
Hour	2	0	4	6
9/17/2024 2:00:00 PM	0	0	0	0
9/17/2024 2:15:00 PM	1	0	0	1
9/17/2024 2:30:00 PM	0	0	0	0
9/17/2024 2:45:00 PM	2	0	0	2
Hour	3	0	0	3
9/17/2024 3:00:00 PM	2	0	0	2
9/17/2024 3:15:00 PM	1	0	1	2
9/17/2024 3:30:00 PM	0	0	0	0
9/17/2024 3:45:00 PM	1	0	2	3
Hour	4	0	3	7
9/17/2024 4:00:00 PM	1	0	0	1
9/17/2024 4:15:00 PM	5	0	1	6
9/17/2024 4:30:00 PM	0	0	0	0
9/17/2024 4:45:00 PM	0	0	0	0
Hour	6	0	1	7
9/17/2024 5:00:00 PM	1	0	0	1
9/17/2024 5:15:00 PM	0	0	0	0
9/17/2024 5:30:00 PM	0	0	0	0
9/17/2024 5:45:00 PM	0	0	0	0
Hour	1	0	0	1
9/17/2024 6:00:00 PM	0	0	0	0
9/17/2024 6:15:00 PM	0	0	0	0
9/17/2024 6:30:00 PM	0	0	0	0
9/17/2024 6:45:00 PM	0	0	1	1
Hour	0	0	1	1
9/17/2024 7:00:00 PM	0	0	0	0
9/17/2024 7:15:00 PM	0	0	0	0
9/17/2024 7:30:00 PM	0	0	0	0
9/17/2024 7:45:00 PM	0	0	0	0
Hour	0	0	0	0
9/17/2024 8:00:00 PM	0	0	0	0
9/17/2024 8:15:00 PM	0	0	1	1
9/17/2024 8:30:00 PM	0	0	0	0
9/17/2024 8:45:00 PM	0	1	0	1
Hour	0	1	1	2
9/17/2024 9:00:00 PM	0	0	0	0
9/17/2024 9:15:00 PM	0	0	0	0
9/17/2024 9:30:00 PM	0	0	0	0
9/17/2024 9:45:00 PM	1	0	0	1
Hour	1	0	0	1
9/17/2024 10:00:00 PM	0	0	0	0
9/17/2024 10:15:00 PM	0	0	0	0
9/17/2024 10:30:00 PM	0	0	1	1
9/17/2024 10:45:00 PM	0	0	0	0
Hour	0	0	1	1
9/17/2024 11:00:00 PM	0	0	1	1
9/17/2024 11:15:00 PM	0	0	0	0
9/17/2024 11:30:00 PM	0	0	0	0
9/17/2024 11:45:00 PM	0	0	0	0
Hour	0	0	1	1
Grand Total	17	1	14	32
Percentage	53.1%	3.1%	43.8%	
Total	42	57	585	684
Percentage	6.1%	8.3%	85.5%	

All Traffic Data Services

ALL TRAFFIC DATA SERVICES

26 - I-26 EB WEIGH STATION EXIT

Time	Lights	Mediums	Trucks	Total
9/17/2024	0	0	0	0
9/17/2024 12:15:00 AM	0	0	0	0
9/17/2024 12:30:00 AM	0	0	0	0
9/17/2024 12:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 1:00:00 AM	0	0	0	0
9/17/2024 1:15:00 AM	0	0	1	1
9/17/2024 1:30:00 AM	0	0	0	0
9/17/2024 1:45:00 AM	0	0	1	1
Hour	0	0	2	2
9/17/2024 2:00:00 AM	0	0	1	1
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	0	1	1
9/17/2024 2:45:00 AM	0	0	1	1
Hour	0	0	3	3
9/17/2024 3:00:00 AM	0	0	0	0
9/17/2024 3:15:00 AM	0	0	1	1
9/17/2024 3:30:00 AM	0	0	3	3
9/17/2024 3:45:00 AM	0	0	0	0
Hour	0	0	4	4
9/17/2024 4:00:00 AM	0	0	2	2
9/17/2024 4:15:00 AM	0	0	1	1
9/17/2024 4:30:00 AM	0	0	1	1
9/17/2024 4:45:00 AM	0	1	2	3
Hour	0	1	6	7
9/17/2024 5:00:00 AM	0	0	3	3
9/17/2024 5:15:00 AM	0	0	0	0
9/17/2024 5:30:00 AM	0	0	1	1
9/17/2024 5:45:00 AM	0	0	2	2
Hour	0	0	6	6
9/17/2024 6:00:00 AM	0	0	0	0
9/17/2024 6:15:00 AM	0	0	0	0
9/17/2024 6:30:00 AM	0	0	0	0
9/17/2024 6:45:00 AM	0	0	1	1
Hour	0	0	1	1
9/17/2024 7:00:00 AM	0	0	2	2
9/17/2024 7:15:00 AM	1	6	44	51
9/17/2024 7:30:00 AM	2	6	42	50
9/17/2024 7:45:00 AM	0	0	1	1
Hour	3	12	89	104
9/17/2024 8:00:00 AM	0	4	7	11
9/17/2024 8:15:00 AM	1	4	45	50
9/17/2024 8:30:00 AM	0	9	55	64
9/17/2024 8:45:00 AM	1	4	48	53
Hour	2	21	155	178
9/17/2024 9:00:00 AM	4	2	4	10
9/17/2024 9:15:00 AM	0	0	1	1
9/17/2024 9:30:00 AM	1	0	0	1
9/17/2024 9:45:00 AM	3	1	7	11
Hour	8	3	12	23
9/17/2024 10:00:00 AM	2	4	74	80
9/17/2024 10:15:00 AM	2	5	78	85
9/17/2024 10:30:00 AM	1	8	64	73
9/17/2024 10:45:00 AM	2	7	78	87
Hour	7	24	294	325
9/17/2024 11:00:00 AM	1	0	1	2
9/17/2024 11:15:00 AM	0	0	0	0
9/17/2024 11:30:00 AM	0	0	0	0
9/17/2024 11:45:00 AM	0	0	0	0
Hour	1	0	1	2
Grand Total	21	61	573	655
Percentage	3.2%	9.3%	87.5%	

All Traffic Data Services

26 - I-26 EB WEIGH STATION EXIT

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	0	0	1	1
9/17/2024 12:15:00 PM	0	0	0	0
9/17/2024 12:30:00 PM	0	0	0	0
9/17/2024 12:45:00 PM	0	0	1	1
Hour	0	0	2	2
9/17/2024 1:00:00 PM	0	0	0	0
9/17/2024 1:15:00 PM	0	0	1	1
9/17/2024 1:30:00 PM	2	0	2	4
9/17/2024 1:45:00 PM	0	0	1	1
Hour	2	0	4	6
9/17/2024 2:00:00 PM	0	0	0	0
9/17/2024 2:15:00 PM	1	0	0	1
9/17/2024 2:30:00 PM	0	0	0	0
9/17/2024 2:45:00 PM	1	0	0	1
Hour	2	0	0	2
9/17/2024 3:00:00 PM	2	0	0	2
9/17/2024 3:15:00 PM	1	0	0	1
9/17/2024 3:30:00 PM	0	0	1	1
9/17/2024 3:45:00 PM	2	0	1	3
Hour	5	0	2	7
9/17/2024 4:00:00 PM	1	0	1	2
9/17/2024 4:15:00 PM	0	0	0	0
9/17/2024 4:30:00 PM	5	0	1	6
9/17/2024 4:45:00 PM	0	0	0	0
Hour	6	0	2	8
9/17/2024 5:00:00 PM	0	0	0	0
9/17/2024 5:15:00 PM	1	0	0	1
9/17/2024 5:30:00 PM	0	0	0	0
9/17/2024 5:45:00 PM	0	0	0	0
Hour	1	0	0	1
9/17/2024 6:00:00 PM	0	0	0	0
9/17/2024 6:15:00 PM	0	0	0	0
9/17/2024 6:30:00 PM	0	0	0	0
9/17/2024 6:45:00 PM	0	0	0	0
Hour	0	0	0	0
9/17/2024 7:00:00 PM	0	0	0	0
9/17/2024 7:15:00 PM	0	0	0	0
9/17/2024 7:30:00 PM	0	0	0	0
9/17/2024 7:45:00 PM	0	0	0	0
Hour	0	0	0	0
9/17/2024 8:00:00 PM	0	0	0	0
9/17/2024 8:15:00 PM	0	0	0	0
9/17/2024 8:30:00 PM	0	0	0	0
9/17/2024 8:45:00 PM	0	1	0	1
Hour	0	1	0	1
9/17/2024 9:00:00 PM	0	0	0	0
9/17/2024 9:15:00 PM	0	0	0	0
9/17/2024 9:30:00 PM	0	0	0	0
9/17/2024 9:45:00 PM	1	0	0	1
Hour	1	0	0	1
9/17/2024 10:00:00 PM	0	0	0	0
9/17/2024 10:15:00 PM	0	0	0	0
9/17/2024 10:30:00 PM	0	0	0	0
9/17/2024 10:45:00 PM	0	0	0	0
Hour	0	0	0	0
9/17/2024 11:00:00 PM	0	0	1	1
9/17/2024 11:15:00 PM	0	0	0	0
9/17/2024 11:30:00 PM	0	0	0	0
9/17/2024 11:45:00 PM	0	0	0	0
Hour	0	0	1	1
Grand Total	17	1	11	29
Percentage	58.6%	3.4%	37.9%	
Total	38	62	584	684
Percentage	5.6%	9.1%	85.4%	

All Traffic Data Services

27 - I-26 WB WEIGH STATION ENTRANCE

Time	Lights	Mediums	Trucks	Total
9/17/2024	0	0	0	0
9/17/2024 12:15:00 AM	0	0	0	0
9/17/2024 12:30:00 AM	0	0	0	0
9/17/2024 12:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 1:00:00 AM	0	0	0	0
9/17/2024 1:15:00 AM	0	0	0	0
9/17/2024 1:30:00 AM	0	0	0	0
9/17/2024 1:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 2:00:00 AM	0	0	0	0
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	0	0	0
9/17/2024 2:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 3:00:00 AM	0	0	0	0
9/17/2024 3:15:00 AM	0	0	0	0
9/17/2024 3:30:00 AM	0	0	0	0
9/17/2024 3:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 4:00:00 AM	0	0	2	2
9/17/2024 4:15:00 AM	0	0	0	0
9/17/2024 4:30:00 AM	0	0	0	0
9/17/2024 4:45:00 AM	0	0	0	0
Hour	0	0	2	2
9/17/2024 5:00:00 AM	0	0	1	1
9/17/2024 5:15:00 AM	0	0	0	0
9/17/2024 5:30:00 AM	0	0	1	1
9/17/2024 5:45:00 AM	0	0	1	1
Hour	0	0	3	3
9/17/2024 6:00:00 AM	0	0	0	0
9/17/2024 6:15:00 AM	0	0	0	0
9/17/2024 6:30:00 AM	0	0	0	0
9/17/2024 6:45:00 AM	0	0	1	1
Hour	0	0	1	1
9/17/2024 7:00:00 AM	0	0	0	0
9/17/2024 7:15:00 AM	1	0	0	1
9/17/2024 7:30:00 AM	1	0	0	1
9/17/2024 7:45:00 AM	1	0	0	1
Hour	3	0	0	3
9/17/2024 8:00:00 AM	2	3	30	35
9/17/2024 8:15:00 AM	2	2	33	37
9/17/2024 8:30:00 AM	0	2	54	56
9/17/2024 8:45:00 AM	0	3	40	43
Hour	4	10	157	171
9/17/2024 9:00:00 AM	1	3	47	51
9/17/2024 9:15:00 AM	2	0	39	41
9/17/2024 9:30:00 AM	3	11	55	69
9/17/2024 9:45:00 AM	5	6	62	73
Hour	11	20	203	234
9/17/2024 10:00:00 AM	5	2	52	59
9/17/2024 10:15:00 AM	4	3	47	54
9/17/2024 10:30:00 AM	2	4	63	69
9/17/2024 10:45:00 AM	3	4	67	74
Hour	14	13	229	256
9/17/2024 11:00:00 AM	2	5	53	60
9/17/2024 11:15:00 AM	1	10	55	66
9/17/2024 11:30:00 AM	4	2	65	71
9/17/2024 11:45:00 AM	1	4	51	56
Hour	8	21	224	253
Grand Total	40	64	819	923
Percentage	4.3%	6.9%	88.7%	

All Traffic Data Services

27 - I-26 WB WEIGH STATION ENTRANCE

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	0	11	71	82
9/17/2024 12:15:00 PM	2	11	75	88
9/17/2024 12:30:00 PM	3	7	69	79
9/17/2024 12:45:00 PM	3	3	70	76
Hour	8	32	285	325
9/17/2024 1:00:00 PM	0	5	60	65
9/17/2024 1:15:00 PM	1	8	67	76
9/17/2024 1:30:00 PM	4	8	60	72
9/17/2024 1:45:00 PM	1	7	64	72
Hour	6	28	251	285
9/17/2024 2:00:00 PM	2	9	64	75
9/17/2024 2:15:00 PM	1	1	35	37
9/17/2024 2:30:00 PM	0	0	0	0
9/17/2024 2:45:00 PM	0	0	0	0
Hour	3	10	99	112
9/17/2024 3:00:00 PM	0	0	0	0
9/17/2024 3:15:00 PM	2	0	1	3
9/17/2024 3:30:00 PM	0	1	0	1
9/17/2024 3:45:00 PM	1	0	0	1
Hour	3	1	1	5
9/17/2024 4:00:00 PM	0	0	1	1
9/17/2024 4:15:00 PM	0	0	0	0
9/17/2024 4:30:00 PM	0	0	1	1
9/17/2024 4:45:00 PM	0	0	1	1
Hour	0	0	3	3
9/17/2024 5:00:00 PM	0	0	1	1
9/17/2024 5:15:00 PM	0	0	0	0
9/17/2024 5:30:00 PM	0	0	0	0
9/17/2024 5:45:00 PM	0	0	0	0
Hour	0	0	1	1
9/17/2024 6:00:00 PM	0	0	0	0
9/17/2024 6:15:00 PM	0	0	0	0
9/17/2024 6:30:00 PM	1	0	0	1
9/17/2024 6:45:00 PM	0	0	0	0
Hour	1	0	0	1
9/17/2024 7:00:00 PM	1	0	1	2
9/17/2024 7:15:00 PM	0	0	0	0
9/17/2024 7:30:00 PM	0	0	0	0
9/17/2024 7:45:00 PM	0	0	0	0
Hour	1	0	1	2
9/17/2024 8:00:00 PM	0	0	0	0
9/17/2024 8:15:00 PM	1	0	2	3
9/17/2024 8:30:00 PM	0	0	0	0
9/17/2024 8:45:00 PM	0	0	0	0
Hour	1	0	2	3
9/17/2024 9:00:00 PM	0	0	0	0
9/17/2024 9:15:00 PM	0	0	2	2
9/17/2024 9:30:00 PM	0	0	0	0
9/17/2024 9:45:00 PM	0	0	0	0
Hour	0	0	2	2
9/17/2024 10:00:00 PM	0	0	0	0
9/17/2024 10:15:00 PM	0	0	0	0
9/17/2024 10:30:00 PM	0	0	0	0
9/17/2024 10:45:00 PM	0	0	2	2
Hour	0	0	2	2
9/17/2024 11:00:00 PM	0	0	0	0
9/17/2024 11:15:00 PM	0	0	0	0
9/17/2024 11:30:00 PM	0	0	1	1
9/17/2024 11:45:00 PM	0	0	0	0
Hour	0	0	1	1
Grand Total	23	71	648	742
Percentage	3.1%	9.6%	87.3%	
Total	63	135	1,467	1,665
Percentage	3.8%	8.1%	88.1%	

All Traffic Data Services

28 - I-26 WB WEIGH STATION EXIT

Time	Lights	Mediums	Trucks	Total
9/17/2024	0	0	0	0
9/17/2024 12:15:00 AM	0	0	0	0
9/17/2024 12:30:00 AM	0	0	0	0
9/17/2024 12:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 1:00:00 AM	0	0	0	0
9/17/2024 1:15:00 AM	0	0	0	0
9/17/2024 1:30:00 AM	0	0	0	0
9/17/2024 1:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 2:00:00 AM	0	0	1	1
9/17/2024 2:15:00 AM	0	0	0	0
9/17/2024 2:30:00 AM	0	0	0	0
9/17/2024 2:45:00 AM	0	0	0	0
Hour	0	0	1	1
9/17/2024 3:00:00 AM	0	0	0	0
9/17/2024 3:15:00 AM	0	0	0	0
9/17/2024 3:30:00 AM	0	0	0	0
9/17/2024 3:45:00 AM	0	0	0	0
Hour	0	0	0	0
9/17/2024 4:00:00 AM	0	0	1	1
9/17/2024 4:15:00 AM	0	0	0	0
9/17/2024 4:30:00 AM	0	0	0	0
9/17/2024 4:45:00 AM	0	1	0	1
Hour	0	1	1	2
9/17/2024 5:00:00 AM	0	0	1	1
9/17/2024 5:15:00 AM	0	0	0	0
9/17/2024 5:30:00 AM	0	0	0	0
9/17/2024 5:45:00 AM	0	0	1	1
Hour	0	0	2	2
9/17/2024 6:00:00 AM	0	0	1	1
9/17/2024 6:15:00 AM	0	0	0	0
9/17/2024 6:30:00 AM	0	0	0	0
9/17/2024 6:45:00 AM	0	0	1	1
Hour	0	0	2	2
9/17/2024 7:00:00 AM	0	0	1	1
9/17/2024 7:15:00 AM	0	0	0	0
9/17/2024 7:30:00 AM	0	0	1	1
9/17/2024 7:45:00 AM	0	0	0	0
Hour	0	0	2	2
9/17/2024 8:00:00 AM	0	2	25	27
9/17/2024 8:15:00 AM	0	2	37	39
9/17/2024 8:30:00 AM	1	2	53	56
9/17/2024 8:45:00 AM	1	3	41	45
Hour	2	9	156	167
9/17/2024 9:00:00 AM	1	4	44	49
9/17/2024 9:15:00 AM	1	0	42	43
9/17/2024 9:30:00 AM	10	5	52	67
9/17/2024 9:45:00 AM	1	4	64	69
Hour	13	13	202	228
9/17/2024 10:00:00 AM	3	3	53	59
9/17/2024 10:15:00 AM	4	3	48	55
9/17/2024 10:30:00 AM	1	5	60	66
9/17/2024 10:45:00 AM	3	3	71	77
Hour	11	14	232	257
9/17/2024 11:00:00 AM	2	5	51	58
9/17/2024 11:15:00 AM	3	12	57	72
9/17/2024 11:30:00 AM	3	2	65	70
9/17/2024 11:45:00 AM	1	3	52	56
Hour	9	22	225	256
Grand Total	35	59	823	917
Percentage	3.8%	6.4%	89.7%	

All Traffic Data Services

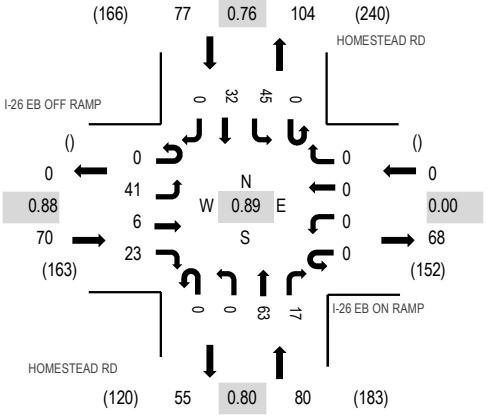
28 - I-26 WB WEIGH STATION EXIT

Time	Lights	Mediums	Trucks	Total
9/17/2024 12:00:00 PM	0	11	74	85
9/17/2024 12:15:00 PM	2	11	75	88
9/17/2024 12:30:00 PM	4	9	66	79
9/17/2024 12:45:00 PM	2	3	75	80
Hour	8	34	290	332
9/17/2024 1:00:00 PM	0	5	59	64
9/17/2024 1:15:00 PM	1	9	63	73
9/17/2024 1:30:00 PM	3	7	61	71
9/17/2024 1:45:00 PM	2	7	64	73
Hour	6	28	247	281
9/17/2024 2:00:00 PM	3	7	64	74
9/17/2024 2:15:00 PM	0	3	36	39
9/17/2024 2:30:00 PM	0	0	0	0
9/17/2024 2:45:00 PM	1	0	0	1
Hour	4	10	100	114
9/17/2024 3:00:00 PM	0	0	0	0
9/17/2024 3:15:00 PM	0	0	0	0
9/17/2024 3:30:00 PM	2	0	1	3
9/17/2024 3:45:00 PM	0	1	0	1
Hour	2	1	1	4
9/17/2024 4:00:00 PM	2	0	0	2
9/17/2024 4:15:00 PM	1	0	1	2
9/17/2024 4:30:00 PM	0	0	0	0
9/17/2024 4:45:00 PM	0	0	2	2
Hour	3	0	3	6
9/17/2024 5:00:00 PM	0	0	1	1
9/17/2024 5:15:00 PM	0	0	0	0
9/17/2024 5:30:00 PM	0	0	0	0
9/17/2024 5:45:00 PM	0	0	1	1
Hour	0	0	2	2
9/17/2024 6:00:00 PM	0	0	0	0
9/17/2024 6:15:00 PM	0	0	0	0
9/17/2024 6:30:00 PM	0	0	0	0
9/17/2024 6:45:00 PM	0	0	0	0
Hour	0	0	0	0
9/17/2024 7:00:00 PM	2	0	0	2
9/17/2024 7:15:00 PM	1	0	0	1
9/17/2024 7:30:00 PM	0	0	1	1
9/17/2024 7:45:00 PM	0	0	0	0
Hour	3	0	1	4
9/17/2024 8:00:00 PM	0	0	0	0
9/17/2024 8:15:00 PM	1	0	1	2
9/17/2024 8:30:00 PM	0	0	1	1
9/17/2024 8:45:00 PM	0	0	0	0
Hour	1	0	2	3
9/17/2024 9:00:00 PM	0	0	0	0
9/17/2024 9:15:00 PM	0	0	1	1
9/17/2024 9:30:00 PM	0	0	1	1
9/17/2024 9:45:00 PM	0	0	0	0
Hour	0	0	2	2
9/17/2024 10:00:00 PM	0	0	0	0
9/17/2024 10:15:00 PM	0	0	0	0
9/17/2024 10:30:00 PM	0	0	0	0
9/17/2024 10:45:00 PM	0	0	1	1
Hour	0	0	1	1
9/17/2024 11:00:00 PM	0	0	1	1
9/17/2024 11:15:00 PM	0	0	0	0
9/17/2024 11:30:00 PM	0	0	1	1
9/17/2024 11:45:00 PM	0	0	0	0
Hour	0	0	2	2
Grand Total	27	73	651	751
Percentage	3.6%	9.7%	86.7%	
Total	62	132	1,474	1,668
Percentage	3.7%	7.9%	88.4%	

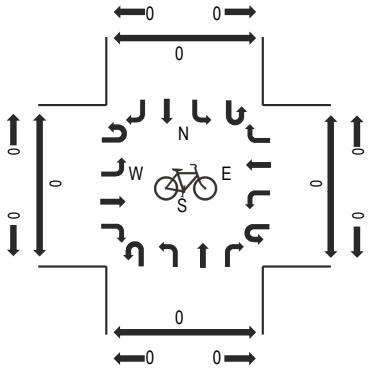
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 HOMESTEAD RD & I-26 EB ON RAMP AM
Date: Tuesday, September 17, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

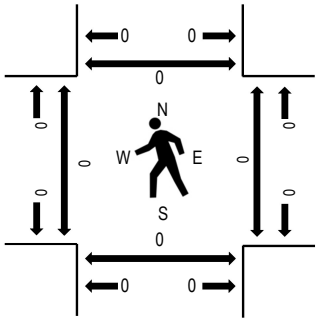
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 EB OFF RAMP Eastbound				I-26 EB ON RAMP Westbound				HOMESTEAD RD Northbound				HOMESTEAD RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	5	3	2	0	0	0	0	0	0	13	3	0	2	1	0	29	144	0	0	0	0
6:15 AM	0	3	1	2	0	0	0	0	0	0	10	4	0	7	2	0	29	161	0	0	0	0
6:30 AM	0	10	1	4	0	0	0	0	0	0	8	4	0	4	2	0	33	196	0	0	0	0
6:45 AM	0	8	3	8	0	0	0	0	0	0	10	6	0	11	7	0	53	227	0	0	0	0
7:00 AM	0	10	1	5	0	0	0	0	0	0	13	4	0	6	7	0	46	219	0	0	0	0
7:15 AM	0	15	1	4	0	0	0	0	0	0	22	3	0	11	8	0	64	210	0	0	0	0
7:30 AM	0	8	1	6	0	0	0	0	0	0	18	4	0	17	10	0	64	182	0	0	0	0
7:45 AM	0	6	1	5	0	0	0	0	0	0	13	3	0	8	9	0	45	158	0	0	0	0
8:00 AM	0	4	0	1	0	0	0	0	0	0	13	0	0	8	11	0	37	149	0	0	0	0
8:15 AM	0	5	1	7	0	0	0	0	0	0	13	4	0	3	3	0	36		0	0	0	0
8:30 AM	0	11	1	7	0	0	0	0	0	0	6	2	0	8	5	0	40		0	0	0	0
8:45 AM	0	10	1	2	0	0	0	0	0	0	6	1	0	14	2	0	36		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	16	4	1	0	0	0	0	0	0	2	5	0	19	0	0	47
Lights	0	22	2	22	0	0	0	0	0	0	57	12	0	20	30	0	165
Mediums	0	3	0	0	0	0	0	0	0	0	4	0	0	6	2	0	15
Total	0	41	6	23	0	0	0	0	0	0	63	17	0	45	32	0	227

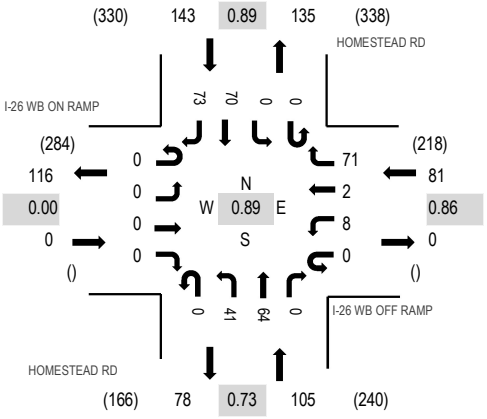
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		30.0%				0.0%				8.8%				24.7%			20.7%
Heavy Vehicle %	0.0%	39.0%	66.7%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	29.4%	0.0%	42.2%	0.0%	0.0%	20.7%
Peak Hour Factor		0.88				0.00				0.80				0.76			0.89
Peak Hour Factor	0.00	0.72	0.67	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.75	0.00	0.66	0.86	0.00	0.89

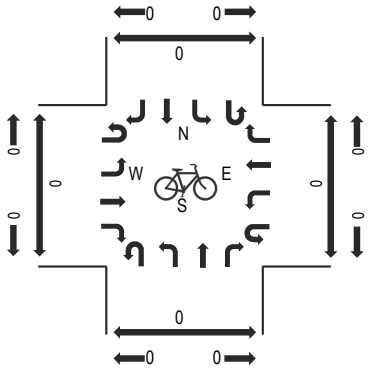
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 HOMESTEAD RD & I-26 WB OFF RAMP AM
Date: Tuesday, September 17, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

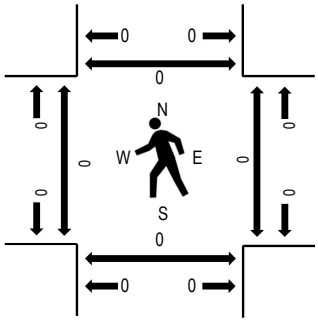
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 WB ON RAMP Eastbound				I-26 WB OFF RAMP Westbound				HOMESTEAD RD Northbound				HOMESTEAD RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	0	2	12	0	9	8	0	0	0	3	8	42	202	0	0	0	0
6:15 AM	0	0	0	0	0	2	0	15	0	6	7	0	0	0	7	10	47	235	0	0	0	0
6:30 AM	0	0	0	0	0	0	1	6	0	5	14	0	0	0	7	14	47	280	0	0	0	0
6:45 AM	0	0	0	0	0	7	1	19	0	6	12	0	0	0	10	11	66	319	0	0	0	0
7:00 AM	0	0	0	0	0	3	1	17	0	9	14	0	0	0	10	21	75	329	0	0	0	0
7:15 AM	0	0	0	0	0	4	0	20	0	14	22	0	0	0	15	17	92	318	0	0	0	0
7:30 AM	0	0	0	0	0	1	1	19	0	10	16	0	0	0	26	13	86	281	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	15	0	8	12	0	0	0	19	22	76	261	0	0	0	0
8:00 AM	0	0	0	0	0	2	0	11	0	11	6	0	0	0	15	19	64	257	0	0	0	0
8:15 AM	0	0	0	0	0	1	1	16	0	5	12	0	0	0	5	15	55		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	19	0	3	15	0	0	0	13	16	66		0	0	0	0
8:45 AM	0	0	0	0	0	2	1	19	0	4	12	0	0	0	14	20	72		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	25	0	0	16	0	0	0	18	30	91
Lights	0	0	0	0	0	7	0	45	0	41	43	0	0	0	46	41	223
Mediums	0	0	0	0	0	1	0	1	0	0	5	0	0	0	6	2	15
Total	0	0	0	0	0	8	2	71	0	41	64	0	0	0	70	73	329

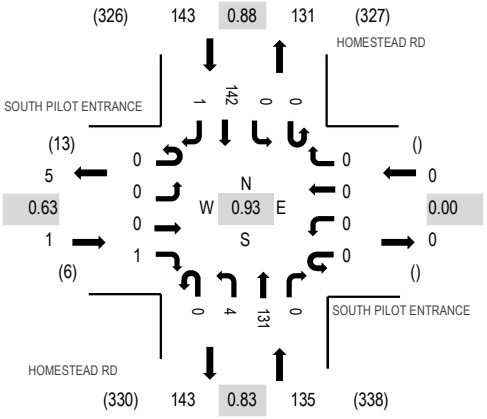
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				33.3%				15.2%				33.6%			27.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	35.2%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	25.7%	41.1%	27.7%
Peak Hour Factor		0.00				0.86				0.73				0.89			0.89
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.54	0.50	0.94	0.00	0.77	0.73	0.00	0.00	0.00	0.72	0.83	0.89

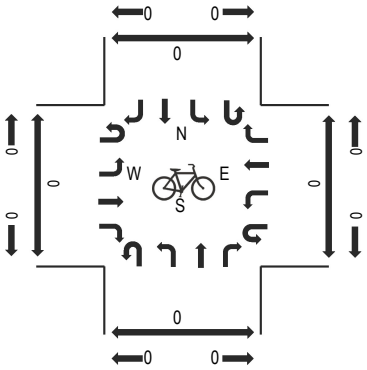
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 HOMESTEAD RD & SOUTH PILOT ENTRANCE AM
Date: Tuesday, September 17, 2024
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

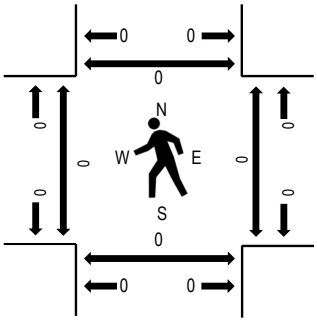
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTH PILOT ENTRANCE Eastbound				SOUTH PILOT ENTRANCE Westbound				HOMESTEAD RD Northbound				HOMESTEAD RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	0	0	0	0	2	18	0	0	0	11	0	31	163	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	2	20	0	0	0	17	0	39	194	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	1	19	0	0	0	21	0	41	229	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	31	0	0	0	21	0	52	263	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	2	29	0	0	0	31	0	62	279	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	1	41	0	0	0	31	0	74	268	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	34	0	0	0	39	1	75	242	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	41	0	68	231	0	0	0	0
8:00 AM	0	0	0	2	0	0	0	0	0	1	16	0	0	0	32	0	51	228	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	1	27	0	0	0	19	0	48		0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	0	0	34	0	0	0	28	1	64		0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	31	0	0	0	33	0	65		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	2	39	0	0	0	47	0	89
Lights	0	0	0	0	0	0	0	0	0	2	86	0	0	0	87	1	176
Mediums	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	14
Total	0	0	0	1	0	0	0	0	0	4	131	0	0	0	142	1	279

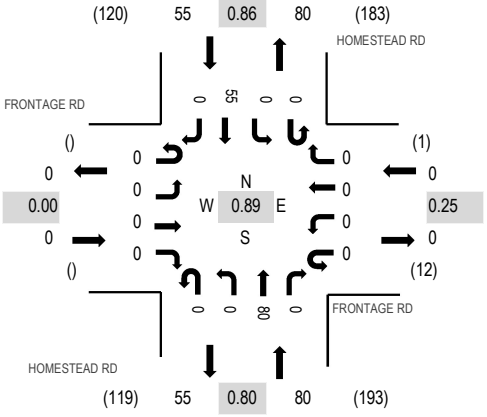
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		100.0%				0.0%				30.4%				32.9%			31.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	29.8%	0.0%	0.0%	0.0%	33.1%	0.0%	31.9%
Peak Hour Factor		0.63				0.00				0.83				0.88			0.93
Peak Hour Factor	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.00	0.63	0.82	0.00	0.00	0.00	0.87	0.25	0.93

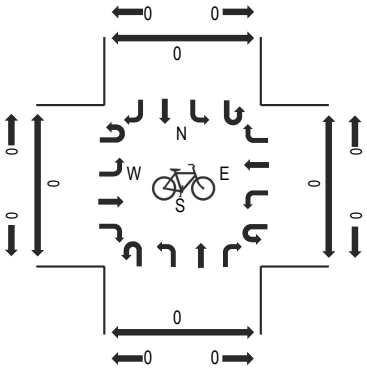
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 HOMESTEAD RD & FRONTAGE RD AM
Date: Tuesday, September 17, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

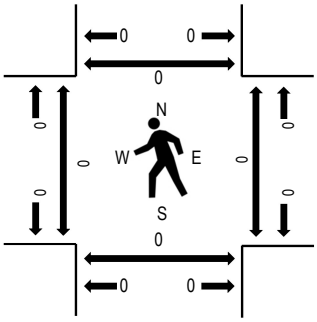
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FRONTAGE RD Eastbound				FRONTAGE RD Westbound				HOMESTEAD RD Northbound				HOMESTEAD RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	0	0	0	0	0	16	3	0	0	3	0	22	97	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	14	4	0	0	4	0	22	104	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	12	4	0	0	6	0	22	119	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	16	0	0	0	15	0	31	135	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	12	0	29	134	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	12	0	37	130	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	22	0	0	0	16	0	38	120	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	15	0	0	1	13	0	30	102	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	12	0	25	83	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	17	0	0	0	10	0	27		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	20		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	11		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	8
Lights	0	0	0	0	0	0	0	0	0	0	69	0	0	0	52	0	121
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6
Total	0	0	0	0	0	0	0	0	0	0	80	0	0	0	55	0	135

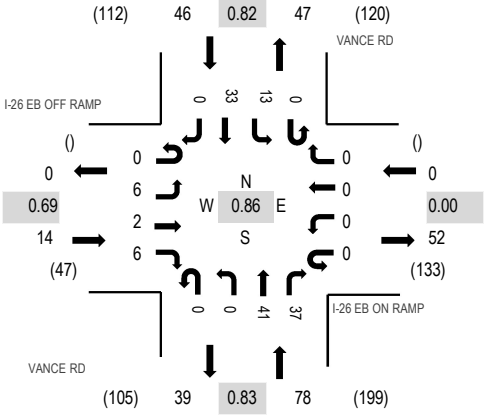
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				8.8%				1.8%			5.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.8%	0.0%	0.0%	0.0%	1.8%	0.0%	5.9%
Peak Hour Factor		0.00				0.25				0.80				0.86			0.89
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.80	0.69	0.00	0.25	0.86	0.00	0.89

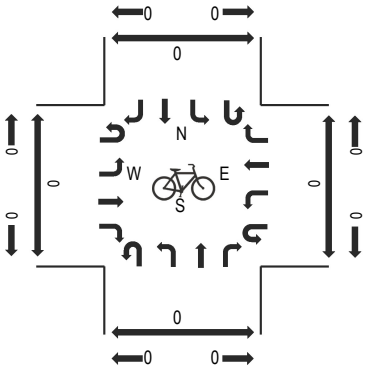
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 VANCE RD & I-26 EB ON RAMP AM
Date: Tuesday, September 17, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

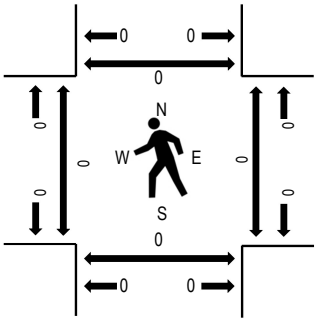
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 EB OFF RAMP Eastbound				I-26 EB ON RAMP Westbound				VANCE RD Northbound				VANCE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	1	1	0	0	0	0	0	0	6	12	0	3	0	0	23	103	0	0	0	0
6:15 AM	0	1	1	2	0	0	0	0	0	0	8	8	0	2	3	0	25	109	0	0	0	0
6:30 AM	0	3	1	0	0	0	0	0	0	0	9	5	0	0	8	0	26	124	0	0	0	0
6:45 AM	0	2	0	0	0	0	0	0	0	0	9	5	0	0	13	0	29	133	0	0	0	0
7:00 AM	0	0	3	4	0	0	0	0	0	0	8	8	0	2	4	0	29	134	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	0	0	0	10	14	0	3	11	0	40	138	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	13	11	0	3	7	0	35	131	0	0	0	0
7:45 AM	0	2	1	0	0	0	0	0	0	0	10	6	0	4	7	0	30	122	0	0	0	0
8:00 AM	0	2	1	5	0	0	0	0	0	0	8	6	0	3	8	0	33	121	0	0	0	0
8:15 AM	0	3	1	4	0	0	0	0	0	0	5	10	0	2	8	0	33		0	0	0	0
8:30 AM	0	2	0	0	0	0	0	0	0	0	11	5	0	2	6	0	26		0	0	0	0
8:45 AM	0	1	1	2	0	0	0	0	0	0	5	7	0	2	11	0	29		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	1	0	0	0	0	0	0	1	2	0	3	3	0	13
Lights	0	5	0	3	0	0	0	0	0	0	39	34	0	9	29	0	119
Mediums	0	0	0	2	0	0	0	0	0	0	1	1	0	1	1	0	6
Total	0	6	2	6	0	0	0	0	0	0	41	37	0	13	33	0	138

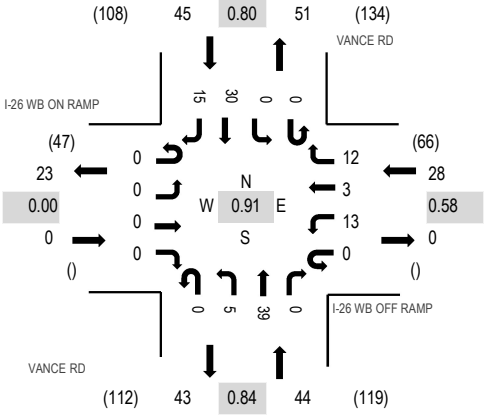
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		28.6%				0.0%				3.8%				13.0%			9.4%
Heavy Vehicle %	0.0%	16.7%	100.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	5.4%	0.0%	23.1%	9.1%	0.0%	9.4%
Peak Hour Factor		0.69				0.00				0.83				0.82			0.86
Peak Hour Factor	0.00	0.75	0.42	0.55	0.00	0.00	0.00	0.00	0.00	0.00	0.79	0.70	0.00	0.81	0.69	0.00	0.86

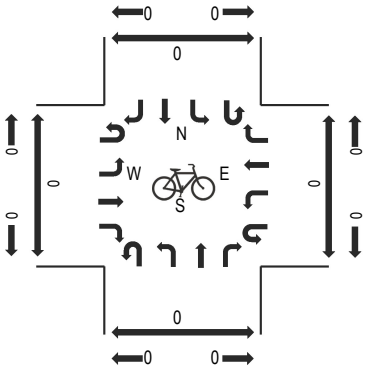
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 VANCE RD & I-26 WB OFF RAMP AM
Date: Tuesday, September 17, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 06:45 AM - 07:00 AM

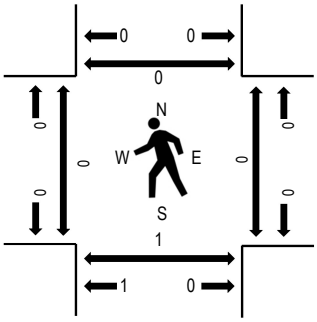
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 WB ON RAMP Eastbound				I-26 WB OFF RAMP Westbound				VANCE RD Northbound				VANCE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	2	0	1	0	2	4	0	0	0	1	1	11	83	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	3	0	1	8	0	0	0	5	0	17	93	0	0	0	0
6:30 AM	0	0	0	0	0	2	0	2	0	2	10	0	0	0	6	1	23	108	0	0	0	0
6:45 AM	0	0	0	0	0	7	2	3	0	2	8	0	0	0	6	4	32	117	0	0	0	0
7:00 AM	0	0	0	0	0	2	0	2	0	2	7	0	0	0	4	4	21	114	0	0	0	0
7:15 AM	0	0	0	0	0	1	1	4	0	1	10	0	0	0	13	2	32	117	0	0	0	0
7:30 AM	0	0	0	0	0	3	0	3	0	0	14	0	0	0	7	5	32	108	0	0	1	0
7:45 AM	0	0	0	0	0	3	0	2	0	0	12	0	0	0	8	4	29	104	0	0	0	0
8:00 AM	0	0	0	0	0	4	0	1	0	1	9	0	0	0	7	2	24	96	0	0	0	0
8:15 AM	0	0	0	0	0	4	0	1	0	0	8	0	0	0	6	4	23		0	0	0	0
8:30 AM	0	0	0	0	0	5	1	3	0	0	13	0	0	0	3	3	28		0	0	0	0
8:45 AM	0	0	0	0	0	3	0	1	0	0	5	0	0	0	10	2	21		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	1	1	0	0	5	0	0	0	6	0	15
Lights	0	0	0	0	0	11	2	9	0	5	33	0	0	0	24	14	98
Mediums	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	1	4
Total	0	0	0	0	0	13	3	12	0	5	39	0	0	0	30	15	117

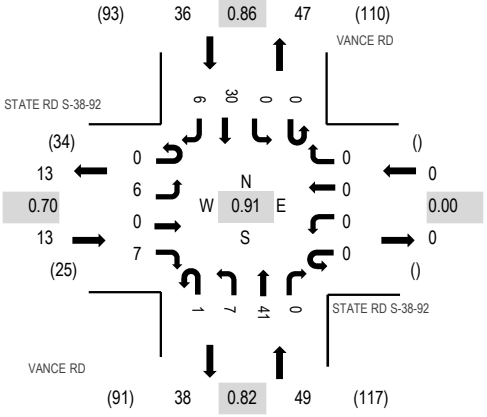
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				14.3%				11.4%				13.3%			12.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	15.4%	33.3%	8.3%	0.0%	0.0%	12.8%	0.0%	0.0%	0.0%	20.0%	0.0%	12.8%
Peak Hour Factor		0.00				0.58				0.84				0.80			0.91
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.80	0.38	0.75	0.00	0.88	0.80	0.00	0.00	0.00	0.67	0.75	0.91

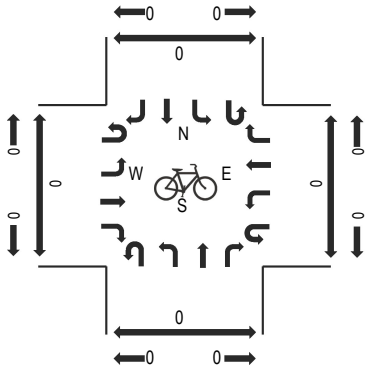
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 VANCE RD & STATE RD S-38-92 AM
Date: Tuesday, September 17, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

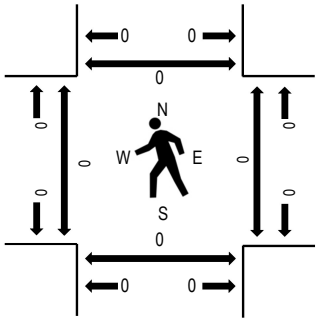
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	STATE RD S-38-92 Eastbound				STATE RD S-38-92 Westbound				VANCE RD Northbound				VANCE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	1	0	1	0	0	0	0	0	0	6	0	0	0	3	1	12	61	0	0	0	0
6:15 AM	0	0	0	1	0	0	0	0	0	1	7	0	0	0	3	1	13	65	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	3	6	0	0	0	5	1	16	77	0	0	0	0
6:45 AM	0	0	0	1	0	0	0	0	0	1	9	0	0	0	8	1	20	88	0	0	0	0
7:00 AM	0	0	0	1	0	0	0	0	0	0	7	0	0	0	6	2	16	94	0	0	0	0
7:15 AM	0	1	0	2	0	0	0	0	0	2	9	0	0	0	8	3	25	98	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	1	0	14	0	0	0	10	0	27	94	0	0	0	0
7:45 AM	0	3	0	2	0	0	0	0	0	2	11	0	0	0	7	1	26	86	0	0	0	0
8:00 AM	0	0	0	3	0	0	0	0	0	3	7	0	0	0	5	2	20	80	0	0	0	0
8:15 AM	0	2	0	2	0	0	0	0	0	2	6	0	0	0	7	2	21		0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	2	11	0	0	0	5	0	19		0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	0	1	6	0	0	0	9	3	20		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	2	0	0	0	0	0	0	2	0	0	0	3	0	8
Lights	0	5	0	4	0	0	0	0	1	6	38	0	0	0	26	6	86
Mediums	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1	0	4
Total	0	6	0	7	0	0	0	0	1	7	41	0	0	0	30	6	98

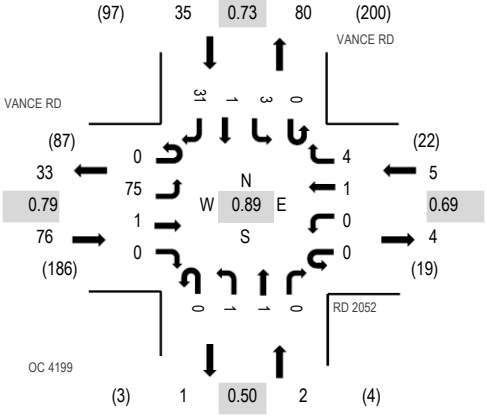
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		23.1%				0.0%				4.1%				8.3%			8.2%
Heavy Vehicle %	0.0%	16.7%	0.0%	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.9%	0.0%	0.0%	0.0%	10.0%	0.0%	8.2%
Peak Hour Factor		0.70				0.00				0.82				0.86			0.91
Peak Hour Factor	0.00	0.58	0.00	0.58	0.00	0.00	0.00	0.00	0.25	0.75	0.73	0.00	0.00	0.00	0.80	0.58	0.91

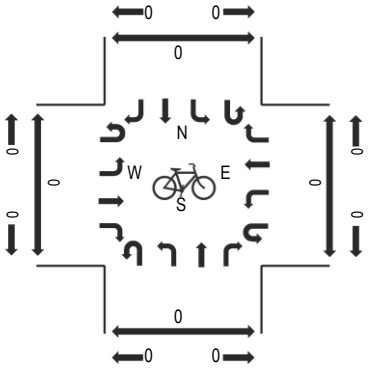
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 OC 4199 & RD 2052 AM
Date: Tuesday, September 17, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

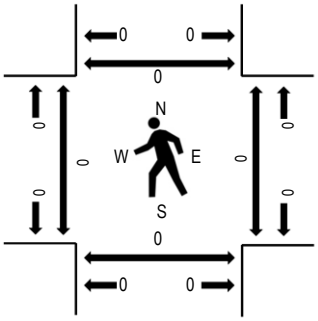
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VANCE RD Eastbound				RD 2052 Westbound				OC 4199 Northbound				VANCE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	15	2	0	0	0	0	1	0	0	1	0	0	0	0	0	19	90	0	0	0	0
6:15 AM	0	14	1	0	0	0	0	0	0	0	1	0	0	1	0	4	21	94	0	0	0	0
6:30 AM	0	10	0	0	0	0	1	3	0	0	0	0	0	1	0	7	22	106	0	0	0	0
6:45 AM	0	13	0	0	0	0	0	3	0	0	0	0	0	3	1	8	28	117	0	0	0	0
7:00 AM	0	13	0	0	0	0	1	3	0	0	0	0	0	1	0	5	23	115	0	0	0	0
7:15 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	1	0	9	33	118	0	0	0	0
7:30 AM	0	23	1	0	0	0	0	1	0	1	0	0	0	0	0	7	33	112	0	0	0	0
7:45 AM	0	16	0	0	0	0	1	1	0	0	0	0	0	1	0	7	26	103	0	0	0	0
8:00 AM	0	13	0	0	0	0	0	2	0	0	1	0	0	1	1	8	26	104	0	0	0	0
8:15 AM	0	11	1	0	0	0	2	2	0	0	0	0	0	2	0	9	27		0	0	0	0
8:30 AM	0	16	1	0	0	0	0	1	0	0	0	0	0	1	0	5	24		0	0	0	0
8:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	1	1	12	27		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	6
Lights	0	71	1	0	0	0	1	4	0	1	1	0	0	3	1	26	109
Mediums	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Total	0	75	1	0	0	0	1	4	0	1	1	0	0	3	1	31	118

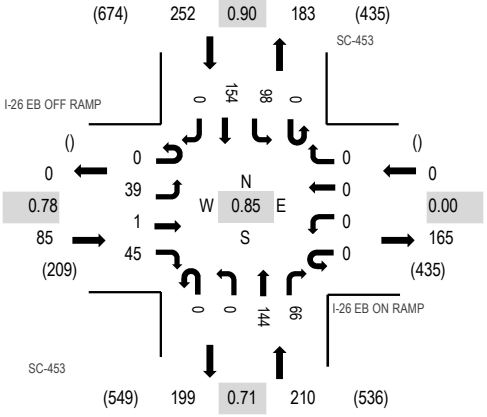
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.9%				0.0%				0.0%				8.6%			5.1%
Heavy Vehicle %	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.7%	5.1%
Peak Hour Factor		0.79				0.69				0.50				0.73			0.89
Peak Hour Factor	0.00	0.82	0.38	0.00	0.00	0.00	0.38	0.75	0.00	0.25	0.50	0.00	0.00	0.50	0.50	0.71	0.89

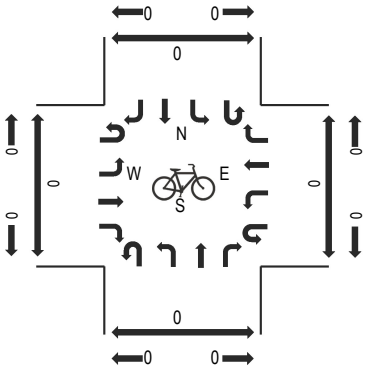
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 29 SC-453 & I-26 EB ON RAMP AM
Date: Tuesday, September 17, 2024
Peak Hour: 06:30 AM - 07:30 AM
Peak 15-Minutes: 06:45 AM - 07:00 AM

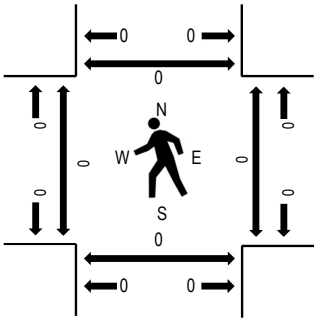
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 EB OFF RAMP Eastbound				I-26 EB ON RAMP Westbound				SC-453 Northbound				SC-453 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	6	0	11	0	0	0	0	0	0	19	18	0	28	12	0	94	514	0	0	0	0
6:15 AM	0	9	1	9	0	0	0	0	0	0	24	15	0	26	20	0	104	536	0	0	0	0
6:30 AM	0	12	0	18	0	0	0	0	0	0	44	12	0	24	46	0	156	547	0	0	0	0
6:45 AM	0	13	0	10	0	0	0	0	0	0	58	16	0	26	37	0	160	505	0	0	0	0
7:00 AM	0	12	1	9	0	0	0	0	0	0	18	18	0	23	35	0	116	457	0	0	0	0
7:15 AM	0	2	0	8	0	0	0	0	0	0	24	20	0	25	36	0	115	447	0	0	0	0
7:30 AM	0	4	0	5	0	0	0	0	0	0	17	22	0	21	45	0	114	452	0	0	0	0
7:45 AM	0	4	1	9	0	0	0	0	0	0	26	11	0	21	40	0	112	444	0	0	0	0
8:00 AM	0	9	0	10	0	0	0	0	0	0	22	13	0	12	40	0	106	448	0	0	0	0
8:15 AM	0	8	0	12	0	0	0	0	0	0	30	14	0	10	46	0	120		0	0	0	0
8:30 AM	0	3	1	10	0	0	0	0	0	0	31	12	0	11	38	0	106		0	0	0	0
8:45 AM	0	4	0	8	0	0	0	0	0	0	36	16	0	17	35	0	116		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	11	0	6	0	0	0	0	0	0	20	7	0	15	18	0	77
Lights	0	28	1	37	0	0	0	0	0	0	118	53	0	79	126	0	442
Mediums	0	0	0	2	0	0	0	0	0	0	6	6	0	4	10	0	28
Total	0	39	1	45	0	0	0	0	0	0	144	66	0	98	154	0	547

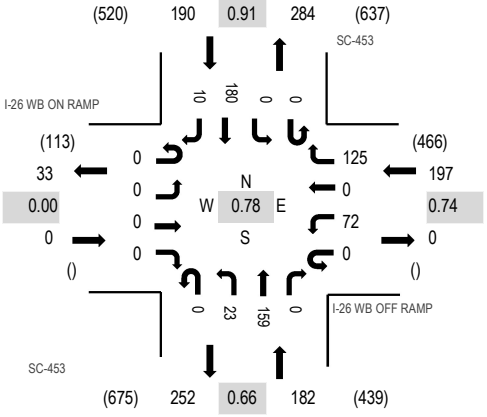
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		20.0%				0.0%				12.9%				13.1%			14.1%
Heavy Vehicle %	0.0%	28.2%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.9%	10.6%	0.0%	15.3%	11.7%	0.0%	14.1%
Peak Hour Factor		0.78				0.00				0.71				0.90			0.85
Peak Hour Factor	0.00	0.88	0.50	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.86	0.00	0.93	0.93	0.00	0.85

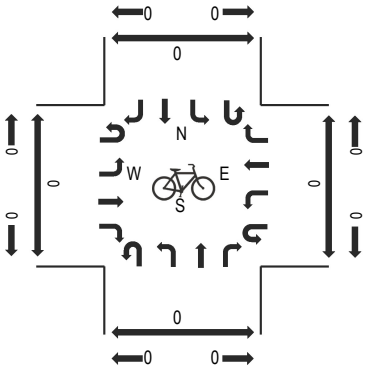
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 30 SC-453 & I-26 WB OFF RAMP AM
Date: Tuesday, September 17, 2024
Peak Hour: 06:30 AM - 07:30 AM
Peak 15-Minutes: 06:45 AM - 07:00 AM

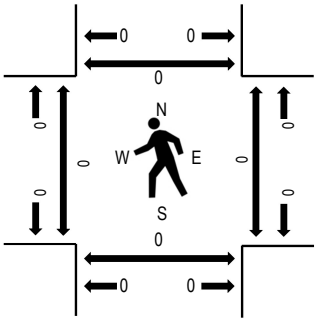
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 WB ON RAMP Eastbound				I-26 WB OFF RAMP Westbound				SC-453 Northbound				SC-453 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	7	0	9	0	7	24	0	0	0	33	6	86	528	0	0	0	0
6:15 AM	0	0	0	0	0	6	0	21	0	6	25	0	0	0	40	2	100	566	0	0	0	0
6:30 AM	0	0	0	0	0	27	0	32	0	6	49	0	0	0	43	2	159	569	0	0	0	0
6:45 AM	0	0	0	0	0	21	0	46	0	5	67	0	0	0	42	2	183	524	0	0	0	0
7:00 AM	0	0	0	0	0	12	0	30	0	6	24	0	0	0	47	5	124	458	0	0	0	0
7:15 AM	0	0	0	0	0	12	0	17	0	6	19	0	0	0	48	1	103	437	0	0	0	0
7:30 AM	0	0	0	0	0	16	0	19	0	7	15	0	0	0	52	5	114	454	0	0	0	0
7:45 AM	0	0	0	0	0	14	0	24	0	10	20	0	0	0	47	2	117	438	0	0	0	0
8:00 AM	0	0	0	0	0	19	1	20	0	4	27	0	0	0	31	1	103	439	0	0	0	0
8:15 AM	0	0	0	0	0	21	1	22	0	7	32	0	0	0	36	1	120		0	0	0	0
8:30 AM	0	0	0	0	0	16	0	14	0	5	28	0	0	0	32	3	98		0	0	0	0
8:45 AM	0	0	0	0	0	17	0	22	0	9	31	0	0	0	36	3	118		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	6	0	22	0	3	28	0	0	0	27	5	91
Lights	0	0	0	0	0	63	0	98	0	18	128	0	0	0	142	5	454
Mediums	0	0	0	0	0	3	0	5	0	2	3	0	0	0	11	0	24
Total	0	0	0	0	0	72	0	125	0	23	159	0	0	0	180	10	569

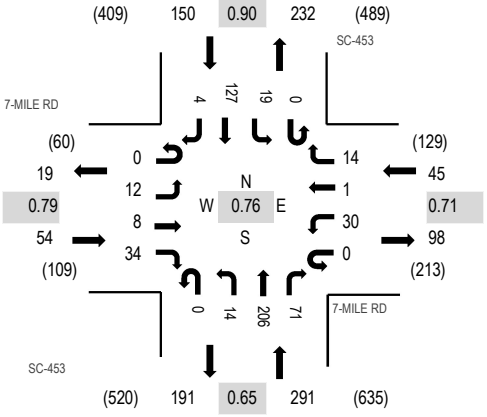
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				14.2%				17.0%				16.8%			16.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	17.6%	0.0%	13.0%	17.6%	0.0%	0.0%	0.0%	15.0%	50.0%	16.0%
Peak Hour Factor		0.00				0.74				0.66				0.91			0.78
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.87	0.50	0.70	0.00	0.73	0.62	0.00	0.00	0.00	0.93	0.65	0.78

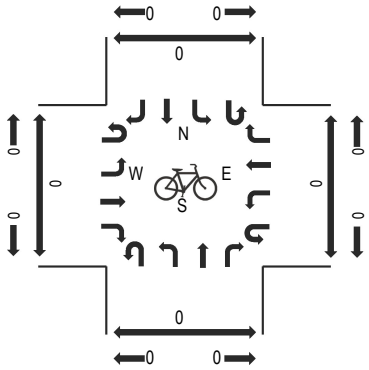
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 31 SC-453 & 7-MILE RD AM
Date: Tuesday, September 17, 2024
Peak Hour: 06:30 AM - 07:30 AM
Peak 15-Minutes: 06:45 AM - 07:00 AM

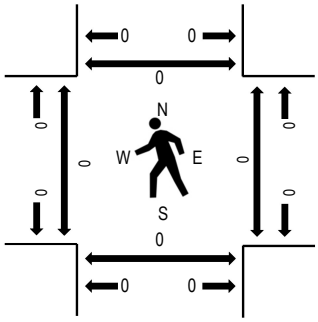
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	7-MILE RD Eastbound				7-MILE RD Westbound				SC-453 Northbound				SC-453 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	1	0	6	0	8	0	2	0	4	17	9	0	2	26	2	77	499	0	0	0	0
6:15 AM	0	2	0	5	0	7	0	2	0	7	32	6	0	1	34	1	97	538	0	0	0	0
6:30 AM	0	5	4	6	0	4	0	4	0	3	66	14	0	8	33	0	147	540	0	0	0	0
6:45 AM	0	3	4	10	0	10	0	5	0	7	73	35	0	8	22	1	178	493	0	0	0	0
7:00 AM	0	3	0	8	0	5	0	1	0	2	43	12	0	2	38	2	116	417	0	0	0	0
7:15 AM	0	1	0	10	0	11	1	4	0	2	24	10	0	1	34	1	99	383	0	0	0	0
7:30 AM	0	2	4	6	0	10	1	9	0	1	20	10	0	3	34	0	100	382	0	0	0	0
7:45 AM	0	0	3	5	0	10	0	4	1	5	26	12	0	0	35	1	102	372	0	0	0	0
8:00 AM	0	1	0	2	0	1	0	1	0	2	27	16	0	4	28	0	82	366	0	0	0	0
8:15 AM	0	4	0	4	0	6	2	2	0	6	30	16	0	3	25	0	98		0	0	0	0
8:30 AM	0	0	0	4	0	6	0	2	0	1	34	10	0	4	26	3	90		0	0	0	0
8:45 AM	0	2	0	4	0	10	0	1	1	3	36	12	0	0	25	2	96		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	3	0	2	0	3	0	3	39	8	0	0	27	1	88
Lights	0	10	8	26	0	23	1	11	0	11	160	62	0	19	95	3	429
Mediums	0	0	0	5	0	5	0	0	0	0	7	1	0	0	5	0	23
Total	0	12	8	34	0	30	1	14	0	14	206	71	0	19	127	4	540

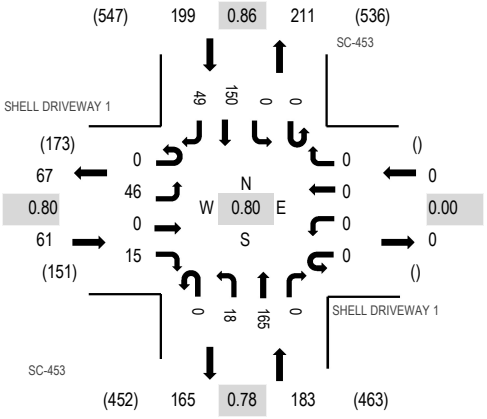
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		9.3%				11.1%				17.2%				18.7%			16.3%
Heavy Vehicle %	0.0%	16.7%	0.0%	8.8%	0.0%	6.7%	0.0%	21.4%	0.0%	21.4%	18.9%	11.3%	0.0%	0.0%	21.3%	25.0%	16.3%
Peak Hour Factor		0.79				0.71				0.65				0.90			0.76
Peak Hour Factor	0.00	0.65	0.50	0.85	0.00	0.82	0.38	0.53	0.25	0.75	0.73	0.51	0.00	0.59	0.93	0.42	0.76

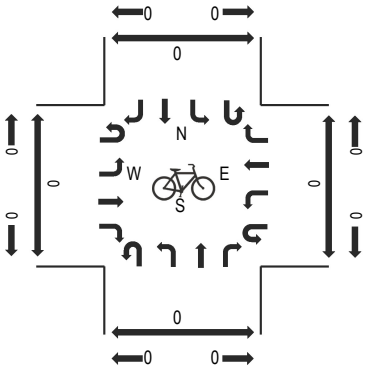
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 32 SC-453 & SHELL DRIVEWAY 1 AM
Date: Tuesday, September 17, 2024
Peak Hour: 06:30 AM - 07:30 AM
Peak 15-Minutes: 06:30 AM - 06:45 AM

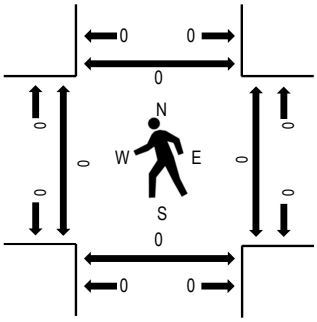
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHELL DRIVEWAY 1 Eastbound				SHELL DRIVEWAY 1 Westbound				SC-453 Northbound				SC-453 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	10	0	3	0	0	0	0	0	3	26	0	0	0	15	8	65	403	0	0	0	0
6:15 AM	0	8	0	2	0	0	0	0	0	5	31	0	0	0	21	8	75	426	0	0	0	0
6:30 AM	0	14	0	5	0	0	0	0	0	10	45	0	0	0	46	18	138	443	0	0	0	0
6:45 AM	0	16	0	3	0	0	0	0	0	4	55	0	0	0	37	10	125	399	0	0	0	0
7:00 AM	0	7	0	6	0	0	0	0	0	2	30	0	0	0	36	7	88	367	0	0	0	0
7:15 AM	0	9	0	1	0	0	0	0	0	2	35	0	0	0	31	14	92	372	0	0	0	0
7:30 AM	0	9	0	5	0	0	0	0	0	1	30	0	0	0	38	11	94	386	0	0	0	0
7:45 AM	0	5	0	5	0	0	0	0	0	2	32	0	0	0	38	11	93	386	0	0	0	0
8:00 AM	0	7	0	4	0	0	0	0	0	4	29	0	0	0	39	10	93	391	0	0	0	0
8:15 AM	0	8	0	1	0	0	0	0	0	2	35	0	0	0	48	12	106		0	0	0	0
8:30 AM	0	9	0	1	0	0	0	0	0	4	34	0	0	0	33	13	94		0	0	0	0
8:45 AM	0	12	0	1	0	0	0	0	0	2	40	0	0	0	33	10	98		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	0	27	0	0	0	18	6	53
Lights	0	44	0	13	0	0	0	0	0	17	128	0	0	0	122	41	365
Mediums	0	2	0	0	0	0	0	0	0	1	10	0	0	0	10	2	25
Total	0	46	0	15	0	0	0	0	0	18	165	0	0	0	150	49	443

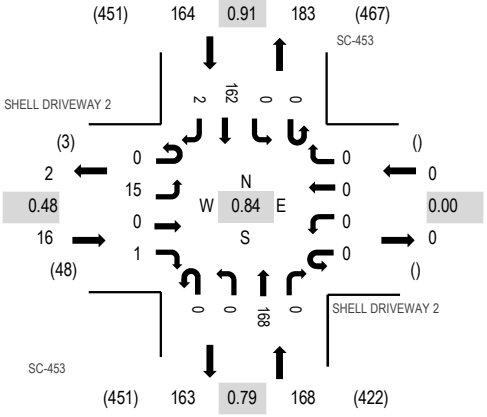
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.3%				0.0%				14.8%				12.1%			12.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.4%	0.0%	0.0%	0.0%	12.0%	12.2%	12.0%
Peak Hour Factor		0.80				0.00				0.78				0.86			0.80
Peak Hour Factor	0.00	0.75	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.55	0.75	0.00	0.00	0.00	0.85	0.68	0.80

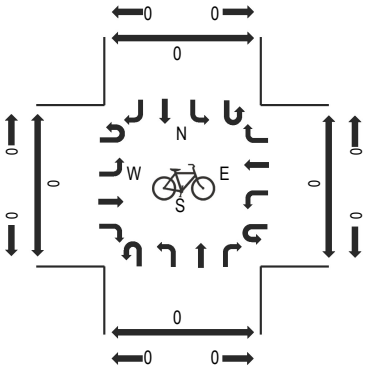
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 33 SC-453 & SHELL DRIVEWAY 2 AM
Date: Tuesday, September 17, 2024
Peak Hour: 06:30 AM - 07:30 AM
Peak 15-Minutes: 06:30 AM - 06:45 AM

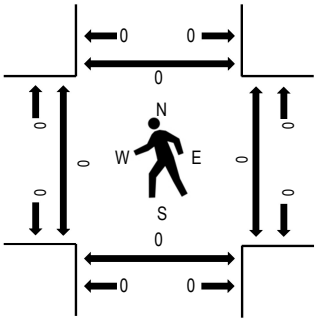
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHELL DRIVEWAY 2 Eastbound				SHELL DRIVEWAY 2 Westbound				SC-453 Northbound				SC-453 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	9	0	1	0	0	0	0	0	0	24	0	0	0	18	0	52	313	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	32	0	0	0	23	0	56	336	0	0	0	0
6:30 AM	0	2	0	0	0	0	0	0	0	0	53	0	0	0	48	1	104	348	0	0	0	0
6:45 AM	0	5	0	1	0	0	0	0	0	0	53	0	0	0	41	1	101	320	0	0	0	0
7:00 AM	0	4	0	0	0	0	0	0	0	0	30	0	0	0	41	0	75	297	0	0	0	0
7:15 AM	0	4	0	0	0	0	0	0	0	0	32	0	0	0	32	0	68	298	0	0	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	30	0	0	0	44	0	76	318	0	0	0	0
7:45 AM	0	5	0	0	0	0	0	0	0	0	31	0	0	0	42	0	78	313	0	0	0	0
8:00 AM	0	3	0	0	0	0	0	0	0	0	29	0	0	0	44	0	76	311	0	0	0	0
8:15 AM	0	4	0	0	0	0	0	0	0	0	35	0	0	0	48	1	88		0	0	0	0
8:30 AM	0	4	0	1	0	0	0	0	0	0	32	0	0	0	34	0	71		0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	41	0	0	0	33	0	76		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	6	0	1	0	0	0	0	0	0	21	0	0	0	19	1	48
Lights	0	7	0	0	0	0	0	0	0	0	138	0	0	0	133	1	279
Mediums	0	2	0	0	0	0	0	0	0	0	9	0	0	0	10	0	21
Total	0	15	0	1	0	0	0	0	0	0	168	0	0	0	162	2	348

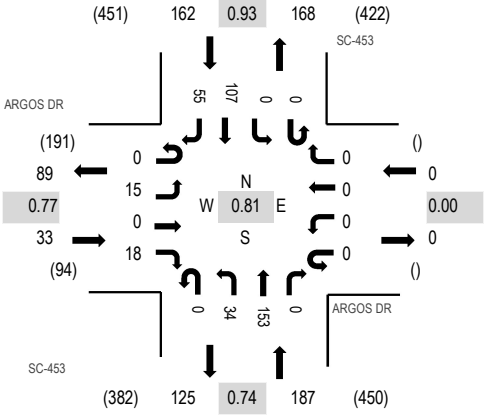
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		43.8%				0.0%				12.5%				12.2%			13.8%
Heavy Vehicle %	0.0%	40.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	11.7%	50.0%	13.8%
Peak Hour Factor		0.48				0.00				0.79				0.91			0.84
Peak Hour Factor	0.00	0.47	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.93	0.50	0.84

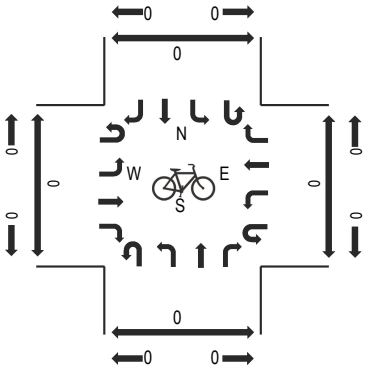
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 34 SC-453 & ARGOS DR AM
Date: Tuesday, September 17, 2024
Peak Hour: 06:30 AM - 07:30 AM
Peak 15-Minutes: 06:30 AM - 06:45 AM

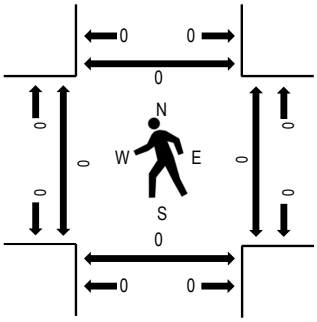
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ARGOS DR Eastbound				ARGOS DR Westbound				SC-453 Northbound				SC-453 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	2	0	4	0	0	0	0	0	7	22	0	0	0	14	6	55	349	0	0	0	0
6:15 AM	0	3	0	3	0	0	0	0	0	9	29	0	0	0	13	10	67	381	0	0	0	0
6:30 AM	0	1	0	4	0	0	0	0	0	14	52	0	0	0	27	20	118	382	0	0	0	0
6:45 AM	0	6	0	3	0	0	0	0	0	10	47	0	0	0	25	18	109	342	0	0	0	0
7:00 AM	0	5	0	6	0	0	0	0	0	8	27	0	0	0	31	10	87	315	0	0	0	0
7:15 AM	0	3	0	5	0	0	0	0	0	2	27	0	0	0	24	7	68	313	0	0	0	0
7:30 AM	0	3	0	2	0	0	0	0	0	2	26	0	1	0	35	9	78	334	0	0	0	0
7:45 AM	0	6	0	1	0	0	0	0	0	8	25	0	0	0	35	7	82	337	1	0	0	0
8:00 AM	0	5	0	7	0	0	0	0	0	5	24	0	0	0	35	9	85	331	1	0	0	0
8:15 AM	0	3	0	3	0	0	0	0	0	3	32	0	0	0	39	9	89		0	0	0	0
8:30 AM	0	2	0	7	0	0	0	0	0	5	32	0	0	0	28	7	81		0	0	0	0
8:45 AM	0	6	0	4	0	0	0	0	0	1	33	0	0	0	27	5	76		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	4	0	0	0	0	0	3	18	0	0	0	11	8	47
Lights	0	12	0	5	0	0	0	0	0	22	126	0	0	0	87	46	298
Mediums	0	0	0	9	0	0	0	0	0	9	9	0	0	0	9	1	37
Total	0	15	0	18	0	0	0	0	0	34	153	0	0	0	107	55	382

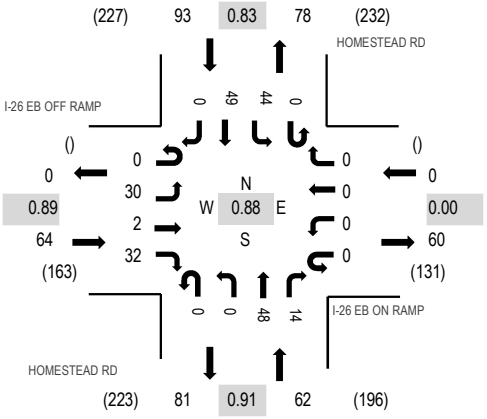
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		21.2%				0.0%				11.2%				11.7%			12.3%
Heavy Vehicle %	0.0%	20.0%	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	8.8%	11.8%	0.0%	0.0%	0.0%	10.3%	14.5%	12.3%
Peak Hour Factor		0.77				0.00				0.74				0.93			0.81
Peak Hour Factor	0.00	0.71	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.73	0.75	0.00	0.25	0.00	0.92	0.73	0.81

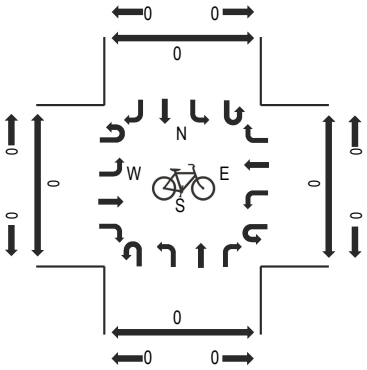
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 HOMESTEAD RD & I-26 EB ON RAMP PM
Date: Tuesday, September 17, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

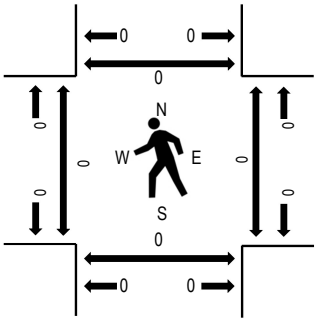
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 EB OFF RAMP Eastbound				I-26 EB ON RAMP Westbound				HOMESTEAD RD Northbound				HOMESTEAD RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	8	1	3	0	0	0	0	0	0	17	1	0	8	14	0	52	195	0	0	0	0
3:15 PM	0	6	1	7	0	0	0	0	0	0	11	4	0	5	9	0	43	183	0	0	0	0
3:30 PM	0	9	1	10	0	0	0	0	0	0	12	3	0	5	12	0	52	190	0	0	0	0
3:45 PM	0	5	1	6	0	0	0	0	0	0	12	8	0	3	13	0	48	188	0	0	0	0
4:00 PM	0	4	1	2	0	0	0	0	0	0	12	2	0	10	9	0	40	187	0	0	0	0
4:15 PM	0	6	1	4	0	0	0	0	0	0	18	1	0	1	19	0	50	209	0	0	0	0
4:30 PM	0	4	0	8	0	0	0	0	0	0	15	5	0	5	13	0	50	212	0	0	0	0
4:45 PM	0	8	0	8	0	0	0	0	0	0	14	0	0	4	13	0	47	219	0	0	0	0
5:00 PM	0	7	1	10	0	0	0	0	0	0	12	6	0	12	14	0	62	204	0	0	0	0
5:15 PM	0	8	0	8	0	0	0	0	0	0	11	4	0	12	10	0	53		0	0	0	0
5:30 PM	0	7	1	6	0	0	0	0	0	0	11	4	0	16	12	0	57		0	0	0	0
5:45 PM	0	4	0	7	0	0	0	0	0	0	11	2	0	2	6	0	32		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	12	2	2	0	0	0	0	0	0	3	2	0	11	5	0	37
Lights	0	17	0	29	0	0	0	0	0	0	44	12	0	32	44	0	178
Mediums	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	4
Total	0	30	2	32	0	0	0	0	0	0	48	14	0	44	49	0	219

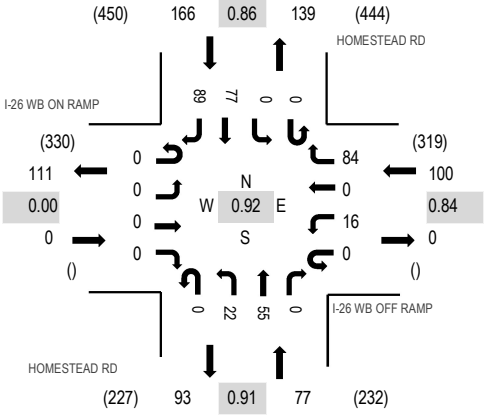
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		25.0%				0.0%				8.1%				17.2%			16.9%
Heavy Vehicle %	0.0%	40.0%	100.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	14.3%	0.0%	25.0%	10.2%	0.0%	16.9%
Peak Hour Factor		0.89				0.00				0.91				0.83			0.88
Peak Hour Factor	0.00	0.94	1.00	0.85	0.00	0.00	0.00	0.00	0.00	0.00	0.82	0.53	0.00	0.69	0.78	0.00	0.88

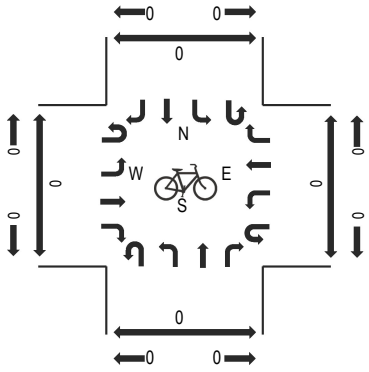
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 HOMESTEAD RD & I-26 WB OFF RAMP PM
Date: Tuesday, September 17, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

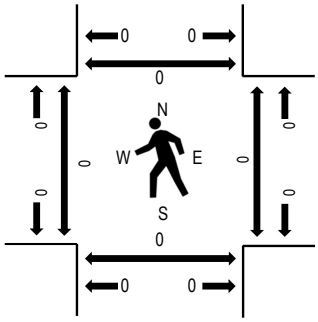
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 WB ON RAMP Eastbound				I-26 WB OFF RAMP Westbound				HOMESTEAD RD Northbound				HOMESTEAD RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	8	0	26	0	7	18	0	0	0	14	24	97	341	0	0	0	0
3:15 PM	0	0	0	0	0	3	1	24	0	2	14	0	0	0	11	33	88	334	0	0	0	0
3:30 PM	0	0	0	0	0	4	0	18	0	3	19	0	0	0	13	15	72	327	0	0	0	0
3:45 PM	0	0	0	0	0	2	0	28	0	5	12	0	0	0	14	23	84	340	0	0	0	0
4:00 PM	0	0	0	0	0	1	0	24	0	4	12	0	0	0	18	31	90	336	0	0	0	0
4:15 PM	0	0	0	0	0	3	1	18	0	2	21	0	0	0	18	18	81	339	0	0	0	0
4:30 PM	0	0	0	0	0	5	3	25	0	7	13	0	0	0	12	20	85	341	0	0	0	0
4:45 PM	0	0	0	0	0	3	0	18	0	7	15	0	0	0	14	23	80	343	0	0	0	0
5:00 PM	0	0	0	0	0	3	0	26	0	6	13	0	0	0	23	22	93	324	0	0	0	0
5:15 PM	0	0	0	0	0	5	0	23	0	5	14	0	0	0	17	19	83		0	0	0	0
5:30 PM	0	0	0	0	0	5	0	17	0	4	13	0	0	0	23	25	87		0	0	0	0
5:45 PM	0	0	0	0	0	2	0	23	0	6	10	0	0	0	6	14	61		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	3	0	21	0	2	13	0	0	0	13	23	75
Lights	0	0	0	0	0	13	0	57	0	20	40	0	0	0	63	63	256
Mediums	0	0	0	0	0	0	0	6	0	0	2	0	0	0	1	3	12
Total	0	0	0	0	0	16	0	84	0	22	55	0	0	0	77	89	343

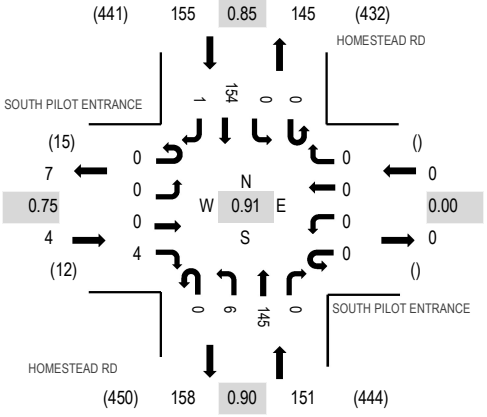
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				24.0%				19.5%				21.7%			21.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	18.8%	0.0%	25.0%	0.0%	9.1%	23.6%	0.0%	0.0%	0.0%	16.9%	25.8%	21.9%
Peak Hour Factor		0.00				0.84				0.91				0.86			0.92
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.53	0.33	0.86	0.00	0.89	0.76	0.00	0.00	0.00	0.84	0.77	0.92

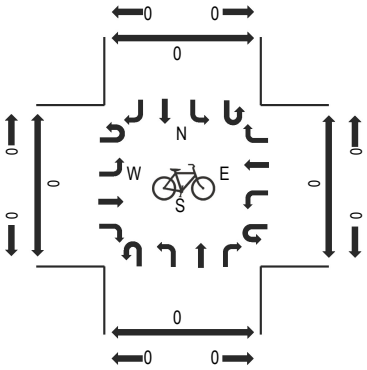
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 HOMESTEAD RD & SOUTH PILOT ENTRANCE PM
Date: Tuesday, September 17, 2024
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

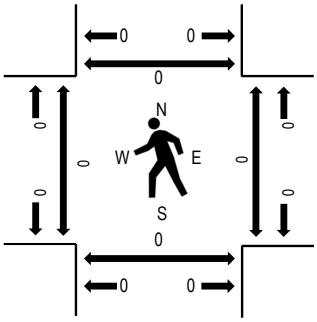
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SOUTH PILOT ENTRANCE Eastbound				SOUTH PILOT ENTRANCE Westbound				HOMESTEAD RD Northbound				HOMESTEAD RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	1	0	0	0	0	0	0	44	0	0	0	37	1	83	308	0	0	0	0
3:15 PM	0	0	0	1	0	0	0	0	0	2	36	0	0	0	43	0	82	310	0	0	0	0
3:30 PM	0	0	0	1	0	0	0	0	0	0	37	0	0	0	27	0	65	303	0	0	0	0
3:45 PM	0	0	0	2	0	0	0	0	0	3	37	0	0	0	35	1	78	309	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	35	0	0	0	49	0	85	300	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	2	37	0	0	0	36	0	75	300	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	2	36	0	0	0	32	1	71	298	0	0	0	0
4:45 PM	0	0	0	2	0	0	0	0	0	1	31	0	0	0	35	0	69	305	0	0	0	0
5:00 PM	0	0	0	2	0	0	0	0	0	0	40	0	0	0	43	0	85	289	0	0	0	0
5:15 PM	0	0	0	1	0	0	0	0	0	0	37	0	0	0	35	0	73		0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	30	0	0	0	47	0	78		0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	1	32	0	0	0	19	0	53		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	5	34	0	0	0	35	0	74
Lights	0	0	0	2	0	0	0	0	0	0	109	0	0	0	115	1	227
Mediums	0	0	0	2	0	0	0	0	0	1	2	0	0	0	4	0	9
Total	0	0	0	4	0	0	0	0	0	6	145	0	0	0	154	1	310

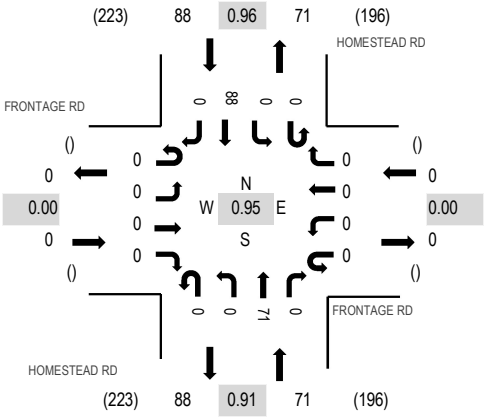
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				25.8%				22.6%			23.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	83.3%	23.4%	0.0%	0.0%	0.0%	22.7%	0.0%	23.9%
Peak Hour Factor		0.75				0.00				0.90				0.85			0.91
Peak Hour Factor	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.67	0.88	0.00	0.00	0.00	0.85	0.50	0.91

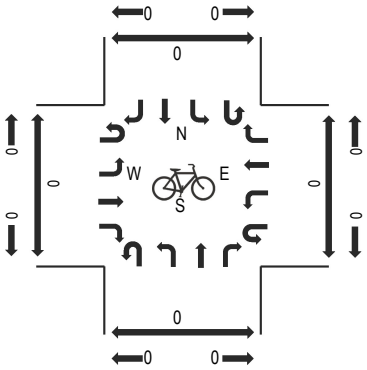
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 HOMESTEAD RD & FRONTAGE RD PM
Date: Tuesday, September 17, 2024
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

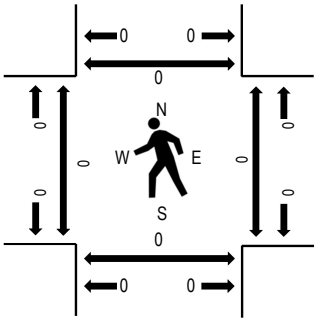
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FRONTAGE RD Eastbound				FRONTAGE RD Westbound				HOMESTEAD RD Northbound				HOMESTEAD RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	17	0	35	142	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	16	0	31	132	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	22	0	37	143	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	19	0	39	147	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	11	0	25	143	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	23	0	42	159	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	21	0	41	151	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	21	0	35	143	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	23	0	41	134	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	19	0	34		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	15	0	0	0	18	0	33		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	13	0	0	0	13	0	26		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8
Lights	0	0	0	0	0	0	0	0	0	0	63	0	0	0	82	0	145
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6
Total	0	0	0	0	0	0	0	0	0	0	71	0	0	0	88	0	159

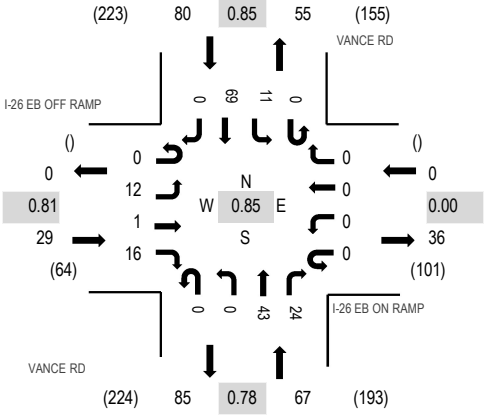
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				4.2%				5.7%			5.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	5.7%	0.0%	5.0%
Peak Hour Factor		0.00				0.00				0.91				0.96			0.95
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.96	0.00	0.95

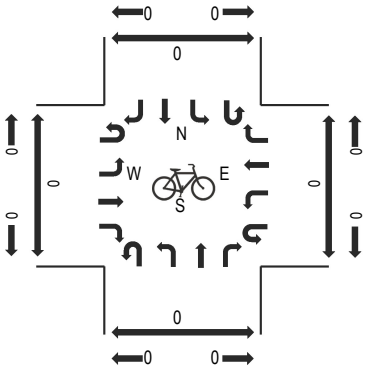
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 VANCE RD & I-26 EB ON RAMP PM
Date: Tuesday, September 17, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

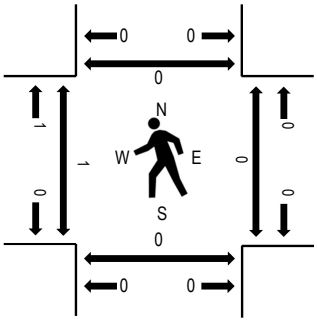
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 EB OFF RAMP Eastbound				I-26 EB ON RAMP Westbound				VANCE RD Northbound				VANCE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	3	0	6	0	0	0	0	0	0	8	8	0	3	21	0	49	176	1	0	0	0
3:15 PM	0	5	1	2	0	0	0	0	0	0	10	3	0	4	14	0	39	159	0	0	0	0
3:30 PM	0	3	0	4	0	0	0	0	0	0	15	9	0	2	19	0	52	156	0	0	0	0
3:45 PM	0	1	0	4	0	0	0	0	0	0	10	4	0	2	15	0	36	139	0	0	0	0
4:00 PM	0	2	0	0	0	0	0	0	0	0	9	7	0	5	9	0	32	136	0	0	0	0
4:15 PM	0	1	1	3	0	0	0	0	0	0	5	4	0	4	18	0	36	154	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	0	0	6	4	0	2	22	0	35	165	0	0	0	0
4:45 PM	0	1	1	1	0	0	0	0	0	0	14	2	0	1	13	0	33	171	0	0	0	0
5:00 PM	0	2	0	2	0	0	0	0	0	0	16	8	0	2	20	0	50	168	0	0	0	0
5:15 PM	0	3	1	6	0	0	0	0	0	0	11	6	0	4	16	0	47		0	0	0	0
5:30 PM	0	5	0	1	0	0	0	0	0	0	11	6	0	0	18	0	41		0	0	0	0
5:45 PM	0	2	0	2	0	0	0	0	0	0	12	5	0	2	7	0	30		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	4	3	0	1	8	0	17
Lights	0	8	1	15	0	0	0	0	0	0	37	21	0	10	57	0	149
Mediums	0	3	0	1	0	0	0	0	0	0	2	0	0	0	4	0	10
Total	0	12	1	16	0	0	0	0	0	0	43	24	0	11	69	0	176

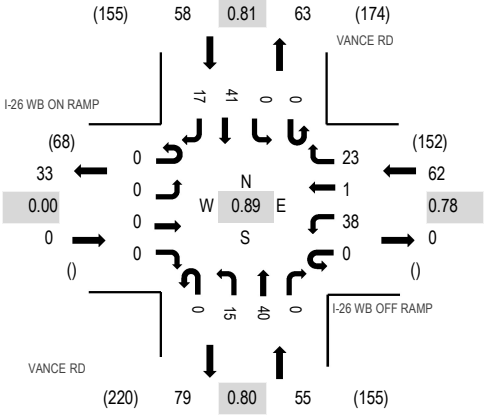
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.4%				0.0%				10.4%				11.3%			9.7%
Heavy Vehicle %	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.3%	12.5%	0.0%	9.1%	11.6%	0.0%	9.7%
Peak Hour Factor		0.81				0.00				0.78				0.85			0.85
Peak Hour Factor	0.00	0.60	0.50	0.67	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.78	0.00	0.65	0.83	0.00	0.85

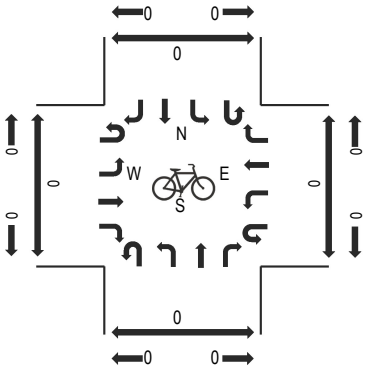
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 VANCE RD & I-26 WB OFF RAMP PM
Date: Tuesday, September 17, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

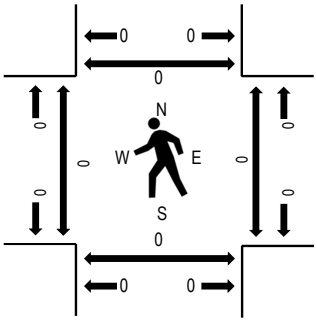
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 WB ON RAMP Eastbound				I-26 WB OFF RAMP Westbound				VANCE RD Northbound				VANCE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	11	1	8	0	6	5	0	0	0	13	5	49	175	0	0	0	0
3:15 PM	0	0	0	0	0	8	0	5	0	4	11	0	0	0	10	6	44	159	0	0	0	0
3:30 PM	0	0	0	0	0	10	0	6	0	5	12	0	0	0	11	3	47	157	0	0	0	0
3:45 PM	0	0	0	0	0	9	0	4	0	0	12	0	0	0	7	3	35	142	0	0	0	0
4:00 PM	0	0	0	0	0	6	0	4	0	0	11	0	0	0	8	4	33	139	0	0	0	0
4:15 PM	0	0	0	0	0	10	0	8	0	0	6	0	0	0	13	5	42	153	0	0	0	0
4:30 PM	0	0	0	0	0	8	1	3	0	1	5	0	0	0	13	1	32	150	0	0	0	0
4:45 PM	0	0	0	0	0	8	0	3	0	1	12	0	0	0	6	2	32	156	0	0	0	0
5:00 PM	0	0	0	0	0	10	1	1	0	3	17	0	0	0	12	3	47	148	0	0	0	0
5:15 PM	0	0	0	0	0	9	0	0	0	0	14	0	0	0	11	5	39		0	0	0	0
5:30 PM	0	0	0	0	0	12	0	2	0	0	16	0	0	0	6	2	38		0	0	0	0
5:45 PM	0	0	0	0	0	3	0	1	0	6	8	0	0	0	6	0	24		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	1	4	0	1	4	0	0	0	8	0	19
Lights	0	0	0	0	0	36	0	19	0	14	31	0	0	0	31	17	148
Mediums	0	0	0	0	0	1	0	0	0	0	5	0	0	0	2	0	8
Total	0	0	0	0	0	38	1	23	0	15	40	0	0	0	41	17	175

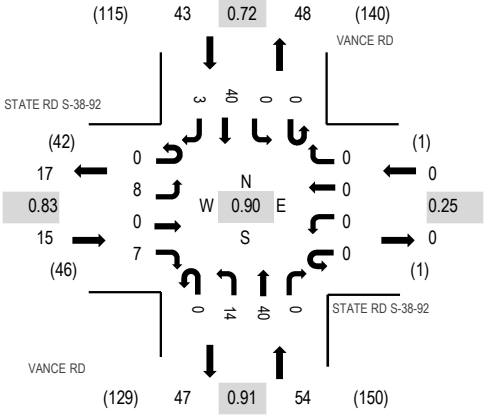
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				9.7%				9.1%				13.8%			10.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	100.0%	17.4%	0.0%	6.7%	10.0%	0.0%	0.0%	0.0%	19.5%	0.0%	10.9%
Peak Hour Factor		0.00				0.78				0.80				0.81			0.89
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.81	0.50	0.72	0.00	0.63	0.87	0.00	0.00	0.00	0.85	0.71	0.89

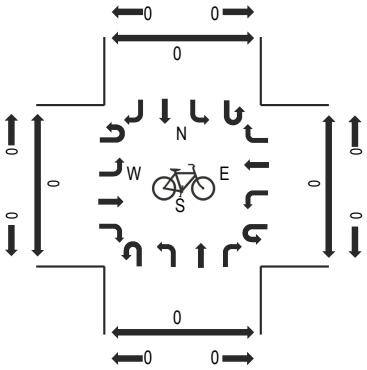
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 VANCE RD & STATE RD S-38-92 PM
Date: Tuesday, September 17, 2024
Peak Hour: 03:30 PM - 04:30 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

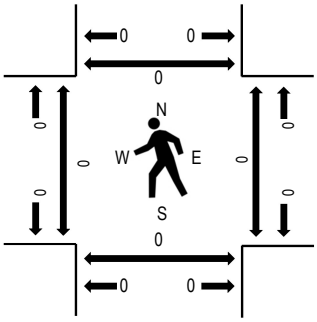
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	STATE RD S-38-92 Eastbound				STATE RD S-38-92 Westbound				VANCE RD Northbound				VANCE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	2	0	4	0	0	0	0	0	0	8	0	0	0	11	0	25	108	0	0	0	0
3:15 PM	0	2	0	3	0	1	0	0	0	2	12	0	0	0	6	3	29	111	0	0	0	0
3:30 PM	0	2	0	0	0	0	0	0	0	2	12	0	0	0	13	2	31	112	0	0	0	0
3:45 PM	0	0	0	2	0	0	0	0	0	4	11	0	0	0	6	0	23	102	0	0	0	0
4:00 PM	0	3	0	2	0	0	0	0	0	4	10	0	0	0	9	0	28	106	0	0	0	0
4:15 PM	0	3	0	3	0	0	0	0	0	4	7	0	0	0	12	1	30	109	0	0	0	0
4:30 PM	0	0	0	2	0	0	0	0	0	1	7	0	0	0	10	1	21	109	0	0	0	0
4:45 PM	0	1	0	5	0	0	0	0	0	4	10	0	0	0	6	1	27	111	0	0	0	0
5:00 PM	0	2	0	4	0	0	0	0	0	1	15	0	0	0	7	2	31	98	0	0	0	0
5:15 PM	0	1	0	2	0	0	0	0	0	2	12	0	0	0	11	2	30		0	0	0	0
5:30 PM	0	1	0	1	0	0	0	0	0	3	11	0	0	0	5	2	23		0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	8	0	0	0	4	1	14		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	4	3	0	0	0	3	0	11
Lights	0	8	0	6	0	0	0	0	0	10	35	0	0	0	35	3	97
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4
Total	0	8	0	7	0	0	0	0	0	14	40	0	0	0	40	3	112

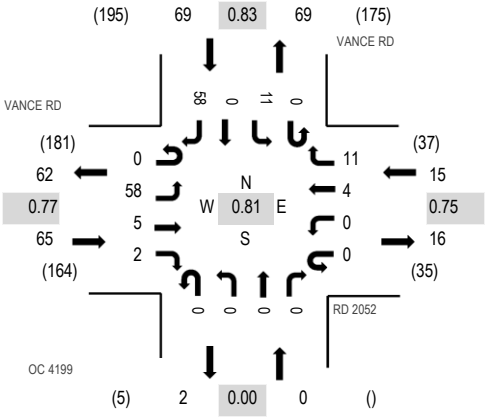
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.7%				0.0%				13.0%				7.0%			9.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	28.6%	7.5%	0.0%	0.0%	0.0%	7.5%	0.0%	9.8%
Peak Hour Factor		0.83				0.25				0.91				0.72			0.90
Peak Hour Factor	0.00	0.67	0.25	0.70	0.00	0.25	0.00	0.00	0.00	0.88	0.80	0.00	0.00	0.00	0.77	0.88	0.90

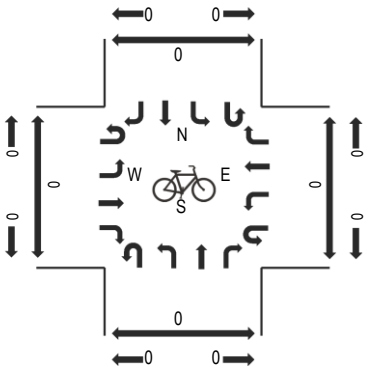
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 OC 4199 & RD 2052 PM
Date: Tuesday, September 17, 2024
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

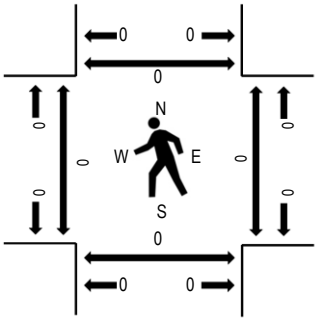
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VANCE RD Eastbound				RD 2052 Westbound				OC 4199 Northbound				VANCE RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	13	0	0	0	0	0	1	0	0	0	0	0	4	0	19	37	136	0	0	0	0
3:15 PM	0	8	1	0	0	0	1	3	0	0	0	0	0	1	0	12	26	126	0	0	0	0
3:30 PM	0	20	1	1	0	0	0	1	0	0	0	0	0	3	0	15	41	127	0	0	0	0
3:45 PM	0	12	0	0	0	0	3	2	0	0	0	0	0	1	0	14	32	115	0	0	0	0
4:00 PM	0	13	1	0	0	0	2	2	0	0	0	0	0	0	0	9	27	115	0	0	0	0
4:15 PM	0	8	1	0	0	0	0	1	0	0	0	0	0	0	1	16	27	134	0	0	0	0
4:30 PM	0	6	0	0	0	0	0	1	0	0	0	0	0	2	0	20	29	141	0	0	0	0
4:45 PM	0	14	2	1	0	0	0	2	0	0	0	0	0	1	0	12	32	149	0	0	0	0
5:00 PM	0	19	1	1	0	0	2	2	0	0	0	0	0	3	0	18	46	145	0	0	0	0
5:15 PM	0	13	1	0	0	0	0	6	0	0	0	0	0	2	0	12	34		0	0	0	0
5:30 PM	0	12	1	0	0	0	2	1	0	0	0	0	0	5	0	16	37		0	0	0	0
5:45 PM	0	12	1	1	0	0	2	3	0	0	0	0	0	3	0	6	28		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	2	5
Lights	0	58	5	2	0	0	4	8	0	0	0	0	0	10	0	55	142
Mediums	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
Total	0	58	5	2	0	0	4	11	0	0	0	0	0	11	0	58	149

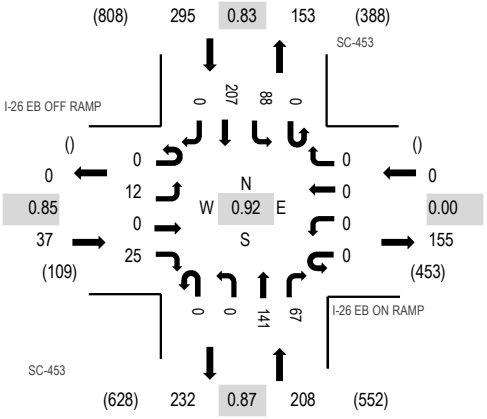
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				13.3%				0.0%				4.3%			3.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.2%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	3.4%	3.4%
Peak Hour Factor		0.77				0.75				0.00				0.83			0.81
Peak Hour Factor	0.00	0.76	0.63	0.50	0.00	0.00	0.50	0.50	0.00	0.00	0.00	0.00	0.00	0.65	0.25	0.83	0.81

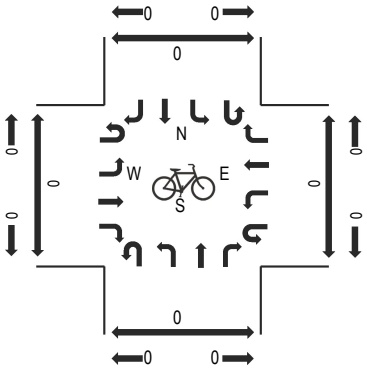
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 29 SC-453 & I-26 EB ON RAMP PM
Date: Tuesday, September 17, 2024
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

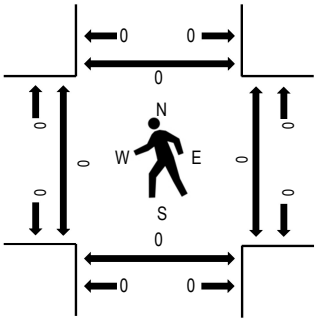
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 EB OFF RAMP Eastbound				I-26 EB ON RAMP Westbound				SC-453 Northbound				SC-453 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	3	0	8	0	0	0	0	0	0	27	21	0	13	50	0	122	529	0	0	0	0
3:15 PM	0	3	0	9	0	0	0	0	0	0	31	20	0	23	47	0	133	540	0	0	0	0
3:30 PM	0	4	0	6	0	0	0	0	0	0	30	17	0	24	65	0	146	520	0	0	0	0
3:45 PM	0	2	0	6	0	0	0	0	0	0	32	18	0	21	49	0	128	482	0	0	0	0
4:00 PM	0	3	0	4	0	0	0	0	0	0	48	12	0	20	46	0	133	465	0	0	0	0
4:15 PM	0	2	0	6	0	0	0	0	0	0	27	25	0	17	36	0	113	475	0	0	0	0
4:30 PM	0	1	0	7	0	0	0	0	0	0	17	19	0	20	44	0	108	477	0	0	0	0
4:45 PM	0	2	0	4	0	0	0	0	0	0	26	17	0	21	41	0	111	495	0	0	0	0
5:00 PM	0	1	0	8	0	0	0	0	0	0	26	13	0	34	61	0	143	475	0	0	0	0
5:15 PM	0	5	0	8	0	0	0	0	0	0	33	11	0	16	42	0	115		0	0	0	0
5:30 PM	0	4	1	7	0	0	0	0	0	0	37	12	0	28	37	0	126		0	0	0	0
5:45 PM	0	1	0	4	0	0	0	0	0	0	23	10	0	20	33	0	91		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	8	0	2	0	0	0	0	0	0	19	1	0	9	31	0	70
Lights	0	4	0	21	0	0	0	0	0	0	116	61	0	75	156	0	433
Mediums	0	0	0	2	0	0	0	0	0	0	6	5	0	4	20	0	37
Total	0	12	0	25	0	0	0	0	0	0	141	67	0	88	207	0	540

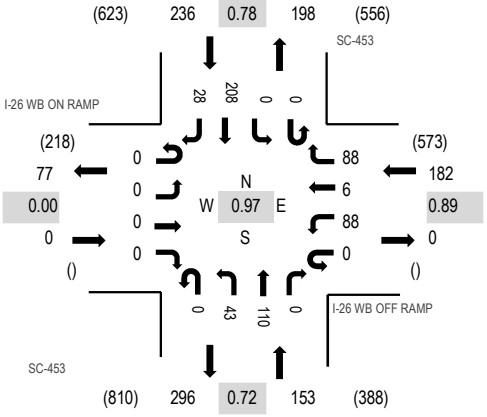
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		27.0%				0.0%				9.6%				13.6%			13.0%
Heavy Vehicle %	0.0%	66.7%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	13.5%	1.5%	0.0%	10.2%	15.0%	0.0%	13.0%
Peak Hour Factor		0.85				0.00				0.87				0.83			0.92
Peak Hour Factor	0.00	0.60	0.25	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.73	0.90	0.00	0.73	0.81	0.00	0.92

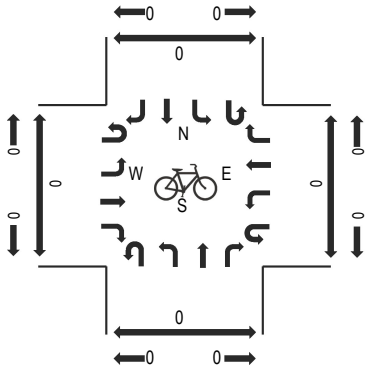
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 30 SC-453 & I-26 WB OFF RAMP PM
Date: Tuesday, September 17, 2024
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

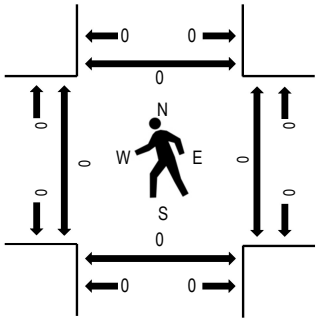
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	I-26 WB ON RAMP Eastbound				I-26 WB OFF RAMP Westbound				SC-453 Northbound				SC-453 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	0	0	0	20	0	33	0	9	21	0	0	0	42	5	130	555	0	0	0	0
3:15 PM	0	0	0	0	0	22	2	27	0	10	24	0	0	0	49	11	145	571	0	0	0	0
3:30 PM	0	0	0	0	0	18	1	19	0	11	22	0	0	0	71	5	147	544	0	0	0	0
3:45 PM	0	0	0	0	0	25	1	21	0	9	24	0	0	0	45	8	133	507	0	0	0	0
4:00 PM	0	0	0	0	0	23	2	21	0	13	40	0	0	0	43	4	146	495	0	0	0	0
4:15 PM	0	0	0	0	0	13	0	34	0	11	18	0	0	0	40	2	118	504	0	0	0	0
4:30 PM	0	0	0	0	0	22	1	24	0	5	13	0	0	0	43	2	110	512	0	0	0	0
4:45 PM	0	0	0	0	0	25	2	25	0	8	19	0	0	0	38	4	121	547	0	0	0	0
5:00 PM	0	0	0	0	0	16	0	24	0	7	20	0	0	0	77	11	155	534	0	0	0	0
5:15 PM	0	0	0	0	0	16	0	28	0	17	22	0	0	0	42	1	126		0	0	0	0
5:30 PM	0	0	0	0	0	17	17	20	0	8	33	0	0	0	48	2	145		0	0	0	0
5:45 PM	0	0	0	0	0	28	16	10	0	10	14	0	0	0	27	3	108		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	13	3	11	0	5	22	0	0	0	27	6	87
Lights	0	0	0	0	0	62	3	73	0	38	82	0	0	0	170	21	449
Mediums	0	0	0	0	0	13	0	4	0	0	6	0	0	0	11	1	35
Total	0	0	0	0	0	88	6	88	0	43	110	0	0	0	208	28	571

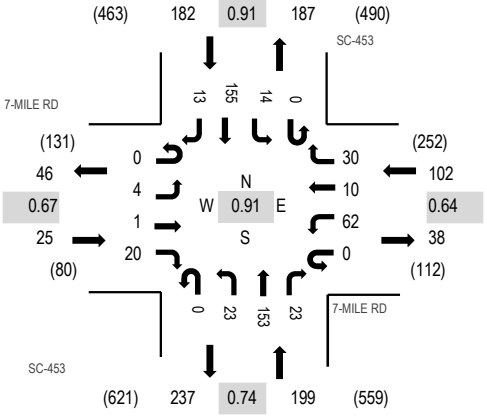
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				14.8%				17.6%				14.0%			15.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	14.8%	50.0%	12.5%	0.0%	11.6%	20.0%	0.0%	0.0%	0.0%	13.0%	21.4%	15.2%
Peak Hour Factor		0.00				0.89				0.72				0.78			0.97
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.88	0.49	0.79	0.00	0.85	0.69	0.00	0.00	0.00	0.73	0.66	0.97

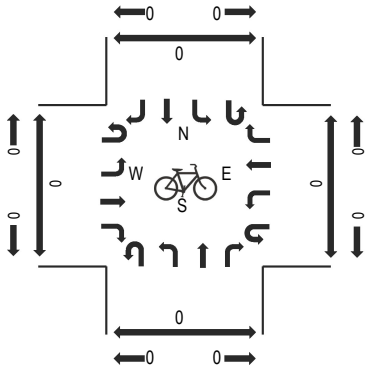
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 31 SC-453 & 7-MILE RD PM
Date: Tuesday, September 17, 2024
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

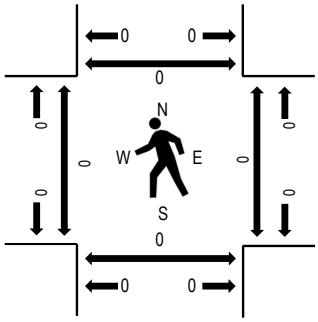
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	7-MILE RD Eastbound				7-MILE RD Westbound				SC-453 Northbound				SC-453 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	0	2	4	0	18	6	7	0	2	49	5	0	2	27	1	123	504	0	0	0	0
3:15 PM	0	2	0	3	0	13	1	5	0	5	38	9	0	5	42	3	126	508	0	0	0	0
3:30 PM	0	0	0	5	0	32	2	14	0	5	28	4	0	4	40	5	139	489	0	0	0	0
3:45 PM	0	0	1	5	0	11	5	8	0	3	34	5	0	3	37	4	116	438	0	0	0	0
4:00 PM	0	2	0	7	0	6	2	3	0	10	53	5	0	2	36	1	127	426	0	0	0	0
4:15 PM	0	1	1	2	0	6	1	3	0	9	40	6	0	2	35	1	107	447	0	0	0	0
4:30 PM	0	1	2	3	0	11	2	1	0	2	28	6	0	3	28	1	88	441	0	0	0	0
4:45 PM	0	1	3	5	0	19	2	2	0	6	31	6	0	4	21	4	104	464	0	0	0	0
5:00 PM	0	3	0	10	0	20	0	11	0	10	26	6	0	5	55	2	148	424	0	0	0	0
5:15 PM	0	1	1	4	0	6	1	1	0	13	34	4	0	2	30	4	101		0	0	0	0
5:30 PM	0	0	1	6	0	14	0	1	0	9	39	5	0	3	32	1	111		0	0	0	0
5:45 PM	0	0	1	3	1	8	1	8	0	6	15	3	0	0	17	1	64		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	3	0	2	0	1	30	2	0	2	29	1	71
Lights	0	4	1	19	0	58	10	28	0	20	119	17	0	12	116	12	416
Mediums	0	0	0	0	0	1	0	0	0	2	4	4	0	0	10	0	21
Total	0	4	1	20	0	62	10	30	0	23	153	23	0	14	155	13	508

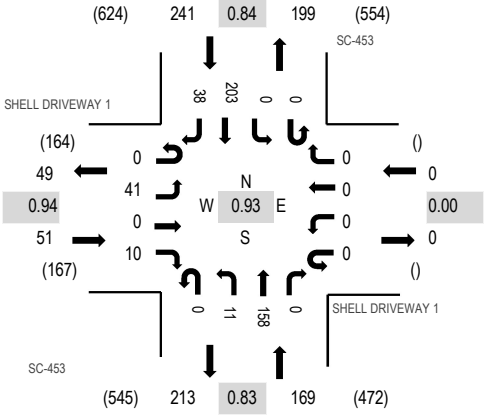
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		4.0%				4.9%				16.6%				17.6%			14.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	5.0%	0.0%	4.8%	0.0%	6.7%	0.0%	4.3%	19.6%	8.7%	0.0%	14.3%	18.7%	7.7%	14.0%
Peak Hour Factor		0.67				0.64				0.74				0.91			0.91
Peak Hour Factor	0.00	0.50	0.50	0.63	0.25	0.58	0.58	0.61	0.00	0.73	0.73	1.00	0.00	0.70	0.92	0.65	0.91

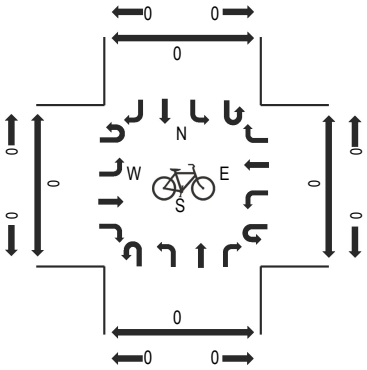
ALL TRAFFIC DATA SERVICES
(303) 216-2439
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Location: 32 SC-453 & SHELL DRIVEWAY 1 PM
Date: Tuesday, September 17, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

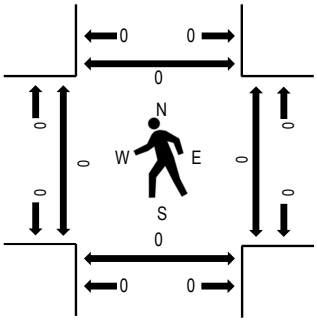
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHELL DRIVEWAY 1 Eastbound				SHELL DRIVEWAY 1 Westbound				SC-453 Northbound				SC-453 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	12	0	5	0	0	0	0	0	5	38	0	0	0	48	11	119	461	0	0	0	0
3:15 PM	0	10	0	3	0	0	0	0	0	3	39	0	0	0	44	11	110	457	0	0	0	0
3:30 PM	0	9	0	1	0	0	0	0	0	2	40	0	0	0	67	5	124	447	0	0	0	0
3:45 PM	0	10	0	1	0	0	0	0	0	1	41	0	0	0	44	11	108	415	0	0	0	0
4:00 PM	0	10	0	3	0	0	0	0	0	4	50	0	0	0	37	11	115	400	0	0	0	0
4:15 PM	0	13	0	2	0	0	0	0	0	3	38	0	0	0	32	12	100	405	0	0	0	0
4:30 PM	0	8	0	6	0	0	0	0	0	2	26	0	0	0	39	11	92	403	0	0	0	0
4:45 PM	0	10	0	6	0	0	0	0	0	4	30	0	0	0	34	9	93	418	0	0	0	0
5:00 PM	0	11	0	3	0	0	0	0	0	6	29	0	0	0	54	17	120	402	0	0	0	0
5:15 PM	0	11	0	4	0	0	0	0	0	1	36	0	0	0	39	7	98		0	0	0	0
5:30 PM	0	11	0	4	0	0	0	0	0	7	38	0	0	0	37	10	107		0	0	0	0
5:45 PM	0	10	0	4	0	0	0	0	0	5	24	0	0	0	28	6	77		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	16	0	0	0	32	1	50
Lights	0	36	0	9	0	0	0	0	0	11	129	0	0	0	157	34	376
Mediums	0	4	0	1	0	0	0	0	0	0	13	0	0	0	14	3	35
Total	0	41	0	10	0	0	0	0	0	11	158	0	0	0	203	38	461

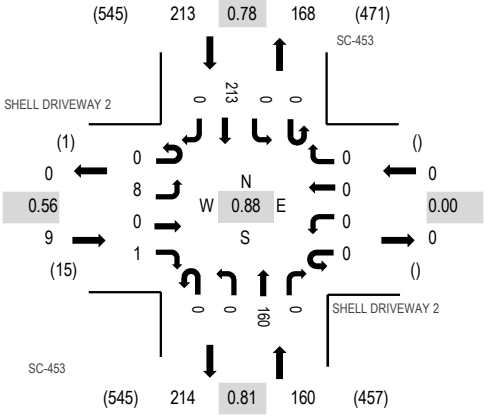
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.0%				0.0%				9.5%				13.7%			10.8%
Heavy Vehicle %	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.1%	0.0%	0.0%	0.0%	15.8%	2.6%	10.8%
Peak Hour Factor		0.94				0.00				0.83				0.84			0.93
Peak Hour Factor	0.00	0.98	0.00	0.79	0.00	0.00	0.00	0.00	0.00	0.68	0.85	0.00	0.00	0.00	0.76	0.72	0.93

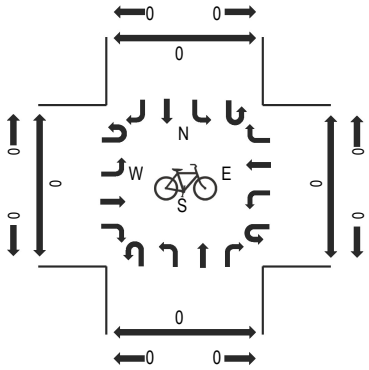
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 33 SC-453 & SHELL DRIVEWAY 2 PM
Date: Tuesday, September 17, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

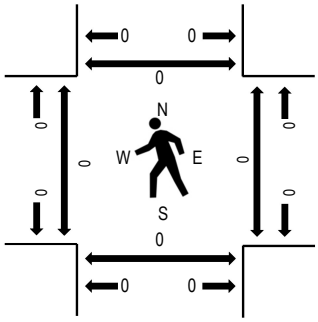
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHELL DRIVEWAY 2 Eastbound				SHELL DRIVEWAY 2 Westbound				SC-453 Northbound				SC-453 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	3	0	0	0	0	0	0	0	0	39	0	0	0	53	0	95	382	0	0	0	0
3:15 PM	0	3	0	1	0	0	0	0	0	0	40	0	0	0	47	0	91	381	0	0	0	0
3:30 PM	0	2	0	0	0	0	0	0	0	0	38	0	0	0	68	0	108	365	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	43	0	0	0	45	0	88	328	0	0	0	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	54	0	0	0	39	0	94	316	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	38	0	0	0	35	0	75	313	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	43	0	71	319	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	34	0	0	0	42	0	76	332	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	35	0	0	0	56	0	91	319	0	0	0	0
5:15 PM	0	3	0	0	0	0	0	0	0	0	34	0	0	0	43	1	81		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	45	0	0	0	39	0	84		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	29	0	0	0	34	0	63		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	15	0	0	0	32	0	48
Lights	0	4	0	0	0	0	0	0	0	0	135	0	0	0	166	0	305
Mediums	0	3	0	1	0	0	0	0	0	0	10	0	0	0	15	0	29
Total	0	8	0	1	0	0	0	0	0	0	160	0	0	0	213	0	382

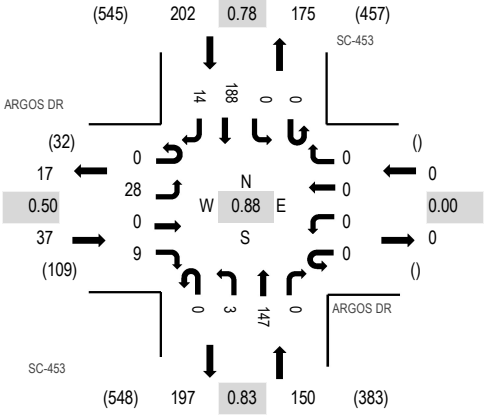
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		11.1%				0.0%				9.4%				15.0%			12.6%
Heavy Vehicle %	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.4%	0.0%	0.0%	0.0%	15.0%	0.0%	12.6%
Peak Hour Factor		0.56				0.00				0.81				0.78			0.88
Peak Hour Factor	0.00	0.67	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.00	0.78	0.25	0.88

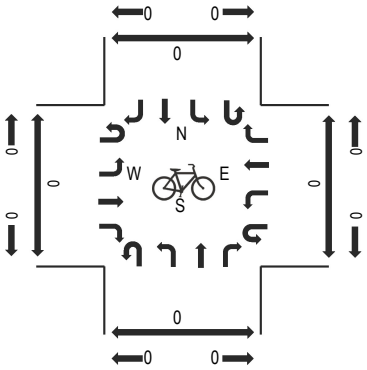
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 34 SC-453 & ARGOS DR PM
Date: Tuesday, September 17, 2024
Peak Hour: 03:15 PM - 04:15 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

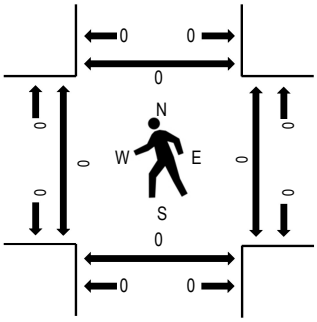
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ARGOS DR Eastbound				ARGOS DR Westbound				SC-453 Northbound				SC-453 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	7	0	3	0	0	0	0	0	0	32	0	0	0	51	0	93	386	0	0	0	0
3:15 PM	0	4	0	2	0	0	0	0	0	2	36	0	0	0	49	1	94	389	0	0	0	0
3:30 PM	0	10	0	4	0	0	0	0	0	0	28	0	0	0	64	4	110	369	0	0	0	0
3:45 PM	0	4	0	2	0	0	0	0	0	0	39	0	0	0	38	6	89	334	0	0	0	0
4:00 PM	0	10	0	1	0	0	0	0	0	1	44	0	0	0	37	3	96	322	0	0	0	0
4:15 PM	0	4	0	0	0	0	0	0	0	1	34	0	0	0	32	3	74	320	0	0	0	0
4:30 PM	0	12	0	2	0	0	0	0	0	2	16	0	0	0	42	1	75	324	0	0	0	0
4:45 PM	0	6	0	0	0	0	0	0	0	1	29	0	0	0	40	1	77	340	0	0	0	0
5:00 PM	0	10	0	2	0	0	0	0	0	1	24	0	0	0	55	2	94	329	0	0	0	0
5:15 PM	0	1	0	1	0	0	0	0	0	0	33	0	0	0	42	1	78		0	0	0	0
5:30 PM	0	13	0	7	0	0	0	0	0	1	32	0	0	0	38	0	91		0	0	0	0
5:45 PM	0	3	0	1	0	0	0	0	1	0	26	0	0	0	34	1	66		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	7	0	0	0	0	0	0	0	3	12	0	0	0	24	8	54
Lights	0	20	0	9	0	0	0	0	0	0	128	0	0	0	144	6	307
Mediums	0	1	0	0	0	0	0	0	0	0	7	0	0	0	20	0	28
Total	0	28	0	9	0	0	0	0	0	3	147	0	0	0	188	14	389

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		18.9%				0.0%				10.0%				15.8%			13.9%
Heavy Vehicle %	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	8.2%	0.0%	0.0%	0.0%	12.8%	57.1%	13.9%
Peak Hour Factor		0.50				0.00				0.83				0.78			0.88
Peak Hour Factor	0.00	0.67	0.00	0.39	0.00	0.00	0.00	0.00	0.25	0.63	0.84	0.00	0.00	0.00	0.79	0.67	0.88



APPENDIX B

HISTORIC AADT

000000380243 / 38-0243 / US301 : S- 793 (WOODBINE DR) TO I- 26 (INTERSTATE 26) Summary

	AADT	SU AADT	CU AADT	K-Factor	D-Factor
2023	15500	783	1741	0.08	0.51
2022	15000	758	1685	0.08	0.51
2021	14100	591	1490	0.08	0.6
2020	13400	561	1416	0.08	0.6
2019	13700	242	1895	0.08	0.53
2018	13500	239	1867	0.08	0.53
2017	13500	239	1867	0.08	0.53
2016	13500	239	1867	0.08	0.53
2015	11500	204	1590	0.08	0.53
2014	11900	714	1547	0.08	0.56
2013	12200	139	1911	0.08	0.59
2012	11600	-	-	0.08	0.5
2011	11600	-	-	0.08	0.5

000000380245 / 38-0245 / US301 : I- 26 (INTERSTATE 26) TO US 176 (OLD STATE RD) Summary

	AADT	SU AADT	CU AADT	K-Factor	D-Factor
2023	9800	531	1103	0.08	0.62
2022	9500	515	1070	0.08	0.62
2021	10300	581	757	0.08	0.58
2020	9800	553	720	0.08	0.58
2019	9600	294	1258	0.08	0.63
2018	9400	288	1231	0.08	0.63
2017	9400	288	1231	0.08	0.63
2016	10300	315	1349	0.08	0.63
2015	10800	330	1415	0.08	0.63
2014	11200	920	949	0.08	0.53
2013	10400	854	881	0.08	0.53
2012	10100	-	-	0.08	0.52
2011	10100	-	-	0.08	0.52

000000380351 / 38-0351 / SC33 : S- 65 (GRAMLING RD) TO I- 26 (INTERSTATE 26) Summary

	AADT	SU AADT	CU AADT	K-Factor	D-Factor
2023	4800	207	579	0.09	0.56
2022	4600	199	555	0.09	0.56
2021	4700	289	569	0.1	0.64
2020	4500	277	545	0.1	0.64
2019	4700	183	230	0.09	0.63
2018	4600	215	531	0.09	0.63
2017	5200	-	-	-	-
2016	5600	-	-	-	-
2015	6100	-	-	-	-
2014	6100	-	-	-	-
2013	5200	-	-	-	-
2012	5900	-	-	-	-
2011	6200	-	-	-	-

000000380353 / 38-0353 / SC33 : I- 26 (INTERSTATE 26) TO County Line - CALHOUN Summary

	AADT	SU AADT	CU AADT	K-Factor	D-Factor
2023	2100	100	93	0.1	0.59
2022	2000	95	88	0.1	0.59
2021	2400	167	126	0.09	0.61
2020	2300	160	120	0.09	0.61
2019	2200	86	108	0.1	0.66
2018	2200	88	114	0.1	0.66
2017	2500	-	-	-	-
2016	2400	-	-	-	-
2015	2900	-	-	-	-
2014	2900	-	-	-	-
2013	2500	-	-	-	-
2012	2500	-	-	-	-
2011	2600	-	-	-	-

000000380619 / 38-0619 / S-36 : I- 26 (INTERSTATE 26) TO S- 492 (WINTER CREEK RD) Summary

	AADT	SU AADT	CU AADT	K-Factor	D-Factor
2023	1300	59	67	0.1	0.65
2022	1250	57	64	0.1	0.65
2021	1450	77	72	0.1	0.57
2020	1400	74	70	0.1	0.57
2019	1400	55	69	0.1	0.69
2018	1350	70	70	0.1	0.69
2017	1300	-	-	-	-
2016	1500	-	-	-	-
2015	1200	-	-	-	-
2014	1200	-	-	-	-
2013	1400	-	-	-	-
2012	1350	-	-	-	-
2011	1300	-	-	-	-

000000180109 / 18-0109 / US15 : US 178 (CHARLESTON HWY) TO County Line - ORANGEBURG Summary

	AADT	SU AADT	CU AADT	K-Factor	D-Factor
2023	2400	110	260	0.09	0.52
2022	2200	101	239	0.09	0.52
2021	2400	102	235	0.1	0.53
2020	2200	93	215	0.1	0.53
2019	2500	90	158	0.09	0.52
2018	2300	102	174	0.09	0.52
2017	2200	-	-	-	-
2016	1900	-	-	-	-
2015	1550	-	-	-	-
2014	1650	-	-	-	-
2013	2400	-	-	-	-
2012	2100	-	-	-	-
2011	1850	-	-	-	-

000000180269 / 18-0269 / SC453 : US 178 (W MAIN ST) TO I- 26 (INTERSTATE 26) Summary

	AADT	SU AADT	CU AADT	K-Factor	D-Factor
2023	4000	358	418	0.08	0.57
2022	4100	367	429	0.08	0.57
2021	3600	361	405	0.08	0.57
2020	3700	371	416	0.08	0.57
2019	4100	160	201	0.08	0.57
2018	4000	527	450	0.08	0.57
2017	4600	-	-	-	-
2016	4600	-	-	-	-
2015	4100	-	-	-	-
2014	4200	-	-	-	-
2013	4900	-	-	-	-
2012	4600	-	-	-	-
2011	4600	-	-	-	-

000000380385 / 38-0385 / SC210 : I- 26 (INTERSTATE 26) TO US 176 (OLD STATE RD) Summary

	AADT	SU AADT	CU AADT	K-Factor	D-Factor
2023	850	57	93	0.12	0.57
2022	800	54	88	0.12	0.57
2021	1200	83	97	0.14	0.75
2020	1150	79	93	0.14	0.75
2019	1050	41	51	0.1	0.56
2018	1050	71	142	0.1	0.56
2017	1150	-	-	-	-
2016	1050	-	-	-	-
2015	1100	-	-	-	-
2014	1000	-	-	-	-
2013	1100	-	-	-	-
2012	1100	-	-	-	-
2011	1050	-	-	-	-

000000380619 / 38-0619 / S-36 : I- 26 (INTERSTATE 26) TO S- 492 (WINTER CREEK RD) Summary

	AADT	SU AADT	CU AADT	K-Factor	D-Factor
2023	1300	59	67	0.1	0.65
2022	1250	57	64	0.1	0.65
2021	1450	77	72	0.1	0.57
2020	1400	74	70	0.1	0.57
2019	1400	55	69	0.1	0.69
2018	1350	70	70	0.1	0.69
2017	1300	-	-	-	-
2016	1500	-	-	-	-
2015	1200	-	-	-	-
2014	1200	-	-	-	-
2013	1400	-	-	-	-
2012	1350	-	-	-	-
2011	1300	-	-	-	-



APPENDIX C

CRASH DATA

Crash Number	Crash Date	Day of the Week	County	SMS Main Route Type	SMS Main Route Number	SMS Main Route Aux	SMS Main Street Name	MP	SMS Base RT	SMS Base RN	SMS Base Street Name	Light Condition	Road Surface Condition	Manner of Collision	Crash Harmful Event	# of Fatalities	# of Injuries	Probable Cause	Report	AADT	LRS	Max Injury Code	Time of Crash	Road Departure	Number of Units	Workzone	Workers Present	Workzone Location	Workzone Type	Functional Class	Latitude	Longitude	Direction o	VALID
21201412	1-Jan-21	Saturday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.099	SC ROUTE	33	CAMERON RD	Night	Wet	Non Collision	Tree	0	0	Driving too Fast for Conditions	21201412-02.pdf	55600	38010002660E	No Injury	22:30	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51636	-80.7877	East	Valid
21201411	1-Jan-21	Sunday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.099	SC ROUTE	33	CAMERON RD	Night	Wet	Non Collision	Tree	0	0	Driving too Fast for Conditions	21201411-02.pdf	55600	38010002660E	No Injury	22:00	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51636	-80.7877	East	Valid
21201417	2-Jan-21	Thursday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	148.115	SC ROUTE	33	CAMERON RD	Night	Wet	Rear End	Motor Unit (In Transport)	0	0	Driving too Fast for Conditions	21201417-01.pdf	56200	38010002660E	No Injury	23:10	No	2	Not a Workzone	No			Urban - Principal Arterial - Interstate	33.52701	-80.7982	West	Valid
21201330	2-Jan-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	148.874	SC ROUTE	33	CAMERON RD	Daylight	Wet	Rear End	Motor Unit (Stopped)	0	0	Driving too Fast for Conditions	21201330-01.pdf	55600	38010002660E	No Injury	10:20	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51885	-80.7902	West	Valid
21202981	2-Jan-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	156.156	SECONDARY ROAD	196	BIG BUCK BLVD	Daylight	Wet	Non Collision	Tree	0	0	Driving too Fast for Conditions	21202981-01.pdf	54400	38010002660E	No Injury	11:00	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.4407	-80.7072	West	Valid
21201413	2-Jan-21	Sunday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	157.35	SECONDARY ROAD	1303	LOG CABIN RD	Night	Wet	Non Collision	Tree	0	0	Driving too Fast for Conditions	21201413-03.pdf	54400	38010002660E	No Injury	1:30	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.42976	-80.6912	West	Valid
21200214	2-Jan-21	Sunday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	165.363	SC ROUTE	210	VANCE RD	Night	Wet	Non Collision	Tree	0	1	Medical Related	21200214-01.pdf	54500	38010002660E	Possible Injury	22:10	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.35404	-80.5864	East	Valid
21202983	2-Jan-21	Monday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	166.599	SECONDARY ROAD	1302	WHETSELL RD	Daylight	Wet	Rear End	Motor Unit (In Transport)	0	0	Driving too Fast for Conditions	21202983-01.pdf	54500	38010002660E	No Injury	14:53	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.34085	-80.5719	East	Valid
21202982	2-Jan-21	Wednesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	167.3	SECONDARY ROAD	1302	WHETSELL RD	Daylight	Wet	Rear End	Motor Unit (Stopped)	0	0	Driving too Fast for Conditions	21202982-01.pdf	54500	38010002660E	No Injury	12:19	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.33338	-80.5637	East	Valid
21201170	4-Jan-21	Thursday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.693	SECONDARY ROAD	65	GRAMLING RD	Night	Dry	Sideswipe, Same Direction	Motor Unit (In Transport)	0	0	Unknown	21201170-01.pdf	55600	38010002660E	No Injury	6:30	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51007	-80.7807	East	Valid
21200971	4-Jan-21	Friday	DORCHESTER	INTERSTATE	26	MAINLINE	INTERSTATE 26	169.553	LOCAL ROAD	337	WEATHERS FARM RD	Night	Dry	Rear End	Motor Unit (In Transport)	0	1	Distracted/Inattention	21200971-01.pdf	45400	18010002660E	Possible Injury	19:15	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.30721	-80.5373	East	Valid
21201419	6-Jan-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.065	SC ROUTE	33	CAMERON RD	Night	Wet	Sideswipe, Same Direction	Median Barrier	0	0	Improper Lane use/change	21201419-02.pdf	55600	38010002660E	No Injury	19:30	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51673	-80.7881	West	Valid
21200217	7-Jan-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.363	SECONDARY ROAD	65	GRAMLING RD	Night	Wet	Non Collision	Median Barrier	0	0	Weather Condition	21200217-01.pdf	55600	38010002660E	No Injury	23:27	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51351	-80.7844	East	Valid
21207234	7-Jan-21	Friday	DORCHESTER	INTERSTATE	26	MAINLINE	INTERSTATE 26	171.04	US ROUTE	15	US 15 HWY N	Daylight	Dry	Angle 2	Equipment Failure	0	0	Tires/Wheel	21207234-01.pdf	45400	18010002660E	No Injury	13:01	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.29064	-80.5208	East	Valid
21206711	8-Jan-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	148.592	SC ROUTE	33	CAMERON RD	Night	Dry	Non Collision	Other (Post, Pole, Support, ..)	0	1	Driving too Fast for Conditions	21206711-01.pdf	56200	38010002660E	Serious Injury	21:03	Yes	1	Not a Workzone	No			Urban - Principal Arterial - Interstate	33.522	-80.7933	East	Valid
21206801	10-Jan-21	Sunday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	152.198	SECONDARY ROAD	470	OLD ELLOREE RD	Daylight	Dry	Backed into	Motor Unit (In Transport)	0	0	Other Improper Action	21206801-02.pdf	55600	38010002660E	No Injury	13:30	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.48029	-80.7563	West	Valid
21206713	10-Jan-21	Sunday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	156.336	SECONDARY ROAD	1303	LOG CABIN RD	Night	Dry	Non Collision	Ditch	0	0	Driving too Fast for Conditions	21206713-01.pdf	54400	38010002660E	No Injury	3:01	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.43906	-80.7048	West	Valid
21201182	10-Jan-21	Sunday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	164.431	SC ROUTE	210	VANCE RD	Daylight	Dry	Non Collision	Tree	0	1	Under the Influence	21201182-02.pdf	53700	38010002660E	Minor Injury	15:43	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.36388	-80.5974	East	Valid
21207209	11-Jan-21	Sunday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	150.23	SECONDARY ROAD	65	GRAMLING RD	Daylight	Wet	Rear End	Motor Unit (In Transport)	0	1	Driving too Fast for Conditions	21207209-02.pdf	55600	38010002660E	Possible Injury	16:00	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.50446	-80.7742	East	Valid
21207896	17-Jan-21	Monday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.128	SC ROUTE	33	CAMERON RD	Daylight	Dry	Rear End	Motor Unit (In Transport)	0	0	Excessive Speed	21207896-02.pdf	55600	38010002660E	No Injury	13:10	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51605	-80.7874	East	Valid
21206805	17-Jan-21	Tuesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	159.095	SECONDARY ROAD	36	HOMESTEAD RD	Daylight	Dry	Rear End	Motor Unit (Stopped)	0	0	Driving too Fast for Conditions	21206805-01.pdf	53700	38010002660E	No Injury	14:40	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.41383	-80.6677	East	Valid
21206804	17-Jan-21	Tuesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	161.182	SECONDARY ROAD	692	ARISTA RD	Daylight	Dry	Non Collision	Tree	0	1	Driving too Fast for Conditions	21206804-02.pdf	53700	38010002660E	Possible Injury	13:40	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.3926	-80.642	West	Valid
21208673	19-Jan-21	Wednesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	154.363	US ROUTE	301	FIVE CHOP RD	Daylight	Dry	Rear End	Motor Unit (In Transport)	0	0	Unknown	21208673-01.pdf	54400	38010002660E	No Injury	15:52	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.45814	-80.7301	East	Valid
21205702	19-Jan-21	Wednesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	156.125	SECONDARY ROAD	196	BIG BUCK BLVD	Daylight	Dry	Sideswipe, Same Direction	Overturn/Rollover	0	1	Improper Lane use/change	21205702-03.pdf	54400	38010002660E	Possible Injury	13:56	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.44098	-80.7076	East	Valid
21208771	20-Jan-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	154.2	US ROUTE	301	FIVE CHOP RD	Daylight	Dry	Non Collision	Overturn/Rollover	0	0	Driving too Fast for Conditions	21208771-01.pdf	55600	38010002660E	No Injury	15:45	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.45985	-80.7321	West	Valid
21202990	20-Jan-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	156.245	SECONDARY ROAD	196	BIG BUCK BLVD	Daylight	Dry	Rear End	Motor Unit (Stopped)	0	1	Driving too Fast for Conditions	21202990-01.pdf	54400	38010002660E	Possible Injury	19:15	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.43989	-80.706	West	Valid
21209036	21-Jan-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	168.772	INTERSTATE	95	INTERSTATE 95	Night	Dry	Non Collision	Tree	0	0	Aggressive Operation	21209036-01.pdf	45400	38010002660E	No Injury	0:31	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.31704	-80.5467	East	Valid
21201188	24-Jan-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	148.788	SC ROUTE	33	CAMERON RD	Daylight	Dry	Non Collision	Guardrail Face	0	0	Driving too Fast for Conditions	21201188-01.pdf	55600	38010002660E	No Injury	16:26	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51981	-80.7912	East	Valid
21206589	26-Jan-21	Monday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	165.363	SC ROUTE	210	VANCE RD	Night	Dry	Non Collision	Other (fixed)	0	0	Improper Lane use/change	21206589-01.pdf	54500	38010002660E	No Injury	5:10	Yes	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.35404	-80.5864	East	Valid
21209037	26-Jan-21	Monday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	168.667	INTERSTATE	95	INTERSTATE 95	Night	Wet	Sideswipe, Same Direction	Motor Unit (In Transport)	0	0	Improper Lane use/change	21209037-01.pdf	45400	38010002660E	No Injury	18:00	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.31847	-80.5481	West	Valid
21207375	29-Jan-21	Tuesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	162.283	SECONDARY ROAD	92	EBENEZER RD	Daylight	Dry	Sideswipe, Same Direction	Cross Median/Center	0	0	Improper Lane use/change	21207375-01.pdf	53700	38010002660E	No Injury	12:10	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.38292	-80.6269	West	Valid
21209082	31-Jan-21	Tuesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.124	SC ROUTE	33	CAMERON RD	Daylight	Wet	Non Collision	Tree	0	0	Driving too Fast for Conditions	21209082-02.pdf	55600	38010002660E	No Injury	14:40	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51609	-80.7874	East	Valid
21210562	1-Feb-21	Wednesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	154.166	US ROUTE	301	FIVE CHOP RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21210562-01.pdf	55600	38010002660E	No Injury	13:24	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.4602	-80.7325	West	Valid
21209039	1-Feb-21	Wednesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	157.995	SECONDARY ROAD	1303	LOG CABIN RD	Daylight	Wet	Non Collision	Tree	0	0	Improper Lane use/change	21209039-01.pdf	54400	38010002660E	Possible Injury	14:24	Yes	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.42388	-80.6825	East	Valid
21210115	3-Feb-21	Saturday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	162.279	SECONDARY ROAD	92	EBENEZER RD	Daylight	Dry	Sideswipe, Same Direction	Motor Unit (In Transport)	0	0	Improper Lane use/change	21210115-01.pdf	53700	38010002660E	No Injury	12:45	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.38295	-80.6269	West	Valid
21209083	3-Feb-21	Saturday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	162.233	SECONDARY ROAD	92	EBENEZER RD	Daylight	Dry	Sideswipe, Same Direction	Motor Unit (In Transport)	0	0	Unknown	21209083-02.pdf	53700	38010002660E	No Injury	10:05	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.37456	-80.6218	East	Valid
21204797	5-Feb-21	Sunday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	158.306	SECONDARY ROAD	36	HOMESTEAD RD	Night	Dry	Non Collision	Tree	0	1	Unknown	21204797-02.pdf	54400	38010002660E	Minor Injury	1:20	Yes	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.42104	-80.6783	West	Valid
21206810	6-Feb-21	Sunday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.012	SC ROUTE	33	CAMERON RD	Night	Wet	Non Collision	Embankment	0	0	Driving too Fast for Conditions	21206810-01.pdf	55600	38010002660E	No Injury	21:30	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51731	-80.7887	East	Valid
21207307	9-Feb-21	Monday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	154.627	SECONDARY ROAD	196	BIG BUCK BLVD	Daylight	Dry	Sideswipe, Same Direction	Ran off Road Right	0	0	Unknown	21207307-01.pdf	54400	38010002660E	No Injury	14:20	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.45534	-80.727	East	Valid
21214681	13-Feb-21	Tuesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.132	SC ROUTE	33	CAMERON RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21214681-01.pdf	55600	38010002660E	No Injury	16:55	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.516	-80.7873	East	Valid
21214680	13-Feb-21	Wednesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.547	SECONDARY ROAD	65	GRAMLING RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21214680-01.pdf	55600	38010002660E	No Injury	14:05	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51159	-80.7824	East	Valid
21214881	13-Feb-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	150.057	SECONDARY ROAD	65	GRAMLING RD	Daylight	Wet	Non Collision	Tree	0	0	Driving too Fast for Conditions	21214881-01.pdf	55600	38010002660E	No Injury	13:40	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.50627	-80.7763	East	Valid
21214882	13-Feb-21	Sunday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	153.876	US ROUTE	301	FIVE CHOP RD	Daylight	Wet	Non Collision	Guardrail Face	0	0	Driving too Fast for Conditions	21214882-01.pdf	55600	38010002660E	No Injury	16:10	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.46303	-80.7362	West	Valid
21213429	13-Feb-21	Wednesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	154.2	US ROUTE	301	FIVE CHOP RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Improper Lane use/change	21213429-02.pdf	55600	38010002660E	No Injury	15:10	Yes	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.45985	-80.7321	West	Valid
21214683	14-Feb-21	Thursday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	148.874	SC ROUTE	33	CAMERON RD	Daylight	Wet	Rear End	Median Barrier	0	0	Driving too Fast for Conditions	21214683-01.pdf	55600	38010002660E	No Injury	13:50	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51885	-80.7902	West	Valid
21214886	14-Feb-21	Thursday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.363	SECONDARY ROAD	65	GRAMLING RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21214886-01.pdf	55600	38010002660E	No Injury	13:40	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51351	-80.7844	East	Valid
21215215	14-Feb-21	Thursday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	152.085	SECONDARY ROAD	470	OLD ELLOREE RD	Daylight	Wet	Non Collision	Unknown Movable Object	0	0	Debris	21215215-01.pdf	55600	38010002660E	No Injury	14:00	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.48173	-80.7572	East	Valid
21214887	14-Feb-21	Thursday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	152.227	SECONDARY ROAD	470	OLD ELLOREE RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21214887-01.pdf	55600	38010002660E	No Injury	15:10	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.47992	-80.7561	West	Valid
21211564	14-Feb-21	Thursday	DORCHESTER	INTERSTATE	26	MAINLINE	INTERSTATE 26	169.083	LOCAL ROAD	337	WEATHERS FARM RD	Night	Wet	Angle 3	Motor Unit (In Transport)	0	0	Improper Turn	21211564-01.pdf	45400	18010002660E	No Injury	1:30	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.31252	-80.5424	East	Valid
21212895	15-Feb-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.363	SECONDARY ROAD	65	GRAMLING RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21212895-01.pdf	55600	38010002660E	No Injury	20:15	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51351	-80.7844	East	Valid
21213291	16-Feb-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	156.336	SECONDARY ROAD	1303	LOG CABIN RD	Night	Wet	Non Collision	Ditch	0	0	Unknown	21213291-01.pdf	54400	38010002660E	No Injury	19:00	Yes	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.43906	-80.7048	West	Valid
21215218	18-Feb-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	148.63	SC ROUTE	33	CAMERON RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21215218-01.pdf	56200	38010002660E	No Injury	12:30	Yes	1	Not a Workzone	No			Urban - Principal Arterial - Interstate	33.52158	-80.7929	East	Valid
21215217	18-Feb-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	148.67	SC ROUTE	33	CAMERON RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21215217-02.pdf	55600	38010002660E	No Injury	10:15	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.52113	-80.7925	East	Valid
21205784	18-Feb-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	148.715	SC ROUTE	33	CAMERON RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21205784-01.pdf	55600	38010002660E	No Injury	11:28	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.52063	-80.792	East	Valid
21217109	18-Feb-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.104	SC ROUTE	33	CAMERON RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21217109-01.pdf	55600	38010002660E	No Injury	17:20	Yes	3	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51631	-80.7876	East	Valid
21211681	18-Feb-21	Saturday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.104	SC ROUTE	33	CAMERON RD	Night	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21211681-01.pdf	55600	38010002660E	No Injury	5:59	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51631	-80.7876	East	Valid
21201338	18-Feb-21	Saturday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.104	SC ROUTE	33	CAMERON RD	Daylight	Wet	Non Collision	Tree	0	0	Driving too Fast for Conditions	21201338-01.pdf	55600	38010002660E	No Injury	10:30	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.5163	-80.7876	East	Valid
21201339	18-Feb-21	Sunday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.118	SC ROUTE	33	CAMERON RD	Daylight	Wet	Non Collision	Tree	0	0	Driving too Fast for Conditions	21201339-01.pdf	55600	38010002660E	No Injury	10:30	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51615	-80.7875	East	Valid
21217311	18-Feb-21	Monday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	149.173	SC ROUTE	33	CAMERON RD	Daylight	Wet	Non Collision	Median Barrier	0	0	Driving too Fast for Conditions	21217311-01.pdf	55600	38010002660E	No Injury	12:50	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.51555	-80.7869	East	Valid
21217796	20-Feb-21	Tuesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	156.27	SECONDARY ROAD	1303	LOG CABIN RD	Night	Dry	Non Collision	Other Movable Object	0	0	Debris	21217796-01.pdf	54400	38010002660E	No Injury	5:40	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.43966	-80.7057	West	Valid
21215219	22-Feb-21	Tuesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	147.6	SECONDARY ROAD	29	BELLEVILLE RD	Daylight	Dry	Non Collision	Unknown Movable Object	0	0	Debris	21215219-01.pdf	56200	38010002660E	No Injury	9:20	Yes	1	Not a Workzone	No			Urban - Principal Arterial - Interstate	33.53272	-80.8028	West	Valid
21217824	25-Feb-21	Wednesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	164.35	SC ROUTE	210	VANCE RD	Night	Dry	Sideswipe, Same Direction	Motor Unit (In Transport)	0	0	Unknown	21217824-01.pdf	53700	38010002660E	No Injury	18:24	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.36465	-80.5985	East	Valid
21215222	26-Feb-21	Wednesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	158.795	SECONDARY ROAD	36	HOMESTEAD RD	Daylight	Dry	Angle 3	Equipment Failure	0	0	Tires/Wheel	21215222-01.pdf	54400	38010002660E	No Injury	7:15	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.41659	-80.6718	West	Valid
21217480	27-Feb-21	Thursday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	168.41	INTERSTATE	95	INTERSTATE 95	Night	Dry	Non Collision	Tree	0	0	Driving too Fast for Conditions	21217480-01.pdf	54500	38010002660E	No Injury	19:50	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.32138	-80.5509	East	Valid
21218057	1-Mar-21	Thursday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	165.289	SC ROUTE	210	VANCE RD	Daylight	Dry	Sideswipe, Same Direction	Motor Unit (In Transport)	0	0	Unknown	21218057-01.pdf	54500	38010002660E	No Injury	11:55	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.35483	-80.5873	West	Valid
21217829	2-Mar-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	164.278	SC ROUTE	210	VANCE RD	Night	Dry	Rear End	Tree	0	1	Driving too Fast for Conditions	21217829-01.pdf	53700	38010002660E	Minor Injury	6:01	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.36529	-80.5995	West	Valid
21219932	2-Mar-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	164.481	SC ROUTE	210	VANCE RD	Daylight	Dry	Rear End	Motor Unit (In Transport)	0	1	Driving too Fast for Conditions	21219932-01.pdf	53700	38010002660E	Minor Injury	10:08	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.36339	-80.5968	West	Valid
21217248	3-Mar-21	Friday	DORCHESTER	INTERSTATE	26	MAINLINE	INTERSTATE 26	170.874	US ROUTE	15	US 15 HWY N	Night	Dry	Non Collision	Other Movable Object	0	0	Debris	21217248-01.pdf	45400	18010002660E	No Injury	19:33	Yes	1	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.29229	-80.5229	East	Valid
21218290	4-Mar-21	Friday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	162.079	SECONDARY ROAD	692	ARISTA RD	Daylight	Dry	Rear End	Ditch	0	1	Driving too Fast for Conditions	21218290-02.pdf	53700	38010002660E	Possible Injury	14:46	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.38472	-80.6297	East	Valid
21219603	7-Mar-21	Monday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	148.676	SC ROUTE	33	CAMERON RD	Daylight	Dry	Rear End	Motor Unit (In Transport)	0	0	Driving too Fast for Conditions	21219603-01.pdf	55600	38010002660E	No Injury	15:00	No	2	Not a Workzone	No			Rural - Principal Arterial - Interstate	33.52107	-80.7924	West	Valid
21219602	7-Mar-21	Tuesday	ORANGEBURG	INTERSTATE	26	MAINLINE	INTERSTATE 26	148.712	SC ROUTE	33	CAMERON RD	Daylight

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APPENDIX D

SYNCHRO ANALYSIS RESULTS

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	11	6	153	230	5
Future Vol, veh/h	2	11	6	153	230	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	2	13	7	182	274	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	379	137	280	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	105	-	-	-	-	-
Critical Hdwy	7.04	7.14	4.34	-	-	-
Critical Hdwy Stg 1	6.04	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.62	3.42	2.32	-	-	-
Pot Cap-1 Maneuver	570	856	1210	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	878	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	566	856	1210	-	-	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	878	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.63	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1210	-	793	-	-
HCM Lane V/C Ratio	0.006	-	0.02	-	-
HCM Ctrl Dly (s/v)	8	-	9.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	70	44	111	165	10
Future Vol, veh/h	10	70	44	111	165	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	0	250	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	12	82	52	131	194	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	363	-	194	0	-	0
Stage 1	194	-	-	-	-	-
Stage 2	169	-	-	-	-	-
Critical Hdwy	7	-	4.3	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	-	2.3	-	-	-
Pot Cap-1 Maneuver	589	0	1320	-	-	0
Stage 1	796	0	-	-	-	0
Stage 2	820	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	566	-	1320	-	-	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	820	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.5	2.23	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1320	-	566	-	-
HCM Lane V/C Ratio	0.039	-	0.021	-	-
HCM Ctrl Dly (s/v)	7.8	-	11.5	0	-
HCM Lane LOS	A	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	64	68	53	111	18
Future Vol, veh/h	5	64	68	53	111	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	0	-	200	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	6	74	79	62	129	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	318	-	129	0	-	0
Stage 1	129	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.75	-	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.95	-	-	-	-	-
Follow-up Hdwy	3.595	-	2.295	-	-	-
Pot Cap-1 Maneuver	644	0	1403	-	-	0
Stage 1	875	0	-	-	-	0
Stage 2	804	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	608	-	1403	-	-	-
Mov Cap-2 Maneuver	608	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.98	4.34	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1403	-	608	-
HCM Lane V/C Ratio	0.056	-	0.01	-
HCM Ctrl Dly (s/v)	7.7	-	11	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.2	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	11	0	1	0	55	3	0	118	0
Future Vol, veh/h	0	0	0	11	0	1	0	55	3	0	118	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	300	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	0	1	0	71	4	0	153	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	189	229	77	150	227	38	153	0	0	75	0	0
Stage 1	153	153	-	73	73	-	-	-	-	-	-	-
Stage 2	36	75	-	77	153	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	754	670	969	803	672	1026	1425	-	-	1522	-	-
Stage 1	834	770	-	928	833	-	-	-	-	-	-	-
Stage 2	975	832	-	924	770	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	753	670	969	803	672	1026	1425	-	-	1522	-	-
Mov Cap-2 Maneuver	753	670	-	803	672	-	-	-	-	-	-	-
Stage 1	834	770	-	928	833	-	-	-	-	-	-	-
Stage 2	974	832	-	924	770	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	9.49	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1425	-	-	-	-	818	1522	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.019	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	0	9.5	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	9	6	269	185	5
Future Vol, veh/h	3	9	6	269	185	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	3	10	7	296	203	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	364	102	209	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Critical Hdwy	6.92	7.02	4.22	-	-	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.36	2.26	-	-	-
Pot Cap-1 Maneuver	598	921	1331	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	595	921	1331	-	-	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.52	0.17	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1331	-	810	-	-
HCM Lane V/C Ratio	0.005	-	0.016	-	-
HCM Ctrl Dly (s/v)	7.7	-	9.5	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	48	56	216	142	7
Future Vol, veh/h	17	48	56	216	142	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	0	200	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	18	52	61	235	154	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	393	-	154	0	-	0
Stage 1	154	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.92	-	4.22	-	-	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	-	2.26	-	-	-
Pot Cap-1 Maneuver	573	0	1395	-	-	0
Stage 1	846	0	-	-	-	0
Stage 2	766	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	548	-	1395	-	-	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	766	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.8	1.59	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1395	-	548	-	-
HCM Lane V/C Ratio	0.044	-	0.034	-	-
HCM Ctrl Dly (s/v)	7.7	-	11.8	0	-
HCM Lane LOS	A	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	63	99	134	86	9
Future Vol, veh/h	5	63	99	134	86	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	0	-	200	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	6	73	115	156	100	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	408	-	100	0	-	0
Stage 1	100	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.69	-	4.19	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.89	-	-	-	-	-
Follow-up Hdwy	3.557	-	2.257	-	-	-
Pot Cap-1 Maneuver	576	0	1465	-	-	0
Stage 1	913	0	-	-	-	0
Stage 2	709	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	531	-	1465	-	-	-
Mov Cap-2 Maneuver	531	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.86	3.26	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1465	-	531	-
HCM Lane V/C Ratio	0.079	-	0.011	-
HCM Ctrl Dly (s/v)	7.7	-	11.9	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.3	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	9	0	0	2	121	16	2	84	0
Future Vol, veh/h	0	0	2	9	0	0	2	121	16	2	84	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	300	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	11	0	0	2	148	20	2	102	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	186	279	51	218	270	84	102	0	0	167	0	0
Stage 1	107	107	-	162	162	-	-	-	-	-	-	-
Stage 2	79	172	-	56	107	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	758	628	1006	719	636	959	1487	-	-	1408	-	-
Stage 1	886	806	-	824	763	-	-	-	-	-	-	-
Stage 2	921	755	-	949	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	755	626	1006	715	633	959	1487	-	-	1408	-	-
Mov Cap-2 Maneuver	755	626	-	715	633	-	-	-	-	-	-	-
Stage 1	885	804	-	822	762	-	-	-	-	-	-	-
Stage 2	920	754	-	945	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.59	10.11	0.11	0.18
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1487	-	-	-	1006	715	1408	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.002	0.015	0.002	-	-
HCM Ctrl Dly (s/v)	7.4	-	-	0	8.6	10.1	7.6	-	-
HCM Lane LOS	A	-	-	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	11	6	159	238	5
Future Vol, veh/h	2	11	6	159	238	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	2	13	7	189	283	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	392	142	289	0	-	0
Stage 1	283	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	7.04	7.14	4.34	-	-	-
Critical Hdwy Stg 1	6.04	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.62	3.42	2.32	-	-	-
Pot Cap-1 Maneuver	559	849	1200	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	556	849	1200	-	-	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.68	0.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1200	-	786	-	-
HCM Lane V/C Ratio	0.006	-	0.02	-	-
HCM Ctrl Dly (s/v)	8	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	72	45	116	171	10
Future Vol, veh/h	10	72	45	116	171	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	200	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	12	85	53	136	201	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	375	101	213	0	-	0
Stage 1	201	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	7	7.1	4.3	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.3	-	-	-
Pot Cap-1 Maneuver	578	910	1298	-	-	-
Stage 1	789	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	555	910	1298	-	-	-
Mov Cap-2 Maneuver	555	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.64	2.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1298	-	555	910	-	-
HCM Lane V/C Ratio	0.041	-	0.021	0.093	-	-
HCM Ctrl Dly (s/v)	7.9	-	11.6	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	5	66	1	70	55	114	19
Future Vol, veh/h	5	66	1	70	55	114	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	200	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	86	86	92	86	86	86	86
Heavy Vehicles, %	10	10	2	10	10	10	10
Mvmt Flow	6	77	1	81	64	133	22

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	329	66	133	155	0	-	0
Stage 1	133	-	-	-	-	-	-
Stage 2	197	-	-	-	-	-	-
Critical Hdwy	7	7.1	6.44	4.3	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.52	2.3	-	-	-
Pot Cap-1 Maneuver	618	958	1180	1367	-	-	-
Stage 1	856	-	-	-	-	-	-
Stage 2	793	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	581	958	1362	1362	-	-	-
Mov Cap-2 Maneuver	581	-	-	-	-	-	-
Stage 1	804	-	-	-	-	-	-
Stage 2	793	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.24	4.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1362	-	581	958	-	-
HCM Lane V/C Ratio	0.061	-	0.01	0.08	-	-
HCM Ctrl Dly (s/v)	7.8	-	11.3	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	11	57	3	0	133
Future Vol, veh/h	0	11	57	3	0	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	74	4	0	173

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	39	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	868	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	868	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.22	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	868	-
HCM Lane V/C Ratio	-	-	0.016	-
HCM Ctrl Dly (s/v)	-	-	9.2	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	0	10	0	58	123	0
Future Vol, veh/h	0	0	10	0	58	123	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	200	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	77	77	92	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	11	0	75	160	0

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	219	80	160	160	0	-	0
Stage 1	160	-	-	-	-	-	-
Stage 2	59	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	-	-
Pot Cap-1 Maneuver	749	964	1135	1417	-	-	-
Stage 1	852	-	-	-	-	-	-
Stage 2	956	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	742	964	1135	1135	-	-	-
Mov Cap-2 Maneuver	742	-	-	-	-	-	-
Stage 1	844	-	-	-	-	-	-
Stage 2	956	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	1.03	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1135	-	-	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-	-	-
HCM Ctrl Dly (s/v)	8.2	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	9	6	279	192	5
Future Vol, veh/h	3	9	6	279	192	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	3	10	7	307	211	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	377	105	216	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	166	-	-	-	-	-
Critical Hdwy	7.04	7.14	4.34	-	-	-
Critical Hdwy Stg 1	6.04	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.62	3.42	2.32	-	-	-
Pot Cap-1 Maneuver	571	897	1281	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	817	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	897	1281	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	817	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.67	0.16	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1281	-	784	-	-
HCM Lane V/C Ratio	0.005	-	0.017	-	-
HCM Ctrl Dly (s/v)	7.8	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	18	49	1	58	223	147	8
Future Vol, veh/h	18	49	1	58	223	147	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	Yield	-	None
Storage Length	0	200	-	200	-	-	200
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	10	10	2	10	10	10	10
Mvmt Flow	20	53	1	63	242	160	9

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	409	80	160	168	0	-	0
Stage 1	160	-	-	-	-	-	-
Stage 2	249	-	-	-	-	-	-
Critical Hdwy	7	7.1	6.44	4.3	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.52	2.3	-	-	-
Pot Cap-1 Maneuver	550	939	1135	1350	-	-	-
Stage 1	829	-	-	-	-	-	-
Stage 2	746	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	524	939	1344	1344	-	-	-
Mov Cap-2 Maneuver	524	-	-	-	-	-	-
Stage 1	789	-	-	-	-	-	-
Stage 2	746	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.89	1.63	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1344	-	524	939	-	-
HCM Lane V/C Ratio	0.048	-	0.037	0.057	-	-
HCM Ctrl Dly (s/v)	7.8	-	12.1	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	65	102	139	90	9
Future Vol, veh/h	5	65	102	139	90	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	6	76	119	162	105	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	423	52	115	0	-	0
Stage 1	105	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Critical Hdwy	7	7.1	4.3	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.3	-	-	-
Pot Cap-1 Maneuver	539	979	1415	-	-	-
Stage 1	885	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	494	979	1415	-	-	-
Mov Cap-2 Maneuver	494	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	687	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.23	3.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1415	-	494	979	-	-
HCM Lane V/C Ratio	0.084	-	0.012	0.077	-	-
HCM Ctrl Dly (s/v)	7.8	-	12.4	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	128	16	0	99
Future Vol, veh/h	0	9	128	16	0	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	11	156	20	0	121

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	88	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.18	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.94	-	-	-	-
Pot Cap-1 Maneuver	0	804	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	804	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.54	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	804	-
HCM Lane V/C Ratio	-	-	0.014	-
HCM Ctrl Dly (s/v)	-	-	9.5	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	0	11	0	126	88	0
Future Vol, veh/h	0	0	11	0	126	88	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	200	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82	82
Heavy Vehicles, %	4	4	2	4	4	4	4
Mvmt Flow	0	0	13	0	154	107	0

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	211	54	107	107	0	-	0
Stage 1	107	-	-	-	-	-	-
Stage 2	104	-	-	-	-	-	-
Critical Hdwy	6.88	6.98	6.44	4.18	-	-	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.52	2.24	-	-	-
Pot Cap-1 Maneuver	752	996	1224	1467	-	-	-
Stage 1	899	-	-	-	-	-	-
Stage 2	903	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	744	996	1224	1224	-	-	-
Mov Cap-2 Maneuver	744	-	-	-	-	-	-
Stage 1	889	-	-	-	-	-	-
Stage 2	903	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.64	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1224	-	-	-	-	-
HCM Lane V/C Ratio	0.011	-	-	-	-	-
HCM Ctrl Dly (s/v)	8	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	13	7	175	262	6
Future Vol, veh/h	2	13	7	175	262	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	2	15	8	208	312	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	433	156	319	0	-	0
Stage 1	312	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	7.04	7.14	4.34	-	-	-
Critical Hdwy Stg 1	6.04	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.62	3.42	2.32	-	-	-
Pot Cap-1 Maneuver	526	831	1169	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	522	831	1169	-	-	-
Mov Cap-2 Maneuver	522	-	-	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.78	0.31	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1169	-	771	-	-
HCM Lane V/C Ratio	0.007	-	0.023	-	-
HCM Ctrl Dly (s/v)	8.1	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	80	50	127	188	11
Future Vol, veh/h	11	80	50	127	188	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	200	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	13	94	59	149	221	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	414	111	234	0	-	0
Stage 1	221	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	7	7.1	4.3	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.3	-	-	-
Pot Cap-1 Maneuver	546	897	1274	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	521	897	1274	-	-	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.8	2.25	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1274	-	521	897	-	-
HCM Lane V/C Ratio	0.046	-	0.025	0.105	-	-
HCM Ctrl Dly (s/v)	8	-	12.1	9.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.4	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	73	77	61	126	20
Future Vol, veh/h	6	73	77	61	126	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	7	85	90	71	147	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	361	73	170	0	-	0
Stage 1	147	-	-	-	-	-
Stage 2	215	-	-	-	-	-
Critical Hdwy	7	7.1	4.3	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.3	-	-	-
Pot Cap-1 Maneuver	590	948	1348	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	551	948	1348	-	-	-
Mov Cap-2 Maneuver	551	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	777	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.35	4.39	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1348	-	551	948	-	-
HCM Lane V/C Ratio	0.066	-	0.013	0.089	-	-
HCM Ctrl Dly (s/v)	7.9	-	11.6	9.2	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0	0.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	12	64	3	0	146
Future Vol, veh/h	0	12	64	3	0	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	83	4	0	190

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	44	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	863	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	863	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.25	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	863	-
HCM Lane V/C Ratio	-	-	0.018	-
HCM Ctrl Dly (s/v)	-	-	9.3	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	76	146	0
Future Vol, veh/h	0	0	0	76	146	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	99	190	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	239	95	190	0	-	0
Stage 1	190	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	728	943	1382	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	728	943	1382	-	-	-
Mov Cap-2 Maneuver	728	-	-	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1382	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	10	7	309	211	6
Future Vol, veh/h	3	10	7	309	211	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	3	11	8	340	232	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	417	116	238	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	7.04	7.14	4.34	-	-	-
Critical Hdwy Stg 1	6.04	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.62	3.42	2.32	-	-	-
Pot Cap-1 Maneuver	539	883	1256	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	535	883	1256	-	-	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.78	0.17	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1256	-	768	-	-
HCM Lane V/C Ratio	0.006	-	0.019	-	-
HCM Ctrl Dly (s/v)	7.9	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	55	64	248	162	8
Future Vol, veh/h	19	55	64	248	162	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	None
Storage Length	0	200	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	21	60	70	270	176	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	450	88	185	0	-	0
Stage 1	176	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Critical Hdwy	7	7.1	4.3	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.3	-	-	-
Pot Cap-1 Maneuver	518	928	1331	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	491	928	1331	-	-	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	724	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.05	1.61	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1331	-	491	928	-	-
HCM Lane V/C Ratio	0.052	-	0.042	0.064	-	-
HCM Ctrl Dly (s/v)	7.9	-	12.7	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.1	0.2	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	72	113	154	98	10
Future Vol, veh/h	6	72	113	154	98	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	200	0	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	7	84	131	179	114	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	466	57	126	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	7	7.1	4.3	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	3.4	2.3	-	-	-
Pot Cap-1 Maneuver	505	972	1402	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	458	972	1402	-	-	-
Mov Cap-2 Maneuver	458	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.35	3.32	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1402	-	458	972	-	-
HCM Lane V/C Ratio	0.094	-	0.015	0.086	-	-
HCM Ctrl Dly (s/v)	7.8	-	13	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	142	18	0	108
Future Vol, veh/h	0	10	142	18	0	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	0	12	173	22	0	132

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	98	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.18	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.94	-	-	-	-
Pot Cap-1 Maneuver	0	793	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	793	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.61	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	793	-
HCM Lane V/C Ratio	-	-	0.015	-
HCM Ctrl Dly (s/v)	-	-	9.6	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	0	0	12	0	140	96	0
Future Vol, veh/h	0	0	12	0	140	96	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	200	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82	82
Heavy Vehicles, %	4	4	2	4	4	4	4
Mvmt Flow	0	0	15	0	171	117	0

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	232	59	117	117	0	-	0
Stage 1	117	-	-	-	-	-	-
Stage 2	115	-	-	-	-	-	-
Critical Hdwy	6.88	6.98	6.44	4.18	-	-	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.52	2.24	-	-	-
Pot Cap-1 Maneuver	730	989	1207	1455	-	-	-
Stage 1	889	-	-	-	-	-	-
Stage 2	892	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	721	989	1207	1207	-	-	-
Mov Cap-2 Maneuver	721	-	-	-	-	-	-
Stage 1	878	-	-	-	-	-	-
Stage 2	892	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	0	0.63	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1207	-	-	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-	-
HCM Ctrl Dly (s/v)	8	-	0	0	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	13	7	176	263	6
Future Vol, veh/h	2	13	7	176	263	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	2	15	8	210	313	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	435	157	320	0	-	0
Stage 1	313	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	7.04	7.14	4.34	-	-	-
Critical Hdwy Stg 1	6.04	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.62	3.42	2.32	-	-	-
Pot Cap-1 Maneuver	525	830	1167	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	521	830	1167	-	-	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	862	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.79	0.31	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1167	-	770	-	-
HCM Lane V/C Ratio	0.007	-	0.023	-	-
HCM Ctrl Dly (s/v)	8.1	-	9.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	80	50	128	189	11
Future Vol, veh/h	11	80	50	128	189	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	0	250	200	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	13	94	59	151	222	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	415	-	222	0	-	0
Stage 1	222	-	-	-	-	-
Stage 2	193	-	-	-	-	-
Critical Hdwy	7	-	4.3	-	-	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.6	-	2.3	-	-	-
Pot Cap-1 Maneuver	545	0	1287	-	-	0
Stage 1	770	0	-	-	-	0
Stage 2	797	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	520	-	1287	-	-	-
Mov Cap-2 Maneuver	520	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	797	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.1	2.23	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1287	-	520	-	-
HCM Lane V/C Ratio	0.046	-	0.025	-	-
HCM Ctrl Dly (s/v)	7.9	-	12.1	0	-
HCM Lane LOS	A	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	73	77	61	126	20
Future Vol, veh/h	6	73	77	61	126	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	0	-	200	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	7	85	90	71	147	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	361	-	147	0	-	0
Stage 1	147	-	-	-	-	-
Stage 2	215	-	-	-	-	-
Critical Hdwy	6.75	-	4.25	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.95	-	-	-	-	-
Follow-up Hdwy	3.595	-	2.295	-	-	-
Pot Cap-1 Maneuver	606	0	1382	-	-	0
Stage 1	859	0	-	-	-	0
Stage 2	780	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	567	-	1382	-	-	-
Mov Cap-2 Maneuver	567	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	780	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.43	4.34	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1382	-	567	-
HCM Lane V/C Ratio	0.065	-	0.012	-
HCM Ctrl Dly (s/v)	7.8	-	11.4	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.2	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	11	0	1	0	64	3	0	135	0
Future Vol, veh/h	0	0	0	11	0	1	0	64	3	0	135	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	300	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	14	0	1	0	83	4	0	175	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	217	262	88	173	260	44	175	0	0	87	0	0
Stage 1	175	175	-	85	85	-	-	-	-	-	-	-
Stage 2	42	87	-	88	175	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	721	641	953	774	643	1017	1398	-	-	1507	-	-
Stage 1	809	753	-	913	824	-	-	-	-	-	-	-
Stage 2	968	822	-	910	753	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	720	641	953	774	643	1017	1398	-	-	1507	-	-
Mov Cap-2 Maneuver	720	641	-	774	643	-	-	-	-	-	-	-
Stage 1	809	753	-	913	824	-	-	-	-	-	-	-
Stage 2	967	822	-	910	753	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	9.65	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1398	-	-	-	-	790	1507	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.02	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	0	0	9.6	0	-	-
HCM Lane LOS	A	-	-	A	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	10	7	310	212	6
Future Vol, veh/h	3	10	7	310	212	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	3	11	8	341	233	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	419	116	240	0	-	0
Stage 1	233	-	-	-	-	-
Stage 2	186	-	-	-	-	-
Critical Hdwy	6.92	7.02	4.22	-	-	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-
Follow-up Hdwy	3.56	3.36	2.26	-	-	-
Pot Cap-1 Maneuver	552	901	1296	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	549	901	1296	-	-	-
Mov Cap-2 Maneuver	549	-	-	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	816	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.67	0.17	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1296	-	785	-	-
HCM Lane V/C Ratio	0.006	-	0.018	-	-
HCM Ctrl Dly (s/v)	7.8	-	9.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	19	55	1	64	248	162	8
Future Vol, veh/h	19	55	1	64	248	162	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	Free	-	-	None	-	Free
Storage Length	0	200	-	200	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	2	6	6	6	6
Mvmt Flow	21	60	1	70	270	176	9

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	452	-	176	176	0	-	0
Stage 1	176	-	-	-	-	-	-
Stage 2	276	-	-	-	-	-	-
Critical Hdwy	6.92	-	6.44	4.22	-	-	-
Critical Hdwy Stg 1	5.92	-	-	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-	-	-
Follow-up Hdwy	3.56	-	2.52	2.26	-	-	-
Pot Cap-1 Maneuver	526	0	1108	1369	-	-	0
Stage 1	825	0	-	-	-	-	0
Stage 2	734	0	-	-	-	-	0
Platoon blocked, %					-	-	
Mov Cap-1 Maneuver	499	-	1364	1364	-	-	-
Mov Cap-2 Maneuver	499	-	-	-	-	-	-
Stage 1	782	-	-	-	-	-	-
Stage 2	734	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.53	1.62	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	1364	-	499	-	-
HCM Lane V/C Ratio	0.052	-	0.041	-	-
HCM Ctrl Dly (s/v)	7.8	-	12.5	0	-
HCM Lane LOS	A	-	B	A	-
HCM 95th %tile Q(veh)	0.2	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	72	113	154	98	10
Future Vol, veh/h	6	72	113	154	98	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	0	-	200	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	7	84	131	179	114	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	466	-	114	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Critical Hdwy	6.69	-	4.19	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.89	-	-	-	-	-
Follow-up Hdwy	3.557	-	2.257	-	-	-
Pot Cap-1 Maneuver	531	0	1447	-	-	0
Stage 1	899	0	-	-	-	0
Stage 2	673	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	483	-	1447	-	-	-
Mov Cap-2 Maneuver	483	-	-	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.57	3.27	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1447	-	483	-
HCM Lane V/C Ratio	0.091	-	0.014	-
HCM Ctrl Dly (s/v)	7.7	-	12.6	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.3	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	10	0	0	2	0	140	18	2	96	0
Future Vol, veh/h	0	0	0	10	0	0	2	0	140	18	2	96	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	300	-	-	-	-	200	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	25	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	12	0	0	8	0	171	22	2	117	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	223	331	59	261	320	96	117	117	0	0	193	0	0
Stage 1	122	122	-	198	198	-	-	-	-	-	-	-	-
Stage 2	101	209	-	63	122	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	713	587	995	671	596	941	1207	1469	-	-	1378	-	-
Stage 1	869	794	-	785	736	-	-	-	-	-	-	-	-
Stage 2	894	728	-	940	794	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	707	582	995	665	591	941	1207	1207	-	-	1378	-	-
Mov Cap-2 Maneuver	707	582	-	665	591	-	-	-	-	-	-	-	-
Stage 1	868	793	-	780	731	-	-	-	-	-	-	-	-
Stage 2	888	723	-	938	793	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	10.51	0.32	0.16
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1207	-	-	-	-	665	1378	-	-
HCM Lane V/C Ratio	0.007	-	-	-	-	0.018	0.002	-	-
HCM Ctrl Dly (s/v)	8	-	-	0	0	10.5	7.6	-	-
HCM Lane LOS	A	-	-	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	132	30	325	234	151	423
Future Volume (veh/h)	132	30	325	234	151	423
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	145	33	357	257	166	465
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	9	9	9	9	9	9
Cap, veh/h	287	406	1226	547	522	1975
Arrive On Green	0.17	0.17	0.37	0.37	0.10	0.59
Sat Flow, veh/h	1682	1497	3445	1497	1682	3445
Grp Volume(v), veh/h	145	33	357	257	166	465
Grp Sat Flow(s),veh/h/ln	1682	1497	1678	1497	1682	1678
Q Serve(g_s), s	4.3	0.9	4.1	7.2	3.0	3.6
Cycle Q Clear(g_c), s	4.3	0.9	4.1	7.2	3.0	3.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	287	406	1226	547	522	1975
V/C Ratio(X)	0.51	0.08	0.29	0.47	0.32	0.24
Avail Cap(c_a), veh/h	722	794	2655	1184	761	3882
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	14.9	12.3	13.3	8.0	5.4
Incr Delay (d2), s/veh	2.0	0.1	0.1	0.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.3	1.2	1.9	0.8	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.6	15.0	12.4	13.7	8.3	5.4
LnGrp LOS	C	B	B	B	A	A
Approach Vol, veh/h	178		614			631
Approach Delay, s/veh	21.2		13.0			6.2
Approach LOS	C		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.2	26.7				38.9	15.8
Change Period (Y+Rc), s	6.7	6.7				6.7	6.5
Max Green Setting (Gmax), s	13.3	43.3				63.3	23.5
Max Q Clear Time (g_c+I1), s	5.0	9.2				5.6	6.3
Green Ext Time (p_c), s	0.4	10.8				11.2	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	11.0
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	33	12	9	346	1	562	16
Future Vol, veh/h	33	12	9	346	1	562	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	16	16	16	16	16	16	16
Mvmt Flow	37	13	10	389	1	631	18

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	848	316	649	0	389	-	0
Stage 1	634	-	-	-	-	-	-
Stage 2	215	-	-	-	-	-	-
Critical Hdwy	7.12	7.22	4.42	-	6.72	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-	-
Follow-up Hdwy	3.66	3.46	2.36	-	2.66	-	-
Pot Cap-1 Maneuver	274	640	844	-	754	-	-
Stage 1	454	-	-	-	-	-	-
Stage 2	760	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	270	640	844	-	754	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-	-
Stage 1	448	-	-	-	-	-	-
Stage 2	759	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.39	0.35	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	91	-	319	-	-
HCM Lane V/C Ratio	0.012	-	0.158	-	-
HCM Ctrl Dly (s/v)	9.3	0.1	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	10	0	0	76	8	351	21	0	569	27
Future Vol, veh/h	12	0	10	0	0	76	8	351	21	0	569	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	13	0	11	0	0	85	9	394	24	0	639	30

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	870	1090	335	670	0	0	-	-	0
Stage 1	654	654	-	-	-	-	-	-	-
Stage 2	215	436	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.78	7.38	5.58	-	-	-	-	-
Critical Hdwy Stg 1	6.88	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.79	4.14	4.04	3.24	-	-	-	-	-
Pot Cap-1 Maneuver	299	196	538	524	-	-	0	-	-
Stage 1	376	433	-	-	-	-	0	-	-
Stage 2	738	549	-	-	-	-	0	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	294	0	538	524	-	-	-	-	-
Mov Cap-2 Maneuver	327	0	-	-	-	-	-	-	-
Stage 1	369	0	-	-	-	-	-	-	-
Stage 2	738	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.65	0.25	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	524	-	-	398	-	-
HCM Lane V/C Ratio	0.017	-	-	0.062	-	-
HCM Ctrl Dly (s/v)	12	-	-	14.6	-	-
HCM Lane LOS	B	-	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	5	0	3	0	0	0	3	436	0	1	0	593	18
Future Vol, veh/h	5	0	3	0	0	0	3	436	0	1	0	593	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	92	90	90	90
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	2	15	15	15
Mvmt Flow	6	0	3	0	0	0	3	484	0	1	0	659	20

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	920	1162	339	757	1172	242	679	0	0	484	-	-	0
Stage 1	671	671	-	491	491	-	-	-	-	-	-	-	-
Stage 2	249	491	-	266	681	-	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.8	7.4	7.25	6.8	7.2	5.6	-	-	6.44	-	-	-
Critical Hdwy Stg 1	7.6	5.8	-	6.8	5.8	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.8	-	7	5.8	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4.15	4.05	3.8	4.15	3.45	3.25	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	232	175	532	300	173	720	515	-	-	708	0	-	-
Stage 1	321	423	-	480	515	-	-	-	-	-	0	-	-
Stage 2	673	515	-	648	418	-	-	-	-	-	0	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	230	174	532	295	171	720	515	-	-	708	-	-	-
Mov Cap-2 Maneuver	230	174	-	295	171	-	-	-	-	-	-	-	-
Stage 1	320	422	-	477	511	-	-	-	-	-	-	-	-
Stage 2	668	511	-	643	417	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.7	0	0.08	0.02
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	515	-	-	292	-	-	-
HCM Lane V/C Ratio	0.006	-	-	0.03	-	-	-
HCM Ctrl Dly (s/v)	12	-	-	17.7	0	-	-
HCM Lane LOS	B	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	1	5	1	435	6	4	464
Future Vol, veh/h	1	5	1	435	6	4	464
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	16	16	16	16	16	16	16
Mvmt Flow	1	5	1	473	7	4	504

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	739	240	504	0	0	479	0
Stage 1	478	-	-	-	-	-	-
Stage 2	261	-	-	-	-	-	-
Critical Hdwy	7.12	7.22	6.72	-	-	4.42	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-	-
Follow-up Hdwy	3.66	3.46	2.66	-	-	2.36	-
Pot Cap-1 Maneuver	324	720	632	-	-	987	-
Stage 1	551	-	-	-	-	-	-
Stage 2	719	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	322	720	632	-	-	987	-
Mov Cap-2 Maneuver	322	-	-	-	-	-	-
Stage 1	550	-	-	-	-	-	-
Stage 2	715	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.09	0.02	0.12
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	597	31	-
HCM Lane V/C Ratio	-	-	0.011	0.004	-
HCM Ctrl Dly (s/v)	-	-	11.1	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	2	0	3	2	0	323	4	0	501	0
Future Vol, veh/h	0	0	0	2	0	3	2	0	323	4	0	501	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	0	0	2	0	3	2	0	363	4	0	563	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	749	935	281	651	933	184	563	563	0	0	367	0	0
Stage 1	563	563	-	370	370	-	-	-	-	-	-	-	-
Stage 2	186	372	-	281	563	-	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	7.08	7.68	6.68	7.08	6.58	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.59	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	288	252	695	340	253	806	604	958	-	-	1139	-	-
Stage 1	461	490	-	604	602	-	-	-	-	-	-	-	-
Stage 2	778	600	-	682	490	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	286	251	695	338	252	806	604	604	-	-	1139	-	-
Mov Cap-2 Maneuver	286	251	-	338	252	-	-	-	-	-	-	-	-
Stage 1	461	490	-	601	599	-	-	-	-	-	-	-	-
Stage 2	772	598	-	682	490	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	12.01	0.16	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	22	-	-	-	519	1139	-	-
HCM Lane V/C Ratio	-	-	-	-	0.011	-	-	-
HCM Ctrl Dly (s/v)	11	0.1	-	0	12	0	-	-
HCM Lane LOS	B	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	35	5	321	466	7
Future Vol, veh/h	15	35	5	321	466	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	17	40	6	365	530	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	723	265	530	0	-	0
Stage 1	530	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.98	7.08	4.28	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	346	713	987	-	-	0
Stage 1	536	-	-	-	-	0
Stage 2	799	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	344	713	987	-	-	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.46	0.13	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	987	-	539	-
HCM Lane V/C Ratio	0.006	-	0.105	-
HCM Ctrl Dly (s/v)	8.7	-	12.5	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.4	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	11	0	19	2	0	0	1	40	292	3	1	0	451	31
Future Vol, veh/h	11	0	19	2	0	0	1	40	292	3	1	0	451	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	92	87	87	87	92	87	87	87
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	2	9	9	9
Mvmt Flow	13	0	22	2	0	0	1	46	336	3	1	0	518	36

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	783	954	259	693	988	170	518	554	0	0	339	339	0	0
Stage 1	521	521	-	431	431	-	-	-	-	-	-	-	-	-
Stage 2	262	433	-	261	556	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	7.08	7.68	6.68	7.08	6.58	4.28	-	-	6.44	4.28	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.59	2.29	-	-	2.52	2.29	-	-
Pot Cap-1 Maneuver	272	246	719	317	234	823	646	965	-	-	875	1168	-	-
Stage 1	489	513	-	554	564	-	-	-	-	-	-	-	-	-
Stage 2	701	563	-	701	494	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	258	233	719	292	222	823	953	953	-	-	875	875	-	-
Mov Cap-2 Maneuver	258	233	-	292	222	-	-	-	-	-	-	-	-	-
Stage 1	489	512	-	527	536	-	-	-	-	-	-	-	-	-
Stage 2	666	535	-	679	493	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.64	17.45	1.09	0.04
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	953	-	-	258	719	292	8	-	-
HCM Lane V/C Ratio	0.049	-	-	0.049	0.03	0.008	-	-	-
HCM Ctrl Dly (s/v)	9	-	-	19.7	10.2	17.4	9.1	0	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	0	0	-	-



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	160	54	493	45	2	76	435
Future Volume (vph)	160	54	493	45	2	76	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.7	6.7	6.7		6.7	6.7
Lane Util. Factor	1.00	1.00	0.95	1.00		1.00	0.95
Frt	1.00	0.85	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1671	1495	3343	1495		1673	3343
Flt Permitted	0.95	1.00	1.00	1.00		0.32	1.00
Satd. Flow (perm)	1671	1495	3343	1495		559	3343
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.92	0.88	0.88
Adj. Flow (vph)	182	61	560	51	2	86	494
RTOR Reduction (vph)	0	42	0	34	0	0	0
Lane Group Flow (vph)	182	19	560	17	0	88	494
Heavy Vehicles (%)	8%	8%	8%	8%	2%	8%	8%
Turn Type	Prot	pm+ov	NA	Perm	custom	pm+pt	NA
Protected Phases	8	1!	2			1	6
Permitted Phases		8		2	1!	6	
Actuated Green, G (s)	12.9	18.3	19.8	19.8		31.9	31.9
Effective Green, g (s)	12.9	18.3	19.8	19.8		31.9	31.9
Actuated g/C Ratio	0.22	0.32	0.34	0.34		0.55	0.55
Clearance Time (s)	6.5	6.7	6.7	6.7		6.7	6.7
Vehicle Extension (s)	4.0	3.0	2.4	2.4		3.0	2.4
Lane Grp Cap (vph)	371	471	1141	510		411	1838
v/s Ratio Prot	c0.11	0.00	c0.17			0.02	c0.15
v/s Ratio Perm		0.01		0.01		0.10	
v/c Ratio	0.49	0.04	0.49	0.03		0.21	0.27
Uniform Delay, d1	19.7	13.8	15.1	12.7		6.7	6.9
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.4	0.0	0.2	0.0		0.3	0.1
Delay (s)	21.1	13.8	15.3	12.7		7.0	6.9
Level of Service	C	B	B	B		A	A
Approach Delay (s/veh)	19.2		15.1				7.0
Approach LOS	B		B				A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	58.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.

c Critical Lane Group

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	26	9	540	487	43
Future Vol, veh/h	48	26	9	540	487	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	15	15	15	15	15	15
Mvmt Flow	51	27	9	568	513	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	816	256	558	0	-	0
Stage 1	513	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	7.1	7.2	4.4	-	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.65	3.45	2.35	-	-	-
Pot Cap-1 Maneuver	290	705	924	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	287	705	924	-	-	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.19	0.25	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	59	-	469	-	-
HCM Lane V/C Ratio	0.01	-	0.166	-	-
HCM Ctrl Dly (s/v)	8.9	0.1	14.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	22	0	4	2	1	109	11	550	27	1	0	524	45
Future Vol, veh/h	22	0	4	2	1	109	11	550	27	1	0	524	45
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	92	96	96	96
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	2	11	11	11
Mvmt Flow	23	0	4	2	1	114	11	573	28	1	0	546	47

Major/Minor	Minor2				Major1			Major2			
Conflicting Flow All	881	1195	296		593	0	0	573	-	-	0
Stage 1	571	571	-		-	-	-	-	-	-	-
Stage 2	309	624	-		-	-	-	-	-	-	-
Critical Hdwy	6.47	6.72	7.32		5.52	-	-	6.44	-	-	-
Critical Hdwy Stg 1	6.82	5.72	-		-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.02	5.72	-		-	-	-	-	-	-	-
Follow-up Hdwy	3.76	4.11	4.01		3.21	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	301	172	577		582	-	-	622	0	-	-
Stage 1	431	481	-		-	-	-	-	0	-	-
Stage 2	668	454	-		-	-	-	-	0	-	-
Platoon blocked, %						-	-			-	-
Mov Cap-1 Maneuver	293	0	577		582	-	-	622	-	-	-
Mov Cap-2 Maneuver	293	0	-		-	-	-	-	-	-	-
Stage 1	420	0	-		-	-	-	-	-	-	-
Stage 2	667	0	-		-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.41	0.21	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	582	-	-	317	-	-
HCM Lane V/C Ratio	0.02	-	-	0.085	-	-
HCM Ctrl Dly (s/v)	11.3	-	-	17.4	-	-
HCM Lane LOS	B	-	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	16	0	18	1	0	0	13	669	0	1	1	551	0
Future Vol, veh/h	16	0	18	1	0	0	13	669	0	1	1	551	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92	95	95	92
Heavy Vehicles, %	11	11	11	11	11	11	11	11	2	2	11	11	2
Mvmt Flow	17	0	19	1	0	0	14	704	0	1	1	580	0

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	964	1316	290	968	1316	352	580	0	-	704	704	0	0
Stage 1	584	584	-	732	732	-	-	-	-	-	-	-	-
Stage 2	379	732	-	236	584	-	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.72	7.32	7.17	6.72	7.12	5.52	-	-	6.44	4.32	-	-
Critical Hdwy Stg 1	7.52	5.72	-	6.72	5.72	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.72	-	6.92	5.72	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.76	4.11	4.01	3.76	4.11	3.41	3.21	-	-	2.52	2.31	-	-
Pot Cap-1 Maneuver	223	145	583	221	145	619	590	-	0	513	832	-	0
Stage 1	377	474	-	349	404	-	-	-	0	-	-	-	0
Stage 2	571	404	-	686	474	-	-	-	0	-	-	-	0
Platoon blocked, %								-				-	
Mov Cap-1 Maneuver	216	140	583	207	140	619	590	-	-	633	633	-	-
Mov Cap-2 Maneuver	216	140	-	207	140	-	-	-	-	-	-	-	-
Stage 1	376	473	-	339	392	-	-	-	-	-	-	-	-
Stage 2	555	392	-	661	473	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	17.51	22.46	0.21	0.04
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	590	-	323	207	633	-
HCM Lane V/C Ratio	0.023	-	0.111	0.005	0.002	-
HCM Ctrl Dly (s/v)	11.2	-	17.5	22.5	10.7	-
HCM Lane LOS	B	-	C	C	B	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	11	12	1	683	2	0	486
Future Vol, veh/h	11	12	1	683	2	0	486
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	12	12	2	12	12	12	12
Mvmt Flow	12	13	1	727	2	0	517

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	988	364	517	0	0	729	0
Stage 1	730	-	-	-	-	-	-
Stage 2	259	-	-	-	-	-	-
Critical Hdwy	7.04	7.14	6.44	-	-	4.34	-
Critical Hdwy Stg 1	6.04	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.62	3.42	2.52	-	-	2.32	-
Pot Cap-1 Maneuver	227	605	675	-	-	808	-
Stage 1	413	-	-	-	-	-	-
Stage 2	732	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	227	605	675	-	-	808	-
Mov Cap-2 Maneuver	227	-	-	-	-	-	-
Stage 1	412	-	-	-	-	-	-
Stage 2	732	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.54	0.02	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	336	808	-
HCM Lane V/C Ratio	-	-	0.073	-	-
HCM Ctrl Dly (s/v)	-	-	16.5	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↕			↕	
Traffic Vol, veh/h	0	0	1	0	0	1	1	1	618	2	0	480	0
Future Vol, veh/h	0	0	1	0	0	1	1	1	618	2	0	480	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	92	94	94	94	94	94	94
Heavy Vehicles, %	7	7	7	7	7	7	2	7	7	7	7	7	7
Mvmt Flow	0	0	1	0	0	1	1	1	657	2	0	511	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	844	1175	255	918	1173	330	511	511	0	0	660	0	0
Stage 1	511	511	-	663	663	-	-	-	-	-	-	-	-
Stage 2	333	664	-	255	511	-	-	-	-	-	-	-	-
Critical Hdwy	7.64	6.64	7.04	7.64	6.64	7.04	6.44	4.24	-	-	4.24	-	-
Critical Hdwy Stg 1	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4.07	3.37	3.57	4.07	3.37	2.52	2.27	-	-	2.27	-	-
Pot Cap-1 Maneuver	248	183	729	219	183	651	682	1017	-	-	891	-	-
Stage 1	501	523	-	405	445	-	-	-	-	-	-	-	-
Stage 2	641	444	-	713	523	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	247	183	729	218	183	651	814	814	-	-	891	-	-
Mov Cap-2 Maneuver	247	183	-	218	183	-	-	-	-	-	-	-	-
Stage 1	501	523	-	404	444	-	-	-	-	-	-	-	-
Stage 2	638	443	-	712	523	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.95	10.53	0.09	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	12	-	-	729	651	891	-	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.002	-	-	-
HCM Ctrl Dly (s/v)	9.4	0.1	-	9.9	10.5	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	44	2	617	436	7
Future Vol, veh/h	7	44	2	617	436	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	7	47	2	656	464	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	796	232	464	0	-	0
Stage 1	464	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.96	7.06	4.26	-	-	-
Critical Hdwy Stg 1	5.96	-	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-	-
Follow-up Hdwy	3.58	3.38	2.28	-	-	-
Pot Cap-1 Maneuver	312	752	1053	-	-	0
Stage 1	582	-	-	-	-	0
Stage 2	681	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	311	752	1053	-	-	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.25	0.03	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1053	-	630	-
HCM Lane V/C Ratio	0.002	-	0.086	-
HCM Ctrl Dly (s/v)	8.4	-	11.3	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.3	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	28	0	35	5	0	0	4	57	562	1	4	399	28
Future Vol, veh/h	28	0	35	5	0	0	4	57	562	1	4	399	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	92	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	2	7	7	7	7	7	7
Mvmt Flow	30	0	38	5	0	0	4	61	604	1	4	429	30

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	871	1174	215	959	1204	303	429	459	0	0	605	0	0
Stage 1	438	438	-	736	736	-	-	-	-	-	-	-	-
Stage 2	433	737	-	223	468	-	-	-	-	-	-	-	-
Critical Hdwy	7.64	6.64	7.04	7.64	6.64	7.04	6.44	4.24	-	-	4.24	-	-
Critical Hdwy Stg 1	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4.07	3.37	3.57	4.07	3.37	2.52	2.27	-	-	2.27	-	-
Pot Cap-1 Maneuver	237	183	775	204	176	679	768	1064	-	-	935	-	-
Stage 1	555	565	-	366	411	-	-	-	-	-	-	-	-
Stage 2	558	411	-	745	547	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	221	171	775	181	164	679	1032	1032	-	-	935	-	-
Mov Cap-2 Maneuver	221	171	-	181	164	-	-	-	-	-	-	-	-
Stage 1	552	562	-	342	385	-	-	-	-	-	-	-	-
Stage 2	522	385	-	705	544	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.09	25.51	0.85	0.12
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1032	-	-	221	775	181	36	-	-
HCM Lane V/C Ratio	0.064	-	-	0.136	0.049	0.03	0.005	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	23.9	9.9	25.5	8.9	0	-
HCM Lane LOS	A	-	-	C	A	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.2	0.1	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	153	35	376	271	175	490
Future Volume (veh/h)	153	35	376	271	175	490
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	166	38	409	295	190	533
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	9	9	9	9	9
Cap, veh/h	207	272	2140	955	576	2540
Arrive On Green	0.12	0.12	0.64	0.64	0.06	0.76
Sat Flow, veh/h	1682	1497	3445	1497	1682	3445
Grp Volume(v), veh/h	166	38	409	295	190	533
Grp Sat Flow(s),veh/h/ln	1682	1497	1678	1497	1682	1678
Q Serve(g_s), s	10.6	2.3	5.5	9.8	4.0	5.0
Cycle Q Clear(g_c), s	10.6	2.3	5.5	9.8	4.0	5.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	207	272	2140	955	576	2540
V/C Ratio(X)	0.80	0.14	0.19	0.31	0.33	0.21
Avail Cap(c_a), veh/h	681	693	2140	955	834	2540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	37.8	8.2	9.0	5.4	3.9
Incr Delay (d2), s/veh	9.7	0.3	0.2	0.8	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.9	1.8	2.9	1.1	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	56.6	38.1	8.4	9.8	5.8	4.1
LnGrp LOS	E	D	A	A	A	A
Approach Vol, veh/h	204		704			723
Approach Delay, s/veh	53.2		9.0			4.5
Approach LOS	D		A			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.1	76.8				90.0	20.0
Change Period (Y+Rc), s	6.7	6.7				6.7	6.5
Max Green Setting (Gmax), s	23.3	22.3				52.3	44.5
Max Q Clear Time (g_c+I1), s	6.0	11.8				7.0	12.6
Green Ext Time (p_c), s	0.4	2.0				2.6	1.0

Intersection Summary		
HCM 7th Control Delay, s/veh	12.5	
HCM 7th LOS	B	

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	38	14	10	401	1	651	19
Future Vol, veh/h	38	14	10	401	1	651	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	89	89	89	89	92	89	89
Heavy Vehicles, %	15	15	15	15	2	15	15
Mvmt Flow	43	16	11	451	1	731	21

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	981	366	753	0	451	-	0
Stage 1	734	-	-	-	-	-	-
Stage 2	248	-	-	-	-	-	-
Critical Hdwy	7.1	7.2	4.4	-	6.44	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-	-
Follow-up Hdwy	3.65	3.45	2.35	-	2.52	-	-
Pot Cap-1 Maneuver	225	595	773	-	744	-	-
Stage 1	403	-	-	-	-	-	-
Stage 2	733	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	221	595	773	-	744	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-	-
Stage 1	397	-	-	-	-	-	-
Stage 2	732	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.33	0.24	0.01
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	773	-	266	-	-
HCM Lane V/C Ratio	0.015	-	0.22	-	-
HCM Ctrl Dly (s/v)	9.7	-	22.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	12	0	0	88	9	407	24	0	659	31
Future Vol, veh/h	14	0	12	0	0	88	9	407	24	0	659	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	16	0	13	0	0	99	10	457	27	0	740	35

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1007	1262	388	775	0	0	-	-	0
Stage 1	758	758	-	-	-	-	-	-	-
Stage 2	249	504	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.78	7.38	5.58	-	-	-	-	-
Critical Hdwy Stg 1	6.88	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.79	4.14	4.04	3.24	-	-	-	-	-
Pot Cap-1 Maneuver	248	153	496	464	-	-	0	-	-
Stage 1	324	386	-	-	-	-	0	-	-
Stage 2	709	510	-	-	-	-	0	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	242	0	496	464	-	-	-	-	-
Mov Cap-2 Maneuver	279	0	-	-	-	-	-	-	-
Stage 1	316	0	-	-	-	-	-	-	-
Stage 2	709	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.23	0.26	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	464	-	-	350	-	-
HCM Lane V/C Ratio	0.022	-	-	0.084	-	-
HCM Ctrl Dly (s/v)	12.9	-	-	16.2	-	-
HCM Lane LOS	B	-	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	-

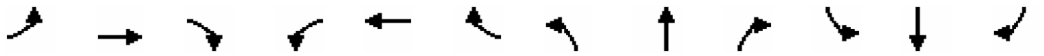
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	6	0	3	0	0	0	3	506	0	1	0	687	21
Future Vol, veh/h	6	0	3	0	0	0	3	506	0	1	0	687	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	2	15	15	15
Mvmt Flow	7	0	3	0	0	0	3	550	0	1	0	747	23

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1042	1317	385	857	1328	275	770	0	0	550	-	-	0
Stage 1	760	760	-	557	557	-	-	-	-	-	-	-	-
Stage 2	282	557	-	301	772	-	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.8	7.4	7.25	6.8	7.2	5.6	-	-	6.44	-	-	-
Critical Hdwy Stg 1	7.6	5.8	-	6.8	5.8	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.8	-	7	5.8	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4.15	4.05	3.8	4.15	3.45	3.25	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	192	140	497	256	138	685	464	-	-	643	0	-	-
Stage 1	277	383	-	438	479	-	-	-	-	-	0	-	-
Stage 2	643	479	-	616	378	-	-	-	-	-	0	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	190	139	497	252	136	685	464	-	-	643	-	-	-
Mov Cap-2 Maneuver	190	139	-	252	136	-	-	-	-	-	-	-	-
Stage 1	276	382	-	434	475	-	-	-	-	-	-	-	-
Stage 2	638	475	-	611	377	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	20.71	0	0.08	0.01
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	464	-	-	239	-	-	-
HCM Lane V/C Ratio	0.007	-	-	0.041	-	-	-
HCM Ctrl Dly (s/v)	12.8	-	-	20.7	0	-	-
HCM Lane LOS	B	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	0	169	0	0	0	0	328	183	17	543	0
Future Volume (veh/h)	114	0	169	0	0	0	0	328	183	17	543	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1663	0	1663				0	1663	1663	1663	1663	0
Adj Flow Rate, veh/h	124	0	0				0	357	0	18	590	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	0	16				0	16	16	16	16	0
Cap, veh/h	184	0					0	2392		757	2626	0
Arrive On Green	0.06	0.00	0.00				0.00	0.76	0.00	0.04	1.00	0.00
Sat Flow, veh/h	3072	0	1409				0	3243	1409	1584	3243	0
Grp Volume(v), veh/h	124	0	0				0	357	0	18	590	0
Grp Sat Flow(s),veh/h/ln	1536	0	1409				0	1580	1409	1584	1580	0
Q Serve(g_s), s	4.3	0.0	0.0				0.0	3.4	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	4.3	0.0	0.0				0.0	3.4	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	184	0					0	2392		757	2626	0
V/C Ratio(X)	0.67	0.00					0.00	0.15		0.02	0.22	0.00
Avail Cap(c_a), veh/h	1117	0					0	2392		856	2626	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.96	0.96	0.00
Uniform Delay (d), s/veh	50.7	0.0	0.0				0.0	3.7	0.0	2.4	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.0	0.0				0.0	0.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0				0.0	0.8	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	0.0	0.0				0.0	3.8	0.0	2.4	0.2	0.0
LnGrp LOS	D							A		A	A	
Approach Vol, veh/h		124						357			608	
Approach Delay, s/veh		54.9						3.8			0.3	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.1	89.3		12.6		97.4
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	43.0		40.0		58.0
Max Q Clear Time (g_c+I1), s	2.3	5.4		6.3		2.0
Green Ext Time (p_c), s	0.0	2.2		0.4		4.0

Intersection Summary	
HCM 7th Control Delay, s/veh	7.6
HCM 7th LOS	A

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	175	0	16	75	367	0	0	385	201
Future Volume (veh/h)	0	0	0	175	0	16	75	367	0	0	385	201
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1767	0	1767	1767	1767	0	0	1767	1767
Adj Flow Rate, veh/h				194	0	0	83	408	0	0	428	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				9	0	9	9	9	0	0	9	9
Cap, veh/h				262	0		750	2721	0	0	2412	
Arrive On Green				0.08	0.00	0.00	0.08	1.00	0.00	0.00	0.72	0.00
Sat Flow, veh/h				3264	0	1497	1682	3445	0	0	3445	1497
Grp Volume(v), veh/h				194	0	0	83	408	0	0	428	0
Grp Sat Flow(s),veh/h/ln				1632	0	1497	1682	1678	0	0	1678	1497
Q Serve(g_s), s				6.4	0.0	0.0	1.3	0.0	0.0	0.0	4.5	0.0
Cycle Q Clear(g_c), s				6.4	0.0	0.0	1.3	0.0	0.0	0.0	4.5	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				262	0		750	2721	0	0	2412	
V/C Ratio(X)				0.74	0.00		0.11	0.15	0.00	0.00	0.18	
Avail Cap(c_a), veh/h				623	0		871	2721	0	0	2412	
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.98	0.98	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				49.5	0.0	0.0	2.9	0.0	0.0	0.0	5.0	0.0
Incr Delay (d2), s/veh				4.1	0.0	0.0	0.1	0.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	0.0	0.3	0.0	0.0	0.0	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				53.5	0.0	0.0	3.0	0.1	0.0	0.0	5.1	0.0
LnGrp LOS				D			A	A			A	
Approach Vol, veh/h					194			491			428	
Approach Delay, s/veh					53.5			0.6			5.1	
Approach LOS					D			A			A	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	95.2	14.8	10.1	85.1
Change Period (Y+Rc), s	6.0	6.0	5.5	6.0
Max Green Setting (Gmax), s	77.0	21.0	12.5	59.0
Max Q Clear Time (g_c+I1), s	2.0	8.4	3.3	6.5
Green Ext Time (p_c), s	2.6	0.5	0.1	2.7

Intersection Summary	
HCM 7th Control Delay, s/veh	11.6
HCM 7th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	2	0	3	2	0	376	5	0	582	0
Future Vol, veh/h	0	0	0	2	0	3	2	0	376	5	0	582	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	92	88	88	88	88	88	88
Heavy Vehicles, %	9	9	9	9	9	9	2	9	9	9	9	9	9
Mvmt Flow	0	0	0	2	0	3	2	0	427	6	0	661	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	879	1099	331	765	1096	216	661	661	0	0	433	0	0
Stage 1	661	661	-	434	434	-	-	-	-	-	-	-	-
Stage 2	218	437	-	331	661	-	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	7.08	7.68	6.68	7.08	6.44	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.52	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	231	201	645	280	201	767	547	877	-	-	1075	-	-
Stage 1	401	441	-	552	562	-	-	-	-	-	-	-	-
Stage 2	745	560	-	637	441	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	229	200	645	279	201	767	547	547	-	-	1075	-	-
Mov Cap-2 Maneuver	229	200	-	279	201	-	-	-	-	-	-	-	-
Stage 1	401	441	-	549	559	-	-	-	-	-	-	-	-
Stage 2	738	558	-	637	441	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	13.08	0.16	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	18	-	-	-	451	1075	-	-
HCM Lane V/C Ratio	-	-	-	-	0.013	-	-	-
HCM Ctrl Dly (s/v)	11.6	0.1	-	0	13.1	0	-	-
HCM Lane LOS	B	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	41	6	373	541	8
Future Vol, veh/h	17	41	6	373	541	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	2	9	9	9	9
Mvmt Flow	19	47	7	424	615	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	845	312	624	0	-	0
Stage 1	619	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.98	6.94	4.28	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.32	2.29	-	-	-
Pot Cap-1 Maneuver	288	684	907	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	286	684	907	-	-	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.57	0.14	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	907	-	486	-	-
HCM Lane V/C Ratio	0.008	-	0.136	-	-
HCM Ctrl Dly (s/v)	9	-	13.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	13	0	22	2	0	0	1	46	340	3	1	0	524	36
Future Vol, veh/h	13	0	22	2	0	0	1	46	340	3	1	0	524	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	24	2	0	0	1	50	370	3	1	0	570	39

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	859	1047	285	760	1084	186	570	609	0	0	373	373	0	0
Stage 1	572	572	-	473	473	-	-	-	-	-	-	-	-	-
Stage 2	287	475	-	287	611	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	250	227	712	295	215	824	625	966	-	-	833	1182	-	-
Stage 1	473	503	-	541	556	-	-	-	-	-	-	-	-	-
Stage 2	696	556	-	696	483	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	236	214	712	269	204	824	954	954	-	-	833	833	-	-
Mov Cap-2 Maneuver	236	214	-	269	204	-	-	-	-	-	-	-	-	-
Stage 1	472	502	-	512	527	-	-	-	-	-	-	-	-	-
Stage 2	659	526	-	672	482	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.3	18.48	1.08	0.04
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	954	-	-	236	712	269	7	-	-
HCM Lane V/C Ratio	0.054	-	-	0.06	0.034	0.008	-	-	-
HCM Ctrl Dly (s/v)	9	-	-	21.2	10.2	18.5	9.3	0	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	0	0	-	-



Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (veh/h)	186	63	572	52	2	88	507
Future Volume (veh/h)	186	63	572	52	2	88	507
Initial Q (Qb), veh	0	0	0	0		0	0
Lane Width Adj.	1.00	1.00	1.00	1.00		1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach	No		No				No
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767		1767	1767
Adj Flow Rate, veh/h	202	68	622	57		96	551
Peak Hour Factor	0.92	0.92	0.92	0.92		0.92	0.92
Percent Heavy Veh, %	9	9	9	9		9	9
Cap, veh/h	247	297	2084	930		537	2462
Arrive On Green	0.15	0.15	0.62	0.62		0.05	0.73
Sat Flow, veh/h	1682	1497	3445	1497		1682	3445
Grp Volume(v), veh/h	202	68	622	57		96	551
Grp Sat Flow(s),veh/h/ln	1682	1497	1678	1497		1682	1678
Q Serve(g_s), s	12.8	4.2	9.5	1.7		2.1	5.8
Cycle Q Clear(g_c), s	12.8	4.2	9.5	1.7		2.1	5.8
Prop In Lane	1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	247	297	2084	930		537	2462
V/C Ratio(X)	0.82	0.23	0.30	0.06		0.18	0.22
Avail Cap(c_a), veh/h	543	560	2084	930		653	2462
HCM Platoon Ratio	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	45.5	37.0	9.7	8.2		6.3	4.7
Incr Delay (d2), s/veh	9.2	0.6	0.4	0.1		0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	1.6	3.1	0.5		0.6	1.5
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	54.7	37.6	10.1	8.3		6.4	4.9
LnGrp LOS	D	D	B	A		A	A
Approach Vol, veh/h	270		679				647
Approach Delay, s/veh	50.4		9.9				5.1
Approach LOS	D		A				A

Timer - Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.4	75.0				87.4		22.6
Change Period (Y+Rc), s	6.7	6.7				6.7		6.5
Max Green Setting (Gmax), s	13.3	41.3				61.3		35.5
Max Q Clear Time (g_c+I1), s	4.1	11.5				7.8		14.8
Green Ext Time (p_c), s	0.2	11.9				12.6		1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	14.8
HCM 7th LOS	B

Notes
User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	56	30	10	627	567	50
Future Vol, veh/h	56	30	10	627	567	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	15	15	15	15	15	15
Mvmt Flow	63	34	11	704	637	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1012	319	693	0	-	0
Stage 1	637	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Critical Hdwy	7.1	7.2	4.4	-	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.65	3.45	2.35	-	-	-
Pot Cap-1 Maneuver	214	640	816	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	211	640	816	-	-	-
Mov Cap-2 Maneuver	330	-	-	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	628	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.83	0.15	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	816	-	330	640	-	-
HCM Lane V/C Ratio	0.014	-	0.191	0.053	-	-
HCM Ctrl Dly (s/v)	9.5	-	18.5	10.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.7	0.2	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	26	0	5	2	1	126	13	639	31	1	0	610	52
Future Vol, veh/h	26	0	5	2	1	126	13	639	31	1	0	610	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	92	89	89	89
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	2	14	14	14
Mvmt Flow	29	0	6	2	1	142	15	718	35	1	0	685	58

Major/Minor	Minor2				Major1			Major2			
Conflicting Flow All	1105	1499	372		744	0	0	718	-	-	0
Stage 1	717	717	-		-	-	-	-	-	-	-
Stage 2	388	782	-		-	-	-	-	-	-	-
Critical Hdwy	6.53	6.78	7.38		5.58	-	-	6.44	-	-	-
Critical Hdwy Stg 1	6.88	5.78	-		-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	5.78	-		-	-	-	-	-	-	-
Follow-up Hdwy	3.79	4.14	4.04		3.24	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	217	108	508		481	-	-	503	0	-	-
Stage 1	344	404	-		-	-	-	-	0	-	-
Stage 2	601	376	-		-	-	-	-	0	-	-
Platoon blocked, %						-	-			-	-
Mov Cap-1 Maneuver	208	0	508		481	-	-	503	-	-	-
Mov Cap-2 Maneuver	208	0	-		-	-	-	-	-	-	-
Stage 1	331	0	-		-	-	-	-	-	-	-
Stage 2	599	0	-		-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	23.46	0.24	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	481	-	-	230	-	-
HCM Lane V/C Ratio	0.03	-	-	0.152	-	-
HCM Ctrl Dly (s/v)	12.7	-	-	23.5	-	-
HCM Lane LOS	B	-	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	-	-

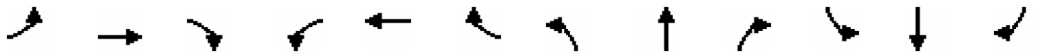
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	19	0	21	1	0	0	15	777	0	1	1	641	29
Future Vol, veh/h	19	0	21	1	0	0	15	777	0	1	1	641	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	2	15	15	15
Mvmt Flow	21	0	23	1	0	0	16	845	0	1	1	697	32

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1172	1594	364	1160	1610	422	728	0	0	845	845	0	0
Stage 1	717	717	-	877	877	-	-	-	-	-	-	-	-
Stage 2	455	877	-	283	733	-	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.8	7.4	7.25	6.8	7.2	5.6	-	-	6.44	4.4	-	-
Critical Hdwy Stg 1	7.6	5.8	-	6.8	5.8	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.8	-	7	5.8	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4.15	4.05	3.8	4.15	3.45	3.25	-	-	2.52	2.35	-	-
Pot Cap-1 Maneuver	156	93	513	159	91	545	487	-	-	418	710	-	-
Stage 1	297	402	-	277	336	-	-	-	-	-	-	-	-
Stage 2	505	336	-	632	395	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	148	89	513	144	87	545	487	-	-	526	526	-	-
Mov Cap-2 Maneuver	148	89	-	144	87	-	-	-	-	-	-	-	-
Stage 1	296	400	-	265	321	-	-	-	-	-	-	-	-
Stage 2	483	321	-	601	393	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.6	30.12	0.24	0.04
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	487	-	-	237	144	526	-	-
HCM Lane V/C Ratio	0.033	-	-	0.184	0.008	0.002	-	-
HCM Ctrl Dly (s/v)	12.7	-	-	23.6	30.1	11.9	-	-
HCM Lane LOS	B	-	-	C	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	0	93	0	0	0	0	621	187	16	565	0
Future Volume (veh/h)	150	0	93	0	0	0	0	621	187	16	565	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1663	0	1663				0	1663	1663	1663	1663	0
Adj Flow Rate, veh/h	163	0	0				0	675	0	17	614	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	0	16				0	16	16	16	16	0
Cap, veh/h	226	0					0	2352		553	2582	0
Arrive On Green	0.07	0.00	0.00				0.00	0.74	0.00	0.04	1.00	0.00
Sat Flow, veh/h	3072	0	1409				0	3243	1409	1584	3243	0
Grp Volume(v), veh/h	163	0	0				0	675	0	17	614	0
Grp Sat Flow(s),veh/h/ln	1536	0	1409				0	1580	1409	1584	1580	0
Q Serve(g_s), s	5.7	0.0	0.0				0.0	7.6	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	0.0				0.0	7.6	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	226	0					0	2352		553	2582	0
V/C Ratio(X)	0.72	0.00					0.00	0.29		0.03	0.24	0.00
Avail Cap(c_a), veh/h	698	0					0	2352		653	2582	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.96	0.96	0.00
Uniform Delay (d), s/veh	49.8	0.0	0.0				0.0	4.6	0.0	3.0	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.0	0.0				0.0	0.3	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0				0.0	1.8	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.1	0.0	0.0				0.0	4.9	0.0	3.1	0.2	0.0
LnGrp LOS	D							A		A	A	
Approach Vol, veh/h		163						675			631	
Approach Delay, s/veh		54.1						4.9			0.3	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.0	87.9		14.1		95.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	58.0		25.0		73.0
Max Q Clear Time (g_c+I1), s	2.3	9.6		7.7		2.0
Green Ext Time (p_c), s	0.0	4.6		0.4		4.2

Intersection Summary	
HCM 7th Control Delay, s/veh	8.4
HCM 7th LOS	A

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	176	0	32	80	691	0	0	405	155
Future Volume (veh/h)	0	0	0	176	0	32	80	691	0	0	405	155
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1767	0	1767	1767	1767	0	0	1767	1767
Adj Flow Rate, veh/h				198	0	0	90	776	0	0	455	0
Peak Hour Factor				0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	9	9	9	0	0	9	9
Cap, veh/h				267	0		727	2716	0	0	2390	
Arrive On Green				0.08	0.00	0.00	0.06	1.00	0.00	0.00	0.71	0.00
Sat Flow, veh/h				3264	0	1497	1682	3445	0	0	3445	1497
Grp Volume(v), veh/h				198	0	0	90	776	0	0	455	0
Grp Sat Flow(s),veh/h/ln				1632	0	1497	1682	1678	0	0	1678	1497
Q Serve(g_s), s				6.5	0.0	0.0	1.4	0.0	0.0	0.0	5.0	0.0
Cycle Q Clear(g_c), s				6.5	0.0	0.0	1.4	0.0	0.0	0.0	5.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				267	0		727	2716	0	0	2390	
V/C Ratio(X)				0.74	0.00		0.12	0.29	0.00	0.00	0.19	
Avail Cap(c_a), veh/h				653	0		869	2716	0	0	2390	
HCM Platoon Ratio				1.00	1.00	1.00	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.95	0.95	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				49.4	0.0	0.0	3.2	0.0	0.0	0.0	5.3	0.0
Incr Delay (d2), s/veh				4.0	0.0	0.0	0.1	0.3	0.0	0.0	0.2	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	0.0	0.3	0.1	0.0	0.0	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				53.4	0.0	0.0	3.3	0.3	0.0	0.0	5.5	0.0
LnGrp LOS				D			A	A			A	
Approach Vol, veh/h					198			866			455	
Approach Delay, s/veh					53.4			0.6			5.5	
Approach LOS					D			A			A	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	95.0		10.7	84.3		15.0
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0
Max Green Setting (Gmax), s	76.0		14.0	56.0		22.0
Max Q Clear Time (g_c+I1), s	2.0		3.4	7.0		8.5
Green Ext Time (p_c), s	5.5		0.1	2.9		0.5

Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	0	0	1	1	1	719	2	0	558	0
Future Vol, veh/h	0	0	1	0	0	1	1	1	719	2	0	558	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	92	88	88	88	88	88	88
Heavy Vehicles, %	9	9	9	9	9	9	2	9	9	9	9	9	9
Mvmt Flow	0	0	1	0	0	1	1	1	817	2	0	634	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1047	1458	317	1140	1457	410	634	634	0	0	819	0	0
Stage 1	634	634	-	823	823	-	-	-	-	-	-	-	-
Stage 2	413	824	-	317	634	-	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	7.08	7.68	6.68	7.08	6.44	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.52	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	173	120	658	148	121	572	569	899	-	-	762	-	-
Stage 1	417	454	-	319	370	-	-	-	-	-	-	-	-
Stage 2	569	369	-	649	454	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	172	120	658	147	120	572	700	700	-	-	762	-	-
Mov Cap-2 Maneuver	172	120	-	147	120	-	-	-	-	-	-	-	-
Stage 1	417	454	-	318	368	-	-	-	-	-	-	-	-
Stage 2	565	368	-	648	454	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.48	11.31	0.11	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	658	572	762	-	-
HCM Lane V/C Ratio	0.002	-	-	0.002	0.002	-	-	-
HCM Ctrl Dly (s/v)	10.2	0.1	-	10.5	11.3	0	-	-
HCM Lane LOS	B	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	51	2	718	507	8
Future Vol, veh/h	8	51	2	718	507	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	2	9	9	9	9
Mvmt Flow	9	58	2	816	576	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	993	293	585	0	-	0
Stage 1	581	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.98	6.94	4.28	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.32	2.29	-	-	-
Pot Cap-1 Maneuver	230	704	939	-	-	-
Stage 1	503	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	230	704	939	-	-	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	616	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.45	0.02	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	939	-	550	-	-
HCM Lane V/C Ratio	0.002	-	0.122	-	-
HCM Ctrl Dly (s/v)	8.8	-	12.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	32	0	41	6	0	0	5	66	654	1	0	463	32
Future Vol, veh/h	32	0	41	6	0	0	5	66	654	1	0	463	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	0	45	7	0	0	5	72	711	1	0	503	35

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1013	1370	252	1117	1404	356	503	538	0	0	712	0	0
Stage 1	503	503	-	866	866	-	-	-	-	-	-	-	-
Stage 2	510	866	-	252	538	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	193	145	748	162	138	640	689	1026	-	-	884	-	-
Stage 1	519	540	-	315	369	-	-	-	-	-	-	-	-
Stage 2	514	368	-	730	521	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	178	134	748	140	128	640	986	986	-	-	884	-	-
Mov Cap-2 Maneuver	178	134	-	140	128	-	-	-	-	-	-	-	-
Stage 1	519	540	-	290	340	-	-	-	-	-	-	-	-
Stage 2	474	340	-	687	521	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.87	31.9	0.88	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	986	-	-	178	748	140	884	-	-
HCM Lane V/C Ratio	0.078	-	-	0.195	0.06	0.046	-	-	-
HCM Ctrl Dly (s/v)	9	-	-	30.1	10.1	31.9	0	-	-
HCM Lane LOS	A	-	-	D	B	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.7	0.2	0.1	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	153	35	376	271	175	490
Future Volume (veh/h)	153	35	376	271	175	490
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	168	38	413	298	192	538
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	9	9	9	9	9	9
Cap, veh/h	277	394	1333	594	506	2046
Arrive On Green	0.16	0.16	0.40	0.40	0.10	0.61
Sat Flow, veh/h	1682	1497	3445	1497	1682	3445
Grp Volume(v), veh/h	168	38	413	298	192	538
Grp Sat Flow(s),veh/h/ln	1682	1497	1678	1497	1682	1678
Q Serve(g_s), s	5.4	1.1	5.0	8.8	3.5	4.4
Cycle Q Clear(g_c), s	5.4	1.1	5.0	8.8	3.5	4.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	277	394	1333	594	506	2046
V/C Ratio(X)	0.61	0.10	0.31	0.50	0.38	0.26
Avail Cap(c_a), veh/h	676	748	2483	1108	723	3630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	16.3	12.1	13.3	7.9	5.3
Incr Delay (d2), s/veh	3.0	0.2	0.1	0.4	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.4	1.5	2.4	0.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.7	16.5	12.2	13.7	8.4	5.4
LnGrp LOS	C	B	B	B	A	A
Approach Vol, veh/h	206		711			730
Approach Delay, s/veh	24.0		12.9			6.1
Approach LOS	C		B			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.4	29.9				42.4	16.1
Change Period (Y+Rc), s	6.7	6.7				6.7	6.5
Max Green Setting (Gmax), s	13.3	43.3				63.3	23.5
Max Q Clear Time (g_c+I1), s	5.5	10.8				6.4	7.4
Green Ext Time (p_c), s	0.5	12.5				13.4	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	11.3
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	38	14	10	401	1	651	19
Future Vol, veh/h	38	14	10	401	1	651	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	16	16	16	16	16	16	16
Mvmt Flow	43	16	11	451	1	731	21

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	981	366	753	0	451	-	0
Stage 1	734	-	-	-	-	-	-
Stage 2	248	-	-	-	-	-	-
Critical Hdwy	7.12	7.22	4.42	-	6.72	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-	-
Follow-up Hdwy	3.66	3.46	2.36	-	2.66	-	-
Pot Cap-1 Maneuver	223	593	767	-	686	-	-
Stage 1	401	-	-	-	-	-	-
Stage 2	730	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	219	593	767	-	686	-	-
Mov Cap-2 Maneuver	219	-	-	-	-	-	-
Stage 1	394	-	-	-	-	-	-
Stage 2	729	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.49	0.39	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	88	-	264	-	-
HCM Lane V/C Ratio	0.015	-	0.222	-	-
HCM Ctrl Dly (s/v)	9.8	0.2	22.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	12	0	0	88	9	407	24	0	659	31
Future Vol, veh/h	14	0	12	0	0	88	9	407	24	0	659	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	16	0	13	0	0	99	10	457	27	0	740	35

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	1007	1262	388		775	0	0	-	-	0
Stage 1	758	758	-		-	-	-	-	-	-
Stage 2	249	504	-		-	-	-	-	-	-
Critical Hdwy	6.53	6.78	7.38		5.58	-	-	-	-	-
Critical Hdwy Stg 1	6.88	5.78	-		-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	5.78	-		-	-	-	-	-	-
Follow-up Hdwy	3.79	4.14	4.04		3.24	-	-	-	-	-
Pot Cap-1 Maneuver	248	153	496		464	-	-	0	-	-
Stage 1	324	386	-		-	-	-	0	-	-
Stage 2	709	510	-		-	-	-	0	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	242	0	496		464	-	-	-	-	-
Mov Cap-2 Maneuver	279	0	-		-	-	-	-	-	-
Stage 1	316	0	-		-	-	-	-	-	-
Stage 2	709	0	-		-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.23	0.26	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	464	-	-	350	-	-
HCM Lane V/C Ratio	0.022	-	-	0.084	-	-
HCM Ctrl Dly (s/v)	12.9	-	-	16.2	-	-
HCM Lane LOS	B	-	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	6	0	3	0	0	0	3	506	0	1	0	687	21
Future Vol, veh/h	6	0	3	0	0	0	3	506	0	1	0	687	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	92	90	90	90
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	2	15	15	15
Mvmt Flow	7	0	3	0	0	0	3	562	0	1	0	763	23

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1065	1346	393	876	1358	281	787	0	0	562	-	-	0
Stage 1	777	777	-	569	569	-	-	-	-	-	-	-	-
Stage 2	288	569	-	308	789	-	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.8	7.4	7.25	6.8	7.2	5.6	-	-	6.44	-	-	-
Critical Hdwy Stg 1	7.6	5.8	-	6.8	5.8	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.8	-	7	5.8	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4.15	4.05	3.8	4.15	3.45	3.25	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	185	134	490	249	132	678	455	-	-	632	0	-	-
Stage 1	269	375	-	430	473	-	-	-	-	-	0	-	-
Stage 2	638	473	-	610	371	-	-	-	-	-	0	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	183	133	490	244	131	678	455	-	-	632	-	-	-
Mov Cap-2 Maneuver	183	133	-	244	131	-	-	-	-	-	-	-	-
Stage 1	269	375	-	427	469	-	-	-	-	-	-	-	-
Stage 2	632	469	-	605	370	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.28	0	0.08	0.01
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	455	-	-	231	-	-	-
HCM Lane V/C Ratio	0.007	-	-	0.043	-	-	-
HCM Ctrl Dly (s/v)	13	-	-	21.3	0	-	-
HCM Lane LOS	B	-	-	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	1	6	1	505	7	5	538
Future Vol, veh/h	1	6	1	505	7	5	538
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	16	16	16	16	16	16	16
Mvmt Flow	1	7	1	549	8	5	585

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	858	278	585	0	0	557	0
Stage 1	555	-	-	-	-	-	-
Stage 2	303	-	-	-	-	-	-
Critical Hdwy	7.12	7.22	6.72	-	-	4.42	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-	-
Follow-up Hdwy	3.66	3.46	2.66	-	-	2.36	-
Pot Cap-1 Maneuver	270	679	560	-	-	919	-
Stage 1	501	-	-	-	-	-	-
Stage 2	683	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	268	679	560	-	-	919	-
Mov Cap-2 Maneuver	268	-	-	-	-	-	-
Stage 1	500	-	-	-	-	-	-
Stage 2	678	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.56	0.02	0.14
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	556	33	-
HCM Lane V/C Ratio	-	-	0.014	0.006	-
HCM Ctrl Dly (s/v)	-	-	11.6	8.9	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	2	0	3	2	0	376	5	0	582	0
Future Vol, veh/h	0	0	0	2	0	3	2	0	376	5	0	582	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	0	0	2	0	3	2	0	422	6	0	654	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	870	1087	327	757	1084	214	654	654	0	0	428	0	0
Stage 1	654	654	-	430	430	-	-	-	-	-	-	-	-
Stage 2	216	433	-	327	654	-	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	7.08	7.68	6.68	7.08	6.58	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.59	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	235	204	649	284	205	770	527	883	-	-	1080	-	-
Stage 1	406	445	-	555	565	-	-	-	-	-	-	-	-
Stage 2	747	563	-	641	445	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	232	203	649	283	204	770	527	527	-	-	1080	-	-
Mov Cap-2 Maneuver	232	203	-	283	204	-	-	-	-	-	-	-	-
Stage 1	406	445	-	553	562	-	-	-	-	-	-	-	-
Stage 2	740	560	-	641	445	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	13	0.17	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	18	-	-	-	456	1080	-	-
HCM Lane V/C Ratio	-	-	-	-	0.012	-	-	-
HCM Ctrl Dly (s/v)	11.9	0.1	-	0	13	0	-	-
HCM Lane LOS	B	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	41	6	373	541	8
Future Vol, veh/h	17	41	6	373	541	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	19	47	7	424	615	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	840	307	615	0	-	0
Stage 1	615	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.98	7.08	4.28	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	290	668	915	-	-	0
Stage 1	483	-	-	-	-	0
Stage 2	770	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	288	668	915	-	-	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.65	0.14	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	915	-	482	-
HCM Lane V/C Ratio	0.007	-	0.137	-
HCM Ctrl Dly (s/v)	9	-	13.7	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.5	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	13	0	22	2	0	0	1	46	340	3	1	0	524	36
Future Vol, veh/h	13	0	22	2	0	0	1	46	340	3	1	0	524	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	92	87	87	87	92	87	87	87
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	2	9	9	9
Mvmt Flow	15	0	25	2	0	0	1	53	391	3	1	0	602	41

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	908	1107	301	804	1146	197	602	644	0	0	394	394	0	0
Stage 1	604	604	-	500	500	-	-	-	-	-	-	-	-	-
Stage 2	303	502	-	303	646	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	7.08	7.68	6.68	7.08	6.58	4.28	-	-	6.44	4.28	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.59	2.29	-	-	2.52	2.29	-	-
Pot Cap-1 Maneuver	220	198	675	262	188	790	570	891	-	-	808	1112	-	-
Stage 1	435	469	-	503	524	-	-	-	-	-	-	-	-	-
Stage 2	662	523	-	662	448	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	206	186	675	237	176	790	880	880	-	-	808	808	-	-
Mov Cap-2 Maneuver	206	186	-	237	176	-	-	-	-	-	-	-	-	-
Stage 1	434	468	-	472	492	-	-	-	-	-	-	-	-	-
Stage 2	621	491	-	636	448	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.48	20.36	1.13	0.04
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	880	-	-	206	675	237	6	-	-
HCM Lane V/C Ratio	0.061	-	-	0.073	0.037	0.01	-	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	23.8	10.5	20.4	9.5	0	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	0.1	0	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	186	63	572	52	88	507
Future Volume (veh/h)	186	63	572	52	88	507
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	211	72	650	59	100	576
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	8	8	8	8	8	8
Cap, veh/h	288	379	1406	627	454	2061
Arrive On Green	0.17	0.17	0.42	0.42	0.08	0.61
Sat Flow, veh/h	1697	1510	3474	1510	1697	3474
Grp Volume(v), veh/h	211	72	650	59	100	576
Grp Sat Flow(s),veh/h/ln	1697	1510	1692	1510	1697	1692
Q Serve(g_s), s	7.0	2.2	8.3	1.4	1.8	4.8
Cycle Q Clear(g_c), s	7.0	2.2	8.3	1.4	1.8	4.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	288	379	1406	627	454	2061
V/C Ratio(X)	0.73	0.19	0.46	0.09	0.22	0.28
Avail Cap(c_a), veh/h	668	718	2457	1096	694	3591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	17.6	12.6	10.6	8.0	5.5
Incr Delay (d2), s/veh	5.1	0.3	0.2	0.0	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.7	2.5	0.4	0.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	28.6	17.9	12.8	10.7	8.3	5.5
LnGrp LOS	C	B	B	B	A	A
Approach Vol, veh/h	283		709			676
Approach Delay, s/veh	25.8		12.6			5.9
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.6	31.5			43.0	16.6
Change Period (Y+Rc), s	6.7	6.7			6.7	6.5
Max Green Setting (Gmax), s	13.3	43.3			63.3	23.5
Max Q Clear Time (g_c+I1), s	3.8	10.3			6.8	9.0
Green Ext Time (p_c), s	0.2	14.5			14.5	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	56	30	10	627	567	50
Future Vol, veh/h	56	30	10	627	567	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	15	15	15	15	15	15
Mvmt Flow	59	32	11	660	597	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	948	298	649	0	-	0
Stage 1	597	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Critical Hdwy	7.1	7.2	4.4	-	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.65	3.45	2.35	-	-	-
Pot Cap-1 Maneuver	237	661	850	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	233	661	850	-	-	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	647	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.94	0.28	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	57	-	419	-	-
HCM Lane V/C Ratio	0.012	-	0.216	-	-
HCM Ctrl Dly (s/v)	9.3	0.1	15.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	26	0	5	2	1	126	13	639	31	1	0	610	52
Future Vol, veh/h	26	0	5	2	1	126	13	639	31	1	0	610	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	92	96	96	96
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	2	11	11	11
Mvmt Flow	27	0	5	2	1	131	14	666	32	1	0	635	54

Major/Minor	Minor2				Major1			Major2			
Conflicting Flow All	1025	1390	345		690	0	0	666	-	-	0
Stage 1	665	665	-		-	-	-	-	-	-	-
Stage 2	360	725	-		-	-	-	-	-	-	-
Critical Hdwy	6.47	6.72	7.32		5.52	-	-	6.44	-	-	-
Critical Hdwy Stg 1	6.82	5.72	-		-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.02	5.72	-		-	-	-	-	-	-	-
Follow-up Hdwy	3.76	4.11	4.01		3.21	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	247	131	536		522	-	-	543	0	-	-
Stage 1	377	435	-		-	-	-	-	0	-	-
Stage 2	629	407	-		-	-	-	-	0	-	-
Platoon blocked, %						-	-			-	-
Mov Cap-1 Maneuver	239	0	536		522	-	-	543	-	-	-
Mov Cap-2 Maneuver	239	0	-		-	-	-	-	-	-	-
Stage 1	365	0	-		-	-	-	-	-	-	-
Stage 2	628	0	-		-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.65	0.23	0.02
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	522	-	-	262	-	-
HCM Lane V/C Ratio	0.026	-	-	0.123	-	-
HCM Ctrl Dly (s/v)	12.1	-	-	20.6	-	-
HCM Lane LOS	B	-	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	19	0	21	1	0	0	15	777	0	1	1	641	29
Future Vol, veh/h	19	0	21	1	0	0	15	777	0	1	1	641	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92	95	95	92
Heavy Vehicles, %	11	11	11	11	11	11	11	11	2	2	11	11	2
Mvmt Flow	20	0	22	1	0	0	16	818	0	1	1	675	32

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1135	1544	353	1124	1560	409	706	0	-	818	818	0	0
Stage 1	695	695	-	849	849	-	-	-	-	-	-	-	-
Stage 2	441	849	-	274	711	-	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.72	7.32	7.17	6.72	7.12	5.52	-	-	6.44	4.32	-	-
Critical Hdwy Stg 1	7.52	5.72	-	6.72	5.72	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.72	-	6.92	5.72	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.76	4.11	4.01	3.76	4.11	3.41	3.21	-	-	2.52	2.31	-	-
Pot Cap-1 Maneuver	170	104	530	174	102	567	512	-	0	434	751	-	-
Stage 1	315	421	-	296	355	-	-	-	0	-	-	-	-
Stage 2	525	355	-	650	413	-	-	-	0	-	-	-	-
Platoon blocked, %								-				-	-
Mov Cap-1 Maneuver	163	100	530	159	97	567	512	-	-	548	548	-	-
Mov Cap-2 Maneuver	163	100	-	159	97	-	-	-	-	-	-	-	-
Stage 1	314	419	-	284	341	-	-	-	-	-	-	-	-
Stage 2	504	341	-	620	412	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	21.82	27.8	0.23	0.04
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	512	-	256	159	548	-	-
HCM Lane V/C Ratio	0.031	-	0.165	0.007	0.002	-	-
HCM Ctrl Dly (s/v)	12.3	-	21.8	27.8	11.6	-	-
HCM Lane LOS	B	-	C	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	0	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	13	14	1	794	2	0	565
Future Vol, veh/h	13	14	1	794	2	0	565
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	12	12	2	12	12	12	12
Mvmt Flow	14	15	1	845	2	0	601

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1148	423	601	0	0	847	0
Stage 1	848	-	-	-	-	-	-
Stage 2	301	-	-	-	-	-	-
Critical Hdwy	7.04	7.14	6.44	-	-	4.34	-
Critical Hdwy Stg 1	6.04	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.62	3.42	2.52	-	-	2.32	-
Pot Cap-1 Maneuver	177	552	597	-	-	725	-
Stage 1	356	-	-	-	-	-	-
Stage 2	696	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	177	552	597	-	-	725	-
Mov Cap-2 Maneuver	177	-	-	-	-	-	-
Stage 1	356	-	-	-	-	-	-
Stage 2	696	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.71	0.01	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	273	725	-
HCM Lane V/C Ratio	-	-	0.105	-	-
HCM Ctrl Dly (s/v)	-	-	19.7	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	1	0	0	1	1	1	719	2	0	558	0
Future Vol, veh/h	0	0	1	0	0	1	1	1	719	2	0	558	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	92	94	94	94	94	94	94
Heavy Vehicles, %	7	7	7	7	7	7	2	7	7	7	7	7	7
Mvmt Flow	0	0	1	0	0	1	1	1	765	2	0	594	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	980	1365	297	1067	1364	384	594	594	0	0	767	0	0
Stage 1	594	594	-	770	770	-	-	-	-	-	-	-	-
Stage 2	387	771	-	297	594	-	-	-	-	-	-	-	-
Critical Hdwy	7.64	6.64	7.04	7.64	6.64	7.04	6.44	4.24	-	-	4.24	-	-
Critical Hdwy Stg 1	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4.07	3.37	3.57	4.07	3.37	2.52	2.27	-	-	2.27	-	-
Pot Cap-1 Maneuver	197	140	685	170	140	601	604	945	-	-	810	-	-
Stage 1	446	479	-	348	396	-	-	-	-	-	-	-	-
Stage 2	595	396	-	673	479	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	196	139	685	169	140	601	734	734	-	-	810	-	-
Mov Cap-2 Maneuver	196	139	-	169	140	-	-	-	-	-	-	-	-
Stage 1	446	479	-	347	395	-	-	-	-	-	-	-	-
Stage 2	592	394	-	672	479	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	10.27	11	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	10	-	-	685	601	810	-	-
HCM Lane V/C Ratio	0.001	-	-	0.002	0.002	-	-	-
HCM Ctrl Dly (s/v)	9.9	0.1	-	10.3	11	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	51	2	718	507	8
Future Vol, veh/h	8	51	2	718	507	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	9	54	2	764	539	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	926	270	539	0	-	0
Stage 1	539	-	-	-	-	-
Stage 2	386	-	-	-	-	-
Critical Hdwy	6.96	7.06	4.26	-	-	-
Critical Hdwy Stg 1	5.96	-	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-	-
Follow-up Hdwy	3.58	3.38	2.28	-	-	-
Pot Cap-1 Maneuver	257	710	985	-	-	0
Stage 1	532	-	-	-	-	0
Stage 2	639	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	256	710	985	-	-	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.06	0.02	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	985	-	573	-
HCM Lane V/C Ratio	0.002	-	0.11	-
HCM Ctrl Dly (s/v)	8.7	-	12.1	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0	-	0.4	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	32	0	41	6	0	0	5	66	654	1	0	463	32
Future Vol, veh/h	32	0	41	6	0	0	5	66	654	1	0	463	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	92	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	2	7	7	7	7	7	7
Mvmt Flow	34	0	44	6	0	0	5	71	703	1	0	498	34

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1002	1355	249	1105	1389	352	498	532	0	0	704	0	0
Stage 1	498	498	-	857	857	-	-	-	-	-	-	-	-
Stage 2	504	857	-	249	532	-	-	-	-	-	-	-	-
Critical Hdwy	7.64	6.64	7.04	7.64	6.64	7.04	6.44	4.24	-	-	4.24	-	-
Critical Hdwy Stg 1	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4.07	3.37	3.57	4.07	3.37	2.52	2.27	-	-	2.27	-	-
Pot Cap-1 Maneuver	190	142	736	159	135	630	694	997	-	-	857	-	-
Stage 1	510	530	-	308	361	-	-	-	-	-	-	-	-
Stage 2	505	361	-	719	511	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	175	131	736	138	125	630	961	961	-	-	857	-	-
Mov Cap-2 Maneuver	175	131	-	138	125	-	-	-	-	-	-	-	-
Stage 1	510	530	-	284	332	-	-	-	-	-	-	-	-
Stage 2	465	332	-	676	511	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.15	32.46	0.89	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	175	736	138	857	-	-
HCM Lane V/C Ratio	0.079	-	-	0.197	0.06	0.047	-	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	30.6	10.2	32.5	0	-	-
HCM Lane LOS	A	-	-	D	B	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.7	0.2	0.1	0	-	-



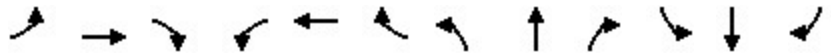
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	287	124	608	632	329
Future Volume (veh/h)	27	287	124	608	632	329
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	30	322	139	683	710	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	9	9	9	9	9
Cap, veh/h	424	357	662	2283	1175	
Arrive On Green	0.24	0.24	0.29	0.68	0.35	0.00
Sat Flow, veh/h	1781	1497	1682	3445	3445	1497
Grp Volume(v), veh/h	30	322	139	683	710	0
Grp Sat Flow(s),veh/h/ln	1781	1497	1682	1678	1678	1497
Q Serve(g_s), s	1.4	23.0	0.0	9.0	19.2	0.0
Cycle Q Clear(g_c), s	1.4	23.0	0.0	9.0	19.2	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	424	357	662	2283	1175	
V/C Ratio(X)	0.07	0.90	0.21	0.30	0.60	
Avail Cap(c_a), veh/h	834	701	662	2283	1175	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.5	40.7	21.0	7.1	29.5	0.0
Incr Delay (d2), s/veh	0.1	8.5	0.2	0.3	2.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	18.2	2.3	2.7	7.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	32.5	49.2	21.2	7.4	31.8	0.0
LnGrp LOS	C	D	C	A	C	
Approach Vol, veh/h	352			822	710	
Approach Delay, s/veh	47.8			9.7	31.8	
Approach LOS	D			A	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		79.3		30.7	36.3	43.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		49.5		51.5	6.5	38.5
Max Q Clear Time (g_c+I1), s		11.0		25.0	2.0	21.2
Green Ext Time (p_c), s		4.6		1.2	0.1	4.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	0	277	0	0	0	0	548	300	29	892	0
Future Volume (veh/h)	186	0	277	0	0	0	0	548	300	29	892	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1663	0	1663				0	1663	1663	1663	1663	0
Adj Flow Rate, veh/h	202	0	0				0	596	326	32	970	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	0	16				0	16	16	16	16	0
Cap, veh/h	234	0					0	2348	1047	434	2348	0
Arrive On Green	0.15	0.00	0.00				0.00	0.74	0.74	0.74	0.74	0.00
Sat Flow, veh/h	1584	0	1409				0	3243	1409	539	3243	0
Grp Volume(v), veh/h	202	0	0				0	596	326	32	970	0
Grp Sat Flow(s),veh/h/ln	1584	0	1409				0	1580	1409	539	1580	0
Q Serve(g_s), s	13.7	0.0	0.0				0.0	6.6	8.5	2.2	12.5	0.0
Cycle Q Clear(g_c), s	13.7	0.0	0.0				0.0	6.6	8.5	8.8	12.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	234	0					0	2348	1047	434	2348	0
V/C Ratio(X)	0.86	0.00					0.00	0.25	0.31	0.07	0.41	0.00
Avail Cap(c_a), veh/h	576	0					0	2348	1047	434	2348	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.8	0.0	0.0				0.0	4.5	4.7	5.9	5.2	0.0
Incr Delay (d2), s/veh	9.2	0.0	0.0				0.0	0.3	0.8	0.1	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	0.0	0.0				0.0	1.6	1.9	0.2	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.9	0.0	0.0				0.0	4.7	5.5	5.9	5.4	0.0
LnGrp LOS	D							A	A	A	A	
Approach Vol, veh/h		202						922			1002	
Approach Delay, s/veh		54.9						5.0			5.4	
Approach LOS		D						A			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	87.8	22.2	87.8
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	58.0	40.0	58.0
Max Q Clear Time (g_c+I1), s	10.5	15.7	14.5
Green Ext Time (p_c), s	5.3	0.6	8.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.9
HCM 7th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	251	57	619	445	287	805
Future Volume (veh/h)	251	57	619	445	287	805
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	273	62	673	484	312	875
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	9	9	9	9	9
Cap, veh/h	317	432	1781	794	424	2322
Arrive On Green	0.19	0.19	0.53	0.53	0.10	0.69
Sat Flow, veh/h	1682	1497	3445	1497	1682	3445
Grp Volume(v), veh/h	273	62	673	484	312	875
Grp Sat Flow(s),veh/h/ln	1682	1497	1678	1497	1682	1678
Q Serve(g_s), s	17.3	3.4	12.9	24.7	8.8	12.0
Cycle Q Clear(g_c), s	17.3	3.4	12.9	24.7	8.8	12.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	317	432	1781	794	424	2322
V/C Ratio(X)	0.86	0.14	0.38	0.61	0.74	0.38
Avail Cap(c_a), veh/h	512	606	1781	794	458	2322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	29.0	15.2	17.9	11.5	7.1
Incr Delay (d2), s/veh	10.7	0.2	0.6	3.5	5.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	1.2	4.6	8.3	3.3	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.0	29.3	15.8	21.4	17.2	7.5
LnGrp LOS	D	C	B	C	B	A
Approach Vol, veh/h	335		1157			1187
Approach Delay, s/veh	49.4		18.1			10.1
Approach LOS	D		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.7	65.1			82.8	27.2
Change Period (Y+Rc), s	6.7	6.7			6.7	6.5
Max Green Setting (Gmax), s	13.3	43.3			63.3	33.5
Max Q Clear Time (g_c+I1), s	10.8	26.7			14.0	19.3
Green Ext Time (p_c), s	0.2	4.2			4.8	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	18.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	63	23	17	659	2	1069	30
Future Vol, veh/h	63	23	17	659	2	1069	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	89	89	89	89	92	89	89
Heavy Vehicles, %	15	15	15	15	2	15	15
Mvmt Flow	71	26	19	740	2	1201	34

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1614	601	1235	0	740	-	0
Stage 1	1205	-	-	-	-	-	-
Stage 2	408	-	-	-	-	-	-
Critical Hdwy	7.1	7.2	4.4	-	6.44	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-	-
Follow-up Hdwy	3.65	3.45	2.35	-	2.52	-	-
Pot Cap-1 Maneuver	83	413	493	-	487	-	-
Stage 1	222	-	-	-	-	-	-
Stage 2	603	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	79	413	493	-	487	-	-
Mov Cap-2 Maneuver	79	-	-	-	-	-	-
Stage 1	211	-	-	-	-	-	-
Stage 2	599	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	158	0.32	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	493	-	100	-	-
HCM Lane V/C Ratio	0.039	-	0.964	-	-
HCM Ctrl Dly (s/v)	12.6	-	158	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	5.8	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	0	19	0	0	144	15	669	40	0	1082	51
Future Vol, veh/h	23	0	19	0	0	144	15	669	40	0	1082	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	26	0	21	0	0	162	17	752	45	0	1216	57

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	1654	2075	637			1273	0	0	-	-	0
Stage 1	1244	1244	-			-	-	-	-	-	-
Stage 2	410	830	-			-	-	-	-	-	-
Critical Hdwy	6.53	6.78	7.38			5.58	-	-	-	-	-
Critical Hdwy Stg 1	6.88	5.78	-			-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	5.78	-			-	-	-	-	-	-
Follow-up Hdwy	3.79	4.14	4.04			3.24	-	-	-	-	-
Pot Cap-1 Maneuver	100	46	338			259	-	-	0	-	-
Stage 1	158	222	-			-	-	-	0	-	-
Stage 2	586	356	-			-	-	-	0	-	-
Platoon blocked, %							-	-		-	-
Mov Cap-1 Maneuver	91	0	338			259	-	-	-	-	-
Mov Cap-2 Maneuver	127	0	-			-	-	-	-	-	-
Stage 1	145	0	-			-	-	-	-	-	-
Stage 2	586	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	32.48	0.41	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	259	-	-	177	-	-
HCM Lane V/C Ratio	0.065	-	-	0.266	-	-
HCM Ctrl Dly (s/v)	19.8	-	-	32.5	-	-
HCM Lane LOS	C	-	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	10	0	6	0	0	0	6	830	0	8	0	1127	34
Future Vol, veh/h	10	0	6	0	0	0	6	830	0	8	0	1127	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	2	15	15	15
Mvmt Flow	11	0	7	0	0	0	7	902	0	9	0	1225	37

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1725	2176	631	1423	2195	451	1262	0	0	902	-	-	0
Stage 1	1261	1261	-	915	915	-	-	-	-	-	-	-	-
Stage 2	464	915	-	507	1279	-	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.8	7.4	7.25	6.8	7.2	5.6	-	-	6.44	-	-	-
Critical Hdwy Stg 1	7.6	5.8	-	6.8	5.8	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.8	-	7	5.8	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4.15	4.05	3.8	4.15	3.45	3.25	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	64	39	339	104	38	521	261	-	-	384	0	-	-
Stage 1	120	216	-	262	321	-	-	-	-	-	0	-	-
Stage 2	499	321	-	456	211	-	-	-	-	-	0	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	60	36	339	96	35	521	261	-	-	384	-	-	-
Mov Cap-2 Maneuver	60	36	-	96	35	-	-	-	-	-	-	-	-
Stage 1	116	209	-	254	311	-	-	-	-	-	-	-	-
Stage 2	482	311	-	434	205	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	56.74	0	0.14	0.1
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	261	-	-	87	-	-	-
HCM Lane V/C Ratio	0.025	-	-	0.201	-	-	-
HCM Ctrl Dly (s/v)	19.2	-	-	56.7	0	-	-
HCM Lane LOS	C	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	10	0	623	8	0	953	0
Future Vol, veh/h	0	0	0	0	0	10	0	623	8	0	953	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	0	0	0	0	11	0	708	9	0	1083	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	541	-	-	359	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.08	-	-	7.08	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.39	-	-	3.39	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	467	0	0	618	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	467	-	-	618	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	10.93	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	618	-	-
HCM Lane V/C Ratio	-	-	-	0.018	-	-
HCM Ctrl Dly (s/v)	-	-	0	10.9	-	-
HCM Lane LOS	-	-	A	B	-	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	67	10	619	886	13
Future Vol, veh/h	29	67	10	619	886	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	2	9	9	9	9
Mvmt Flow	33	76	11	703	1007	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1389	511	1022	0	-	0
Stage 1	1014	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Critical Hdwy	6.98	6.94	4.28	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.32	2.29	-	-	-
Pot Cap-1 Maneuver	125	508	635	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	508	635	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	289	-	-	-	-	-
Stage 2	645	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.41	0.17	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	635	-	261	-	-
HCM Lane V/C Ratio	0.018	-	0.419	-	-
HCM Ctrl Dly (s/v)	10.8	-	28.4	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	21	0	36	4	0	0	2	76	563	6	1	0	857	59
Future Vol, veh/h	21	0	36	4	0	0	2	76	563	6	1	0	857	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	39	4	0	0	2	83	612	7	1	0	932	64

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1409	1722	466	1253	1783	309	932	996	0	0	618	618	0	0
Stage 1	934	934	-	785	785	-	-	-	-	-	-	-	-	-
Stage 2	476	788	-	468	998	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	98	88	543	129	81	687	367	691	-	-	582	958	-	-
Stage 1	286	343	-	352	402	-	-	-	-	-	-	-	-	-
Stage 2	539	400	-	545	320	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	86	77	543	104	71	687	673	673	-	-	582	582	-	-
Mov Cap-2 Maneuver	86	77	-	104	71	-	-	-	-	-	-	-	-	-
Stage 1	285	342	-	308	351	-	-	-	-	-	-	-	-	-
Stage 2	471	350	-	504	319	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	30.32	41.09	1.34	0.07
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	673	-	-	86	543	104	4	-	-
HCM Lane V/C Ratio	0.126	-	-	0.266	0.072	0.042	-	-	-
HCM Ctrl Dly (s/v)	11.1	-	-	61.5	12.1	41.1	11.2	0.1	-
HCM Lane LOS	B	-	-	F	B	E	B	A	-
HCM 95th %tile Q(veh)	0.4	-	-	1	0.2	0.1	0	-	-



Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Volume (veh/h)	53	289	23	130	1130	663	255
Future Volume (veh/h)	53	289	23	130	1130	663	255
Initial Q (Qb), veh	0	0		0	0	0	0
Lane Width Adj.	1.00	1.00		1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00			1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No				No	No	
Adj Sat Flow, veh/h/ln	1870	1767		1767	1767	1767	1767
Adj Flow Rate, veh/h	60	325		146	1270	745	0
Peak Hour Factor	0.89	0.89		0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	9		9	9	9	9
Cap, veh/h	429	361		646	2274	1175	
Arrive On Green	0.24	0.24		0.29	0.68	0.35	0.00
Sat Flow, veh/h	1781	1497		1682	3445	3445	1497
Grp Volume(v), veh/h	60	325		146	1270	745	0
Grp Sat Flow(s),veh/h/ln	1781	1497		1682	1678	1678	1497
Q Serve(g_s), s	2.9	23.2		0.0	21.6	20.4	0.0
Cycle Q Clear(g_c), s	2.9	23.2		0.0	21.6	20.4	0.0
Prop In Lane	1.00	1.00		1.00			1.00
Lane Grp Cap(c), veh/h	429	361		646	2274	1175	
V/C Ratio(X)	0.14	0.90		0.23	0.56	0.63	
Avail Cap(c_a), veh/h	834	701		646	2274	1175	
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.8	40.5		22.5	9.2	29.9	0.0
Incr Delay (d2), s/veh	0.1	8.3		0.2	1.0	2.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	18.3		2.5	6.5	8.1	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d), s/veh	33.0	48.8		22.7	10.2	32.5	0.0
LnGrp LOS	C	D		C	B	C	
Approach Vol, veh/h	385				1416	745	
Approach Delay, s/veh	46.3				11.5	32.5	
Approach LOS	D				B	C	

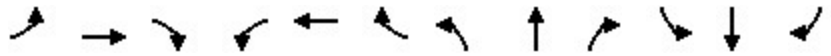
Timer - Assigned Phs		2		4	5	6	
Phs Duration (G+Y+Rc), s		79.0		31.0	36.0	43.0	
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5	
Max Green Setting (Gmax), s		49.5		51.5	6.5	38.5	
Max Q Clear Time (g_c+I1), s		23.6		25.2	2.0	22.4	
Green Ext Time (p_c), s		9.5		1.3	0.1	4.1	

Intersection Summary		
HCM 7th Control Delay, s/veh	22.9	
HCM 7th LOS	C	

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	0	152	0	0	0	0	1038	306	27	948	0
Future Volume (veh/h)	245	0	152	0	0	0	0	1038	306	27	948	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1663	0	1663				0	1663	1663	1663	1663	0
Adj Flow Rate, veh/h	266	0	0				0	1128	333	29	1030	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	0	16				0	16	16	16	16	0
Cap, veh/h	298	0					0	2221	990	239	2221	0
Arrive On Green	0.19	0.00	0.00				0.00	0.70	0.70	0.70	0.70	0.00
Sat Flow, veh/h	1584	0	1409				0	3243	1409	323	3243	0
Grp Volume(v), veh/h	266	0	0				0	1128	333	29	1030	0
Grp Sat Flow(s),veh/h/ln	1584	0	1409				0	1580	1409	323	1580	0
Q Serve(g_s), s	18.0	0.0	0.0				0.0	18.1	10.1	5.0	15.8	0.0
Cycle Q Clear(g_c), s	18.0	0.0	0.0				0.0	18.1	10.1	23.2	15.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	298	0					0	2221	990	239	2221	0
V/C Ratio(X)	0.89	0.00					0.00	0.51	0.34	0.12	0.46	0.00
Avail Cap(c_a), veh/h	518	0					0	2221	990	239	2221	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.6	0.0	0.0				0.0	7.6	6.4	12.9	7.2	0.0
Incr Delay (d2), s/veh	9.9	0.0	0.0				0.0	0.8	0.9	0.2	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	0.0				0.0	4.9	2.6	0.3	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.5	0.0	0.0				0.0	8.4	7.3	13.1	7.4	0.0
LnGrp LOS	D							A	A	B	A	
Approach Vol, veh/h		266						1461			1059	
Approach Delay, s/veh		53.5						8.1			7.5	
Approach LOS		D						A			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	83.3	26.7	83.3
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	62.0	36.0	62.0
Max Q Clear Time (g_c+I1), s	20.1	20.0	25.2
Green Ext Time (p_c), s	11.2	0.7	8.8

Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	304	103	937	86	144	827
Future Volume (veh/h)	304	103	937	86	144	827
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	330	112	1018	93	157	899
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	9	9	9	9	9
Cap, veh/h	378	427	1792	799	326	2199
Arrive On Green	0.22	0.22	0.53	0.53	0.06	0.66
Sat Flow, veh/h	1682	1497	3445	1497	1682	3445
Grp Volume(v), veh/h	330	112	1018	93	157	899
Grp Sat Flow(s),veh/h/ln	1682	1497	1678	1497	1682	1678
Q Serve(g_s), s	20.8	6.4	22.3	3.4	4.4	13.9
Cycle Q Clear(g_c), s	20.8	6.4	22.3	3.4	4.4	13.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	378	427	1792	799	326	2199
V/C Ratio(X)	0.87	0.26	0.57	0.12	0.48	0.41
Avail Cap(c_a), veh/h	543	574	1792	799	427	2199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	30.4	17.2	12.7	13.1	8.9
Incr Delay (d2), s/veh	12.2	0.5	1.3	0.3	1.1	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	2.3	8.0	1.1	1.5	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	53.3	30.8	18.5	13.0	14.2	9.5
LnGrp LOS	D	C	B	B	B	A
Approach Vol, veh/h	442		1111			1056
Approach Delay, s/veh	47.6		18.0			10.2
Approach LOS	D		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	33.3	65.4			78.8	31.2
Change Period (Y+Rc), s	6.7	6.7			6.7	6.5
Max Green Setting (Gmax), s	13.3	41.3			61.3	35.5
Max Q Clear Time (g_c+I1), s	16.4	24.3			15.9	22.8
Green Ext Time (p_c), s	0.3	12.8			22.1	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	49	17	1027	926	82
Future Vol, veh/h	91	49	17	1027	926	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	15	15	15	15	15	15
Mvmt Flow	102	55	19	1154	1040	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1656	520	1133	0	-	0
Stage 1	1040	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Critical Hdwy	7.1	7.2	4.4	-	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.65	3.45	2.35	-	-	-
Pot Cap-1 Maneuver	~ 78	468	543	-	-	-
Stage 1	274	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 74	468	543	-	-	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	35.52	0.19	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	543	-	183	468	-	-
HCM Lane V/C Ratio	0.035	-	0.56	0.118	-	-
HCM Ctrl Dly (s/v)	11.9	-	47.3	13.7	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	3	0.4	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	42	0	8	0	0	207	21	1046	51	2	0	996	86
Future Vol, veh/h	42	0	8	0	0	207	21	1046	51	2	0	996	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	92	89	89	89
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	2	14	14	14
Mvmt Flow	47	0	9	0	0	233	24	1175	57	2	0	1119	97

Major/Minor	Minor2			Major1			Major2			
Conflicting Flow All	1807	2452	608	1216	0	0	1175	-	-	0
Stage 1	1172	1172	-	-	-	-	-	-	-	-
Stage 2	635	1280	-	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.78	7.38	5.58	-	-	6.44	-	-	-
Critical Hdwy Stg 1	6.88	5.78	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	5.78	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.79	4.14	4.04	3.24	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	80	26	354	278	-	-	256	0	-	-
Stage 1	176	241	-	-	-	-	-	0	-	-
Stage 2	446	213	-	-	-	-	-	0	-	-
Platoon blocked, %					-	-			-	-
Mov Cap-1 Maneuver	69	0	354	278	-	-	256	-	-	-
Mov Cap-2 Maneuver	69	0	-	-	-	-	-	-	-	-
Stage 1	153	0	-	-	-	-	-	-	-	-
Stage 2	441	0	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	122.2	0.36	0.03
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	278	-	-	79	-	-
HCM Lane V/C Ratio	0.085	-	-	0.71	-	-
HCM Ctrl Dly (s/v)	19.2	-	-	122.2	-	-
HCM Lane LOS	C	-	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	-	3.4	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	30	0	34	2	0	40	25	1272	0	2	2	1048	48
Future Vol, veh/h	30	0	34	2	0	40	25	1272	0	2	2	1048	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	2	15	15	15
Mvmt Flow	33	0	37	2	0	43	27	1383	0	2	2	1139	52

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1920	2611	596	1901	2637	691	1191	0	0	1383	1383	0	0
Stage 1	1174	1174	-	1437	1437	-	-	-	-	-	-	-	-
Stage 2	746	1437	-	464	1200	-	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.8	7.4	7.25	6.8	7.2	5.6	-	-	6.44	4.4	-	-
Critical Hdwy Stg 1	7.6	5.8	-	6.8	5.8	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.8	-	7	5.8	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4.15	4.05	3.8	4.15	3.45	3.25	-	-	2.52	2.35	-	-
Pot Cap-1 Maneuver	46	20	359	48	19	358	283	-	-	188	429	-	-
Stage 1	139	239	-	122	175	-	-	-	-	-	-	-	-
Stage 2	335	175	-	486	232	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	34	16	359	35	16	358	283	-	-	239	239	-	-
Mov Cap-2 Maneuver	34	16	-	35	16	-	-	-	-	-	-	-	-
Stage 1	135	233	-	103	148	-	-	-	-	-	-	-	-
Stage 2	248	148	-	426	226	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	242.39	22.64	0.37	0.07
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	283	-	-	65	249	239	-	-
HCM Lane V/C Ratio	0.096	-	-	1.075	0.183	0.009	-	-
HCM Ctrl Dly (s/v)	19	-	-	242.4	22.6	20.4	-	-
HCM Lane LOS	C	-	-	F	C	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	5.4	0.7	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	0	0	2	0	1175	4	0	914	0
Future Vol, veh/h	0	0	2	0	0	2	0	1175	4	0	914	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	0	2	0	0	2	0	1335	5	0	1039	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	519	-	-	670	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.08	-	-	7.08	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.39	-	-	3.39	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	484	0	0	383	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	484	-	-	383	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.48	14.44	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	484	383	-	-
HCM Lane V/C Ratio	-	-	0.005	0.006	-	-
HCM Ctrl Dly (s/v)	-	-	12.5	14.4	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	84	4	1173	830	13
Future Vol, veh/h	13	84	4	1173	830	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	2	9	9	9	9
Mvmt Flow	15	95	5	1333	943	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1626	479	958	0	-	0
Stage 1	951	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Critical Hdwy	6.98	6.94	4.28	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.32	2.29	-	-	-
Pot Cap-1 Maneuver	87	533	672	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	86	533	672	-	-	-
Mov Cap-2 Maneuver	86	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.58	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	672	-	313	-	-
HCM Lane V/C Ratio	0.007	-	0.352	-	-
HCM Ctrl Dly (s/v)	10.4	-	22.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	53	0	67	10	0	0	8	108	1068	2	0	758	53
Future Vol, veh/h	53	0	67	10	0	0	8	108	1068	2	0	758	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	0	73	11	0	0	9	117	1161	2	0	824	58

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1657	2239	412	1826	2296	582	824	882	0	0	1163	0	0
Stage 1	824	824	-	1414	1414	-	-	-	-	-	-	-	-
Stage 2	833	1415	-	412	882	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	64	42	589	48	38	457	431	763	-	-	596	-	-
Stage 1	333	385	-	145	202	-	-	-	-	-	-	-	-
Stage 2	329	202	-	588	362	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	~ 53	34	589	35	32	457	713	713	-	-	596	-	-
Mov Cap-2 Maneuver	~ 53	34	-	35	32	-	-	-	-	-	-	-	-
Stage 1	333	385	-	119	166	-	-	-	-	-	-	-	-
Stage 2	271	166	-	515	362	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	128.83	151.33	1.09	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	713	-	-	53	589	35	596	-	-
HCM Lane V/C Ratio	0.177	-	-	1.089	0.124	0.315	-	-	-
HCM Ctrl Dly (s/v)	11.1	-	-	276.6	12	151.3	0	-	-
HCM Lane LOS	B	-	-	F	B	F	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	4.9	0.4	1	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	251	57	619	445	287	805
Future Volume (veh/h)	251	57	619	445	287	805
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	273	62	673	484	312	875
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	9	9	9	9	9
Cap, veh/h	342	516	1269	566	440	2056
Arrive On Green	0.20	0.20	0.38	0.38	0.14	0.61
Sat Flow, veh/h	1682	1497	3445	1497	1682	3445
Grp Volume(v), veh/h	273	62	673	484	312	875
Grp Sat Flow(s),veh/h/ln	1682	1497	1678	1497	1682	1678
Q Serve(g_s), s	11.1	2.0	11.2	21.3	7.4	9.8
Cycle Q Clear(g_c), s	11.1	2.0	11.2	21.3	7.4	9.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	342	516	1269	566	440	2056
V/C Ratio(X)	0.80	0.12	0.53	0.86	0.71	0.43
Avail Cap(c_a), veh/h	716	848	1699	758	749	3104
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	16.1	17.4	20.5	12.3	7.3
Incr Delay (d2), s/veh	6.0	0.1	0.2	6.5	2.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.7	3.7	7.2	2.2	2.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	33.2	16.2	17.6	27.0	14.5	7.4
LnGrp LOS	C	B	B	C	B	A
Approach Vol, veh/h	335		1157			1187
Approach Delay, s/veh	30.0		21.5			9.2
Approach LOS	C		C			A

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	16.8	33.8				50.6	21.1
Change Period (Y+Rc), s	6.7	6.7				6.7	6.5
Max Green Setting (Gmax), s	23.3	36.3				66.3	30.5
Max Q Clear Time (g_c+I1), s	9.4	23.3				11.8	13.1
Green Ext Time (p_c), s	0.7	3.8				4.8	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	17.2
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	63	23	17	659	2	1069	30
Future Vol, veh/h	63	23	17	659	2	1069	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	89	89	89	89	92	89	89
Heavy Vehicles, %	15	15	15	15	2	15	15
Mvmt Flow	71	26	19	740	2	1201	34

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1614	601	1235	0	740	-	0
Stage 1	1205	-	-	-	-	-	-
Stage 2	408	-	-	-	-	-	-
Critical Hdwy	7.1	7.2	4.4	-	6.44	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-	-
Follow-up Hdwy	3.65	3.45	2.35	-	2.52	-	-
Pot Cap-1 Maneuver	83	413	493	-	487	-	-
Stage 1	222	-	-	-	-	-	-
Stage 2	603	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	79	413	493	-	487	-	-
Mov Cap-2 Maneuver	79	-	-	-	-	-	-
Stage 1	211	-	-	-	-	-	-
Stage 2	599	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	158	0.32	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	493	-	100	-	-
HCM Lane V/C Ratio	0.039	-	0.964	-	-
HCM Ctrl Dly (s/v)	12.6	-	158	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	5.8	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	0	19	0	0	144	15	669	40	0	1082	51
Future Vol, veh/h	23	0	19	0	0	144	15	669	40	0	1082	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	26	0	21	0	0	162	17	752	45	0	1216	57

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1654	2075	637	1273	0	0	-	-	0
Stage 1	1244	1244	-	-	-	-	-	-	-
Stage 2	410	830	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.78	7.38	5.58	-	-	-	-	-
Critical Hdwy Stg 1	6.88	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.79	4.14	4.04	3.24	-	-	-	-	-
Pot Cap-1 Maneuver	100	46	338	259	-	-	0	-	-
Stage 1	158	222	-	-	-	-	0	-	-
Stage 2	586	356	-	-	-	-	0	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	91	0	338	259	-	-	-	-	-
Mov Cap-2 Maneuver	127	0	-	-	-	-	-	-	-
Stage 1	145	0	-	-	-	-	-	-	-
Stage 2	586	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	32.48	0.41	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	259	-	-	177	-	-
HCM Lane V/C Ratio	0.065	-	-	0.266	-	-
HCM Ctrl Dly (s/v)	19.8	-	-	32.5	-	-
HCM Lane LOS	C	-	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	10	0	6	0	0	0	6	830	0	8	0	1127	34
Future Vol, veh/h	10	0	6	0	0	0	6	830	0	8	0	1127	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	2	15	15	15
Mvmt Flow	11	0	7	0	0	0	7	902	0	9	0	1225	37

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1725	2176	631	1423	2195	451	1262	0	0	902	-	-	0
Stage 1	1261	1261	-	915	915	-	-	-	-	-	-	-	-
Stage 2	464	915	-	507	1279	-	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.8	7.4	7.25	6.8	7.2	5.6	-	-	6.44	-	-	-
Critical Hdwy Stg 1	7.6	5.8	-	6.8	5.8	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.8	-	7	5.8	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4.15	4.05	3.8	4.15	3.45	3.25	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	64	39	339	104	38	521	261	-	-	384	0	-	-
Stage 1	120	216	-	262	321	-	-	-	-	-	0	-	-
Stage 2	499	321	-	456	211	-	-	-	-	-	0	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	60	36	339	96	35	521	261	-	-	384	-	-	-
Mov Cap-2 Maneuver	60	36	-	96	35	-	-	-	-	-	-	-	-
Stage 1	116	209	-	254	311	-	-	-	-	-	-	-	-
Stage 2	482	311	-	434	205	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	56.74	0	0.14	0.1
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	261	-	-	87	-	-	-
HCM Lane V/C Ratio	0.025	-	-	0.201	-	-	-
HCM Ctrl Dly (s/v)	19.2	-	-	56.7	0	-	-
HCM Lane LOS	C	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	0	6	0	616	8	0	953	0
Future Vol, veh/h	0	0	0	4	0	6	0	616	8	0	953	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	0	0	5	0	7	0	700	9	0	1083	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	541	1246	-	355	-	0	0	-	-	0
Stage 1	-	-	-	705	-	-	-	-	-	-	-	-
Stage 2	-	-	-	541	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.08	7.68	-	7.08	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	6.68	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.68	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.39	3.59	-	3.39	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	467	123	0	622	0	-	-	0	-	-
Stage 1	0	0	-	378	0	-	0	-	-	0	-	-
Stage 2	0	0	-	475	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	467	123	-	622	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	123	-	-	-	-	-	-	-	-
Stage 1	-	-	-	378	-	-	-	-	-	-	-	-
Stage 2	-	-	-	475	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	10.85	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	622	-	-
HCM Lane V/C Ratio	-	-	-	0.011	-	-
HCM Ctrl Dly (s/v)	-	-	0	10.9	-	-
HCM Lane LOS	-	-	A	B	-	-
HCM 95th %tile Q(veh)	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	67	10	612	886	13
Future Vol, veh/h	29	67	10	612	886	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	2	9	9	9	9
Mvmt Flow	33	76	11	695	1007	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1385	511	1022	0	-	0
Stage 1	1014	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.98	6.94	4.28	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.32	2.29	-	-	-
Pot Cap-1 Maneuver	126	508	635	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	508	635	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	289	-	-	-	-	-
Stage 2	648	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.25	0.17	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	635	-	262	-	-
HCM Lane V/C Ratio	0.018	-	0.417	-	-
HCM Ctrl Dly (s/v)	10.8	-	28.3	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.9	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	21	0	36	4	0	0	2	76	557	6	1	0	857	59
Future Vol, veh/h	21	0	36	4	0	0	2	76	557	6	1	0	857	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	39	4	0	0	2	83	605	7	1	0	932	64

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1406	1715	466	1246	1776	306	932	996	0	0	612	612	0	0
Stage 1	934	934	-	778	778	-	-	-	-	-	-	-	-	-
Stage 2	472	782	-	468	998	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	99	89	543	130	82	690	367	691	-	-	588	963	-	-
Stage 1	286	343	-	355	405	-	-	-	-	-	-	-	-	-
Stage 2	541	403	-	545	320	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	86	78	543	105	71	690	673	673	-	-	588	588	-	-
Mov Cap-2 Maneuver	86	78	-	105	71	-	-	-	-	-	-	-	-	-
Stage 1	285	342	-	310	354	-	-	-	-	-	-	-	-	-
Stage 2	473	352	-	504	319	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	30.17	40.67	1.35	0.07
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	673	-	-	86	543	105	4	-	-
HCM Lane V/C Ratio	0.126	-	-	0.264	0.072	0.041	-	-	-
HCM Ctrl Dly (s/v)	11.1	-	-	61.1	12.1	40.7	11.1	0.1	-
HCM Lane LOS	B	-	-	F	B	E	B	A	-
HCM 95th %tile Q(veh)	0.4	-	-	1	0.2	0.1	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	304	103	937	86	144	827
Future Volume (veh/h)	304	103	937	86	144	827
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	330	112	1018	93	157	899
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	9	9	9	9	9
Cap, veh/h	413	492	1279	570	299	1886
Arrive On Green	0.25	0.25	0.38	0.38	0.08	0.56
Sat Flow, veh/h	1682	1497	3445	1497	1682	3445
Grp Volume(v), veh/h	330	112	1018	93	157	899
Grp Sat Flow(s),veh/h/ln	1682	1497	1678	1497	1682	1678
Q Serve(g_s), s	12.6	3.7	18.5	2.8	3.6	11.0
Cycle Q Clear(g_c), s	12.6	3.7	18.5	2.8	3.6	11.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	413	492	1279	570	299	1886
V/C Ratio(X)	0.80	0.23	0.80	0.16	0.53	0.48
Avail Cap(c_a), veh/h	823	857	2220	990	436	3102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	16.7	18.8	14.0	14.2	9.0
Incr Delay (d2), s/veh	5.1	0.3	0.8	0.1	1.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	1.2	6.0	0.8	1.1	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.3	17.0	19.6	14.1	15.6	9.1
LnGrp LOS	C	B	B	B	B	A
Approach Vol, veh/h	442		1111			1056
Approach Delay, s/veh	26.2		19.2			10.1
Approach LOS	C		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.4	32.8			45.2	23.3
Change Period (Y+Rc), s	6.7	6.7			6.7	6.5
Max Green Setting (Gmax), s	11.3	45.3			63.3	33.5
Max Q Clear Time (g_c+I1), s	5.6	20.5			13.0	14.6
Green Ext Time (p_c), s	0.2	5.6			4.9	2.2

Intersection Summary	
HCM 7th Control Delay, s/veh	16.7
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	49	17	1027	926	82
Future Vol, veh/h	91	49	17	1027	926	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	15	15	15	15	15	15
Mvmt Flow	102	55	19	1154	1040	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1656	520	1133	0	-	0
Stage 1	1040	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Critical Hdwy	7.1	7.2	4.4	-	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.65	3.45	2.35	-	-	-
Pot Cap-1 Maneuver	~ 78	468	543	-	-	-
Stage 1	274	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 74	468	543	-	-	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	47.93	0.19	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	543	-	232	-	-
HCM Lane V/C Ratio	0.035	-	0.678	-	-
HCM Ctrl Dly (s/v)	11.9	-	47.9	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	4.3	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	42	0	8	0	0	207	21	1046	51	2	0	996	86
Future Vol, veh/h	42	0	8	0	0	207	21	1046	51	2	0	996	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	92	89	89	89
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	2	14	14	14
Mvmt Flow	47	0	9	0	0	233	24	1175	57	2	0	1119	97

Major/Minor	Minor2			Major1			Major2			
Conflicting Flow All	1807	2452	608	1216	0	0	1175	-	-	0
Stage 1	1172	1172	-	-	-	-	-	-	-	-
Stage 2	635	1280	-	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.78	7.38	5.58	-	-	6.44	-	-	-
Critical Hdwy Stg 1	6.88	5.78	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	5.78	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.79	4.14	4.04	3.24	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	80	26	354	278	-	-	256	0	-	-
Stage 1	176	241	-	-	-	-	-	0	-	-
Stage 2	446	213	-	-	-	-	-	0	-	-
Platoon blocked, %					-	-			-	-
Mov Cap-1 Maneuver	69	0	354	278	-	-	256	-	-	-
Mov Cap-2 Maneuver	69	0	-	-	-	-	-	-	-	-
Stage 1	153	0	-	-	-	-	-	-	-	-
Stage 2	441	0	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	122.2	0.36	0.03
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	278	-	-	79	-	-
HCM Lane V/C Ratio	0.085	-	-	0.71	-	-
HCM Ctrl Dly (s/v)	19.2	-	-	122.2	-	-
HCM Lane LOS	C	-	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	-	3.4	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	30	0	34	2	0	17	25	1272	0	2	2	1048	48
Future Vol, veh/h	30	0	34	2	0	17	25	1272	0	2	2	1048	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	2	15	15	15
Mvmt Flow	33	0	37	2	0	18	27	1383	0	2	2	1139	52

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1920	2611	596	1901	2637	691	1191	0	0	1383	1383	0	0
Stage 1	1174	1174	-	1437	1437	-	-	-	-	-	-	-	-
Stage 2	746	1437	-	464	1200	-	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.8	7.4	7.25	6.8	7.2	5.6	-	-	6.44	4.4	-	-
Critical Hdwy Stg 1	7.6	5.8	-	6.8	5.8	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.8	-	7	5.8	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4.15	4.05	3.8	4.15	3.45	3.25	-	-	2.52	2.35	-	-
Pot Cap-1 Maneuver	46	20	359	48	19	358	283	-	-	188	429	-	-
Stage 1	139	239	-	122	175	-	-	-	-	-	-	-	-
Stage 2	335	175	-	486	232	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	36	16	359	35	16	358	283	-	-	252	252	-	-
Mov Cap-2 Maneuver	36	16	-	35	16	-	-	-	-	-	-	-	-
Stage 1	136	234	-	103	148	-	-	-	-	-	-	-	-
Stage 2	268	148	-	426	227	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	210.32	27.21	0.37	0.07
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	283	-	-	69	183	252	-	-
HCM Lane V/C Ratio	0.096	-	-	1.002	0.113	0.009	-	-
HCM Ctrl Dly (s/v)	19	-	-	210.3	27.2	19.5	-	-
HCM Lane LOS	C	-	-	F	D	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	5.1	0.4	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	0	0	2	0	1175	4	0	914	0
Future Vol, veh/h	0	0	2	0	0	2	0	1175	4	0	914	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	0	2	0	0	2	0	1335	5	0	1039	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	519	-	-	670	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.08	-	-	7.08	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.39	-	-	3.39	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	484	0	0	383	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	484	-	-	383	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.48	14.44	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	484	383	-	-
HCM Lane V/C Ratio	-	-	0.005	0.006	-	-
HCM Ctrl Dly (s/v)	-	-	12.5	14.4	-	-
HCM Lane LOS	-	-	B	B	-	-
HCM 95th %tile Q(veh)	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	84	4	1173	830	13
Future Vol, veh/h	13	84	4	1173	830	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	2	9	9	9	9
Mvmt Flow	15	95	5	1333	943	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1626	479	958	0	-	0
Stage 1	951	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Critical Hdwy	6.98	6.94	4.28	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.32	2.29	-	-	-
Pot Cap-1 Maneuver	87	533	672	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	86	533	672	-	-	-
Mov Cap-2 Maneuver	86	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.58	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	672	-	313	-	-
HCM Lane V/C Ratio	0.007	-	0.352	-	-
HCM Ctrl Dly (s/v)	10.4	-	22.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	53	0	67	10	0	0	8	108	1068	2	0	758	53
Future Vol, veh/h	53	0	67	10	0	0	8	108	1068	2	0	758	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	0	73	11	0	0	9	117	1161	2	0	824	58

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1657	2239	412	1826	2296	582	824	882	0	0	1163	0	0
Stage 1	824	824	-	1414	1414	-	-	-	-	-	-	-	-
Stage 2	833	1415	-	412	882	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	64	42	589	48	38	457	431	763	-	-	596	-	-
Stage 1	333	385	-	145	202	-	-	-	-	-	-	-	-
Stage 2	329	202	-	588	362	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	~ 53	34	589	35	32	457	713	713	-	-	596	-	-
Mov Cap-2 Maneuver	~ 53	34	-	35	32	-	-	-	-	-	-	-	-
Stage 1	333	385	-	119	166	-	-	-	-	-	-	-	-
Stage 2	271	166	-	515	362	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	128.83	151.33	1.09	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	713	-	-	53	589	35	596	-	-
HCM Lane V/C Ratio	0.177	-	-	1.089	0.124	0.315	-	-	-
HCM Ctrl Dly (s/v)	11.1	-	-	276.6	12	151.3	0	-	-
HCM Lane LOS	B	-	-	F	B	F	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	4.9	0.4	1	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	251	57	619	445	287	805
Future Volume (veh/h)	251	57	619	445	287	805
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	273	62	673	484	312	875
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	9	9	9	9	9
Cap, veh/h	317	438	1767	788	428	2322
Arrive On Green	0.19	0.19	0.53	0.53	0.10	0.69
Sat Flow, veh/h	1682	1497	3445	1497	1682	3445
Grp Volume(v), veh/h	273	62	673	484	312	875
Grp Sat Flow(s),veh/h/ln	1682	1497	1678	1497	1682	1678
Q Serve(g_s), s	17.3	3.4	13.1	24.9	8.8	12.0
Cycle Q Clear(g_c), s	17.3	3.4	13.1	24.9	8.8	12.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	317	438	1767	788	428	2322
V/C Ratio(X)	0.86	0.14	0.38	0.61	0.73	0.38
Avail Cap(c_a), veh/h	512	612	1767	788	609	2322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	28.7	15.4	18.2	11.5	7.1
Incr Delay (d2), s/veh	10.7	0.2	0.6	3.6	2.6	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	1.2	4.7	8.4	3.0	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	54.0	28.9	16.1	21.8	14.1	7.5
LnGrp LOS	D	C	B	C	B	A
Approach Vol, veh/h	335		1157			1187
Approach Delay, s/veh	49.3		18.5			9.3
Approach LOS	D		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.2	64.6			82.8	27.2
Change Period (Y+Rc), s	6.7	6.7			6.7	6.5
Max Green Setting (Gmax), s	23.3	33.3			63.3	33.5
Max Q Clear Time (g_c+I1), s	10.8	26.9			14.0	19.3
Green Ext Time (p_c), s	0.7	2.6			4.8	1.4

Intersection Summary	
HCM 7th Control Delay, s/veh	18.3
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	63	23	17	659	2	1069	30
Future Vol, veh/h	63	23	17	659	2	1069	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	89	89	89	89	92	89	89
Heavy Vehicles, %	15	15	15	15	2	15	15
Mvmt Flow	71	26	19	740	2	1201	34

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1614	601	1235	0	740	-	0
Stage 1	1205	-	-	-	-	-	-
Stage 2	408	-	-	-	-	-	-
Critical Hdwy	7.1	7.2	4.4	-	6.44	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-	-
Follow-up Hdwy	3.65	3.45	2.35	-	2.52	-	-
Pot Cap-1 Maneuver	83	413	493	-	487	-	-
Stage 1	222	-	-	-	-	-	-
Stage 2	603	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	79	413	493	-	487	-	-
Mov Cap-2 Maneuver	79	-	-	-	-	-	-
Stage 1	211	-	-	-	-	-	-
Stage 2	599	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	158	0.32	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	493	-	100	-	-
HCM Lane V/C Ratio	0.039	-	0.964	-	-
HCM Ctrl Dly (s/v)	12.6	-	158	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	5.8	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	0	19	0	0	144	15	669	40	0	1082	51
Future Vol, veh/h	23	0	19	0	0	144	15	669	40	0	1082	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	26	0	21	0	0	162	17	752	45	0	1216	57

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	1654	2075	637	1273	0	0	-	-	0
Stage 1	1244	1244	-	-	-	-	-	-	-
Stage 2	410	830	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.78	7.38	5.58	-	-	-	-	-
Critical Hdwy Stg 1	6.88	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.79	4.14	4.04	3.24	-	-	-	-	-
Pot Cap-1 Maneuver	100	46	338	259	-	-	0	-	-
Stage 1	158	222	-	-	-	-	0	-	-
Stage 2	586	356	-	-	-	-	0	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	91	0	338	259	-	-	-	-	-
Mov Cap-2 Maneuver	127	0	-	-	-	-	-	-	-
Stage 1	145	0	-	-	-	-	-	-	-
Stage 2	586	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	32.48	0.41	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	259	-	-	177	-	-
HCM Lane V/C Ratio	0.065	-	-	0.266	-	-
HCM Ctrl Dly (s/v)	19.8	-	-	32.5	-	-
HCM Lane LOS	C	-	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	-	-

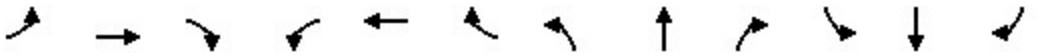
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	10	0	6	0	0	0	6	830	0	10	0	1127	34
Future Vol, veh/h	10	0	6	0	0	0	6	830	0	10	0	1127	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	2	15	15	15
Mvmt Flow	11	0	7	0	0	0	7	902	0	11	0	1225	37

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1729	2180	631	1427	2199	451	1262	0	0	902	-	-	0
Stage 1	1265	1265	-	915	915	-	-	-	-	-	-	-	-
Stage 2	464	915	-	512	1284	-	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.8	7.4	7.25	6.8	7.2	5.6	-	-	6.44	-	-	-
Critical Hdwy Stg 1	7.6	5.8	-	6.8	5.8	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.8	-	7	5.8	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4.15	4.05	3.8	4.15	3.45	3.25	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	63	39	339	104	38	521	261	-	-	384	0	-	-
Stage 1	119	215	-	262	321	-	-	-	-	-	0	-	-
Stage 2	499	321	-	453	210	-	-	-	-	-	0	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	59	36	339	95	35	521	261	-	-	384	-	-	-
Mov Cap-2 Maneuver	59	36	-	95	35	-	-	-	-	-	-	-	-
Stage 1	114	207	-	254	311	-	-	-	-	-	-	-	-
Stage 2	482	311	-	428	202	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	57.6	0	0.14	0.13
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	261	-	-	85	-	-	-
HCM Lane V/C Ratio	0.025	-	-	0.204	-	-	-
HCM Ctrl Dly (s/v)	19.2	-	-	57.6	0	-	-
HCM Lane LOS	C	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	0	277	0	0	0	0	550	300	29	894	0
Future Volume (veh/h)	186	0	277	0	0	0	0	550	300	29	894	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1663	0	1663				0	1663	1663	1663	1663	0
Adj Flow Rate, veh/h	202	0	0				0	598	0	32	972	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	0	16				0	16	16	16	16	0
Cap, veh/h	271	0					0	2274		588	2536	0
Arrive On Green	0.09	0.00	0.00				0.00	0.72	0.00	0.06	1.00	0.00
Sat Flow, veh/h	3072	0	1409				0	3243	1409	1584	3243	0
Grp Volume(v), veh/h	202	0	0				0	598	0	32	972	0
Grp Sat Flow(s),veh/h/ln	1536	0	1409				0	1580	1409	1584	1580	0
Q Serve(g_s), s	7.1	0.0	0.0				0.0	7.2	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	7.1	0.0	0.0				0.0	7.2	0.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	271	0					0	2274		588	2536	0
V/C Ratio(X)	0.74	0.00					0.00	0.26		0.05	0.38	0.00
Avail Cap(c_a), veh/h	1117	0					0	2274		672	2536	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.89	0.89	0.00
Uniform Delay (d), s/veh	48.9	0.0	0.0				0.0	5.3	0.0	3.4	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.0	0.0				0.0	0.3	0.0	0.0	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0				0.0	1.8	0.0	0.1	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.0	0.0	0.0				0.0	5.6	0.0	3.4	0.4	0.0
LnGrp LOS	D							A		A	A	
Approach Vol, veh/h		202						598			1004	
Approach Delay, s/veh		53.0						5.6			0.5	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.1	85.2		15.7		94.3
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	43.0		40.0		58.0
Max Q Clear Time (g_c+I1), s	2.5	9.2		9.1		2.0
Green Ext Time (p_c), s	0.0	3.9		0.7		7.6

Intersection Summary	
HCM 7th Control Delay, s/veh	8.1
HCM 7th LOS	A

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	0	0	0	287	0	27	4	124	608	0	0	632	329
Future Volume (veh/h)	0	0	0	287	0	27	4	124	608	0	0	632	329
Initial Q (Qb), veh				0	0	0		0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00		1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No				No			No	
Adj Sat Flow, veh/h/ln				1767	0	1767		1767	1767	0	0	1767	1767
Adj Flow Rate, veh/h				319	0	0		138	676	0	0	702	0
Peak Hour Factor				0.90	0.90	0.90		0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				9	0	9		9	9	0	0	9	9
Cap, veh/h				391	0			556	2588	0	0	2270	
Arrive On Green				0.12	0.00	0.00		0.09	1.00	0.00	0.00	0.68	0.00
Sat Flow, veh/h				3264	0	1497		1682	3445	0	0	3445	1497
Grp Volume(v), veh/h				319	0	0		138	676	0	0	702	0
Grp Sat Flow(s),veh/h/ln				1632	0	1497		1682	1678	0	0	1678	1497
Q Serve(g_s), s				10.5	0.0	0.0		2.7	0.0	0.0	0.0	9.4	0.0
Cycle Q Clear(g_c), s				10.5	0.0	0.0		2.7	0.0	0.0	0.0	9.4	0.0
Prop In Lane				1.00		1.00		1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				391	0			556	2588	0	0	2270	
V/C Ratio(X)				0.81	0.00			0.25	0.26	0.00	0.00	0.31	
Avail Cap(c_a), veh/h				623	0			672	2588	0	0	2270	
HCM Platoon Ratio				1.00	1.00	1.00		2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00		0.96	0.96	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				47.2	0.0	0.0		4.6	0.0	0.0	0.0	7.3	0.0
Incr Delay (d2), s/veh				4.5	0.0	0.0		0.2	0.2	0.0	0.0	0.4	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.4	0.0	0.0		0.6	0.1	0.0	0.0	2.8	0.0
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh				51.7	0.0	0.0		4.8	0.2	0.0	0.0	7.6	0.0
LnGrp LOS				D				A	A			A	
Approach Vol, veh/h					319				814			702	
Approach Delay, s/veh					51.7				1.0			7.6	
Approach LOS					D				A			A	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	90.8	19.2	10.4	80.4
Change Period (Y+Rc), s	6.0	6.0	5.5	6.0
Max Green Setting (Gmax), s	77.0	21.0	12.5	59.0
Max Q Clear Time (g_c+I1), s	2.0	12.5	4.7	11.4
Green Ext Time (p_c), s	4.7	0.7	0.2	4.8

Intersection Summary	
HCM 7th Control Delay, s/veh	12.4
HCM 7th LOS	B

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	4	0	6	4	0	623	8	0	953	0
Future Vol, veh/h	0	0	0	4	0	6	4	0	623	8	0	953	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	92	88	88	88	88	88	88
Heavy Vehicles, %	9	9	9	9	9	9	2	9	9	9	9	9	9
Mvmt Flow	0	0	0	5	0	7	4	0	708	9	0	1083	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1446	1809	541	1263	1804	359	1083	1083	0	0	717	0	0
Stage 1	1083	1083	-	721	721	-	-	-	-	-	-	-	-
Stage 2	363	726	-	541	1083	-	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	7.08	7.68	6.68	7.08	6.44	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.52	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	87	72	467	119	73	618	294	600	-	-	835	-	-
Stage 1	220	277	-	369	413	-	-	-	-	-	-	-	-
Stage 2	610	411	-	475	277	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	84	71	467	117	71	618	294	294	-	-	835	-	-
Mov Cap-2 Maneuver	84	71	-	117	71	-	-	-	-	-	-	-	-
Stage 1	220	277	-	362	406	-	-	-	-	-	-	-	-
Stage 2	592	404	-	475	277	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	21.62	0.73	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	21	-	-	-	228	835	-	-
HCM Lane V/C Ratio	-	-	-	-	0.05	-	-	-
HCM Ctrl Dly (s/v)	17.4	0.6	-	0	21.6	0	-	-
HCM Lane LOS	C	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	67	10	619	886	13
Future Vol, veh/h	29	67	10	619	886	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	2	9	9	9	9
Mvmt Flow	33	76	11	703	1007	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1389	511	1022	0	-	0
Stage 1	1014	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Critical Hdwy	6.98	6.94	4.28	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.32	2.29	-	-	-
Pot Cap-1 Maneuver	125	508	635	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	508	635	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	289	-	-	-	-	-
Stage 2	645	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.41	0.17	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	635	-	261	-	-
HCM Lane V/C Ratio	0.018	-	0.419	-	-
HCM Ctrl Dly (s/v)	10.8	-	28.4	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	21	0	36	4	0	0	2	76	564	6	1	0	857	59
Future Vol, veh/h	21	0	36	4	0	0	2	76	564	6	1	0	857	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	39	4	0	0	2	83	613	7	1	0	932	64

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1410	1723	466	1254	1784	310	932	996	0	0	620	620	0	0
Stage 1	934	934	-	786	786	-	-	-	-	-	-	-	-	-
Stage 2	476	789	-	468	998	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	98	88	543	128	81	686	367	691	-	-	581	957	-	-
Stage 1	286	343	-	352	401	-	-	-	-	-	-	-	-	-
Stage 2	539	400	-	545	320	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	86	77	543	104	70	686	673	673	-	-	581	581	-	-
Mov Cap-2 Maneuver	86	77	-	104	70	-	-	-	-	-	-	-	-	-
Stage 1	285	342	-	307	351	-	-	-	-	-	-	-	-	-
Stage 2	471	350	-	504	319	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	30.35	41.16	1.34	0.07
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	673	-	-	86	543	104	4	-	-
HCM Lane V/C Ratio	0.126	-	-	0.266	0.072	0.042	-	-	-
HCM Ctrl Dly (s/v)	11.1	-	-	61.6	12.1	41.2	11.2	0.1	-
HCM Lane LOS	B	-	-	F	B	E	B	A	-
HCM 95th %tile Q(veh)	0.4	-	-	1	0.2	0.1	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	304	103	937	86	144	827
Future Volume (veh/h)	304	103	937	86	144	827
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	330	112	1018	93	157	899
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	9	9	9	9	9
Cap, veh/h	378	427	1792	799	326	2199
Arrive On Green	0.22	0.22	0.53	0.53	0.06	0.66
Sat Flow, veh/h	1682	1497	3445	1497	1682	3445
Grp Volume(v), veh/h	330	112	1018	93	157	899
Grp Sat Flow(s),veh/h/ln	1682	1497	1678	1497	1682	1678
Q Serve(g_s), s	20.8	6.4	22.3	3.4	4.4	13.9
Cycle Q Clear(g_c), s	20.8	6.4	22.3	3.4	4.4	13.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	378	427	1792	799	326	2199
V/C Ratio(X)	0.87	0.26	0.57	0.12	0.48	0.41
Avail Cap(c_a), veh/h	543	574	1792	799	427	2199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	30.4	17.2	12.7	13.1	8.9
Incr Delay (d2), s/veh	12.2	0.5	1.3	0.3	1.1	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	2.3	8.0	1.1	1.5	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	53.3	30.8	18.5	13.0	14.2	9.5
LnGrp LOS	D	C	B	B	B	A
Approach Vol, veh/h	442		1111			1056
Approach Delay, s/veh	47.6		18.0			10.2
Approach LOS	D		B			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.3	65.4			78.8	31.2
Change Period (Y+Rc), s	6.7	6.7			6.7	6.5
Max Green Setting (Gmax), s	13.3	41.3			61.3	35.5
Max Q Clear Time (g_c+I1), s	6.4	24.3			15.9	22.8
Green Ext Time (p_c), s	0.3	12.8			22.1	1.9

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	49	17	1027	926	82
Future Vol, veh/h	91	49	17	1027	926	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	15	15	15	15	15	15
Mvmt Flow	102	55	19	1154	1040	92

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1656	520	1133	0	-	0
Stage 1	1040	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Critical Hdwy	7.1	7.2	4.4	-	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.65	3.45	2.35	-	-	-
Pot Cap-1 Maneuver	~ 78	468	543	-	-	-
Stage 1	274	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 74	468	543	-	-	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	467	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	35.52	0.19	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	543	-	183	468	-	-
HCM Lane V/C Ratio	0.035	-	0.56	0.118	-	-
HCM Ctrl Dly (s/v)	11.9	-	47.3	13.7	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	3	0.4	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	42	0	8	4	2	207	21	1046	51	2	0	996	86
Future Vol, veh/h	42	0	8	4	2	207	21	1046	51	2	0	996	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	92	89	89	89
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	2	14	14	14
Mvmt Flow	47	0	9	4	2	233	24	1175	57	2	0	1119	97

Major/Minor	Minor2			Major1			Major2			
Conflicting Flow All	1807	2452	608	1216	0	0	1175	-	-	0
Stage 1	1172	1172	-	-	-	-	-	-	-	-
Stage 2	635	1280	-	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.78	7.38	5.58	-	-	6.44	-	-	-
Critical Hdwy Stg 1	6.88	5.78	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	5.78	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.79	4.14	4.04	3.24	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	80	26	354	278	-	-	256	0	-	-
Stage 1	176	241	-	-	-	-	-	0	-	-
Stage 2	446	213	-	-	-	-	-	0	-	-
Platoon blocked, %					-	-			-	-
Mov Cap-1 Maneuver	69	0	354	278	-	-	256	-	-	-
Mov Cap-2 Maneuver	69	0	-	-	-	-	-	-	-	-
Stage 1	153	0	-	-	-	-	-	-	-	-
Stage 2	441	0	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	122.2	0.36	0.03
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	278	-	-	79	-	-
HCM Lane V/C Ratio	0.085	-	-	0.71	-	-
HCM Ctrl Dly (s/v)	19.2	-	-	122.2	-	-
HCM Lane LOS	C	-	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	-	3.4	-	-

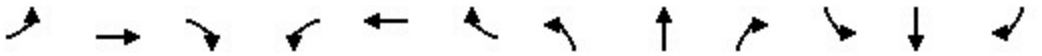
Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	30	0	34	2	0	40	25	1272	0	2	2	1048	48
Future Vol, veh/h	30	0	34	2	0	40	25	1272	0	2	2	1048	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	2	15	15	15
Mvmt Flow	33	0	37	2	0	43	27	1383	0	2	2	1139	52

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1920	2611	596	1901	2637	691	1191	0	0	1383	1383	0	0
Stage 1	1174	1174	-	1437	1437	-	-	-	-	-	-	-	-
Stage 2	746	1437	-	464	1200	-	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.8	7.4	7.25	6.8	7.2	5.6	-	-	6.44	4.4	-	-
Critical Hdwy Stg 1	7.6	5.8	-	6.8	5.8	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.8	-	7	5.8	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4.15	4.05	3.8	4.15	3.45	3.25	-	-	2.52	2.35	-	-
Pot Cap-1 Maneuver	46	20	359	48	19	358	283	-	-	188	429	-	-
Stage 1	139	239	-	122	175	-	-	-	-	-	-	-	-
Stage 2	335	175	-	486	232	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	34	16	359	35	16	358	283	-	-	239	239	-	-
Mov Cap-2 Maneuver	34	16	-	35	16	-	-	-	-	-	-	-	-
Stage 1	135	233	-	103	148	-	-	-	-	-	-	-	-
Stage 2	248	148	-	426	226	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	242.39	22.64	0.37	0.07
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	283	-	-	65	249	239	-	-
HCM Lane V/C Ratio	0.096	-	-	1.075	0.183	0.009	-	-
HCM Ctrl Dly (s/v)	19	-	-	242.4	22.6	20.4	-	-
HCM Lane LOS	C	-	-	F	C	C	-	-
HCM 95th %tile Q(veh)	0.3	-	-	5.4	0.7	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	0	152	0	0	0	0	1038	306	27	948	0
Future Volume (veh/h)	245	0	152	0	0	0	0	1038	306	27	948	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1663	0	1663				0	1663	1663	1663	1663	0
Adj Flow Rate, veh/h	266	0	0				0	1128	0	29	1030	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	16	0	16				0	16	16	16	16	0
Cap, veh/h	336	0					0	2213		345	2470	0
Arrive On Green	0.11	0.00	0.00				0.00	0.70	0.00	0.05	1.00	0.00
Sat Flow, veh/h	3072	0	1409				0	3243	1409	1584	3243	0
Grp Volume(v), veh/h	266	0	0				0	1128	0	29	1030	0
Grp Sat Flow(s),veh/h/ln	1536	0	1409				0	1580	1409	1584	1580	0
Q Serve(g_s), s	9.3	0.0	0.0				0.0	18.3	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	9.3	0.0	0.0				0.0	18.3	0.0	0.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	336	0					0	2213		345	2470	0
V/C Ratio(X)	0.79	0.00					0.00	0.51		0.08	0.42	0.00
Avail Cap(c_a), veh/h	698	0					0	2213		432	2470	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	47.8	0.0	0.0				0.0	7.7	0.0	5.5	0.0	0.0
Incr Delay (d2), s/veh	4.2	0.0	0.0				0.0	0.8	0.0	0.1	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0				0.0	5.0	0.0	0.1	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.0	0.0	0.0				0.0	8.5	0.0	5.6	0.5	0.0
LnGrp LOS	D							A		A	A	
Approach Vol, veh/h		266						1128			1059	
Approach Delay, s/veh		52.0						8.5			0.6	
Approach LOS		D						A			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.9	83.0		18.0		92.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.0	58.0		25.0		73.0
Max Q Clear Time (g_c+I1), s	2.5	20.3		11.3		2.0
Green Ext Time (p_c), s	0.0	9.1		0.7		8.4

Intersection Summary	
HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A

Notes

Unsignalized Delay for [NBR, EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	0	0	0	289	0	53	23	130	1130	0	0	663	255
Future Volume (veh/h)	0	0	0	289	0	53	23	130	1130	0	0	663	255
Initial Q (Qb), veh				0	0	0		0	0	0	0	0	0
Lane Width Adj.				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)				1.00		1.00		1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No				No			No	
Adj Sat Flow, veh/h/ln				1767	0	1767		1767	1767	0	0	1767	1767
Adj Flow Rate, veh/h				325	0	0		146	1270	0	0	745	0
Peak Hour Factor				0.89	0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %				9	0	9		9	9	0	0	9	9
Cap, veh/h				399	0			531	2580	0	0	2242	
Arrive On Green				0.12	0.00	0.00		0.09	1.00	0.00	0.00	0.67	0.00
Sat Flow, veh/h				3264	0	1497		1682	3445	0	0	3445	1497
Grp Volume(v), veh/h				325	0	0		146	1270	0	0	745	0
Grp Sat Flow(s),veh/h/ln				1632	0	1497		1682	1678	0	0	1678	1497
Q Serve(g_s), s				10.7	0.0	0.0		2.9	0.0	0.0	0.0	10.4	0.0
Cycle Q Clear(g_c), s				10.7	0.0	0.0		2.9	0.0	0.0	0.0	10.4	0.0
Prop In Lane				1.00		1.00		1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				399	0			531	2580	0	0	2242	
V/C Ratio(X)				0.82	0.00			0.28	0.49	0.00	0.00	0.33	
Avail Cap(c_a), veh/h				653	0			667	2580	0	0	2242	
HCM Platoon Ratio				1.00	1.00	1.00		2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00		0.82	0.82	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				47.1	0.0	0.0		5.0	0.0	0.0	0.0	7.8	0.0
Incr Delay (d2), s/veh				4.1	0.0	0.0		0.2	0.6	0.0	0.0	0.4	0.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.4	0.0	0.0		0.7	0.2	0.0	0.0	3.2	0.0
Unsig. Movement Delay, s/veh													
LnGrp Delay(d), s/veh				51.2	0.0	0.0		5.2	0.6	0.0	0.0	8.2	0.0
LnGrp LOS				D				A	A			A	
Approach Vol, veh/h					325				1416			745	
Approach Delay, s/veh					51.2				1.0			8.2	
Approach LOS					D				A			A	

Timer - Assigned Phs	2		5	6	8
Phs Duration (G+Y+Rc), s	90.6		11.1	79.5	19.4
Change Period (Y+Rc), s	6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s	76.0		14.0	56.0	22.0
Max Q Clear Time (g_c+I1), s	2.0		4.9	12.4	12.7
Green Ext Time (p_c), s	11.6		0.2	5.2	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th LOS	A

Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	2	0	0	2	2	2	1175	4	0	914	0
Future Vol, veh/h	0	0	2	0	0	2	2	2	1175	4	0	914	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	92	88	88	88	88	88	88
Heavy Vehicles, %	9	9	9	9	9	9	2	9	9	9	9	9	9
Mvmt Flow	0	0	2	0	0	2	2	2	1335	5	0	1039	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1715	2387	519	1866	2385	670	1039	1039	0	0	1340	0	0
Stage 1	1039	1039	-	1346	1346	-	-	-	-	-	-	-	-
Stage 2	677	1349	-	519	1039	-	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	7.08	7.68	6.68	7.08	6.44	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.52	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	54	30	484	41	31	383	314	625	-	-	475	-	-
Stage 1	234	291	-	150	205	-	-	-	-	-	-	-	-
Stage 2	393	205	-	490	291	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	53	30	484	40	30	383	419	419	-	-	475	-	-
Mov Cap-2 Maneuver	53	30	-	40	30	-	-	-	-	-	-	-	-
Stage 1	234	291	-	147	202	-	-	-	-	-	-	-	-
Stage 2	384	201	-	488	291	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.48	14.44	0.5	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	12	-	-	484	383	475	-	-
HCM Lane V/C Ratio	0.005	-	-	0.005	0.006	-	-	-
HCM Ctrl Dly (s/v)	13.7	0.5	-	12.5	14.4	0	-	-
HCM Lane LOS	B	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	84	4	1173	830	13
Future Vol, veh/h	13	84	4	1173	830	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	2	9	9	9	9
Mvmt Flow	15	95	5	1333	943	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1626	479	958	0	-	0
Stage 1	951	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Critical Hdwy	6.98	6.94	4.28	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.32	2.29	-	-	-
Pot Cap-1 Maneuver	87	533	672	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	86	533	672	-	-	-
Mov Cap-2 Maneuver	86	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	22.58	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	672	-	313	-	-
HCM Lane V/C Ratio	0.007	-	0.352	-	-
HCM Ctrl Dly (s/v)	10.4	-	22.6	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	53	0	67	10	0	0	8	108	1068	2	0	758	53
Future Vol, veh/h	53	0	67	10	0	0	8	108	1068	2	0	758	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	58	0	73	11	0	0	9	117	1161	2	0	824	58

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1657	2239	412	1826	2296	582	824	882	0	0	1163	0	0
Stage 1	824	824	-	1414	1414	-	-	-	-	-	-	-	-
Stage 2	833	1415	-	412	882	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	64	42	589	48	38	457	431	763	-	-	596	-	-
Stage 1	333	385	-	145	202	-	-	-	-	-	-	-	-
Stage 2	329	202	-	588	362	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	~ 53	34	589	35	32	457	713	713	-	-	596	-	-
Mov Cap-2 Maneuver	~ 53	34	-	35	32	-	-	-	-	-	-	-	-
Stage 1	333	385	-	119	166	-	-	-	-	-	-	-	-
Stage 2	271	166	-	515	362	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	128.83	151.33	1.09	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	713	-	-	53	589	35	596	-	-
HCM Lane V/C Ratio	0.177	-	-	1.089	0.124	0.315	-	-	-
HCM Ctrl Dly (s/v)	11.1	-	-	276.6	12	151.3	0	-	-
HCM Lane LOS	B	-	-	F	B	F	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	4.9	0.4	1	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	251	57	619	445	287	805
Future Volume (veh/h)	251	57	619	445	287	805
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	276	63	680	489	315	885
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	9	9	9	9	9	9
Cap, veh/h	327	473	1515	676	431	2187
Arrive On Green	0.19	0.19	0.45	0.45	0.12	0.65
Sat Flow, veh/h	1682	1497	3445	1497	1682	3445
Grp Volume(v), veh/h	276	63	680	489	315	885
Grp Sat Flow(s),veh/h/ln	1682	1497	1678	1497	1682	1678
Q Serve(g_s), s	13.5	2.6	11.9	22.7	7.9	10.7
Cycle Q Clear(g_c), s	13.5	2.6	11.9	22.7	7.9	10.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	327	473	1515	676	431	2187
V/C Ratio(X)	0.85	0.13	0.45	0.72	0.73	0.40
Avail Cap(c_a), veh/h	463	594	1700	758	487	2486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	20.9	16.1	19.1	12.2	7.1
Incr Delay (d2), s/veh	11.4	0.2	0.1	2.7	4.9	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.9	4.1	7.4	2.9	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	44.6	21.1	16.3	21.8	17.1	7.1
LnGrp LOS	D	C	B	C	B	A
Approach Vol, veh/h	339		1169			1200
Approach Delay, s/veh	40.2		18.6			9.7
Approach LOS	D		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.1	45.3			62.4	23.1
Change Period (Y+Rc), s	6.7	6.7			6.7	6.5
Max Green Setting (Gmax), s	13.3	43.3			63.3	23.5
Max Q Clear Time (g_c+I1), s	9.9	24.7			12.7	15.5
Green Ext Time (p_c), s	0.5	13.8			24.2	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	17.4
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	63	23	17	659	2	1069	30
Future Vol, veh/h	63	23	17	659	2	1069	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	16	16	16	16	2	16	16
Mvmt Flow	71	26	19	740	2	1201	34

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	1614	601	1235	0	740	-	0
Stage 1	1206	-	-	-	-	-	-
Stage 2	408	-	-	-	-	-	-
Critical Hdwy	7.12	7.22	4.42	-	6.44	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-	-
Follow-up Hdwy	3.66	3.46	2.36	-	2.52	-	-
Pot Cap-1 Maneuver	82	411	489	-	487	-	-
Stage 1	220	-	-	-	-	-	-
Stage 2	600	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	78	411	489	-	487	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-	-
Stage 1	209	-	-	-	-	-	-
Stage 2	596	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	161.91	0.9	0.02
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	91	-	99	-	-
HCM Lane V/C Ratio	0.039	-	0.975	-	-
HCM Ctrl Dly (s/v)	12.7	0.6	161.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	5.9	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	0	19	0	0	144	15	669	40	0	1082	51
Future Vol, veh/h	23	0	19	0	0	144	15	669	40	0	1082	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	26	0	21	0	0	162	17	752	45	0	1216	57

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	1654	2075	637		1273	0	0	-	-	0
Stage 1	1244	1244	-		-	-	-	-	-	-
Stage 2	410	830	-		-	-	-	-	-	-
Critical Hdwy	6.53	6.78	7.38		5.58	-	-	-	-	-
Critical Hdwy Stg 1	6.88	5.78	-		-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	5.78	-		-	-	-	-	-	-
Follow-up Hdwy	3.79	4.14	4.04		3.24	-	-	-	-	-
Pot Cap-1 Maneuver	100	46	338		259	-	-	0	-	-
Stage 1	158	222	-		-	-	-	0	-	-
Stage 2	586	356	-		-	-	-	0	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	91	0	338		259	-	-	-	-	-
Mov Cap-2 Maneuver	127	0	-		-	-	-	-	-	-
Stage 1	145	0	-		-	-	-	-	-	-
Stage 2	586	0	-		-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	32.48	0.41	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	259	-	-	177	-	-
HCM Lane V/C Ratio	0.065	-	-	0.266	-	-
HCM Ctrl Dly (s/v)	19.8	-	-	32.5	-	-
HCM Lane LOS	C	-	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	10	0	6	0	0	0	6	830	0	2	0	1127	34
Future Vol, veh/h	10	0	6	0	0	0	6	830	0	2	0	1127	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	92	90	90	90
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	2	15	15	15
Mvmt Flow	11	0	7	0	0	0	7	922	0	2	0	1252	38

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1750	2211	645	1441	2230	461	1290	0	0	922	-	-	0
Stage 1	1275	1275	-	936	936	-	-	-	-	-	-	-	-
Stage 2	474	936	-	505	1294	-	-	-	-	-	-	-	-
Critical Hdwy	7.25	6.8	7.4	7.25	6.8	7.2	5.6	-	-	6.44	-	-	-
Critical Hdwy Stg 1	7.6	5.8	-	6.8	5.8	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.8	5.8	-	7	5.8	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4.15	4.05	3.8	4.15	3.45	3.25	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	61	37	332	101	36	513	252	-	-	372	0	-	-
Stage 1	117	212	-	255	314	-	-	-	-	-	0	-	-
Stage 2	492	314	-	458	208	-	-	-	-	-	0	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	59	35	332	95	34	513	252	-	-	372	-	-	-
Mov Cap-2 Maneuver	59	35	-	95	34	-	-	-	-	-	-	-	-
Stage 1	116	211	-	246	303	-	-	-	-	-	-	-	-
Stage 2	474	303	-	445	206	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	58.38	0	0.14	0.02
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	252	-	-	85	-	-	-
HCM Lane V/C Ratio	0.026	-	-	0.21	-	-	-
HCM Ctrl Dly (s/v)	19.7	-	-	58.4	0	-	-
HCM Lane LOS	C	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	-	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	2	10	2	829	11	8	882
Future Vol, veh/h	2	10	2	829	11	8	882
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	16	16	2	16	16	16	16
Mvmt Flow	2	11	2	901	12	9	959

Major/Minor	Minor1		Major1			Major2	
Conflicting Flow All	1408	457	959	0	0	913	0
Stage 1	911	-	-	-	-	-	-
Stage 2	497	-	-	-	-	-	-
Critical Hdwy	7.12	7.22	6.44	-	-	4.42	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-	-
Follow-up Hdwy	3.66	3.46	2.52	-	-	2.36	-
Pot Cap-1 Maneuver	114	515	353	-	-	661	-
Stage 1	320	-	-	-	-	-	-
Stage 2	538	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	111	515	353	-	-	661	-
Mov Cap-2 Maneuver	111	-	-	-	-	-	-
Stage 1	318	-	-	-	-	-	-
Stage 2	529	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.7	0.04	0.28
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	321	32	-
HCM Lane V/C Ratio	-	-	0.041	0.013	-
HCM Ctrl Dly (s/v)	-	-	16.7	10.5	0.2
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	4	0	6	4	0	616	8	0	953	0
Future Vol, veh/h	0	0	0	4	0	6	4	0	616	8	0	953	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	9	9	9	9	9	9	2	9	9	9	9	9	9
Mvmt Flow	0	0	0	4	0	7	4	0	692	9	0	1071	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1426	1781	535	1241	1776	351	1071	1071	0	0	701	0	0
Stage 1	1071	1071	-	706	706	-	-	-	-	-	-	-	-
Stage 2	355	710	-	535	1071	-	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	7.08	7.68	6.68	7.08	6.44	4.28	-	-	4.28	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.52	2.29	-	-	2.29	-	-
Pot Cap-1 Maneuver	90	75	472	124	76	626	299	607	-	-	847	-	-
Stage 1	224	281	-	377	420	-	-	-	-	-	-	-	-
Stage 2	616	418	-	479	281	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	87	74	472	122	74	626	299	299	-	-	847	-	-
Mov Cap-2 Maneuver	87	74	-	122	74	-	-	-	-	-	-	-	-
Stage 1	224	281	-	370	412	-	-	-	-	-	-	-	-
Stage 2	598	410	-	479	281	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	21.07	0.73	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	23	-	-	-	235	847	-	-
HCM Lane V/C Ratio	-	-	-	-	0.048	-	-	-
HCM Ctrl Dly (s/v)	17.2	0.6	-	0	21.1	0	-	-
HCM Lane LOS	C	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	67	10	612	886	13
Future Vol, veh/h	29	67	10	612	886	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	33	76	11	695	1007	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1377	503	1007	0	-	0
Stage 1	1007	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.98	7.08	4.28	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	2.29	-	-	-
Pot Cap-1 Maneuver	128	495	643	-	-	0
Stage 1	298	-	-	-	-	0
Stage 2	648	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	125	495	643	-	-	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	648	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	28.31	0.17	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	643	-	261	-
HCM Lane V/C Ratio	0.018	-	0.418	-
HCM Ctrl Dly (s/v)	10.7	-	28.3	-
HCM Lane LOS	B	-	D	-
HCM 95th %tile Q(veh)	0.1	-	2	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Vol, veh/h	21	0	36	4	0	0	2	76	557	6	2	0	857	59
Future Vol, veh/h	21	0	36	4	0	0	2	76	557	6	2	0	857	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	92	87	87	87	92	87	87	87
Heavy Vehicles, %	9	9	9	9	9	9	2	9	9	9	2	9	9	9
Mvmt Flow	24	0	41	5	0	0	2	87	640	7	2	0	985	68

Major/Minor	Minor2			Minor1			Major1				Major2			
Conflicting Flow All	1489	1816	493	1320	1880	324	985	1053	0	0	647	647	0	0
Stage 1	989	989	-	823	823	-	-	-	-	-	-	-	-	-
Stage 2	499	826	-	497	1057	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.68	6.68	7.08	7.68	6.68	7.08	6.44	4.28	-	-	6.44	4.28	-	-
Critical Hdwy Stg 1	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.68	5.68	-	6.68	5.68	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.59	4.09	3.39	2.52	2.29	-	-	2.52	2.29	-	-
Pot Cap-1 Maneuver	80	72	504	108	65	652	339	617	-	-	558	889	-	-
Stage 1	252	308	-	319	370	-	-	-	-	-	-	-	-	-
Stage 2	504	369	-	506	285	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	68	61	504	84	55	652	603	603	-	-	558	558	-	-
Mov Cap-2 Maneuver	68	61	-	84	55	-	-	-	-	-	-	-	-	-
Stage 1	250	306	-	272	315	-	-	-	-	-	-	-	-	-
Stage 2	429	314	-	462	284	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	39.21	50.36	1.46	0.14
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	603	-	-	68	504	84	8	-	-
HCM Lane V/C Ratio	0.149	-	-	0.355	0.082	0.055	-	-	-
HCM Ctrl Dly (s/v)	12	-	-	84.5	12.8	50.4	11.5	0.1	-
HCM Lane LOS	B	-	-	F	B	F	B	A	-
HCM 95th %tile Q(veh)	0.5	-	-	1.3	0.3	0.2	0	-	-



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	304	103	937	86	144	827
Future Volume (veh/h)	304	103	937	86	144	827
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1781	1781	1781	1781
Adj Flow Rate, veh/h	345	117	1065	98	164	940
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	8	8	8	8	8	8
Cap, veh/h	394	462	1556	694	307	2072
Arrive On Green	0.23	0.23	0.46	0.46	0.07	0.61
Sat Flow, veh/h	1697	1510	3474	1510	1697	3474
Grp Volume(v), veh/h	345	117	1065	98	164	940
Grp Sat Flow(s),veh/h/ln	1697	1510	1692	1510	1697	1692
Q Serve(g_s), s	16.6	5.0	21.1	3.2	4.0	12.7
Cycle Q Clear(g_c), s	16.6	5.0	21.1	3.2	4.0	12.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	394	462	1556	694	307	2072
V/C Ratio(X)	0.88	0.25	0.68	0.14	0.53	0.45
Avail Cap(c_a), veh/h	470	529	1726	770	448	2523
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.4	22.2	18.1	13.3	14.1	8.8
Incr Delay (d2), s/veh	15.8	0.4	0.9	0.1	1.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	1.7	7.3	1.0	1.4	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	47.2	22.6	18.9	13.3	15.5	8.9
LnGrp LOS	D	C	B	B	B	A
Approach Vol, veh/h	462		1163			1104
Approach Delay, s/veh	41.0		18.5			9.9
Approach LOS	D		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.9	45.7			58.7	26.2
Change Period (Y+Rc), s	6.7	6.7			6.7	6.5
Max Green Setting (Gmax), s	13.3	43.3			63.3	23.5
Max Q Clear Time (g_c+I1), s	6.0	23.1			14.7	18.6
Green Ext Time (p_c), s	0.4	16.0			25.5	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	18.8
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	49	17	1027	926	82
Future Vol, veh/h	91	49	17	1027	926	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	15	15	15	15	15	15
Mvmt Flow	96	52	18	1081	975	86

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1551	487	1061	0	-	0
Stage 1	975	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	7.1	7.2	4.4	-	-	-
Critical Hdwy Stg 1	6.1	-	-	-	-	-
Critical Hdwy Stg 2	6.1	-	-	-	-	-
Follow-up Hdwy	3.65	3.45	2.35	-	-	-
Pot Cap-1 Maneuver	~ 92	493	580	-	-	-
Stage 1	298	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 88	493	580	-	-	-
Mov Cap-2 Maneuver	201	-	-	-	-	-
Stage 1	285	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	37.24	0.66	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	59	-	253	-	-
HCM Lane V/C Ratio	0.031	-	0.582	-	-
HCM Ctrl Dly (s/v)	11.4	0.5	37.2	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	3.3	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	42	0	8	0	0	207	21	1046	51	2	0	996	86
Future Vol, veh/h	42	0	8	0	0	207	21	1046	51	2	0	996	86
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Free	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	0	-	-	0	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	92	96	96	96
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	2	11	11	11
Mvmt Flow	44	0	8	0	0	216	22	1090	53	2	0	1038	90

Major/Minor	Minor2				Major1			Major2			
Conflicting Flow All	1675	2273	564		1127	0	0	1090	-	-	0
Stage 1	1087	1087	-		-	-	-	-	-	-	-
Stage 2	589	1186	-		-	-	-	-	-	-	-
Critical Hdwy	6.47	6.72	7.32		5.52	-	-	6.44	-	-	-
Critical Hdwy Stg 1	6.82	5.72	-		-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.02	5.72	-		-	-	-	-	-	-	-
Follow-up Hdwy	3.76	4.11	4.01		3.21	-	-	2.52	-	-	-
Pot Cap-1 Maneuver	100	35	384		316	-	-	291	0	-	-
Stage 1	204	272	-		-	-	-	-	0	-	-
Stage 2	479	243	-		-	-	-	-	0	-	-
Platoon blocked, %						-	-			-	-
Mov Cap-1 Maneuver	89	0	384		316	-	-	291	-	-	-
Mov Cap-2 Maneuver	89	0	-		-	-	-	-	-	-	-
Stage 1	184	0	-		-	-	-	-	-	-	-
Stage 2	474	0	-		-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	73.24	0.32	0.03
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	SBT	SBR
Capacity (veh/h)	316	-	-	101	-	-
HCM Lane V/C Ratio	0.069	-	-	0.514	-	-
HCM Ctrl Dly (s/v)	17.2	-	-	73.2	-	-
HCM Lane LOS	C	-	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	-	2.3	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	0	34	2	0	0	25	1272	0	2	1048	48
Future Vol, veh/h	30	0	34	2	0	0	25	1272	0	2	1048	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	32	0	36	2	0	0	26	1339	0	2	1103	51

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1855	2524	577	1837	2549	669	1154	0	0	1339	0	0
Stage 1	1133	1133	-	1392	1392	-	-	-	-	-	-	-
Stage 2	722	1392	-	445	1158	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.72	7.32	7.17	6.72	7.12	5.52	-	-	4.32	-	-
Critical Hdwy Stg 1	7.52	5.72	-	6.72	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.72	-	6.92	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.76	4.11	4.01	3.76	4.11	3.41	3.21	-	-	2.31	-	-
Pot Cap-1 Maneuver	54	24	377	55	23	379	306	-	-	466	-	-
Stage 1	153	258	-	135	192	-	-	-	-	-	-	-
Stage 2	354	192	-	509	251	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	46	21	377	43	20	379	306	-	-	466	-	-
Mov Cap-2 Maneuver	46	21	-	43	20	-	-	-	-	-	-	-
Stage 1	152	257	-	117	165	-	-	-	-	-	-	-
Stage 2	306	165	-	458	249	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	127.12	92.82	0.34	0.02
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	306	-	-	87	43	466	-	-
HCM Lane V/C Ratio	0.086	-	-	0.778	0.049	0.005	-	-
HCM Ctrl Dly (s/v)	17.9	-	-	127.1	92.8	12.8	-	-
HCM Lane LOS	C	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	4	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	23	1298	4	0	925
Future Vol, veh/h	21	23	1298	4	0	925
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	22	24	1381	4	0	984

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1875	693	0	0	1385	0
Stage 1	1383	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	7.04	7.14	-	-	4.34	-
Critical Hdwy Stg 1	6.04	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.62	3.42	-	-	2.32	-
Pot Cap-1 Maneuver	57	364	-	-	442	-
Stage 1	181	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	57	364	-	-	442	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	552	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	68.09	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	101	442	-
HCM Lane V/C Ratio	-	-	0.463	-	-
HCM Ctrl Dly (s/v)	-	-	68.1	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	2	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	2	0	0	2	2	2	1175	4	0	914	0
Future Vol, veh/h	0	0	2	0	0	2	2	2	1175	4	0	914	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	92	94	94	94	94	94	94
Heavy Vehicles, %	7	7	7	7	7	7	2	7	7	7	7	7	7
Mvmt Flow	0	0	2	0	0	2	2	2	1250	4	0	972	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1606	2235	486	1747	2233	627	972	972	0	0	1254	0	0
Stage 1	972	972	-	1261	1261	-	-	-	-	-	-	-	-
Stage 2	634	1263	-	486	972	-	-	-	-	-	-	-	-
Critical Hdwy	7.64	6.64	7.04	7.64	6.64	7.04	6.44	4.24	-	-	4.24	-	-
Critical Hdwy Stg 1	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4.07	3.37	3.57	4.07	3.37	2.52	2.27	-	-	2.27	-	-
Pot Cap-1 Maneuver	67	39	514	52	39	414	346	675	-	-	524	-	-
Stage 1	261	318	-	173	230	-	-	-	-	-	-	-	-
Stage 2	422	230	-	518	318	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	65	39	514	51	39	414	455	455	-	-	524	-	-
Mov Cap-2 Maneuver	65	39	-	51	39	-	-	-	-	-	-	-	-
Stage 1	261	318	-	170	227	-	-	-	-	-	-	-	-
Stage 2	414	226	-	516	318	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.03	13.73	0.42	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	12	-	-	514	414	524	-	-
HCM Lane V/C Ratio	0.005	-	-	0.004	0.005	-	-	-
HCM Ctrl Dly (s/v)	13	0.4	-	12	13.7	0	-	-
HCM Lane LOS	B	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	84	4	1173	830	13
Future Vol, veh/h	13	84	4	1173	830	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Free
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	14	89	4	1248	883	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1515	441	883	0	-	0
Stage 1	883	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Critical Hdwy	6.96	7.06	4.26	-	-	-
Critical Hdwy Stg 1	5.96	-	-	-	-	-
Critical Hdwy Stg 2	5.96	-	-	-	-	-
Follow-up Hdwy	3.58	3.38	2.28	-	-	-
Pot Cap-1 Maneuver	104	547	725	-	-	0
Stage 1	350	-	-	-	-	0
Stage 2	475	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	103	547	725	-	-	-
Mov Cap-2 Maneuver	103	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	475	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.71	0.03	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	725	-	347	-
HCM Lane V/C Ratio	0.006	-	0.297	-
HCM Ctrl Dly (s/v)	10	-	19.7	-
HCM Lane LOS	A	-	C	-
HCM 95th %tile Q(veh)	0	-	1.2	-

Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	53	4	67	10	0	0	8	108	1068	2	0	758	53
Future Vol, veh/h	53	4	67	10	0	0	8	108	1068	2	0	758	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	200	-	-	-	-	275	-	-	-	-	245
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	92	93	93	93	93	93	93
Heavy Vehicles, %	7	7	7	7	7	7	2	7	7	7	7	7	7
Mvmt Flow	57	4	72	11	0	0	9	116	1148	2	0	815	57

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1639	2215	408	1809	2271	575	815	872	0	0	1151	0	0
Stage 1	815	815	-	1399	1399	-	-	-	-	-	-	-	-
Stage 2	824	1400	-	410	872	-	-	-	-	-	-	-	-
Critical Hdwy	7.64	6.64	7.04	7.64	6.64	7.04	6.44	4.24	-	-	4.24	-	-
Critical Hdwy Stg 1	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.64	5.64	-	6.64	5.64	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.57	4.07	3.37	3.57	4.07	3.37	2.52	2.27	-	-	2.27	-	-
Pot Cap-1 Maneuver	63	41	579	47	37	449	436	738	-	-	575	-	-
Stage 1	327	378	-	141	197	-	-	-	-	-	-	-	-
Stage 2	323	196	-	576	355	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	~ 52	33	579	30	31	449	693	693	-	-	575	-	-
Mov Cap-2 Maneuver	~ 52	33	-	30	31	-	-	-	-	-	-	-	-
Stage 1	327	378	-	116	161	-	-	-	-	-	-	-	-
Stage 2	265	161	-	499	355	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	161.45	182.06	1.11	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	693	-	-	50	579	30	575	-	-
HCM Lane V/C Ratio	0.18	-	-	1.233	0.124	0.36	-	-	-
HCM Ctrl Dly (s/v)	11.3	-	-	$ 337	12.1	182.1	0	-	-
HCM Lane LOS	B	-	-	F	B	F	A	-	-
HCM 95th %tile Q(veh)	0.7	-	-	5.6	0.4	1.1	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	80	0	0	56
Future Vol, veh/h	0	0	80	0	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	0	0	90	0	0	63

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	153	90	0	0	90	0
Stage 1	90	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254	-
Pot Cap-1 Maneuver	830	957	-	-	1480	-
Stage 1	924	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	830	957	-	-	1480	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	950	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1480	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	6	23	0	0	0	0	63	17	46	33	0
Future Vol, veh/h	42	6	23	0	0	0	0	63	17	46	33	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	21	21	21	21	21	21	21	21	21	21	21	21
Mvmt Flow	47	7	26	0	0	0	0	71	19	52	37	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	211	230	37	-	0	0	90	0	0
Stage 1	140	140	-	-	-	-	-	-	-
Stage 2	71	90	-	-	-	-	-	-	-
Critical Hdwy	6.61	6.71	6.41	-	-	-	4.31	-	-
Critical Hdwy Stg 1	5.61	5.71	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.61	5.71	-	-	-	-	-	-	-
Follow-up Hdwy	3.689	4.189	3.489	-	-	-	2.389	-	-
Pot Cap-1 Maneuver	736	638	983	0	-	-	1394	-	0
Stage 1	842	746	-	0	-	-	-	-	0
Stage 2	906	785	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	709	0	983	-	-	-	1394	-	-
Mov Cap-2 Maneuver	709	0	-	-	-	-	-	-	-
Stage 1	842	0	-	-	-	-	-	-	-
Stage 2	872	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.94	0	4.47
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	709	983	1048	-
HCM Lane V/C Ratio	-	-	0.076	0.026	0.037	-
HCM Ctrl Dly (s/v)	-	-	10.5	8.8	7.7	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	8	2	71	41	64	0	0	71	73
Future Vol, veh/h	0	0	0	8	2	71	41	64	0	0	71	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	28	28	28	28	28	28	28	28	28	28	28	28
Mvmt Flow	0	0	0	9	2	80	46	72	0	0	80	82

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	244	326	72	162	0	-	-	-	0
Stage 1	164	164	-	-	-	-	-	-	-
Stage 2	80	162	-	-	-	-	-	-	-
Critical Hdwy	6.68	6.78	6.48	4.38	-	-	-	-	-
Critical Hdwy Stg 1	5.68	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.68	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.752	4.252	3.552	2.452	-	-	-	-	-
Pot Cap-1 Maneuver	691	552	922	1274	-	0	0	-	-
Stage 1	806	716	-	-	-	0	0	-	-
Stage 2	882	717	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	665	0	922	1274	-	-	-	-	-
Mov Cap-2 Maneuver	665	0	-	-	-	-	-	-	-
Stage 1	775	0	-	-	-	-	-	-	-
Stage 2	882	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.42	3.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	703	-	665	922	-	-
HCM Lane V/C Ratio	0.036	-	0.017	0.086	-	-
HCM Ctrl Dly (s/v)	7.9	0	10.5	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	4	131	143	1
Future Vol, veh/h	0	1	4	131	143	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	32	32	32	32	32	32
Mvmt Flow	0	1	4	141	154	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	304	154	155	0	-	0
Stage 1	154	-	-	-	-	-
Stage 2	149	-	-	-	-	-
Critical Hdwy	6.72	6.52	4.42	-	-	-
Critical Hdwy Stg 1	5.72	-	-	-	-	-
Critical Hdwy Stg 2	5.72	-	-	-	-	-
Follow-up Hdwy	3.788	3.588	2.488	-	-	-
Pot Cap-1 Maneuver	630	819	1262	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	627	819	1262	-	-	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	810	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.4	0.23	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	53	-	819	-	-
HCM Lane V/C Ratio	0.003	-	0.001	-	-
HCM Ctrl Dly (s/v)	7.9	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	71	0	0	88
Future Vol, veh/h	0	0	71	0	0	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	0	75	0	0	93

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	167	75	0	0	75	0
Stage 1	75	-	-	-	-	-
Stage 2	93	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	816	978	-	-	1506	-
Stage 1	941	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	816	978	-	-	1506	-
Mov Cap-2 Maneuver	816	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1506	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	2	32	0	0	0	0	57	14	44	56	0
Future Vol, veh/h	32	2	32	0	0	0	0	57	14	44	56	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	17	17	17	17	17	17	17	17	17	17	17	17
Mvmt Flow	36	2	36	0	0	0	0	65	16	50	64	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	228	244	64	-	0	0	81	0	0
Stage 1	164	164	-	-	-	-	-	-	-
Stage 2	65	81	-	-	-	-	-	-	-
Critical Hdwy	6.57	6.67	6.37	-	-	-	4.27	-	-
Critical Hdwy Stg 1	5.57	5.67	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.57	5.67	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.153	3.453	-	-	-	2.353	-	-
Pot Cap-1 Maneuver	728	633	960	0	-	-	1427	-	0
Stage 1	830	735	-	0	-	-	-	-	0
Stage 2	921	799	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	701	0	960	-	-	-	1427	-	-
Mov Cap-2 Maneuver	701	0	-	-	-	-	-	-	-
Stage 1	830	0	-	-	-	-	-	-	-
Stage 2	888	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.69	0	3.35
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	701	960	792	-
HCM Lane V/C Ratio	-	-	0.055	0.038	0.035	-
HCM Ctrl Dly (s/v)	-	-	10.4	8.9	7.6	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	19	0	84	22	67	0	0	81	89
Future Vol, veh/h	0	0	0	19	0	84	22	67	0	0	81	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	22	22	22	22	22	22	22	22	22	22	22	22
Mvmt Flow	0	0	0	21	0	91	24	73	0	0	88	97

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	209	305	73	185	0	-	-	-	0
Stage 1	121	121	-	-	-	-	-	-	-
Stage 2	88	185	-	-	-	-	-	-	-
Critical Hdwy	6.62	6.72	6.42	4.32	-	-	-	-	-
Critical Hdwy Stg 1	5.62	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.62	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	2.398	-	-	-	-	-
Pot Cap-1 Maneuver	737	576	936	1278	-	0	0	-	-
Stage 1	857	759	-	-	-	0	0	-	-
Stage 2	887	711	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	722	0	936	1278	-	-	-	-	-
Mov Cap-2 Maneuver	722	0	-	-	-	-	-	-	-
Stage 1	841	0	-	-	-	-	-	-	-
Stage 2	887	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.42	1.95	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	445	-	722	936	-	-
HCM Lane V/C Ratio	0.019	-	0.029	0.098	-	-
HCM Ctrl Dly (s/v)	7.9	0	10.1	9.3	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	6	145	166	1
Future Vol, veh/h	0	4	6	145	166	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	24	24	24	24	24	24
Mvmt Flow	0	4	7	159	182	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	355	183	184	0	-	0
Stage 1	183	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.64	6.44	4.34	-	-	-
Critical Hdwy Stg 1	5.64	-	-	-	-	-
Critical Hdwy Stg 2	5.64	-	-	-	-	-
Follow-up Hdwy	3.716	3.516	2.416	-	-	-
Pot Cap-1 Maneuver	601	806	1269	-	-	-
Stage 1	798	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	597	806	1269	-	-	-
Mov Cap-2 Maneuver	597	-	-	-	-	-
Stage 1	794	-	-	-	-	-
Stage 2	807	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.49	0.31	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	72	-	806	-	-
HCM Lane V/C Ratio	0.005	-	0.005	-	-
HCM Ctrl Dly (s/v)	7.9	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	6	24	0	0	0	0	65	18	47	35	0
Future Vol, veh/h	43	6	24	0	0	0	0	65	18	47	35	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	21	21	21	21	21	21	21	21	21	21	21	21
Mvmt Flow	48	7	27	0	0	0	0	73	20	53	39	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	218	238	39	-	0	0	93	0	0
Stage 1	145	145	-	-	-	-	-	-	-
Stage 2	73	93	-	-	-	-	-	-	-
Critical Hdwy	6.61	6.71	6.41	-	-	-	4.31	-	-
Critical Hdwy Stg 1	5.61	5.71	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.61	5.71	-	-	-	-	-	-	-
Follow-up Hdwy	3.689	4.189	3.489	-	-	-	2.389	-	-
Pot Cap-1 Maneuver	730	631	980	0	-	-	1390	-	0
Stage 1	838	742	-	0	-	-	-	-	0
Stage 2	904	782	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	702	0	980	-	-	-	1390	-	-
Mov Cap-2 Maneuver	702	0	-	-	-	-	-	-	-
Stage 1	838	0	-	-	-	-	-	-	-
Stage 2	870	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.98	0	4.41
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	702	980	1390	-
HCM Lane V/C Ratio	-	-	0.078	0.028	0.038	-
HCM Ctrl Dly (s/v)	-	-	10.6	8.8	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	8	2	73	42	66	0	0	74	75
Future Vol, veh/h	0	0	0	8	2	73	42	66	0	0	74	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	28	28	28	28	28	28	28	28	28	28	28	28
Mvmt Flow	0	0	0	9	2	82	47	74	0	0	83	84

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	252	336	74	167	0	-	-	-	0
Stage 1	169	169	-	-	-	-	-	-	-
Stage 2	83	167	-	-	-	-	-	-	-
Critical Hdwy	6.68	6.78	6.48	4.38	-	-	-	-	-
Critical Hdwy Stg 1	5.68	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.68	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.752	4.252	3.552	2.452	-	-	-	-	-
Pot Cap-1 Maneuver	684	545	920	1267	-	0	0	-	-
Stage 1	802	712	-	-	-	0	0	-	-
Stage 2	879	713	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	658	0	920	1267	-	-	-	-	-
Mov Cap-2 Maneuver	658	0	-	-	-	-	-	-	-
Stage 1	772	0	-	-	-	-	-	-	-
Stage 2	879	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.45	3.09	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1267	-	658	920	-	-
HCM Lane V/C Ratio	0.037	-	0.017	0.089	-	-
HCM Ctrl Dly (s/v)	8	-	10.6	9.3	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	2	33	0	0	0	0	60	14	45	58	0
Future Vol, veh/h	33	2	33	0	0	0	0	60	14	45	58	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	21	21	21	21	21	21	21	21	21	21	21	21
Mvmt Flow	37	2	37	0	0	0	0	67	16	51	65	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	234	249	65	-	0	0	83	0	0
Stage 1	166	166	-	-	-	-	-	-	-
Stage 2	67	83	-	-	-	-	-	-	-
Critical Hdwy	6.61	6.71	6.41	-	-	-	4.31	-	-
Critical Hdwy Stg 1	5.61	5.71	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.61	5.71	-	-	-	-	-	-	-
Follow-up Hdwy	3.689	4.189	3.489	-	-	-	2.389	-	-
Pot Cap-1 Maneuver	714	622	948	0	-	-	1402	-	0
Stage 1	819	726	-	0	-	-	-	-	0
Stage 2	909	790	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	689	0	948	-	-	-	1402	-	-
Mov Cap-2 Maneuver	689	0	-	-	-	-	-	-	-
Stage 1	819	0	-	-	-	-	-	-	-
Stage 2	876	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.77	0	3.35
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	689	948	1402	-
HCM Lane V/C Ratio	-	-	0.057	0.039	0.036	-
HCM Ctrl Dly (s/v)	-	-	10.5	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	20	0	87	23	70	0	0	83	92
Future Vol, veh/h	0	0	0	20	0	87	23	70	0	0	83	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	28	28	28	28	28	28	28	28	28	28	28	28
Mvmt Flow	0	0	0	22	0	98	26	79	0	0	93	103

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	224	327	79	197	0	-	-	-	0
Stage 1	130	130	-	-	-	-	-	-	-
Stage 2	93	197	-	-	-	-	-	-	-
Critical Hdwy	6.68	6.78	6.48	4.38	-	-	-	-	-
Critical Hdwy Stg 1	5.68	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.68	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.752	4.252	3.552	2.452	-	-	-	-	-
Pot Cap-1 Maneuver	710	551	914	1235	-	0	0	-	-
Stage 1	835	741	-	-	-	0	0	-	-
Stage 2	869	692	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	695	0	914	1235	-	-	-	-	-
Mov Cap-2 Maneuver	695	0	-	-	-	-	-	-	-
Stage 1	818	0	-	-	-	-	-	-	-
Stage 2	869	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.58	1.97	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1235	-	695	914	-	-
HCM Lane V/C Ratio	0.021	-	0.032	0.107	-	-
HCM Ctrl Dly (s/v)	8	-	10.3	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.4	-	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	7	26	0	0	0	0	72	19	52	38	0
Future Vol, veh/h	48	7	26	0	0	0	0	72	19	52	38	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	21	21	21	21	21	21	21	21	21	21	21	21
Mvmt Flow	54	8	29	0	0	0	0	81	21	58	43	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	240	262	43	-	0	0	102	0	0
Stage 1	160	160	-	-	-	-	-	-	-
Stage 2	81	102	-	-	-	-	-	-	-
Critical Hdwy	6.61	6.71	6.41	-	-	-	4.31	-	-
Critical Hdwy Stg 1	5.61	5.71	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.61	5.71	-	-	-	-	-	-	-
Follow-up Hdwy	3.689	4.189	3.489	-	-	-	2.389	-	-
Pot Cap-1 Maneuver	708	612	976	0	-	-	1379	-	0
Stage 1	825	731	-	0	-	-	-	-	0
Stage 2	896	775	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	678	0	976	-	-	-	1379	-	-
Mov Cap-2 Maneuver	678	0	-	-	-	-	-	-	-
Stage 1	825	0	-	-	-	-	-	-	-
Stage 2	858	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.19	0	4.46
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	678	976	1379	-
HCM Lane V/C Ratio	-	-	0.091	0.03	0.042	-
HCM Ctrl Dly (s/v)	-	-	10.8	8.8	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	9	2	81	47	73	0	0	81	83
Future Vol, veh/h	0	0	0	9	2	81	47	73	0	0	81	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	28	28	28	28	28	28	28	28	28	28	28	28
Mvmt Flow	0	0	0	10	2	91	53	82	0	0	91	93

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	279	372	82	184	0	-	-	-	0
Stage 1	188	188	-	-	-	-	-	-	-
Stage 2	91	184	-	-	-	-	-	-	-
Critical Hdwy	6.68	6.78	6.48	4.38	-	-	-	-	-
Critical Hdwy Stg 1	5.68	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.68	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.752	4.252	3.552	2.452	-	-	-	-	-
Pot Cap-1 Maneuver	659	519	910	1248	-	0	0	-	-
Stage 1	786	698	-	-	-	0	0	-	-
Stage 2	871	701	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	631	0	910	1248	-	-	-	-	-
Mov Cap-2 Maneuver	631	0	-	-	-	-	-	-	-
Stage 1	752	0	-	-	-	-	-	-	-
Stage 2	871	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.56	3.14	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1248	-	631	910	-	-
HCM Lane V/C Ratio	0.042	-	0.02	0.1	-	-
HCM Ctrl Dly (s/v)	8	-	10.8	9.4	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	2	36	0	0	0	0	66	16	50	65	0
Future Vol, veh/h	36	2	36	0	0	0	0	66	16	50	65	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	21	21	21	21	21	21	21	21	21	21	21	21
Mvmt Flow	40	2	40	0	0	0	0	74	18	56	73	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	260	278	73	-	0	0	92	0	0
Stage 1	185	185	-	-	-	-	-	-	-
Stage 2	74	92	-	-	-	-	-	-	-
Critical Hdwy	6.61	6.71	6.41	-	-	-	4.31	-	-
Critical Hdwy Stg 1	5.61	5.71	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.61	5.71	-	-	-	-	-	-	-
Follow-up Hdwy	3.689	4.189	3.489	-	-	-	2.389	-	-
Pot Cap-1 Maneuver	690	599	938	0	-	-	1391	-	0
Stage 1	803	712	-	0	-	-	-	-	0
Stage 2	903	783	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	662	0	938	-	-	-	1391	-	-
Mov Cap-2 Maneuver	662	0	-	-	-	-	-	-	-
Stage 1	803	0	-	-	-	-	-	-	-
Stage 2	866	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.93	0	3.35
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	662	938	1391	-
HCM Lane V/C Ratio	-	-	0.064	0.043	0.04	-
HCM Ctrl Dly (s/v)	-	-	10.8	9	7.7	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	22	0	96	25	77	0	0	93	101
Future Vol, veh/h	0	0	0	22	0	96	25	77	0	0	93	101
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	28	28	28	28	28	28	28	28	28	28	28	28
Mvmt Flow	0	0	0	25	0	108	28	87	0	0	104	113

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	247	361	87	218	0	-	-	-	0
Stage 1	143	143	-	-	-	-	-	-	-
Stage 2	104	218	-	-	-	-	-	-	-
Critical Hdwy	6.68	6.78	6.48	4.38	-	-	-	-	-
Critical Hdwy Stg 1	5.68	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.68	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.752	4.252	3.552	2.452	-	-	-	-	-
Pot Cap-1 Maneuver	688	527	905	1212	-	0	0	-	-
Stage 1	824	732	-	-	-	0	0	-	-
Stage 2	859	677	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	672	0	905	1212	-	-	-	-	-
Mov Cap-2 Maneuver	672	0	-	-	-	-	-	-	-
Stage 1	805	0	-	-	-	-	-	-	-
Stage 2	859	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.71	1.97	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1212	-	672	905	-	-
HCM Lane V/C Ratio	0.023	-	0.037	0.119	-	-
HCM Ctrl Dly (s/v)	8	-	10.6	9.5	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.4	-	-



Movement	EBL	EBR2	WBL	WBR2	NBL	NBT	NBR2	SBL	SBT	SBR2
Lane Configurations										
Traffic Volume (vph)	48	33	11	83	47	73	19	52	38	83
Future Volume (vph)	48	33	11	83	47	73	19	52	38	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1583	1770	1863	1346	1770	1863	1583
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	1583	1770	1863	1346	1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	36	12	90	51	79	21	57	41	90
RTOR Reduction (vph)	0	32	0	81	0	0	13	0	0	57
Lane Group Flow (vph)	52	4	12	9	51	79	8	57	41	33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	20%	2%	2%	2%
Turn Type	Prot	Prot	Prot	Prot	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	5	3	1	5	2		1	6	
Permitted Phases							2			6
Actuated Green, G (s)	2.3	3.9	2.3	4.0	3.9	13.7	13.7	4.0	13.8	13.8
Effective Green, g (s)	2.3	3.9	2.3	4.0	3.9	13.7	13.7	4.0	13.8	13.8
Actuated g/C Ratio	0.06	0.10	0.06	0.11	0.10	0.36	0.36	0.11	0.36	0.36
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	107	162	107	166	181	671	485	186	676	574
v/s Ratio Prot	c0.03	0.00	0.01	0.01	0.03	c0.04		c0.03	0.02	
v/s Ratio Perm							0.01			0.02
v/c Ratio	0.49	0.02	0.11	0.06	0.28	0.12	0.02	0.31	0.06	0.06
Uniform Delay, d1	17.3	15.3	16.9	15.3	15.8	8.1	7.8	15.7	7.9	7.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.4	0.1	0.5	0.1	0.9	0.1	0.0	0.9	0.0	0.0
Delay (s)	20.7	15.4	17.4	15.4	16.6	8.2	7.8	16.7	7.9	7.9
Level of Service	C	B	B	B	B	A	A	B	A	A
Approach Delay (s/veh)						11.0			10.6	
Approach LOS						B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	38.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	26.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR2	WBL	WBR2	NBL	NBT	NBR2	SBL	SBT	SBR2
Lane Configurations										
Traffic Volume (vph)	36	38	22	96	25	77	16	50	65	101
Future Volume (vph)	36	38	22	96	25	77	16	50	65	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1583	1770	1863	1346	1770	1863	1583
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	1583	1770	1863	1346	1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	41	24	104	27	84	17	54	71	110
RTOR Reduction (vph)	0	39	0	94	0	0	7	0	0	40
Lane Group Flow (vph)	39	2	24	10	27	84	10	54	71	70
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	20%	2%	2%	2%
Turn Type	Prot	Prot	Prot	Prot	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	5	3	1	5	2		1	6	
Permitted Phases							2			6
Actuated Green, G (s)	2.9	4.1	2.9	6.3	4.1	41.2	41.2	6.3	43.4	43.4
Effective Green, g (s)	2.9	4.1	2.9	6.3	4.1	41.2	41.2	6.3	43.4	43.4
Actuated g/C Ratio	0.04	0.06	0.04	0.09	0.06	0.60	0.60	0.09	0.63	0.63
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	75	94	75	145	106	1122	810	163	1182	1004
v/s Ratio Prot	c0.02	0.00	0.01	0.01	0.02	c0.05		c0.03	0.04	
v/s Ratio Perm							0.01			0.04
v/c Ratio	0.52	0.03	0.32	0.07	0.25	0.07	0.01	0.33	0.06	0.07
Uniform Delay, d1	32.1	30.3	31.8	28.4	30.7	5.7	5.4	29.1	4.7	4.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.4	0.1	2.5	0.2	1.3	0.1	0.0	1.2	0.1	0.1
Delay (s)	38.4	30.4	34.3	28.6	32.0	5.8	5.5	30.3	4.8	4.9
Level of Service	D	C	C	C	C	A	A	C	A	A
Approach Delay (s/veh)						11.3			10.7	
Approach LOS						B			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.13		
Actuated Cycle Length (s)	68.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	26.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	91	0	0	64
Future Vol, veh/h	0	0	91	0	0	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	0	0	102	0	0	72

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	174	102	0	0	102	0
Stage 1	102	-	-	-	-	-
Stage 2	72	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254	-
Pot Cap-1 Maneuver	807	942	-	-	1465	-
Stage 1	912	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	807	942	-	-	1465	-
Mov Cap-2 Maneuver	807	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	941	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1465	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	7	26	0	0	0	0	72	19	52	38	0
Future Vol, veh/h	48	7	26	0	0	0	0	72	19	52	38	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	21	21	21	21	21	21	21	21	21	21	21	21
Mvmt Flow	54	8	29	0	0	0	0	81	21	58	43	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	240	262	43	-	0	0	102	0	0
Stage 1	160	160	-	-	-	-	-	-	-
Stage 2	81	102	-	-	-	-	-	-	-
Critical Hdwy	6.61	6.71	6.41	-	-	-	4.31	-	-
Critical Hdwy Stg 1	5.61	5.71	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.61	5.71	-	-	-	-	-	-	-
Follow-up Hdwy	3.689	4.189	3.489	-	-	-	2.389	-	-
Pot Cap-1 Maneuver	708	612	976	0	-	-	1379	-	0
Stage 1	825	731	-	0	-	-	-	-	0
Stage 2	896	775	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	677	0	976	-	-	-	1379	-	-
Mov Cap-2 Maneuver	677	0	-	-	-	-	-	-	-
Stage 1	825	0	-	-	-	-	-	-	-
Stage 2	858	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.19	0	4.46
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	677	976	1040	-
HCM Lane V/C Ratio	-	-	0.091	0.03	0.042	-
HCM Ctrl Dly (s/v)	-	-	10.8	8.8	7.7	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	9	2	81	47	73	0	0	81	83
Future Vol, veh/h	0	0	0	9	2	81	47	73	0	0	81	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	28	28	28	28	28	28	28	28	28	28	28	28
Mvmt Flow	0	0	0	10	2	91	53	82	0	0	91	93

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	279	372	82	184	0	-	-	-	0
Stage 1	188	188	-	-	-	-	-	-	-
Stage 2	91	184	-	-	-	-	-	-	-
Critical Hdwy	6.68	6.78	6.48	4.38	-	-	-	-	-
Critical Hdwy Stg 1	5.68	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.68	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.752	4.252	3.552	2.452	-	-	-	-	-
Pot Cap-1 Maneuver	659	519	910	1248	-	0	0	-	-
Stage 1	786	698	-	-	-	0	0	-	-
Stage 2	871	701	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	630	0	910	1248	-	-	-	-	-
Mov Cap-2 Maneuver	630	0	-	-	-	-	-	-	-
Stage 1	751	0	-	-	-	-	-	-	-
Stage 2	871	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.57	3.14	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	705	-	630	910	-	-
HCM Lane V/C Ratio	0.042	-	0.02	0.1	-	-
HCM Ctrl Dly (s/v)	8	0	10.8	9.4	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	5	149	163	1
Future Vol, veh/h	0	1	5	149	163	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	32	32	32	32	32	32
Mvmt Flow	0	1	5	160	175	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	347	176	176	0	-	0
Stage 1	176	-	-	-	-	-
Stage 2	171	-	-	-	-	-
Critical Hdwy	6.72	6.52	4.42	-	-	-
Critical Hdwy Stg 1	5.72	-	-	-	-	-
Critical Hdwy Stg 2	5.72	-	-	-	-	-
Follow-up Hdwy	3.788	3.588	2.488	-	-	-
Pot Cap-1 Maneuver	594	796	1238	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	591	796	1238	-	-	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	791	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.53	0.26	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	58	-	796	-	-
HCM Lane V/C Ratio	0.004	-	0.001	-	-
HCM Ctrl Dly (s/v)	7.9	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	82	0	0	101
Future Vol, veh/h	0	0	82	0	0	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	0	86	0	0	106

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	193	86	0	0	86	0
Stage 1	86	-	-	-	-	-
Stage 2	106	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	789	964	-	-	1491	-
Stage 1	930	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	789	964	-	-	1491	-
Mov Cap-2 Maneuver	789	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1491	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	2	36	0	0	0	0	66	16	50	65	0
Future Vol, veh/h	36	2	36	0	0	0	0	66	16	50	65	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	17	17	17	17	17	17	17	17	17	17	17	17
Mvmt Flow	41	2	41	0	0	0	0	75	18	57	74	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	263	281	74	-	0	0	93	0	0
Stage 1	188	188	-	-	-	-	-	-	-
Stage 2	75	93	-	-	-	-	-	-	-
Critical Hdwy	6.57	6.67	6.37	-	-	-	4.27	-	-
Critical Hdwy Stg 1	5.57	5.67	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.57	5.67	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.153	3.453	-	-	-	2.353	-	-
Pot Cap-1 Maneuver	695	603	948	0	-	-	1412	-	0
Stage 1	810	717	-	0	-	-	-	-	0
Stage 2	911	789	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	666	0	948	-	-	-	1412	-	-
Mov Cap-2 Maneuver	666	0	-	-	-	-	-	-	-
Stage 1	810	0	-	-	-	-	-	-	-
Stage 2	873	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.9	0	3.33
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	666	948	783	-
HCM Lane V/C Ratio	-	-	0.065	0.043	0.04	-
HCM Ctrl Dly (s/v)	-	-	10.8	9	7.7	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	22	0	96	25	77	0	0	93	101
Future Vol, veh/h	0	0	0	22	0	96	25	77	0	0	93	101
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	22	22	22	22	22	22	22	22	22	22	22	22
Mvmt Flow	0	0	0	24	0	104	27	84	0	0	101	110

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	239	349	84	211	0	-	-	-	0
Stage 1	138	138	-	-	-	-	-	-	-
Stage 2	101	211	-	-	-	-	-	-	-
Critical Hdwy	6.62	6.72	6.42	4.32	-	-	-	-	-
Critical Hdwy Stg 1	5.62	5.72	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.62	5.72	-	-	-	-	-	-	-
Follow-up Hdwy	3.698	4.198	3.498	2.398	-	-	-	-	-
Pot Cap-1 Maneuver	707	544	923	1249	-	0	0	-	-
Stage 1	842	746	-	-	-	0	0	-	-
Stage 2	875	692	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	691	0	923	1249	-	-	-	-	-
Mov Cap-2 Maneuver	691	0	-	-	-	-	-	-	-
Stage 1	823	0	-	-	-	-	-	-	-
Stage 2	875	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.58	1.95	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	441	-	691	923	-	-
HCM Lane V/C Ratio	0.022	-	0.035	0.113	-	-
HCM Ctrl Dly (s/v)	7.9	0	10.4	9.4	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.4	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	7	166	189	1
Future Vol, veh/h	0	5	7	166	189	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	24	24	24	24	24	24
Mvmt Flow	0	5	8	182	208	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	406	208	209	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.64	6.44	4.34	-	-	-
Critical Hdwy Stg 1	5.64	-	-	-	-	-
Critical Hdwy Stg 2	5.64	-	-	-	-	-
Follow-up Hdwy	3.716	3.516	2.416	-	-	-
Pot Cap-1 Maneuver	561	780	1242	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	557	780	1242	-	-	-
Mov Cap-2 Maneuver	557	-	-	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	786	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.65	0.32	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	73	-	780	-	-
HCM Lane V/C Ratio	0.006	-	0.007	-	-
HCM Ctrl Dly (s/v)	7.9	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↱	
Traffic Vol, veh/h	4	1	0	1	0	2	1	75	0	1	36	3
Future Vol, veh/h	4	1	0	1	0	2	1	75	0	1	36	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	4	1	0	1	0	2	1	84	0	1	40	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	131	131	42	130	133	84	44	0	0	84	0	0
Stage 1	44	44	-	87	87	-	-	-	-	-	-	-
Stage 2	87	87	-	43	46	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	832	752	1017	834	751	964	1539	-	-	1488	-	-
Stage 1	960	850	-	911	815	-	-	-	-	-	-	-
Stage 2	911	815	-	961	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	829	751	1017	831	750	964	1539	-	-	1488	-	-
Mov Cap-2 Maneuver	829	751	-	831	750	-	-	-	-	-	-	-
Stage 1	959	849	-	911	815	-	-	-	-	-	-	-
Stage 2	909	815	-	959	848	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.46	8.95	0.1	0.19
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	24	-	-	812	915	1488	-	-
HCM Lane V/C Ratio	0.001	-	-	0.007	0.004	0.001	-	-
HCM Ctrl Dly (s/v)	7.3	0	-	9.5	8.9	7.4	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	6	0	0	0	0	44	37	13	34	0
Future Vol, veh/h	6	2	6	0	0	0	0	44	37	13	34	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	7	2	7	0	0	0	0	51	43	15	40	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	121	164	40	-	0	0	94	0	0
Stage 1	70	70	-	-	-	-	-	-	-
Stage 2	51	94	-	-	-	-	-	-	-
Critical Hdwy	6.5	6.6	6.3	-	-	-	4.2	-	-
Critical Hdwy Stg 1	5.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	-	-	-	2.29	-	-
Pot Cap-1 Maneuver	856	714	1010	0	-	-	1451	-	0
Stage 1	933	821	-	0	-	-	-	-	0
Stage 2	951	802	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	847	0	1010	-	-	-	1451	-	-
Mov Cap-2 Maneuver	847	0	-	-	-	-	-	-	-
Stage 1	933	0	-	-	-	-	-	-	-
Stage 2	941	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9	0	2.08
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	847	1010	498	-
HCM Lane V/C Ratio	-	-	0.011	0.007	0.01	-
HCM Ctrl Dly (s/v)	-	-	9.3	8.6	7.5	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	13	2	12	5	45	0	0	34	15
Future Vol, veh/h	0	0	0	13	2	12	5	45	0	0	34	15
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	0	0	14	2	13	5	49	0	0	37	16
Number of Lanes	0	0	0	0	1	1	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay, s/veh	7.7	7.6	7.3
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	10%	87%	0%	0%
Vol Thru, %	90%	13%	0%	69%
Vol Right, %	0%	0%	100%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	15	12	49
LT Vol	5	13	0	0
Through Vol	45	2	0	34
RT Vol	0	0	12	15
Lane Flow Rate	55	16	13	54
Geometry Grp	2	5	5	2
Degree of Util (X)	0.065	0.024	0.015	0.06
Departure Headway (Hd)	4.234	5.344	4.209	4.031
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	845	667	845	886
Service Time	2.268	3.098	1.963	2.068
HCM Lane V/C Ratio	0.065	0.024	0.015	0.061
HCM Control Delay, s/veh	7.6	8.2	7	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕				⇕			⇕	
Traffic Vol, veh/h	6	0	7	0	0	0	1	7	49	0	0	41	6
Future Vol, veh/h	6	0	7	0	0	0	1	7	49	0	0	41	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	9	9	9	9	9	9	2	9	9	9	9	9	9
Mvmt Flow	7	0	8	0	0	0	1	8	54	0	0	45	7

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	118	120	48	114	123	54	-	52	0	0	54	0	0
Stage 1	48	48	-	69	71	-	-	-	-	-	-	-	-
Stage 2	69	71	-	45	52	-	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	-	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	-	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	842	758	1001	846	754	994	-	1511	-	-	1508	-	-
Stage 1	948	841	-	924	822	-	-	-	-	-	-	-	-
Stage 2	924	822	-	951	838	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	842	758	1001	840	754	994	~ -8	~ -8	-	-	1508	-	-
Mov Cap-2 Maneuver	842	758	-	840	754	-	-	-	-	-	-	-	-
Stage 1	948	841	-	924	822	-	-	-	-	-	-	-	-
Stage 2	924	822	-	944	838	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.97	0		0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	253	-	-	921	-	1508	-	-
HCM Lane V/C Ratio	-	-	-	0.016	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	-	9	0	0	-	-
HCM Lane LOS	-	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	4	0	0	0	0	5	58	2	0	68	17
Future Vol, veh/h	11	4	0	0	0	0	5	58	2	0	68	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	12	4	0	0	0	0	6	65	2	0	76	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	162	165	86	156	173	66	96	0	0	-	-	0
Stage 1	86	86	-	78	78	-	-	-	-	-	-	-
Stage 2	76	79	-	79	96	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	-	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	-	-	-
Pot Cap-1 Maneuver	794	721	962	801	713	986	1473	-	-	0	-	-
Stage 1	912	816	-	921	823	-	-	-	-	0	-	-
Stage 2	923	822	-	920	808	-	-	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	791	718	962	793	710	986	1473	-	-	-	-	-
Mov Cap-2 Maneuver	791	718	-	793	710	-	-	-	-	-	-	-
Stage 1	912	816	-	918	819	-	-	-	-	-	-	-
Stage 2	919	819	-	915	808	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.78	0	0.57	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	138	-	-	770	-	-	-
HCM Lane V/C Ratio	0.004	-	-	0.022	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.8	0	-	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1	16	0	0	0	0	45	24	11	69	0
Future Vol, veh/h	12	1	16	0	0	0	0	45	24	11	69	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	14	1	19	0	0	0	0	52	28	13	80	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	158	186	80	-	0	0	80	0	0
Stage 1	106	106	-	-	-	-	-	-	-
Stage 2	52	80	-	-	-	-	-	-	-
Critical Hdwy	6.5	6.6	6.3	-	-	-	4.2	-	-
Critical Hdwy Stg 1	5.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	-	-	-	2.29	-	-
Pot Cap-1 Maneuver	815	694	958	0	-	-	1468	-	0
Stage 1	899	792	-	0	-	-	-	-	0
Stage 2	950	813	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	807	0	958	-	-	-	1468	-	-
Mov Cap-2 Maneuver	807	0	-	-	-	-	-	-	-
Stage 1	899	0	-	-	-	-	-	-	-
Stage 2	941	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.15	0	1.03
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	807	958	247	-
HCM Lane V/C Ratio	-	-	0.019	0.019	0.009	-
HCM Ctrl Dly (s/v)	-	-	9.5	8.8	7.5	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	38	1	23	15	42	0	0	42	17
Future Vol, veh/h	0	0	0	38	1	23	15	42	0	0	42	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	0	0	41	1	25	16	46	0	0	46	18
Number of Lanes	0	0	0	0	1	1	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay, s/veh	8	7.8	7.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	97%	0%	0%
Vol Thru, %	74%	3%	0%	71%
Vol Right, %	0%	0%	100%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	39	23	59
LT Vol	15	38	0	0
Through Vol	42	1	0	42
RT Vol	0	0	23	17
Lane Flow Rate	62	42	25	64
Geometry Grp	2	5	5	2
Degree of Util (X)	0.075	0.064	0.029	0.073
Departure Headway (Hd)	4.338	5.427	4.238	4.111
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	655	836	860
Service Time	2.415	3.197	2.007	2.191
HCM Lane V/C Ratio	0.076	0.064	0.03	0.074
HCM Control Delay, s/veh	7.8	8.6	7.1	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0.2

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	7	0	0	0	18	47	0	0	52	3
Future Vol, veh/h	8	0	7	0	0	0	18	47	0	0	52	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	9	0	8	0	0	0	20	51	0	0	57	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	148	148	58	147	150	51	60	0	0	51	0	0
Stage 1	58	58	-	90	90	-	-	-	-	-	-	-
Stage 2	90	90	-	57	60	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	804	730	988	806	729	997	1500	-	-	1511	-	-
Stage 1	936	833	-	900	807	-	-	-	-	-	-	-
Stage 2	900	807	-	938	831	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	793	721	988	789	719	997	1500	-	-	1511	-	-
Mov Cap-2 Maneuver	793	721	-	789	719	-	-	-	-	-	-	-
Stage 1	936	833	-	888	796	-	-	-	-	-	-	-
Stage 2	888	796	-	931	831	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.2	0	2.06	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	498	-	-	874	-	1511	-	-
HCM Lane V/C Ratio	0.013	-	-	0.019	-	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.2	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	7	77	1	4	37
Future Vol, veh/h	2	7	77	1	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	2	8	87	1	4	42

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	138	87	0	0	88	0
Stage 1	87	-	-	-	-	-
Stage 2	51	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254	-
Pot Cap-1 Maneuver	846	960	-	-	1483	-
Stage 1	926	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	844	960	-	-	1483	-
Mov Cap-2 Maneuver	844	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.91	0	0.73
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	932	1483	-
HCM Lane V/C Ratio	-	-	0.011	0.003	-
HCM Ctrl Dly (s/v)	-	-	8.9	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	6	0	0	0	0	46	38	13	35	0
Future Vol, veh/h	6	2	6	0	0	0	0	46	38	13	35	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	7	2	7	0	0	0	0	53	44	15	41	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	124	169	41	-	0	0	98	0	0
Stage 1	71	71	-	-	-	-	-	-	-
Stage 2	53	98	-	-	-	-	-	-	-
Critical Hdwy	6.5	6.6	6.3	-	-	-	4.2	-	-
Critical Hdwy Stg 1	5.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	-	-	-	2.29	-	-
Pot Cap-1 Maneuver	852	710	1008	0	-	-	1447	-	0
Stage 1	932	820	-	0	-	-	-	-	0
Stage 2	949	799	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	843	0	1008	-	-	-	1447	-	-
Mov Cap-2 Maneuver	843	0	-	-	-	-	-	-	-
Stage 1	932	0	-	-	-	-	-	-	-
Stage 2	939	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.01	0	2.04
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	843	1008	1447	-
HCM Lane V/C Ratio	-	-	0.011	0.007	0.01	-
HCM Ctrl Dly (s/v)	-	-	9.3	8.6	7.5	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	13	3	12	5	47	0	0	35	15
Future Vol, veh/h	0	0	0	13	3	12	5	47	0	0	35	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	0	0	14	3	13	5	51	0	0	38	16

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	100	116	51	54	0	-	-	-	0
Stage 1	62	62	-	-	-	-	-	-	-
Stage 2	38	54	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.63	6.33	4.23	-	-	-	-	-
Critical Hdwy Stg 1	5.53	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.53	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	2.317	-	-	-	-	-
Pot Cap-1 Maneuver	873	754	987	1483	-	0	0	-	-
Stage 1	933	822	-	-	-	0	0	-	-
Stage 2	957	828	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	869	0	987	1483	-	-	-	-	-
Mov Cap-2 Maneuver	869	0	-	-	-	-	-	-	-
Stage 1	930	0	-	-	-	-	-	-	-
Stage 2	957	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9	0.72	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1483	-	869	987	-	-
HCM Lane V/C Ratio	0.004	-	0.02	0.013	-	-
HCM Ctrl Dly (s/v)	7.4	-	9.2	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕	
Traffic Vol, veh/h	6	0	7	0	0	0	1	7	51	0	0	42	6
Future Vol, veh/h	6	0	7	0	0	0	1	7	51	0	0	42	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9	2	9	9	9	9	9	9
Mvmt Flow	7	0	8	0	0	0	1	8	55	0	0	46	7

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	120	122	49	116	125	55	-	52	0	0	55	0	0
Stage 1	49	49	-	71	73	-	-	-	-	-	-	-	-
Stage 2	71	73	-	46	52	-	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	-	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	-	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	840	756	1000	844	753	992	-	1510	-	-	1506	-	-
Stage 1	947	840	-	922	821	-	-	-	-	-	-	-	-
Stage 2	922	821	-	951	838	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	840	756	1000	837	753	992	~ -8	~ -8	-	-	1506	-	-
Mov Cap-2 Maneuver	840	756	-	837	753	-	-	-	-	-	-	-	-
Stage 1	947	840	-	922	821	-	-	-	-	-	-	-	-
Stage 2	922	821	-	943	838	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	8.98	0		0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	244	-	-	919	-	1506	-	-
HCM Lane V/C Ratio	-	-	-	0.015	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	-	9	0	0	-	-
HCM Lane LOS	-	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	11	60	7	18	70
Future Vol, veh/h	4	11	60	7	18	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	5	14	74	9	22	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	209	78	0	0	83	0
Stage 1	78	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	775	977	-	-	1502	-
Stage 1	940	-	-	-	-	-
Stage 2	890	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	763	977	-	-	1502	-
Mov Cap-2 Maneuver	763	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.04	0	1.52
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	909	368	-
HCM Lane V/C Ratio	-	-	0.02	0.015	-
HCM Ctrl Dly (s/v)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	1	16	0	0	0	0	46	25	12	72	0
Future Vol, veh/h	13	1	16	0	0	0	0	46	25	12	72	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	15	1	19	0	0	0	0	54	29	14	85	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	167	196	85	-	0	0	84	0	0
Stage 1	113	113	-	-	-	-	-	-	-
Stage 2	54	84	-	-	-	-	-	-	-
Critical Hdwy	6.5	6.6	6.3	-	-	-	4.2	-	-
Critical Hdwy Stg 1	5.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	-	-	-	2.29	-	-
Pot Cap-1 Maneuver	805	685	953	0	-	-	1464	-	0
Stage 1	892	787	-	0	-	-	-	-	0
Stage 2	948	810	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	797	0	953	-	-	-	1464	-	-
Mov Cap-2 Maneuver	797	0	-	-	-	-	-	-	-
Stage 1	892	0	-	-	-	-	-	-	-
Stage 2	939	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.21	0	1.07
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	797	953	1464	-
HCM Lane V/C Ratio	-	-	0.021	0.02	0.01	-
HCM Ctrl Dly (s/v)	-	-	9.6	8.9	7.5	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	40	1	24	15	44	0	0	44	18
Future Vol, veh/h	0	0	0	40	1	24	15	44	0	0	44	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	12	12	12	12	12	12	12	12	12	12	12	12
Mvmt Flow	0	0	0	45	1	27	17	49	0	0	49	20

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	133	153	49	70	0	-	-	-	0
Stage 1	83	83	-	-	-	-	-	-	-
Stage 2	49	70	-	-	-	-	-	-	-
Critical Hdwy	6.52	6.62	6.32	4.22	-	-	-	-	-
Critical Hdwy Stg 1	5.52	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.52	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.108	3.408	2.308	-	-	-	-	-
Pot Cap-1 Maneuver	838	721	991	1470	-	0	0	-	-
Stage 1	915	807	-	-	-	0	0	-	-
Stage 2	948	818	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	828	0	991	1470	-	-	-	-	-
Mov Cap-2 Maneuver	828	0	-	-	-	-	-	-	-
Stage 1	905	0	-	-	-	-	-	-	-
Stage 2	948	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.28	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1470	-	828	991	-	-
HCM Lane V/C Ratio	0.011	-	0.056	0.027	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.6	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	7	0	0	0	19	49	0	0	55	3
Future Vol, veh/h	8	0	7	0	0	0	19	49	0	0	55	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	92	90	90	90
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	9	0	8	0	0	0	21	54	0	0	61	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	159	159	63	158	161	54	64	0	0	54	0	0
Stage 1	63	63	-	97	97	-	-	-	-	-	-	-
Stage 2	97	97	-	61	64	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	791	720	983	793	719	993	1494	-	-	1507	-	-
Stage 1	931	829	-	893	802	-	-	-	-	-	-	-
Stage 2	893	802	-	933	828	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	779	710	983	775	708	993	1494	-	-	1507	-	-
Mov Cap-2 Maneuver	779	710	-	775	708	-	-	-	-	-	-	-
Stage 1	931	829	-	880	790	-	-	-	-	-	-	-
Stage 2	880	790	-	925	828	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.26	0	2.08	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	503	-	-	862	-	1507	-	-
HCM Lane V/C Ratio	0.014	-	-	0.019	-	-	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.3	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	85	1	5	41
Future Vol, veh/h	2	8	85	1	5	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	2	9	96	1	6	46

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	153	96	0	0	97	0
Stage 1	96	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.46	6.26	-	-	4.16	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	-	-	2.254	-
Pot Cap-1 Maneuver	829	949	-	-	1472	-
Stage 1	918	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	826	949	-	-	1472	-
Mov Cap-2 Maneuver	826	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	8.95	0	0.81
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	922	1472	-
HCM Lane V/C Ratio	-	-	0.012	0.004	-
HCM Ctrl Dly (s/v)	-	-	9	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2	7	0	0	0	0	51	42	15	39	0
Future Vol, veh/h	7	2	7	0	0	0	0	51	42	15	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	8	2	8	0	0	0	0	59	49	17	45	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	140	188	45	-	0	0	108	0	0
Stage 1	80	80	-	-	-	-	-	-	-
Stage 2	59	108	-	-	-	-	-	-	-
Critical Hdwy	6.5	6.6	6.3	-	-	-	4.2	-	-
Critical Hdwy Stg 1	5.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	-	-	-	2.29	-	-
Pot Cap-1 Maneuver	835	692	1002	0	-	-	1434	-	0
Stage 1	923	813	-	0	-	-	-	-	0
Stage 2	943	791	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	825	0	1002	-	-	-	1434	-	-
Mov Cap-2 Maneuver	825	0	-	-	-	-	-	-	-
Stage 1	923	0	-	-	-	-	-	-	-
Stage 2	932	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.07	0	2.09
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	825	1002	1434	-
HCM Lane V/C Ratio	-	-	0.013	0.008	0.012	-
HCM Ctrl Dly (s/v)	-	-	9.4	8.6	7.5	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	15	36	14	6	52	0	0	39	18
Future Vol, veh/h	0	0	0	15	36	14	6	52	0	0	39	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	0	0	16	39	15	7	57	0	0	42	20

Major/Minor	Minor1		Major1			Major2			
Conflicting Flow All	112	132	57	62	0	-	-	-	0
Stage 1	70	70	-	-	-	-	-	-	-
Stage 2	42	62	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.63	6.33	4.23	-	-	-	-	-
Critical Hdwy Stg 1	5.53	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.53	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4.117	3.417	2.317	-	-	-	-	-
Pot Cap-1 Maneuver	859	739	980	1474	-	0	0	-	-
Stage 1	926	816	-	-	-	0	0	-	-
Stage 2	953	822	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	855	0	980	1474	-	-	-	-	-
Mov Cap-2 Maneuver	855	0	-	-	-	-	-	-	-
Stage 1	922	0	-	-	-	-	-	-	-
Stage 2	953	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.34	0.77	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1474	-	855	980	-	-
HCM Lane V/C Ratio	0.004	-	0.065	0.016	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.5	8.7	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕	
Traffic Vol, veh/h	7	0	8	0	0	0	1	8	57	0	0	48	7
Future Vol, veh/h	7	0	8	0	0	0	1	8	57	0	0	48	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9	2	9	9	9	9	9	9
Mvmt Flow	8	0	9	0	0	0	1	9	62	0	0	52	8

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	135	138	56	132	141	62	-	60	0	0	62	0	0
Stage 1	56	56	-	79	82	-	-	-	-	-	-	-	-
Stage 2	79	82	-	52	60	-	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	-	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	-	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	820	741	991	825	737	984	-	1500	-	-	1497	-	-
Stage 1	939	835	-	912	814	-	-	-	-	-	-	-	-
Stage 2	912	814	-	943	831	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	820	741	991	818	737	984	~ -9	~ -9	-	-	1497	-	-
Mov Cap-2 Maneuver	820	741	-	818	737	-	-	-	-	-	-	-	-
Stage 1	939	835	-	912	814	-	-	-	-	-	-	-	-
Stage 2	912	814	-	935	831	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.06	0		0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	245	-	-	903	-	1497	-	-
HCM Lane V/C Ratio	-	-	-	0.018	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	-	9.1	0	0	-	-
HCM Lane LOS	-	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	13	66	8	19	78
Future Vol, veh/h	5	13	66	8	19	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	6	16	81	10	23	96

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	230	86	0	0	91	0
Stage 1	86	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	754	967	-	-	1491	-
Stage 1	932	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	742	967	-	-	1491	-
Mov Cap-2 Maneuver	742	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	864	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.14	0	1.46
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	892	353	-
HCM Lane V/C Ratio	-	-	0.025	0.016	-
HCM Ctrl Dly (s/v)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	1	18	0	0	0	0	51	28	13	79	0
Future Vol, veh/h	14	1	18	0	0	0	0	51	28	13	79	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	16	1	21	0	0	0	0	60	33	15	93	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	184	216	93	-	0	0	93	0	0
Stage 1	124	124	-	-	-	-	-	-	-
Stage 2	60	93	-	-	-	-	-	-	-
Critical Hdwy	6.5	6.6	6.3	-	-	-	4.2	-	-
Critical Hdwy Stg 1	5.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	-	-	-	2.29	-	-
Pot Cap-1 Maneuver	788	668	943	0	-	-	1453	-	0
Stage 1	883	778	-	0	-	-	-	-	0
Stage 2	943	803	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	780	0	943	-	-	-	1453	-	-
Mov Cap-2 Maneuver	780	0	-	-	-	-	-	-	-
Stage 1	883	0	-	-	-	-	-	-	-
Stage 2	933	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.28	0	1.06
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	780	943	1453	-
HCM Lane V/C Ratio	-	-	0.023	0.022	0.011	-
HCM Ctrl Dly (s/v)	-	-	9.7	8.9	7.5	-
HCM Lane LOS	-	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	43	1	26	17	48	0	0	49	19
Future Vol, veh/h	0	0	0	43	1	26	17	48	0	0	49	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	50	200	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	12	12	12	12	12	12	12	12	12	12	12	12
Mvmt Flow	0	0	0	48	1	29	19	54	0	0	55	21

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	147	169	54	76	0	-	-	-	0
Stage 1	92	92	-	-	-	-	-	-	-
Stage 2	55	76	-	-	-	-	-	-	-
Critical Hdwy	6.52	6.62	6.32	4.22	-	-	-	-	-
Critical Hdwy Stg 1	5.52	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.52	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.608	4.108	3.408	2.308	-	-	-	-	-
Pot Cap-1 Maneuver	822	707	986	1461	-	0	0	-	-
Stage 1	907	800	-	-	-	0	0	-	-
Stage 2	943	812	-	-	-	0	0	-	-
Platoon blocked, %					-			-	-
Mov Cap-1 Maneuver	811	0	986	1461	-	-	-	-	-
Mov Cap-2 Maneuver	811	0	-	-	-	-	-	-	-
Stage 1	895	0	-	-	-	-	-	-	-
Stage 2	943	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.37	1.96	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	WBLn2	SBT	SBR
Capacity (veh/h)	1461	-	811	986	-	-
HCM Lane V/C Ratio	0.013	-	0.061	0.03	-	-
HCM Ctrl Dly (s/v)	7.5	-	9.7	8.8	-	-
HCM Lane LOS	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	0	8	0	0	0	20	54	0	0	60	3
Future Vol, veh/h	9	0	8	0	0	0	20	54	0	0	60	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	92	90	90	90
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	10	0	9	0	0	0	22	60	0	0	67	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	173	173	68	171	174	60	70	0	0	60	0	0
Stage 1	68	68	-	104	104	-	-	-	-	-	-	-
Stage 2	104	104	-	67	70	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	775	708	976	777	706	986	1487	-	-	1500	-	-
Stage 1	925	824	-	884	795	-	-	-	-	-	-	-
Stage 2	884	795	-	926	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	763	697	976	758	696	986	1487	-	-	1500	-	-
Mov Cap-2 Maneuver	763	697	-	758	696	-	-	-	-	-	-	-
Stage 1	925	824	-	871	783	-	-	-	-	-	-	-
Stage 2	871	783	-	918	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.33	0	2.02	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	486	-	-	850	-	1500	-	-
HCM Lane V/C Ratio	0.015	-	-	0.022	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.3	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↱	
Traffic Vol, veh/h	5	1	0	1	0	3	1	85	0	2	41	3
Future Vol, veh/h	5	1	0	1	0	3	1	85	0	2	41	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	6	1	0	1	0	3	1	96	0	2	46	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	150	150	48	149	152	96	49	0	0	96	0	0
Stage 1	52	52	-	98	98	-	-	-	-	-	-	-
Stage 2	98	98	-	51	54	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	809	734	1010	810	733	950	1532	-	-	1473	-	-
Stage 1	950	844	-	899	806	-	-	-	-	-	-	-
Stage 2	899	806	-	952	842	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	804	733	1010	807	731	950	1532	-	-	1473	-	-
Mov Cap-2 Maneuver	804	733	-	807	731	-	-	-	-	-	-	-
Stage 1	949	842	-	898	806	-	-	-	-	-	-	-
Stage 2	895	806	-	949	841	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.59	8.98	0.09	0.32
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	21	-	-	791	910	1473	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.005	0.002	-	-
HCM Ctrl Dly (s/v)	7.4	0	-	9.6	9	7.4	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	2	7	0	0	0	0	51	42	15	39	0
Future Vol, veh/h	7	2	7	0	0	0	0	51	42	15	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	8	2	8	0	0	0	0	59	49	17	45	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	140	188	45	-	0	0	108	0	0
Stage 1	80	80	-	-	-	-	-	-	-
Stage 2	59	108	-	-	-	-	-	-	-
Critical Hdwy	6.5	6.6	6.3	-	-	-	4.2	-	-
Critical Hdwy Stg 1	5.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	-	-	-	2.29	-	-
Pot Cap-1 Maneuver	835	692	1002	0	-	-	1434	-	0
Stage 1	923	813	-	0	-	-	-	-	0
Stage 2	943	791	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	825	0	1002	-	-	-	1434	-	-
Mov Cap-2 Maneuver	825	0	-	-	-	-	-	-	-
Stage 1	923	0	-	-	-	-	-	-	-
Stage 2	932	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.07	0	2.09
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	825	1002	500	-
HCM Lane V/C Ratio	-	-	0.013	0.008	0.012	-
HCM Ctrl Dly (s/v)	-	-	9.4	8.6	7.5	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	15	3	14	6	52	0	0	39	18
Future Vol, veh/h	0	0	0	15	3	14	6	52	0	0	39	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	0	0	0	16	3	15	7	57	0	0	42	20
Number of Lanes	0	0	0	0	1	1	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay, s/veh	7.8	7.6	7.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	10%	83%	0%	0%
Vol Thru, %	90%	17%	0%	68%
Vol Right, %	0%	0%	100%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	18	14	57
LT Vol	6	15	0	0
Through Vol	52	3	0	39
RT Vol	0	0	14	18
Lane Flow Rate	63	20	15	62
Geometry Grp	2	5	5	2
Degree of Util (X)	0.074	0.029	0.018	0.07
Departure Headway (Hd)	4.248	5.355	4.236	4.039
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	840	665	838	882
Service Time	2.292	3.118	1.999	2.085
HCM Lane V/C Ratio	0.075	0.03	0.018	0.07
HCM Control Delay, s/veh	7.6	8.3	7.1	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕	
Traffic Vol, veh/h	7	0	8	0	0	0	1	8	57	0	0	48	7
Future Vol, veh/h	7	0	8	0	0	0	1	8	57	0	0	48	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9	2	9	9	9	9	9	9
Mvmt Flow	8	0	9	0	0	0	1	9	62	0	0	52	8

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	135	138	56	132	141	62	-	60	0	0	62	0	0
Stage 1	56	56	-	79	82	-	-	-	-	-	-	-	-
Stage 2	79	82	-	52	60	-	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	-	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	-	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	820	741	991	825	737	984	-	1500	-	-	1497	-	-
Stage 1	939	835	-	912	814	-	-	-	-	-	-	-	-
Stage 2	912	814	-	943	831	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	820	741	991	818	737	984	~ -9	~ -9	-	-	1497	-	-
Mov Cap-2 Maneuver	820	741	-	818	737	-	-	-	-	-	-	-	-
Stage 1	939	835	-	912	814	-	-	-	-	-	-	-	-
Stage 2	912	814	-	935	831	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.06	0		0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	245	-	-	903	-	1497	-	-
HCM Lane V/C Ratio	-	-	-	0.018	-	-	-	-
HCM Ctrl Dly (s/v)	-	-	-	9.1	0	0	-	-
HCM Lane LOS	-	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	0	5	0	0	0	6	66	2	0	78	19
Future Vol, veh/h	13	0	5	0	0	0	6	66	2	0	78	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	6	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	16	0	6	0	0	0	7	81	2	0	96	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	204	207	108	194	217	83	120	0	0	84	0	0
Stage 1	108	108	-	98	98	-	-	-	-	-	-	-
Stage 2	96	99	-	96	120	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.16	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	745	686	940	761	677	971	1456	-	-	1500	-	-
Stage 1	888	802	-	904	810	-	-	-	-	-	-	-
Stage 2	901	809	-	905	793	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	741	683	940	752	674	971	1456	-	-	1500	-	-
Mov Cap-2 Maneuver	741	683	-	752	674	-	-	-	-	-	-	-
Stage 1	888	802	-	899	806	-	-	-	-	-	-	-
Stage 2	896	805	-	899	793	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.54	0	0.61	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	145	-	-	815	-	1500	-	-
HCM Lane V/C Ratio	0.005	-	-	0.027	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.5	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	1	18	0	0	0	0	51	28	13	79	0
Future Vol, veh/h	14	1	18	0	0	0	0	51	28	13	79	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	16	1	21	0	0	0	0	60	33	15	93	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	184	216	93	-	0	0	93	0	0
Stage 1	124	124	-	-	-	-	-	-	-
Stage 2	60	93	-	-	-	-	-	-	-
Critical Hdwy	6.5	6.6	6.3	-	-	-	4.2	-	-
Critical Hdwy Stg 1	5.5	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.5	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	-	-	-	2.29	-	-
Pot Cap-1 Maneuver	788	668	943	0	-	-	1453	-	0
Stage 1	883	778	-	0	-	-	-	-	0
Stage 2	943	803	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	779	0	943	-	-	-	1453	-	-
Mov Cap-2 Maneuver	779	0	-	-	-	-	-	-	-
Stage 1	883	0	-	-	-	-	-	-	-
Stage 2	932	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.28	0	1.06
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	779	943	254	-
HCM Lane V/C Ratio	-	-	0.023	0.022	0.011	-
HCM Ctrl Dly (s/v)	-	-	9.7	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER
Lane Configurations										
Traffic Vol, veh/h	43	1	17	48	0	0	49	19	0	0
Future Vol, veh/h	43	1	17	48	0	0	49	19	0	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.92	0.89	0.89	0.92	0.89	0.89
Heavy Vehicles, %	12	12	12	12	2	12	12	2	12	12
Mvmt Flow	48	1	19	54	0	0	55	21	0	0
Number of Lanes	0	1	0	1	0	0	1	0	0	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay, s/veh	8.1	7.9	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	26%	98%	0%	0%
Vol Thru, %	74%	0%	0%	72%
Vol Right, %	0%	2%	100%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	65	44	26	68
LT Vol	17	43	0	0
Through Vol	48	0	0	49
RT Vol	0	1	26	19
Lane Flow Rate	73	49	29	76
Geometry Grp	2	5	5	2
Degree of Util (X)	0.088	0.075	0.035	0.087
Departure Headway (Hd)	4.349	5.434	4.259	4.127
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	653	830	853
Service Time	2.443	3.217	2.041	2.223
HCM Lane V/C Ratio	0.09	0.075	0.035	0.089
HCM Control Delay, s/veh	7.9	8.7	7.2	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.3

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	0	8	0	0	0	20	54	0	0	60	3
Future Vol, veh/h	9	0	8	0	0	0	20	54	0	0	60	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	92	90	90	90
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	10	0	9	0	0	0	22	60	0	0	67	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	173	173	68	171	174	60	70	0	0	60	0	0
Stage 1	68	68	-	104	104	-	-	-	-	-	-	-
Stage 2	104	104	-	67	70	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	775	708	976	777	706	986	1487	-	-	1500	-	-
Stage 1	925	824	-	884	795	-	-	-	-	-	-	-
Stage 2	884	795	-	926	823	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	763	697	976	758	696	986	1487	-	-	1500	-	-
Mov Cap-2 Maneuver	763	697	-	758	696	-	-	-	-	-	-	-
Stage 1	925	824	-	871	783	-	-	-	-	-	-	-
Stage 2	871	783	-	918	823	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	9.33	0	2.02	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	486	-	-	850	-	1500	-	-
HCM Lane V/C Ratio	0.015	-	-	0.022	-	-	-	-
HCM Ctrl Dly (s/v)	7.5	0	-	9.3	0	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	-	0	-	-



APPENDIX E

SIDRA ANALYSIS RESULTS

MOVEMENT SUMMARY

Site: 1 [US 301 EB Ramps 2050 AM No Slip Ramp (Site Folder: US 301 Alt 2)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

I-26 EB Ramps Intersection with US 301
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: US 301															
1	L2	All MCs	32	16.0	32	16.0	0.412	11.3	LOS B	0.0	0.0	0.00	0.44	0.00	34.6
6	T1	All MCs	972	16.3	972	16.3	0.412	5.0	LOS A	0.0	0.0	0.00	0.43	0.00	36.0
Approach			1003	16.3	1003	16.3	0.412	5.2	LOS A	0.0	0.0	0.00	0.43	0.00	36.0
North: I-26 EB Off Ramp															
7	L2	All MCs	202	16.0	202	16.0	0.410	18.7	LOS B	1.7	46.6	0.68	0.93	0.84	26.6
4	T1	All MCs	4	10.0	4	10.0	0.410	11.5	LOS B	1.7	46.6	0.68	0.93	0.84	29.9
14	R2	All MCs	301	13.0	301	13.0	0.410	10.2	LOS B	1.8	49.1	0.66	0.84	0.79	32.4
Approach			508	14.2	508	14.2	0.410	13.6	LOS B	1.8	49.1	0.67	0.88	0.81	30.0
West: US 301															
2	T1	All MCs	590	15.9	590	15.9	0.498	7.3	LOS A	3.3	92.0	0.60	0.57	0.60	34.6
12	R2	All MCs	326	16.0	326	16.0	0.498	7.0	LOS A	3.3	92.0	0.59	0.59	0.59	35.1
Approach			916	15.9	916	15.9	0.498	7.2	LOS A	3.3	92.0	0.59	0.58	0.59	34.8
All Vehicles			2427	15.7	2427	15.7	0.498	7.7	LOS A	3.3	92.0	0.36	0.58	0.39	34.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 1 [US 301 EB Ramps 2050 PM No Slip Ramp (Site Folder: US 301 Alt 2)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

I-26 EB Ramps Intersection with US 301
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: US 301															
1	L2	All MCs	29	16.0	29	16.0	0.433	11.3	LOS B	0.0	0.0	0.00	0.44	0.00	34.7
6	T1	All MCs	1030	15.6	1030	15.6	0.433	5.0	LOS A	0.0	0.0	0.00	0.43	0.00	36.2
Approach			1060	15.6	1060	15.6	0.433	5.2	LOS A	0.0	0.0	0.00	0.43	0.00	36.1
North: I-26 EB Off Ramp															
7	L2	All MCs	266	16.0	266	16.0	0.408	17.1	LOS B	1.7	48.9	0.67	0.91	0.81	27.2
4	T1	All MCs	4	10.0	4	10.0	0.408	10.2	LOS B	1.7	48.9	0.67	0.91	0.81	30.5
14	R2	All MCs	165	13.0	165	13.0	0.319	11.5	LOS B	1.2	31.9	0.65	0.84	0.73	31.8
Approach			436	14.8	436	14.8	0.408	14.9	LOS B	1.7	48.9	0.66	0.88	0.78	29.0
West: US 301															
2	T1	All MCs	1128	15.7	1128	15.7	0.849	15.3	LOS B	13.4	376.2	0.98	0.92	1.39	31.0
12	R2	All MCs	333	16.0	333	16.0	0.849	14.7	LOS B	13.4	376.2	0.98	0.92	1.38	31.8
Approach			1461	15.8	1461	15.8	0.849	15.1	LOS B	13.4	376.2	0.98	0.92	1.39	31.2
All Vehicles			2957	15.6	2957	15.6	0.849	11.5	LOS B	13.4	376.2	0.58	0.74	0.80	32.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 1 [US 301 WB Ramps 2050 AM (Site Folder: US 301 Alt 2)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

I-26 WB Ramps Intersection with US 301
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: WB Off Ramp															
3	L2	All MCs	322	9.0	322	9.0	0.396	15.0	LOS B	1.7	46.2	0.61	0.84	0.68	32.5
8	T1	All MCs	4	9.0	4	9.0	0.396	8.8	LOS A	1.7	46.2	0.61	0.84	0.68	32.0
18	R2	All MCs	30	16.0	30	16.0	0.068	10.8	LOS B	0.2	6.4	0.57	0.78	0.57	32.7
Approach			357	9.6	357	9.6	0.396	14.6	LOS B	1.7	46.2	0.60	0.83	0.67	32.5
East: US 301															
6	T1	All MCs	710	9.3	710	9.3	0.654	11.6	LOS B	6.2	166.0	0.82	0.81	1.04	33.0
16	R2	All MCs	370	9.0	370	9.0	0.654	10.9	LOS B	6.2	166.0	0.81	0.80	1.02	31.0
Approach			1080	9.2	1080	9.2	0.654	11.4	LOS B	6.2	166.0	0.81	0.81	1.03	32.4
West: US 301															
5	L2	All MCs	139	9.0	139	9.0	0.315	11.2	LOS B	0.0	0.0	0.00	0.54	0.00	35.4
2	T1	All MCs	675	9.0	675	9.0	0.315	4.9	LOS A	0.0	0.0	0.00	0.47	0.00	37.5
Approach			815	9.0	815	9.0	0.315	6.0	LOS A	0.0	0.0	0.00	0.48	0.00	37.1
All Vehicles			2252	9.2	2252	9.2	0.654	9.9	LOS A	6.2	166.0	0.49	0.69	0.60	34.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [US 301 WB Ramps 2050 PM (Site Folder: US 301 Alt 2)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

I-26 WB Ramps Intersection with US 301
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: WB Off Ramp															
3	L2	All MCs	325	9.0	325	9.0	0.479	18.1	LOS B	2.4	63.3	0.73	0.97	0.97	31.1
8	T1	All MCs	4	9.0	4	9.0	0.479	11.9	LOS B	2.4	63.3	0.73	0.97	0.97	30.5
18	R2	All MCs	60	16.0	60	16.0	0.178	15.1	LOS B	0.5	15.0	0.71	0.85	0.71	30.4
Approach			389	10.1	389	10.1	0.479	17.6	LOS B	2.4	63.3	0.72	0.95	0.93	31.0
East: US 301															
6	T1	All MCs	745	9.0	745	9.0	0.635	10.2	LOS B	5.8	156.2	0.81	0.80	1.02	32.2
16	R2	All MCs	287	9.0	287	9.0	0.635	9.9	LOS A	5.8	156.2	0.81	0.79	1.00	29.5
Approach			1031	9.0	1031	9.0	0.635	10.1	LOS B	5.8	156.2	0.81	0.79	1.01	31.5
West: US 301															
5	L2	All MCs	146	9.0	146	9.0	0.547	10.0	LOS B	0.0	0.0	0.00	0.45	0.00	33.6
2	T1	All MCs	1270	9.0	1270	9.0	0.547	3.9	LOS A	0.0	0.0	0.00	0.40	0.00	35.0
Approach			1416	9.0	1416	9.0	0.547	4.5	LOS A	0.0	0.0	0.00	0.40	0.00	34.8
All Vehicles			2836	9.1	2836	9.1	0.635	8.4	LOS A	5.8	156.2	0.40	0.62	0.50	33.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 1 [I-26 EB Ramps AM (Site Folder: Homestead Alt 02)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Roundabout at the junction of EB Ramps and Homestead Road. AM peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: Homestead Road															
1	L2	All MCs	58	21.0	58	21.0	0.091	9.5	LOS A	0.0	0.0	0.00	0.59	0.00	26.8
6	T1	All MCs	43	21.0	43	21.0	0.091	4.7	LOS A	0.0	0.0	0.00	0.59	0.00	31.9
Approach			101	21.0	101	21.0	0.091	7.5	LOS A	0.0	0.0	0.00	0.59	0.00	29.1
North: I-26 EB Off Ramp															
7	L2	All MCs	54	21.0	54	21.0	0.095	12.7	LOS B	0.5	13.7	0.31	0.63	0.31	26.7
4	T1	All MCs	8	21.0	8	21.0	0.095	7.9	LOS A	0.5	13.7	0.31	0.63	0.31	33.9
14	R2	All MCs	29	21.0	29	21.0	0.095	7.3	LOS A	0.5	13.7	0.31	0.63	0.31	34.9
Approach			91	21.0	91	21.0	0.095	10.5	LOS B	0.5	13.7	0.31	0.63	0.31	30.3
West: Homestead Rd															
2	T1	All MCs	81	21.0	81	21.0	0.109	5.6	LOS A	0.6	16.4	0.35	0.48	0.35	32.2
12	R2	All MCs	21	21.0	21	21.0	0.109	5.4	LOS A	0.6	16.4	0.35	0.48	0.35	31.8
Approach			102	21.0	102	21.0	0.109	5.5	LOS A	0.6	16.4	0.35	0.48	0.35	32.1
All Vehicles			294	21.0	294	21.0	0.109	7.8	LOS A	0.6	16.4	0.22	0.56	0.22	30.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 1 [I-26 EB Ramps PM (Site Folder: Homestead Alt 02)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Roundabout at the junction of EB Ramps and Homestead Road. PM peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: Homestead Road															
1	L2	All MCs	56	17.0	56	17.0	0.114	3.7	LOS A	0.0	0.0	0.00	0.00	0.00	31.6
6	T1	All MCs	73	17.0	73	17.0	0.114	3.7	LOS A	0.0	0.0	0.00	0.00	0.00	35.5
Approach			129	17.0	129	17.0	0.114	3.7	LOS A	0.0	0.0	0.00	0.00	0.00	34.0
North: I-26 EB Off Ramp															
7	L2	All MCs	40	17.0	40	17.0	0.087	4.5	LOS A	0.4	12.0	0.34	0.18	0.34	23.5
4	T1	All MCs	2	17.0	2	17.0	0.087	4.5	LOS A	0.4	12.0	0.34	0.18	0.34	31.0
14	R2	All MCs	40	17.0	40	17.0	0.087	4.5	LOS A	0.4	12.0	0.34	0.18	0.34	32.3
Approach			83	17.0	83	17.0	0.087	4.5	LOS A	0.4	12.0	0.34	0.18	0.34	28.4
West: Homestead Rd															
2	T1	All MCs	74	17.0	74	17.0	0.092	4.4	LOS A	0.5	13.3	0.30	0.15	0.30	31.9
12	R2	All MCs	18	17.0	18	17.0	0.092	4.4	LOS A	0.5	13.3	0.30	0.15	0.30	36.4
Approach			92	17.0	92	17.0	0.092	4.4	LOS A	0.5	13.3	0.30	0.15	0.30	32.9
All Vehicles			304	17.0	304	17.0	0.114	4.1	LOS A	0.5	13.3	0.18	0.10	0.18	31.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 1 [I-26 WB Ramps AM (Site Folder: Homestead Alt 02)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Roundabout at the junction of WB Ramps and Homestead Road. AM peak Hour
Site Category: Future Conditions 2
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: I-26 WB Off Ramp															
3	L2	All MCs	10	28.0	10	28.0	0.120	5.3	LOS A	0.6	18.7	0.39	0.23	0.39	23.4
8	T1	All MCs	2	28.0	2	28.0	0.120	5.3	LOS A	0.6	18.7	0.39	0.23	0.39	30.4
18	R2	All MCs	91	28.0	91	28.0	0.120	5.3	LOS A	0.6	18.7	0.39	0.23	0.39	31.2
Approach			103	28.0	103	28.0	0.120	5.3	LOS A	0.6	18.7	0.39	0.23	0.39	30.6
East: Homestead Road															
6	T1	All MCs	91	28.0	91	28.0	0.193	5.5	LOS A	1.1	32.9	0.29	0.13	0.29	30.8
16	R2	All MCs	93	28.0	93	28.0	0.193	5.5	LOS A	1.1	32.9	0.29	0.13	0.29	34.4
Approach			184	28.0	184	28.0	0.193	5.5	LOS A	1.1	32.9	0.29	0.13	0.29	32.7
West: Homestead Rd															
5	L2	All MCs	53	28.0	53	28.0	0.128	4.0	LOS A	0.0	0.0	0.00	0.00	0.00	30.4
2	T1	All MCs	82	28.0	82	28.0	0.128	4.0	LOS A	0.0	0.0	0.00	0.00	0.00	33.9
Approach			135	28.0	135	28.0	0.128	4.0	LOS A	0.0	0.0	0.00	0.00	0.00	32.7
All Vehicles			422	28.0	422	28.0	0.193	5.0	LOS A	1.1	32.9	0.22	0.11	0.22	32.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 1 [I-26 WB Ramps PM (Site Folder: Homestead Alt 02)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Roundabout at the junction of WB Ramps and Homestead Road. AM peak Hour
Site Category: Future Conditions 2
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: I-26 WB Off Ramp															
3	L2	All MCs	24	22.0	24	22.0	0.142	5.1	LOS A	0.7	21.6	0.34	0.18	0.34	23.6
8	T1	All MCs	4	22.0	4	22.0	0.142	5.1	LOS A	0.7	21.6	0.34	0.18	0.34	30.9
18	R2	All MCs	105	22.0	105	22.0	0.142	5.1	LOS A	0.7	21.6	0.34	0.18	0.34	32.0
Approach			134	22.0	134	22.0	0.142	5.1	LOS A	0.7	21.6	0.34	0.18	0.34	30.7
East: Homestead Road															
6	T1	All MCs	102	22.0	102	22.0	0.209	5.4	LOS A	1.2	35.7	0.25	0.10	0.25	31.0
16	R2	All MCs	111	22.0	111	22.0	0.209	5.4	LOS A	1.2	35.7	0.25	0.10	0.25	35.1
Approach			213	22.0	213	22.0	0.209	5.4	LOS A	1.2	35.7	0.25	0.10	0.25	33.2
West: Homestead Rd															
5	L2	All MCs	27	2.0	27	2.0	0.099	3.0	LOS A	0.0	0.0	0.00	0.00	0.00	34.7
2	T1	All MCs	85	22.0	85	22.0	0.099	3.9	LOS A	0.0	0.0	0.00	0.00	0.00	35.3
Approach			112	17.1	112	17.1	0.099	3.7	LOS A	0.0	0.0	0.00	0.00	0.00	35.2
All Vehicles			459	20.8	459	20.8	0.209	4.9	LOS A	1.2	35.7	0.22	0.10	0.22	32.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [I-26 EB Ramps AM (Site Folder: SC-210)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Roundabout at the junction of EB Ramps and SC-210 Road. AM peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: SC-210															
1	L2	All MCs	17	9.0	17	9.0	0.052	3.3	LOS A	0.0	0.0	0.00	0.00	0.00	33.5
6	T1	All MCs	45	9.0	45	9.0	0.052	3.3	LOS A	0.0	0.0	0.00	0.00	0.00	37.7
Approach			63	9.0	63	9.0	0.052	3.3	LOS A	0.0	0.0	0.00	0.00	0.00	36.7
North: I-26 EB Off Ramp															
7	L2	All MCs	8	9.0	8	9.0	0.017	3.4	LOS A	0.1	2.0	0.20	0.07	0.20	24.5
4	T1	All MCs	2	9.0	2	9.0	0.017	3.4	LOS A	0.1	2.0	0.20	0.07	0.20	32.7
14	R2	All MCs	8	9.0	8	9.0	0.017	3.4	LOS A	0.1	2.0	0.20	0.07	0.20	34.4
Approach			19	9.0	19	9.0	0.017	3.4	LOS A	0.1	2.0	0.20	0.07	0.20	30.2
West: SC-210															
2	T1	All MCs	59	9.0	59	9.0	0.093	3.8	LOS A	0.5	12.4	0.14	0.04	0.14	32.6
12	R2	All MCs	49	9.0	49	9.0	0.093	3.8	LOS A	0.5	12.4	0.14	0.04	0.14	37.8
Approach			108	9.0	108	9.0	0.093	3.8	LOS A	0.5	12.4	0.14	0.04	0.14	35.0
All Vehicles			190	9.0	190	9.0	0.093	3.6	LOS A	0.5	12.4	0.10	0.03	0.10	35.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [I-26 EB Ramps PM (Site Folder: SC-210)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Roundabout at the junction of EB Ramps and SC-210 Road. PM peak Hour
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
East: SC-210															
1	L2	All MCs	15	10.0	15	10.0	0.090	3.5	LOS A	0.0	0.0	0.00	0.00	0.00	33.9
6	T1	All MCs	92	10.0	92	10.0	0.090	3.5	LOS A	0.0	0.0	0.00	0.00	0.00	38.0
Approach			107	10.0	107	10.0	0.090	3.5	LOS A	0.0	0.0	0.00	0.00	0.00	37.5
North: I-26 EB Off Ramp															
7	L2	All MCs	16	10.0	16	10.0	0.037	3.7	LOS A	0.2	4.6	0.28	0.13	0.28	20.8
4	T1	All MCs	1	10.0	1	10.0	0.037	3.7	LOS A	0.2	4.6	0.28	0.13	0.28	29.2
14	R2	All MCs	21	10.0	21	10.0	0.037	3.7	LOS A	0.2	4.6	0.28	0.13	0.28	31.4
Approach			38	10.0	38	10.0	0.037	3.7	LOS A	0.2	4.6	0.28	0.13	0.28	27.1
West: SC-210															
2	T1	All MCs	59	10.0	59	10.0	0.080	3.7	LOS A	0.4	10.8	0.15	0.05	0.15	32.6
12	R2	All MCs	33	10.0	33	10.0	0.080	3.7	LOS A	0.4	10.8	0.15	0.05	0.15	37.7
Approach			92	10.0	92	10.0	0.080	3.7	LOS A	0.4	10.8	0.15	0.05	0.15	34.5
All Vehicles			237	10.0	237	10.0	0.090	3.6	LOS A	0.4	10.8	0.10	0.04	0.10	34.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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MOVEMENT SUMMARY

Site: 1 [I-26 WB Ramps AM (Site Folder: SC-210)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Roundabout at the junction of WB Ramps and SC-210 Road. AM peak Hour
Site Category: Future Conditions 2
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: I-26 WB Off Ramp															
3	L2	All MCs	16	13.0	16	13.0	0.033	3.6	LOS A	0.2	4.2	0.21	0.08	0.21	22.5
8	T1	All MCs	3	13.0	3	13.0	0.033	3.6	LOS A	0.2	4.2	0.21	0.08	0.21	30.5
18	R2	All MCs	15	13.0	15	13.0	0.033	3.6	LOS A	0.2	4.2	0.21	0.08	0.21	31.8
Approach			35	13.0	35	13.0	0.033	3.6	LOS A	0.2	4.2	0.21	0.08	0.21	27.6
East: SC-210															
6	T1	All MCs	43	13.0	43	13.0	0.055	3.6	LOS A	0.3	7.6	0.14	0.04	0.14	32.5
16	R2	All MCs	20	13.0	20	13.0	0.055	3.6	LOS A	0.3	7.6	0.14	0.04	0.14	37.2
Approach			63	13.0	63	13.0	0.055	3.6	LOS A	0.3	7.6	0.14	0.04	0.14	34.0
West: SC-210															
5	L2	All MCs	7	13.0	7	13.0	0.055	3.4	LOS A	0.0	0.0	0.00	0.00	0.00	33.7
2	T1	All MCs	57	13.0	57	13.0	0.055	3.4	LOS A	0.0	0.0	0.00	0.00	0.00	37.8
Approach			64	13.0	64	13.0	0.055	3.4	LOS A	0.0	0.0	0.00	0.00	0.00	37.4
All Vehicles			162	13.0	162	13.0	0.055	3.5	LOS A	0.3	7.6	0.10	0.03	0.10	33.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [I-26 WB Ramps PM (Site Folder: SC-210)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Roundabout at the junction of WB Ramps and SC-210 Road. PM peak Hour
Site Category: Future Conditions 2
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] ft	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed mph
South: I-26 WB Off Ramp															
3	L2	All MCs	48	11.0	48	11.0	0.073	3.9	LOS A	0.3	9.5	0.23	0.10	0.23	22.1
8	T1	All MCs	1	11.0	1	11.0	0.073	3.9	LOS A	0.3	9.5	0.23	0.10	0.23	30.1
18	R2	All MCs	29	11.0	29	11.0	0.073	3.9	LOS A	0.3	9.5	0.23	0.10	0.23	31.5
Approach			79	11.0	79	11.0	0.073	3.9	LOS A	0.3	9.5	0.23	0.10	0.23	26.1
East: SC-210															
6	T1	All MCs	55	11.0	55	11.0	0.070	3.8	LOS A	0.3	9.5	0.23	0.10	0.23	32.3
16	R2	All MCs	21	11.0	21	11.0	0.070	3.8	LOS A	0.3	9.5	0.23	0.10	0.23	37.2
Approach			76	11.0	76	11.0	0.070	3.8	LOS A	0.3	9.5	0.23	0.10	0.23	33.8
West: SC-210															
5	L2	All MCs	19	11.0	19	11.0	0.062	3.3	LOS A	0.0	0.0	0.00	0.00	0.00	33.3
2	T1	All MCs	54	11.0	54	11.0	0.062	3.3	LOS A	0.0	0.0	0.00	0.00	0.00	37.5
Approach			73	11.0	73	11.0	0.062	3.3	LOS A	0.0	0.0	0.00	0.00	0.00	36.6
All Vehicles			228	11.0	228	11.0	0.073	3.7	LOS A	0.3	9.5	0.16	0.07	0.16	31.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: SIDRA HCM.
Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.



APPENDIX F

HCS ANALYSIS RESULTS

HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2024 Existing
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.22		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2488	2
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	2
3	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from US 601	750	2
4	Merge	Merge	I-26 EB Loop-On-Ramp from US 601	1100	2
5	Merge	Merge	I-26 EB On-Ramp from US 601	1500	2
6	Basic	Basic	I-26 EB East of US 601	12343	2
7	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	2
8	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	2
9	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	2
10	Basic	Basic	I-26 EB East of SC 33	4926	2
11	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	2
12	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	2
13	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	2
14	Basic	Basic	I-26 EB West of US 301	14583	2
15	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	2
16	Basic	Basic	I-26 EB Between I-26 Off-Ramp and Loop On Ramp	733	2
17	Weaving	Weaving	I-26 EB Between the loop ramps	534	3
18	Basic	Basic	I-26 EB Between Loop Off-Ramp and On-Ramp from US 301	713	2
19	Merge	Merge	I-26 EB On-Ramp from US 301	1500	2
20	Basic	Basic	I-26 EB East of US 301	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2629	4507	0.58	70.0	18.8	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.971	2629	480	4507	1784	0.58	0.27	55.0	55.0	23.9	24.2	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2060	4507	0.46	68.6	14.5	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.962	2238	178	4507	1784	0.50	0.10	61.8	61.8	18.1	19.2	B

Segment 5: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.952	2450	180	4507	1878	0.54	0.10	62.8	62.8	19.5	17.1	B

Segment 6: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2479	4507	0.55	70.5	17.6	B

Segment 7: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.833	2479	101	4507	1972	0.55	0.05	61.4	61.4	20.2	22.0	C

Segment 8: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2376	4507	0.53	69.8	16.8	B

Segment 9: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.917	2438	62	4507	1878	0.54	0.03	62.1	62.1	19.6	19.5	B

Segment 10: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2445	4507	0.54	70.6	17.3	B

Segment 11: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.820	0.909	2445	108	4507	1878	0.54	0.06	57.7	57.7	21.2	24.8	C

Segment 12: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2326	4507	0.52	70.8	16.4	B

Segment 13: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.909	2391	65	4507	1878	0.53	0.03	62.1	62.1	19.3	19.2	B

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2398	4507	0.53	70.7	17.0	B

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.909	2398	169	4507	1784	0.53	0.09	55.8	55.8	21.5	21.3	C

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2211	4507	0.49	68.7	15.6	B

Segment 17: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2215	6192	0.36	66.5	11.1	B

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2104	4507	0.47	69.5	14.8	B

Segment 19: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.909	2287	183	4507	1878	0.51	0.10	62.3	62.3	18.4	18.3	B

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2307	4507	0.51	70.9	16.3	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	5545	5272	3.90	97.61	67.8	17.7	14.5	9.90	C

Facility Overall Results

Space Mean Speed, mi/h	67.8	Average Density, veh/mi/ln	14.5
Average Travel Time, min	9.90	Average Density, pc/mi/ln	17.7
Total VMT, veh-mi/AP	5545	Total VHD, veh-h	3.90
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	97.61

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2024 Existing
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.22		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2488	2
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	2
3	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from US 601	750	2
4	Merge	Merge	I-26 EB Loop-On-Ramp from US 601	1100	2
5	Merge	Merge	I-26 EB On-Ramp from US 601	1500	2
6	Basic	Basic	I-26 EB East of US 601	12343	2
7	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	2
8	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	2
9	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	2
10	Basic	Basic	I-26 EB East of SC 33	4926	2
11	Diverge	Diverge	I-26 EB Exit to Rest Area	1500	2
12	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	2
13	Merge	Merge	I-26 EB Entrance from Rest Area	1500	2
14	Basic	Basic	I-26 EB West of US 301	14583	2
15	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	2
16	Basic	Basic	I-26 EB Between Off-Ramp and Loop On Ramp	733	2
17	Weaving	Weaving	I-26 EB Between the loop ramps	534	3
18	Basic	Basic	I-26 EB Between Loop Off-Ramp and On-Ramp from US 301	713	2
19	Merge	Merge	I-26 EB On-Ramp from US 301	1500	2
20	Basic	Basic	I-26 EB East of US 301	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3701	4507	0.82	61.6	30.0	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.971	3701	287	4507	1784	0.82	0.16	55.5	55.5	33.3	33.4	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3372	4507	0.75	65.0	25.9	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.971	3547	175	4507	1784	0.79	0.10	58.9	58.9	30.1	29.4	D

Segment 5: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.971	3771	199	4507	1878	0.84	0.11	59.2	59.2	31.8	27.3	C

Segment 6: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3800	4507	0.84	60.4	31.5	D

Segment 7: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.943	3800	73	4507	1972	0.84	0.04	61.5	61.5	30.9	33.3	D

Segment 8: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3720	4507	0.83	61.4	30.3	D

Segment 9: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.885	3795	75	4507	1878	0.84	0.04	58.3	58.3	32.5	30.1	D

Segment 10: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3798	4507	0.84	60.4	31.4	D

Segment 11: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.847	0.909	3798	78	4507	1878	0.84	0.04	57.8	57.8	32.9	36.0	E

Segment 12: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3715	4507	0.82	61.4	30.3	D

Segment 13: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.909	3779	64	4507	1878	0.84	0.03	58.4	58.4	32.4	30.0	D

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3783	4507	0.84	60.6	31.2	D

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.909	3783	93	4507	1784	0.84	0.05	56.0	56.0	33.8	33.2	D

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3684	4507	0.82	61.8	29.8	D

Segment 17: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3688	6220	0.59	63.8	19.3	B

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3541	4507	0.79	63.4	27.9	D

Segment 19: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.909	3727	186	4507	1878	0.83	0.10	58.6	58.6	31.8	29.5	D

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3741	4507	0.83	61.1	30.6	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	8932	8489	22.83	570.64	60.2	31.1	26.3	11.20	E

Facility Overall Results

Space Mean Speed, mi/h	60.2	Average Density, veh/mi/ln	26.3
Average Travel Time, min	11.20	Average Density, pc/mi/ln	31.1
Total VMT, veh-mi/AP	8932	Total VHD, veh-h	22.83
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	570.64

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2024
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.88		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	2
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	2
3	Basic	Basic	I-26 WB Between I-26 WB-Off Ramp and Loop On Ramp from US 301	677	2
4	Weaving	Weaving	I-26 WB Between US 301 Loop Ramps	568	3
5	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	671	2
6	Merge	Merge	I-26 WB On Ramp from US 301	1500	2
7	Basic	Basic	I-26 WB West of US 301	6050	2
8	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	2
9	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	2
10	Merge	Merge	I-26 WB Entrance from Rest Area	1500	2
11	Basic	Basic	I-26 WB I-26 East of SC 33	14128	2
12	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	2
13	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	2
14	Merge	Merge	I-26 WB On Ramp from SC 33	1500	2
15	Basic	Basic	I-26 WB West of SC 33	12703	2
16	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	2
17	Basic	Basic	I-26 WB Between Off-Ramp and Loop On Ramp	700	2
18	Merge	Merge	I-26 WB Loop On Ramp from US 601	1256	2
19	Merge	Merge	I-26 WB On-Ramp from US 601	1500	2
20	Basic	Basic	I-26 WB West of US 601	2640	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2234	4507	0.50	71.1	15.7	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.909	2234	16	4507	1784	0.50	0.01	56.2	56.2	19.9	18.5	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2216	4507	0.49	68.6	15.6	B

Segment 4: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2272	6095	0.37	65.3	11.6	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2105	4507	0.47	69.0	14.8	B

Segment 6: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.909	2305	200	4507	1878	0.51	0.11	61.9	61.9	18.6	19.7	B

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2327	4507	0.52	70.9	16.4	B

Segment 8: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.909	2327	94	4507	1878	0.52	0.05	57.8	57.8	20.1	23.8	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2223	4507	0.49	70.7	15.6	B

Segment 10: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.909	2343	120	4507	1878	0.52	0.06	62.0	62.0	18.9	19.4	B

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2357	4507	0.52	70.8	16.6	B

Segment 12: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.917	2357	79	4507	1784	0.52	0.04	56.0	56.0	21.0	20.9	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2268	4507	0.50	68.8	16.0	B

Segment 14: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.794	2382	114	4507	1878	0.53	0.06	61.5	61.5	19.4	21.3	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2379	4507	0.53	70.8	16.8	B

Segment 16: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.980	2379	274	4507	1784	0.53	0.15	55.5	55.5	21.4	18.9	B

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2051	4507	0.46	68.6	14.4	B

Segment 18: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.980	2243	192	4507	1878	0.50	0.10	62.3	62.3	18.0	17.9	B

Segment 19: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.962	2289	8	4507	1878	0.51	0.00	62.3	62.3	18.4	18.4	B

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2290	4507	0.51	70.9	16.1	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	5187	4931	3.82	95.41	67.7	17.1	14.0	9.70	C

Facility Overall Results

Space Mean Speed, mi/h	67.7	Average Density, veh/mi/ln	14.0
Average Travel Time, min	9.70	Average Density, pc/mi/ln	17.1
Total VMT, veh-mi/AP	5187	Total VHD, veh-h	3.82
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	95.41

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2024
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.88		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB East of US 301	2640	2
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	2
3	Basic	Basic	I-26 WB Between Off Ramp and Loop On Ramp from US 301	677	2
4	Weaving	Weaving	I-26 WB Between US 301 Loop Ramps	568	3
5	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	671	2
6	Merge	Merge	I-26 WB On Ramp from US 301	1500	2
7	Basic	Basic	I-26 WB West of US 301	6050	2
8	Diverge	Diverge	I-26 WB Off Ramp to Rest Area	1500	2
9	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	2
10	Merge	Merge	I-26 WB On Ramp from Rest Area	1500	2
11	Basic	Basic	I-26 WB East of SC 33	14128	2
12	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	2
13	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	2
14	Merge	Merge	I-26 WB On Ramp from SC 33	1500	2
15	Basic	Basic	I-26 WB West of SC 33	12703	2
16	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	2
17	Basic	Basic	I-26 WB Between Off-Ramp and Loop On Ramp	700	2
18	Merge	Merge	I-26 WB Loop On Ramp from US 601	1256	2
19	Merge	Merge	I-26 WB On-Ramp from US 601	1500	2
20	Basic	Basic	I-26 WB West of US 601	2640	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3484	4507	0.77	63.9	27.3	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.847	3484	35	4507	1784	0.77	0.02	56.1	56.1	31.1	29.3	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3449	4507	0.77	64.3	26.8	D

Segment 4: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3516	6173	0.57	63.3	18.5	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3346	4507	0.74	65.2	25.7	C

Segment 6: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.909	3501	155	4507	1878	0.78	0.08	59.2	59.2	29.6	29.0	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3512	4507	0.78	63.6	27.6	D

Segment 8: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.909	3512	86	4507	1878	0.78	0.05	57.8	57.8	30.4	34.0	D

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3420	4507	0.76	64.6	26.5	D

Segment 10: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.909	3508	88	4507	1878	0.78	0.05	59.4	59.4	29.5	28.5	D

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3515	4507	0.78	63.6	27.6	D

Segment 12: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.952	3515	75	4507	1784	0.78	0.04	56.0	56.0	31.4	30.9	D

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3430	4507	0.76	64.5	26.6	D

Segment 14: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.926	3553	123	4507	1878	0.79	0.07	58.7	58.7	30.3	30.4	D

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3564	4507	0.79	63.1	28.2	D

Segment 16: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.943	3564	224	4507	1784	0.79	0.13	55.6	55.6	32.1	29.1	D

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3314	4507	0.74	65.5	25.3	C

Segment 18: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.901	3683	369	4507	1878	0.82	0.20	58.8	58.8	31.3	29.1	D

Segment 19: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.847	0.935	3717	10	4507	1878	0.82	0.01	58.7	58.7	31.7	29.5	D

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.847	3718	4507	0.82	61.4	30.3	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	8141	7737	16.89	422.19	62.0	28.3	24.0	10.50	D

Facility Overall Results

Space Mean Speed, mi/h	62.0	Average Density, veh/mi/ln	24.0
Average Travel Time, min	10.50	Average Density, pc/mi/ln	28.3
Total VMT, veh-mi/AP	8141	Total VHD, veh-h	16.89
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	422.19

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2030 Build Opening
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	Phase 1: MM 145-154 (3 lanes)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between US 601 Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	12300	3
6	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	3
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	3
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	3
9	Basic	Basic	I-26 EB East of SC 33	4926	3
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	3
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	3
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	3
13	Basic	Basic	I-26 EB West of US 301	14583	3
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	3
15	Basic	Basic	I-26 EB Between I-26 Off and On Ramps	1980	3
16	Merge	Merge	I-26 EB On-Ramp from US 301	1500	3
17	Basic	Basic	I-26 EB East of US 301	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3146	6761	0.47	71.2	14.7	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	3146	510	6761	1972	0.47	0.26	64.5	60.3	16.3	20.9	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2538	6761	0.38	70.8	11.9	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	2917	379	6761	1972	0.43	0.19	64.8	62.6	15.0	16.3	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2986	6761	0.44	71.2	14.0	B

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.833	2986	104	6761	1972	0.44	0.05	65.7	61.4	15.1	18.4	B

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2880	6761	0.43	70.4	13.5	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	2943	63	6761	1972	0.44	0.03	65.3	63.1	15.0	14.5	B

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2951	6761	0.44	71.2	13.8	B

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2951	129	6761	1972	0.44	0.07	65.6	61.3	15.0	21.4	C

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2807	6761	0.42	71.0	13.1	B

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2885	78	6761	1972	0.43	0.04	65.3	63.2	14.7	14.2	B

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2894	6761	0.43	71.2	13.6	B

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2894	328	6761	1972	0.43	0.17	65.0	60.8	14.8	16.1	B

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2527	6761	0.37	70.8	11.8	B

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2759	232	6761	1972	0.41	0.12	66.4	64.9	13.9	10.1	B

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2786	6761	0.41	71.2	13.0	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	6641	6315	1.78	44.49	69.9	13.8	11.3	9.70	B

Facility Overall Results

Space Mean Speed, mi/h	69.9	Average Density, veh/mi/ln	11.3
Average Travel Time, min	9.70	Average Density, pc/mi/ln	13.8
Total VMT, veh-mi/AP	6641	Total VHD, veh-h	1.78
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	44.49

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2030 Opening
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	Phase 1: MM 145-154 (3 lanes)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	12300	3
6	Diverge	Diverge	I-26 EB East of US 601	1500	3
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	3
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	3
9	Basic	Basic	I-26 EB East of SC 33	4926	3
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	3
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	3
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	3
13	Basic	Basic	I-26 EB West of US 301	14583	3
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	3
15	Basic	Basic	I-26 EB Between I-26 Off and On Ramps	1980	3
16	Merge	Merge	I-26 EB On-Ramp from US 301	1500	3
17	Basic	Basic	I-26 EB East of US 301	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4617	6761	0.68	67.4	22.8	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	4617	305	6761	1972	0.68	0.15	65.3	60.9	23.6	27.6	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4253	6761	0.63	69.0	20.6	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4653	400	6761	1972	0.69	0.20	63.2	61.2	24.5	24.4	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4727	6761	0.70	66.9	23.6	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	4727	72	6761	1972	0.70	0.04	65.8	61.5	23.9	26.9	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4640	6761	0.69	67.3	23.0	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	4716	76	6761	1972	0.70	0.04	63.5	61.8	24.8	22.8	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4726	6761	0.70	66.9	23.5	C

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4726	93	6761	1972	0.70	0.05	65.8	61.4	23.9	28.7	D

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4622	6761	0.68	67.4	22.9	C

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4698	76	6761	1972	0.69	0.04	63.6	61.9	24.6	22.7	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4708	6761	0.70	67.0	23.4	C

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4708	281	6761	1972	0.70	0.14	65.3	60.9	24.0	24.8	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4393	6761	0.65	68.4	21.4	C

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4628	235	6761	1972	0.68	0.12	64.7	63.4	23.8	19.1	B

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4656	6761	0.69	67.2	23.1	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	10696	10167	10.28	257.10	66.6	23.4	19.0	10.10	D

Facility Overall Results

Space Mean Speed, mi/h	66.6	Average Density, veh/mi/ln	19.0
Average Travel Time, min	10.10	Average Density, pc/mi/ln	23.4
Total VMT, veh-mi/AP	10696	Total VHD, veh-h	10.28
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	257.10

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2030 Build Opening
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	Phase 1: MM 145-154 (3 lanes)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.06		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	3780	3
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	3
3	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramps	1760	3
4	Merge	Merge	I-26 WB On Ramp from US 301	1500	3
5	Basic	Basic	I-26 WB West of US 301	5750	3
6	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	3
7	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	3
8	Merge	Merge	I-26 WB Entrance from Rest Area	1500	3
9	Basic	Basic	I-26 WB I-26 East of SC 33	14128	3
10	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	3
11	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	3
12	Merge	Merge	I-26 WB On Ramp from SC 33	1500	3
13	Basic	Basic	I-26 WB West of SC 33	12700	3
14	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
15	Basic	Basic	I-26 WB Between Ramps	2200	3
16	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
17	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2697	6761	0.40	71.2	12.6	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2697	221	6761	1878	0.40	0.12	62.2	57.4	14.5	15.4	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2450	6761	0.36	70.6	11.5	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2770	320	6761	1878	0.41	0.17	65.8	64.0	14.0	10.5	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2807	6761	0.42	71.2	13.1	B

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2807	112	6761	1972	0.42	0.06	65.6	61.4	14.3	19.3	B

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2681	6761	0.40	71.0	12.6	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2825	144	6761	1972	0.42	0.07	65.1	62.9	14.5	14.7	B

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2842	6761	0.42	71.2	13.3	B

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	2842	82	6761	1878	0.42	0.04	62.8	57.8	15.1	17.6	B

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2750	6761	0.41	69.9	12.9	B

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	2868	118	6761	1878	0.42	0.06	64.6	62.1	14.8	16.2	B

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2865	6761	0.42	71.2	13.4	B

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	2865	290	6761	1878	0.42	0.15	62.1	57.2	15.4	15.8	B

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2516	6761	0.37	70.7	11.8	B

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	2732	216	6761	1878	0.40	0.11	65.0	62.7	14.0	13.9	B

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2771	6761	0.41	71.0	13.0	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	6271	5962	2.09	52.37	69.6	13.4	10.9	9.50	B

Facility Overall Results

Space Mean Speed, mi/h	69.6	Average Density, veh/mi/ln	10.9
Average Travel Time, min	9.50	Average Density, pc/mi/ln	13.4
Total VMT, veh-mi/AP	6271	Total VHD, veh-h	2.09
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	52.37

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2030 Build Opening
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	Phase 1: MM 145-154 (3 lanes)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.84		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	3
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	3
3	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramp	1760	3
4	Merge	Merge	I-26 WB On Ramp from US 301	1500	3
5	Basic	Basic	I-26 WB West of US 301	5750	3
6	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	3
7	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	3
8	Merge	Merge	I-26 WB Entrance from Rest Area	1500	3
9	Basic	Basic	I-26 WB I-26 East of SC 33	14128	3
10	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	3
11	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	3
12	Merge	Merge	I-26 WB On Ramp from SC 33	1500	3
13	Basic	Basic	I-26 WB West of SC 33	12700	3
14	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
15	Basic	Basic	I-26 WB Between Ramps	2200	3
16	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
17	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4319	6761	0.64	68.7	21.0	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4319	241	6761	1972	0.64	0.12	65.4	61.0	22.0	23.5	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4050	6761	0.60	69.7	19.4	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4322	272	6761	1972	0.64	0.14	65.0	63.7	22.2	17.9	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4354	6761	0.64	68.6	21.2	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4354	102	6761	1972	0.64	0.05	65.8	61.4	22.1	27.0	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4240	6761	0.63	69.0	20.5	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4345	105	6761	1972	0.64	0.05	63.8	62.0	22.7	21.7	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4358	6761	0.64	68.6	21.2	C

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	4358	80	6761	1972	0.64	0.04	65.8	61.4	22.1	25.1	C

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4267	6761	0.63	68.9	20.6	C

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	4414	147	6761	1972	0.65	0.07	63.3	61.3	23.2	23.4	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4411	6761	0.65	68.4	21.5	C

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	4411	229	6761	1972	0.65	0.12	65.5	61.1	22.4	23.4	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4135	6761	0.61	69.4	19.9	C

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4513	378	6761	1972	0.67	0.19	63.6	61.8	23.7	22.7	C

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4582	6761	0.68	67.6	22.6	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	9603	9129	6.88	172.00	67.7	21.5	17.5	9.60	C

Facility Overall Results

Space Mean Speed, mi/h	67.7	Average Density, veh/mi/ln	17.5
Average Travel Time, min	9.60	Average Density, pc/mi/ln	21.5
Total VMT, veh-mi/AP	9603	Total VHD, veh-h	6.88
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	172.00

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2030 No Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.24		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2500	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	2600	3
6	Basic	Basic	I-26 EB East of US 601	9700	2
7	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	2
8	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	2
9	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	2
10	Basic	Basic	I-26 EB East of SC 33	4926	2
11	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	2
12	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	2
13	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	2
14	Basic	Basic	I-26 EB West of US 301	14583	2
15	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	2
16	Basic	Basic	I-26 EB Between I-26 Off-Ramp and Loop On Ramp	733	2
17	Weaving	Weaving	I-26 EB Between the loop ramps	534	3
18	Basic	Basic	I-26 EB Between Loop Off-Ramp and On-Ramp from US 301	713	2
19	Merge	Merge	I-26 EB On-Ramp from US 301	1500	2
20	Basic	Basic	I-26 EB East of US 301	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3146	6761	0.47	71.2	14.7	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	3146	510	6761	1784	0.47	0.29	60.0	54.9	17.5	20.9	C
Segment 3: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		2538		6761		0.38		70.5		11.9		B
Segment 4: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	2917	379	6761	1784	0.43	0.21	64.5	62.1	15.1	16.3	B
Segment 5: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		1.000		2427		6761		0.36		71.0		11.4		B
Segment 6: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		2986		4507		0.66		68.1		21.9		C
Segment 7: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.833	2986	104	4507	1972	0.66	0.05	61.4	61.4	24.3	26.3	C
Segment 8: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		2880		4507		0.64		68.7		21.0		C
Segment 9: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	2943	63	4507	1878	0.65	0.03	61.2	61.2	24.0	23.5	C
Segment 10: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		2951		4507		0.65		68.3		21.6		C
Segment 11: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2951	129	4507	1972	0.65	0.07	61.3	61.3	24.1	27.8	C
Segment 12: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2807	4507	0.62	69.1	20.3	C

Segment 13: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2885	78	4507	1972	0.64	0.04	61.8	61.8	23.3	23.0	C

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2894	4507	0.64	68.6	21.1	C

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2894	196	4507	1784	0.64	0.11	55.7	55.7	26.0	25.5	C

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2675	4507	0.59	68.7	19.2	C

Segment 17: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2679	6195	0.43	65.5	13.6	B

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2549	4507	0.57	69.1	18.1	C

Segment 19: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2761	212	4507	1878	0.61	0.11	61.6	61.6	22.4	22.0	C

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2786	4507	0.62	69.2	20.1	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	6633	6306	5.75	143.65	67.1	19.7	16.1	10.10	C

Facility Overall Results

Space Mean Speed, mi/h	67.1	Average Density, veh/mi/ln	16.1
Average Travel Time, min	10.10	Average Density, pc/mi/ln	19.7

Total VMT, veh-mi/AP	6633	Total VHD, veh-h	5.75
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	143.65

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2030 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	2600	3
6	Basic	Basic	I-26 EB East of US 601	9700	2
7	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	2
8	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	2
9	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	2
10	Basic	Basic	I-26 EB East of SC 33	4926	2
11	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	2
12	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	2
13	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	2
14	Basic	Basic	I-26 EB West of US 301	14583	2
15	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	2
16	Basic	Basic	I-26 EB Between I-26 Off-Ramp and Loop On Ramp	733	2
17	Weaving	Weaving	I-26 EB Between the loop ramps	534	3
18	Basic	Basic	I-26 EB Between Loop Off-Ramp and On-Ramp from US 301	713	2
19	Merge	Merge	I-26 EB On-Ramp from US 301	1500	2
20	Basic	Basic	I-26 EB East of US 301	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4617	6761	0.68	67.4	22.8	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	4617	305	6761	1784	0.68	0.17	61.1	55.4	25.2	27.6	C
Segment 3: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4312		6761		0.63		68.8		20.9		C
Segment 4: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4649	400	6761	1784	0.69	0.22	62.8	60.7	24.7	24.4	F
Segment 5: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4197		6761		0.70		21.0		66.7		F
Segment 6: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4197		4507		1.05		55.0		38.2		F
Segment 7: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.833	4197	85	4507	1972	1.05	0.04	61.4	61.4	34.2	36.7	F
Segment 8: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4112		4507		1.03		56.3		36.5		F
Segment 9: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	4188	76	4507	1878	1.05	0.04	55.9	55.9	37.5	33.2	F
Segment 10: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4188		4507		1.05		55.2		37.9		F
Segment 11: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4188	93	4507	1878	1.05	0.05	57.8	57.8	36.2	39.8	F
Segment 12: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4095	4507	1.03	56.5	36.2	F

Segment 13: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4171	76	4507	1878	1.04	0.04	56.0	56.0	37.2	33.0	F

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4171	4507	1.04	55.4	37.6	F

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4171	108	4507	1784	1.04	0.06	56.0	56.0	37.2	36.5	F

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4063	4507	1.02	57.0	35.6	F

Segment 17: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4081	6226	0.74	63.1	21.6	C

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3908	4507	0.98	59.1	33.1	D

Segment 19: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4125	217	4507	1878	1.03	0.12	56.3	56.3	36.6	32.6	F

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4125	4507	1.03	56.1	36.8	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	9659	10177	46.12	1153.09	53.1	36.4	29.6	12.70	F

Facility Overall Results

Space Mean Speed, mi/h	53.1	Average Density, veh/mi/ln	29.6
Average Travel Time, min	12.70	Average Density, pc/mi/ln	36.4

Total VMT, veh-mi/AP	9659	Total VHD, veh-h	46.12
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1153.09

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2030 No Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.93		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	2
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	2
3	Basic	Basic	I-26 WB Between I-26 WB-Off Ramp and Loop On Ramp from US 301	677	2
4	Weaving	Weaving	I-26 WB Between US 301 Loop Ramps	568	3
5	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	671	2
6	Merge	Merge	I-26 WB On Ramp from US 301	1500	2
7	Basic	Basic	I-26 WB West of US 301	6050	2
8	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	2
9	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	2
10	Merge	Merge	I-26 WB Entrance from Rest Area	1500	2
11	Basic	Basic	I-26 WB I-26 East of SC 33	14128	2
12	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	2
13	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	2
14	Merge	Merge	I-26 WB On Ramp from SC 33	1500	2
15	Basic	Basic	I-26 WB West of SC 33	10000	2
16	Basic	Basic	I-26 WB West of SC 33	2700	3
17	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
18	Basic	Basic	I-26 WB Between Ramps	2200	3
19	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
20	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2697	4507	0.60	69.7	19.3	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2697	19	4507	1784	0.60	0.01	56.2	56.2	24.0	22.5	C
Segment 3: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		2676		4507		0.59		68.6		19.2		C
Segment 4: Weaving															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		2740		6105		0.45		64.2		14.2		B
Segment 5: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		2547		4507		0.57		68.6		18.1		C
Segment 6: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2780	233	4507	1878	0.62	0.12	61.2	61.2	22.7	23.4	C
Segment 7: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		2807		4507		0.62		69.1		20.3		C
Segment 8: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2807	112	4507	1878	0.62	0.06	57.7	57.7	24.3	26.6	C
Segment 9: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		2681		4507		0.59		69.8		19.2		C
Segment 10: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	2825	144	4507	1878	0.63	0.08	61.3	61.3	23.0	23.1	C
Segment 11: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		2842		4507		0.63		68.9		20.6		C
Segment 12: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	2842	82	4507	1784	0.63	0.05	56.0	56.0	25.4	25.1	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2750	4507	0.61	68.8	19.8	C

Segment 14: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	2868	118	4507	1878	0.64	0.06	60.7	60.7	23.6	25.0	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2865	4507	0.64	68.8	20.8	C

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2865	6761	0.42	71.2	13.4	B

Segment 17: Diverge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	2865	290	6761	1784	0.42	0.16	60.6	55.5	15.8	15.8	B

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2516	6761	0.37	70.7	11.8	B

Segment 19: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	2732	216	6761	1878	0.40	0.11	65.0	62.7	14.0	13.9	B

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2771	6761	0.41	71.0	13.0	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	6216	5909	5.44	136.09	67.0	19.0	15.4	9.80	C

Facility Overall Results

Space Mean Speed, mi/h	67.0	Average Density, veh/mi/ln	15.4
Average Travel Time, min	9.80	Average Density, pc/mi/ln	19.0
Total VMT, veh-mi/AP	6216	Total VHD, veh-h	5.44

Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	136.09

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2030 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.93		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	2
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	2
3	Basic	Basic	I-26 WB Between I-26 WB-Off Ramp and Loop On Ramp from US 301	677	2
4	Weaving	Weaving	I-26 WB Between US 301 Loop Ramps	568	3
5	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	671	2
6	Merge	Merge	I-26 WB On Ramp from US 301	1500	2
7	Basic	Basic	I-26 WB West of US 301	6050	2
8	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	2
9	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	2
10	Merge	Merge	I-26 WB Entrance from Rest Area	1500	2
11	Basic	Basic	I-26 WB I-26 East of SC 33	14128	2
12	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	2
13	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	2
14	Merge	Merge	I-26 WB On Ramp from SC 33	1500	2
15	Basic	Basic	I-26 WB West of SC 33	10000	2
16	Basic	Basic	I-26 WB West of SC 33	2700	3
17	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
18	Basic	Basic	I-26 WB Between Ramps	2200	3
19	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
20	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4319	4507	0.96	53.2	40.6	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4319	37	4507	1784	0.96	0.02	56.1	56.1	38.5	36.4	E
Segment 3: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4278		4507		0.95		53.8		39.8		E
Segment 4: Weaving															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4347		6184		0.70		61.7		23.5		C
Segment 5: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4154		4507		0.92		55.7		37.3		E
Segment 6: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4333	179	4507	1878	0.96	0.10	54.3	54.3	39.9	35.5	E
Segment 7: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4354		4507		0.97		52.6		41.4		E
Segment 8: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4354	102	4507	1878	0.97	0.05	57.7	57.7	37.7	39.9	E
Segment 9: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4240		4507		0.94		54.4		39.0		E
Segment 10: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4345	105	4507	1878	0.96	0.06	54.4	54.4	39.9	35.0	D
Segment 11: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4358		4507		0.97		52.5		41.5		E
Segment 12: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	4358	80	4507	1784	0.97	0.05	56.0	56.0	38.9	38.1	E

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4267	4507	0.95	54.0	39.5	E

Segment 14: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	4414	147	4507	1878	0.98	0.08	53.3	53.3	41.4	37.1	E

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4411	4507	0.98	51.7	42.7	E

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4411	6761	0.65	68.4	21.5	C

Segment 17: Diverge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	4411	229	6761	1784	0.65	0.13	61.2	55.6	24.0	23.4	C

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4135	6761	0.61	69.4	19.9	C

Segment 19: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4513	378	6761	1878	0.67	0.20	63.3	61.4	23.8	22.7	C

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4582	6761	0.68	67.6	22.6	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	9694	9215	39.45	986.18	55.2	36.1	29.3	11.90	E

Facility Overall Results

Space Mean Speed, mi/h	55.2	Average Density, veh/mi/ln	29.3
Average Travel Time, min	11.90	Average Density, pc/mi/ln	36.1
Total VMT, veh-mi/AP	9694	Total VHD, veh-h	39.45

Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	986.18

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 1A		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.30		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between US 601 Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	12300	3
6	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	3
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	3
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	3
9	Basic	Basic	I-26 EB East of SC 33	4926	3
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	3
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	3
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	3
13	Basic	Basic	I-26 EB West of US 301	14319	3
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	3
15	Basic	Basic	I-26 EB Between I-26 Off and On Ramps	2386	3
16	Merge	Merge	I-26 EB On-Ramp from US 301	1500	3
17	Basic	Basic	I-26 EB East of US 301	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5716	6761	0.85	60.3	31.6	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	5716	1035	6761	1784	0.85	0.58	59.3	53.5	32.1	33.4	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4480	6761	0.66	68.1	21.9	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	5250	770	6761	1784	0.78	0.43	61.6	59.3	28.4	28.2	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5391	6761	0.80	62.8	28.6	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.833	5391	115	6761	1972	0.80	0.06	65.6	61.4	27.4	29.8	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5274	6761	0.78	63.6	27.6	D

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	5344	70	6761	1878	0.79	0.04	62.3	60.5	28.6	25.7	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5352	6761	0.79	63.1	28.3	D

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5352	233	6761	1878	0.79	0.12	62.6	57.4	28.5	32.9	D

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5092	6761	0.75	64.8	26.2	D

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5232	140	6761	1878	0.77	0.07	62.5	60.6	27.9	25.4	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5249	6761	0.78	63.8	27.4	D

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5249	536	6761	1784	0.78	0.30	60.5	54.8	28.9	28.8	D

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4649	6761	0.69	67.3	23.0	C

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5030	381	6761	1878	0.74	0.20	62.7	60.7	26.7	24.9	C

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5075	6761	0.75	64.9	26.1	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	12054	11463	20.96	524.06	63.4	27.6	22.5	10.70	D

Facility Overall Results

Space Mean Speed, mi/h	63.4	Average Density, veh/mi/ln	22.5
Average Travel Time, min	10.70	Average Density, pc/mi/ln	27.6
Total VMT, veh-mi/AP	12054	Total VHD, veh-h	20.96
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	524.06

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 1A		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.30		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	12300	3
6	Diverge	Diverge	I-26 EB East of US 601	1500	3
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	3
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	3
9	Basic	Basic	I-26 EB East of SC 33	4926	3
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	3
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	3
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	3
13	Basic	Basic	I-26 EB West of US 301	14319	3
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	3
15	Basic	Basic	I-26 EB Between I-26 Off and On Ramps	2386	3
16	Merge	Merge	I-26 EB On-Ramp from US 301	1500	3
17	Basic	Basic	I-26 EB East of US 301	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6275	6761	1.23	37.7	55.4	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	6226	619	6761	1784	1.23	0.35	41.4	54.6	50.1	49.8	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5481	6761	1.12	28.1	65.0	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	6295	814	6761	1784	1.24	0.46	59.0	56.2	35.6	33.2	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6295	6761	1.26	55.0	38.2	F

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	6295	79	6761	1878	1.26	0.04	62.8	57.8	33.4	33.3	F

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6212	6761	1.25	45.0	46.0	F

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	6295	83	6761	1878	1.26	0.04	60.2	58.2	34.9	30.2	F

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6295	6761	1.26	55.0	38.2	F

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6295	167	6761	1878	1.26	0.09	62.6	57.6	33.5	36.6	F

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6128	6761	1.23	56.7	36.0	F

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6266	138	6761	1878	1.26	0.07	60.3	58.2	34.6	30.2	F

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6266	6761	1.26	55.3	37.8	F

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6266	460	6761	1784	1.26	0.26	60.7	55.0	34.4	32.8	F

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5806	6761	1.18	59.5	32.5	F

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6192	386	6761	1878	1.24	0.21	60.3	58.0	34.2	30.3	F

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6192	6761	1.25	56.1	36.8	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	14274	18396	68.43	1710.74	53.1	39.0	31.7	12.80	F

Facility Overall Results

Space Mean Speed, mi/h	53.1	Average Density, veh/mi/ln	31.7
Average Travel Time, min	12.80	Average Density, pc/mi/ln	39.0
Total VMT, veh-mi/AP	14274	Total VHD, veh-h	68.43
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1710.74

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 1B		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	18
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between US 601 Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	12300	3
6	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	3
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	3
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	3
9	Basic	Basic	I-26 EB East of SC 33	4926	3
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	3
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	3
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	3
13	Basic	Basic	I-26 EB West of US 301	14000	3
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	3
15	Diverge	Diverge	I-26 EB Loop Off Ramp to US 301	1500	3
16	Basic	Basic	I-26 EB Between I-26 Loop Off and On Ramps	1020	3
17	Merge	Merge	I-26 EB On-Ramp from US 301	1500	3
18	Basic	Basic	I-26 EB East of US 301	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5716	6761	0.85	60.3	31.6	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.813	0.971	5716	1035	6761	1784	0.85	0.58	59.3	53.5	32.1	33.4	D
Segment 3: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		4480		6761		0.66		68.1		21.9		C
Segment 4: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.962	5250	770	6761	1784	0.78	0.43	61.6	59.3	28.4	28.2	D
Segment 5: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5391		6761		0.80		62.8		28.6		D
Segment 6: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.833	5391	115	6761	1972	0.80	0.06	65.6	61.4	27.4	29.8	D
Segment 7: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5274		6761		0.78		63.6		27.6		D
Segment 8: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.917	5344	70	6761	1878	0.79	0.04	62.3	60.5	28.6	25.7	C
Segment 9: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5352		6761		0.79		63.1		28.3		D
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	5352	233	6761	1878	0.79	0.12	62.6	57.4	28.5	32.9	D
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5092		6761		0.75		64.8		26.2		D
Segment 12: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	

1	0.95	0.95	0.813	0.909	5232	140	6761	1878	0.77	0.07	62.5	60.6	27.9	25.4	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5249	6761	0.78	63.8	27.4	D

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5249	321	6761	1878	0.78	0.17	62.5	57.2	28.0	28.8	D

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	1.000	1.000	3976	196	6761	1878	0.59	0.10	63.0	57.7	21.0	21.7	C

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4649	6761	0.69	67.3	23.0	C

Segment 17: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5030	381	6761	1878	0.74	0.20	62.8	60.9	26.7	24.3	C

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5075	6761	0.75	64.9	26.1	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	12027	11438	21.03	525.73	63.3	27.5	22.5	10.70	D

Facility Overall Results

Space Mean Speed, mi/h	63.3	Average Density, veh/mi/ln	22.5
Average Travel Time, min	10.70	Average Density, pc/mi/ln	27.5
Total VMT, veh-mi/AP	12027	Total VHD, veh-h	21.03
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	525.73

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 1B		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	18
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	12300	3
6	Diverge	Diverge	I-26 EB East of US 601	1500	3
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	3
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	3
9	Basic	Basic	I-26 EB East of SC 33	4926	3
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	3
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	3
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	3
13	Basic	Basic	I-26 EB West of US 301	14000	3
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	3
15	Diverge	Diverge	I-26 EB Loop Off Ramp to US 301	1500	3
16	Basic	Basic	I-26 EB Between I-26 Loop Off and On Ramps	1020	3
17	Merge	Merge	I-26 EB On-Ramp from US 301	1500	3
18	Basic	Basic	I-26 EB East of US 301	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6275	6761	1.23	37.7	55.4	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.813	0.971	6226	619	6761	1784	1.23	0.35	41.4	54.6	50.1	49.8	F
Segment 3: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5481		6761		1.12		28.1		65.0		F
Segment 4: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.962	6295	814	6761	1784	1.24	0.46	59.0	56.2	35.6	33.2	F
Segment 5: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		6295		6761		1.26		55.0		38.2		F
Segment 6: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.980	6295	79	6761	1878	1.26	0.04	62.8	57.8	33.4	33.3	F
Segment 7: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		6212		6761		1.25		45.0		46.0		F
Segment 8: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.917	6295	83	6761	1878	1.26	0.04	60.2	58.2	34.9	30.2	F
Segment 9: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		6295		6761		1.26		55.0		38.2		F
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	6295	167	6761	1878	1.26	0.09	62.6	57.6	33.5	36.6	F
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		6128		6761		1.23		56.7		36.0		F
Segment 12: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	

1	0.95	0.95	0.813	0.909	6266	138	6761	1878	1.26	0.07	60.3	58.2	34.6	30.2	F

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6266	6761	1.26	55.3	37.8	F

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6266	176	6761	1878	1.26	0.09	62.6	57.6	33.4	32.7	F

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	1.000	1.000	6090	258	6761	1878	1.00	0.14	62.7	57.5	32.4	31.0	D

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5832	6761	1.18	59.3	32.8	F

Segment 17: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6218	386	6761	1878	1.24	0.21	60.4	58.3	34.3	29.4	F

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6218	6761	1.25	55.8	37.1	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	14332	18354	68.10	1702.58	53.2	39.0	31.9	12.70	F

Facility Overall Results

Space Mean Speed, mi/h	53.2	Average Density, veh/mi/ln	31.9
Average Travel Time, min	12.70	Average Density, pc/mi/ln	39.0
Total VMT, veh-mi/AP	14332	Total VHD, veh-h	68.10
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1702.58

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 2 & 3		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between US 601 Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	12300	3
6	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	3
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	3
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	3
9	Basic	Basic	I-26 EB East of SC 33	4926	3
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	3
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	3
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	3
13	Basic	Basic	I-26 EB West of US 301	14583	3
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	3
15	Basic	Basic	I-26 EB Between I-26 Off and On Ramps	1980	3
16	Merge	Merge	I-26 EB On-Ramp from US 301	1500	3
17	Basic	Basic	I-26 EB East of US 301	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5716	6761	0.85	60.3	31.6	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	5716	1035	6761	1784	0.85	0.58	59.3	53.5	32.1	33.4	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4480	6761	0.66	68.1	21.9	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	5250	770	6761	1784	0.78	0.43	61.6	59.3	28.4	28.2	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5391	6761	0.80	62.8	28.6	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.833	5391	115	6761	1972	0.80	0.06	65.6	61.4	27.4	29.8	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5274	6761	0.78	63.6	27.6	D

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	5344	70	6761	1878	0.79	0.04	62.3	60.5	28.6	25.7	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5352	6761	0.79	63.1	28.3	D

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5352	233	6761	1878	0.79	0.12	62.6	57.4	28.5	32.9	D

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5092	6761	0.75	64.8	26.2	D

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5232	140	6761	1878	0.77	0.07	62.5	60.6	27.9	25.4	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5249	6761	0.78	63.8	27.4	D

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5249	536	6761	1784	0.78	0.30	60.5	54.8	28.9	27.5	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4649	6761	0.69	67.3	23.0	C

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5030	381	6761	1878	0.74	0.20	63.4	61.8	26.4	21.4	C

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5075	6761	0.75	64.9	26.1	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	12034	11445	20.94	523.47	63.4	27.6	22.5	10.70	D

Facility Overall Results

Space Mean Speed, mi/h	63.4	Average Density, veh/mi/ln	22.5
Average Travel Time, min	10.70	Average Density, pc/mi/ln	27.6
Total VMT, veh-mi/AP	12034	Total VHD, veh-h	20.94
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	523.47

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 2 & 3		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	12300	3
6	Diverge	Diverge	I-26 EB East of US 601	1500	3
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	3
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	3
9	Basic	Basic	I-26 EB East of SC 33	4926	3
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	3
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	3
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	3
13	Basic	Basic	I-26 EB West of US 301	14583	3
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	3
15	Basic	Basic	I-26 EB Between I-26 Off and On Ramps	1980	3
16	Merge	Merge	I-26 EB On-Ramp from US 301	1500	3
17	Basic	Basic	I-26 EB East of US 301	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6275	6761	1.23	37.7	55.4	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	6226	619	6761	1784	1.23	0.35	41.4	54.6	50.1	49.8	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5481	6761	1.12	28.1	65.0	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	6295	814	6761	1784	1.24	0.46	59.0	56.2	35.6	33.2	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6295	6761	1.26	55.0	38.2	F

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	6295	79	6761	1878	1.26	0.04	62.8	57.8	33.4	33.3	F

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6212	6761	1.25	45.0	46.0	F

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	6295	83	6761	1878	1.26	0.04	60.2	58.2	34.9	30.2	F

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6295	6761	1.26	55.0	38.2	F

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6295	167	6761	1878	1.26	0.09	62.6	57.6	33.5	36.6	F

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6128	6761	1.23	56.7	36.0	F

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6266	138	6761	1878	1.26	0.07	60.3	58.2	34.6	30.2	F

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6266	6761	1.26	55.3	37.8	F

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6266	460	6761	1784	1.26	0.26	60.7	55.0	34.4	31.4	F

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5806	6761	1.18	59.5	32.5	F

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6192	386	6761	1878	1.24	0.21	60.8	58.6	33.9	27.1	F

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6192	6761	1.25	56.1	36.8	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	14247	18360	68.39	1709.69	53.1	39.1	31.8	12.70	F

Facility Overall Results

Space Mean Speed, mi/h	53.1	Average Density, veh/mi/ln	31.8
Average Travel Time, min	12.70	Average Density, pc/mi/ln	39.1
Total VMT, veh-mi/AP	14247	Total VHD, veh-h	68.39
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1709.69

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 1A		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.90		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	3780	3
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	3
3	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramps	925	3
4	Merge	Merge	I-26 WB On Ramp from US 301	1500	3
5	Basic	Basic	I-26 WB West of US 301	5750	3
6	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	3
7	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	3
8	Merge	Merge	I-26 WB Entrance from Rest Area	1500	3
9	Basic	Basic	I-26 WB I-26 East of SC 33	14128	3
10	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	3
11	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	3
12	Merge	Merge	I-26 WB On Ramp from SC 33	1500	3
13	Basic	Basic	I-26 WB West of SC 33	12700	3
14	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
15	Basic	Basic	I-26 WB Between Ramps	2200	3
16	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
17	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4907	6761	0.73	65.9	24.8	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4907	364	6761	1784	0.73	0.20	61.0	55.3	26.8	26.3	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4501	6761	0.67	68.0	22.1	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5026	525	6761	1878	0.74	0.28	62.7	60.7	26.7	24.7	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5087	6761	0.75	64.8	26.2	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5087	203	6761	1878	0.75	0.11	62.8	57.5	27.0	31.7	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4860	6761	0.72	66.2	24.5	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5119	259	6761	1878	0.76	0.14	62.5	60.5	27.3	25.7	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5151	6761	0.76	64.4	26.7	D

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	5151	91	6761	1784	0.76	0.05	61.6	56.0	27.9	28.7	D

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5048	6761	0.75	65.1	25.9	C

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	5177	129	6761	1878	0.77	0.07	62.2	60.2	27.7	26.9	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5174	6761	0.77	64.3	26.8	D

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	5174	591	6761	1784	0.77	0.33	60.4	54.7	28.6	27.3	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4462	6761	0.66	68.1	21.8	C

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4901	439	6761	1878	0.72	0.23	62.8	60.8	26.0	24.6	C

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4981	6761	0.74	65.5	25.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11203	10652	16.92	422.89	64.3	26.2	21.3	10.20	D

Facility Overall Results

Space Mean Speed, mi/h	64.3	Average Density, veh/mi/ln	21.3
Average Travel Time, min	10.20	Average Density, pc/mi/ln	26.2
Total VMT, veh-mi/AP	11203	Total VHD, veh-h	16.92
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	422.89

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 1A		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.68		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	3
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	3
3	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramp	925	3
4	Merge	Merge	I-26 WB On Ramp from US 301	1500	3
5	Basic	Basic	I-26 WB West of US 301	5750	3
6	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	3
7	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	3
8	Merge	Merge	I-26 WB Entrance from Rest Area	1500	3
9	Basic	Basic	I-26 WB I-26 East of SC 33	14128	3
10	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	3
11	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	3
12	Merge	Merge	I-26 WB On Ramp from SC 33	1500	3
13	Basic	Basic	I-26 WB West of SC 33	12700	3
14	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
15	Basic	Basic	I-26 WB Between Ramps	2200	3
16	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
17	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6332	6761	1.14	38.9	54.2	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6287	396	6761	1784	1.14	0.22	44.8	55.2	46.7	42.3	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5849	6761	1.08	32.8	59.4	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6295	446	6761	1878	1.15	0.24	60.0	57.6	35.0	30.4	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6295	6761	1.15	55.0	38.2	F

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6295	185	6761	1878	1.15	0.10	62.5	57.5	33.6	36.6	F

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6105	6761	1.12	44.8	45.4	F

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6295	190	6761	1878	1.15	0.10	60.0	57.9	35.0	31.0	F

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6294	6761	1.15	46.6	45.0	F

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	6247	90	6761	1784	1.15	0.05	43.6	56.0	47.8	44.5	F

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6132	6761	1.14	36.2	56.4	F

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	6295	163	6761	1878	1.16	0.09	59.8	57.7	35.1	32.1	F

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6188	6761	1.16	45.1	45.7	F

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	6127	465	6761	1784	1.16	0.26	39.2	55.0	52.2	42.8	F

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5529	6761	1.08	28.0	65.9	F

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	6295	766	6761	1878	1.19	0.41	59.3	56.6	35.4	32.0	F

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6295	6761	1.21	55.0	38.2	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13503	16093	101.95	2548.63	46.3	44.8	36.4	13.80	F

Facility Overall Results

Space Mean Speed, mi/h	46.3	Average Density, veh/mi/ln	36.4
Average Travel Time, min	13.80	Average Density, pc/mi/ln	44.8
Total VMT, veh-mi/AP	13503	Total VHD, veh-h	101.95
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	2548.63

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 1B		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	18
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	3780	3
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	3
3	Diverge	Diverge	I-26 WB Loop Off Ramp to US 301	1335	3
4	Basic	Basic	I-26 WB Between Loop Off and On Ramps	990	3
5	Merge	Merge	I-26 WB On Ramp from US 301	1500	3
6	Basic	Basic	I-26 WB West of US 301	5750	3
7	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	3
8	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	3
9	Merge	Merge	I-26 WB Entrance from Rest Area	1500	3
10	Basic	Basic	I-26 WB I-26 East of SC 33	14128	3
11	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	3
12	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	3
13	Merge	Merge	I-26 WB On Ramp from SC 33	1500	3
14	Basic	Basic	I-26 WB West of SC 33	12700	3
15	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
16	Basic	Basic	I-26 WB Between Ramps	2200	3
17	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
18	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4907	6761	0.73	65.9	24.8	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.813	0.909	4907	31	6761	1878	0.73	0.02	63.1	57.9	25.9	27.0	C
Segment 3: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	1.000	1.000	3961	302	6761	1878	0.59	0.16	62.7	57.4	21.1	22.4	C
Segment 4: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		4501		6761		0.67		68.0		22.1		C
Segment 5: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	5026	525	6761	1878	0.74	0.28	62.7	60.7	26.7	24.7	C
Segment 6: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5087		6761		0.75		64.8		26.2		D
Segment 7: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	5087	203	6761	1878	0.75	0.11	62.8	57.5	27.0	31.7	D
Segment 8: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		4860		6761		0.72		66.2		24.5		C
Segment 9: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	5119	259	6761	1878	0.76	0.14	62.5	60.5	27.3	25.7	C
Segment 10: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5151		6761		0.76		64.4		26.7		D
Segment 11: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.917	5151	91	6761	1784	0.76	0.05	61.6	56.0	27.9	28.7	D
Segment 12: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**

1	0.95		0.813		5048		6761		0.75		65.1		25.9	C

Segment 13: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	5177	129	6761	1878	0.77	0.07	62.2	60.2	27.7	26.9	C

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5174	6761	0.77	64.3	26.8	D

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	5174	591	6761	1784	0.77	0.33	60.4	54.7	28.6	27.3	C

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4462	6761	0.66	68.1	21.8	C

Segment 17: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4901	439	6761	1878	0.72	0.23	62.8	60.8	26.0	24.6	C

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4981	6761	0.74	65.5	25.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11465	10901	17.26	431.62	64.3	26.1	21.3	10.40	D

Facility Overall Results

Space Mean Speed, mi/h	64.3	Average Density, veh/mi/ln	21.3
Average Travel Time, min	10.40	Average Density, pc/mi/ln	26.1
Total VMT, veh-mi/AP	11465	Total VHD, veh-h	17.26
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	431.62

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 1B		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	18
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.95		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	3
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	3
3	Diverge	Diverge	I-26 WB Loop Off Ramp to US 301	1335	3
4	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramp	990	3
5	Merge	Merge	I-26 WB On Ramp from US 301	1500	3
6	Basic	Basic	I-26 WB West of US 301	5750	3
7	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	3
8	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	3
9	Merge	Merge	I-26 WB Entrance from Rest Area	1500	3
10	Basic	Basic	I-26 WB I-26 East of SC 33	14128	3
11	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	3
12	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	3
13	Merge	Merge	I-26 WB On Ramp from SC 33	1500	3
14	Basic	Basic	I-26 WB West of SC 33	12700	3
15	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
16	Basic	Basic	I-26 WB Between Ramps	2200	3
17	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
18	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6303	6761	1.14	38.3	54.8	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.813	0.909	6303	61	6761	1878	1.14	0.03	62.9	57.9	33.4	32.8	F
Segment 3: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	1.000	1.000	6198	304	6761	1878	0.92	0.16	62.6	57.4	33.0	32.1	F
Segment 4: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5849		6761		1.08		31.9		61.1		F
Segment 5: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	6295	446	6761	1878	1.15	0.24	60.0	57.6	35.0	30.4	F
Segment 6: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		6295		6761		1.15		55.0		38.2		F
Segment 7: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	6295	185	6761	1878	1.15	0.10	62.5	57.5	33.6	36.6	F
Segment 8: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		6105		6761		1.12		44.8		45.4		F
Segment 9: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	6295	190	6761	1878	1.15	0.10	60.0	57.9	35.0	31.0	F
Segment 10: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		6294		6761		1.15		46.6		45.0		F
Segment 11: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.917	6247	90	6761	1784	1.15	0.05	43.6	56.0	47.8	44.5	F
Segment 12: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**

1	0.95		0.813		6132		6761		1.14		36.2		56.4	F

Segment 13: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	6295	163	6761	1878	1.16	0.09	59.8	57.7	35.1	32.1	F

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6188	6761	1.16	45.1	45.7	F

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	6127	465	6761	1784	1.16	0.26	39.2	55.0	52.2	42.8	F

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5529	6761	1.08	28.0	65.9	F

Segment 17: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	6295	766	6761	1878	1.19	0.41	59.3	56.6	35.4	32.0	F

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6295	6761	1.21	55.0	38.2	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13908	16485	101.08	2526.89	46.9	44.2	36.1	14.00	F

Facility Overall Results

Space Mean Speed, mi/h	46.9	Average Density, veh/mi/ln	36.1
Average Travel Time, min	14.00	Average Density, pc/mi/ln	44.2
Total VMT, veh-mi/AP	13908	Total VHD, veh-h	101.08
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	2526.89

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 2 & 3		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.06		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	3780	3
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	3
3	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramps	1760	3
4	Merge	Merge	I-26 WB On Ramp from US 301	1500	3
5	Basic	Basic	I-26 WB West of US 301	5750	3
6	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	3
7	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	3
8	Merge	Merge	I-26 WB Entrance from Rest Area	1500	3
9	Basic	Basic	I-26 WB I-26 East of SC 33	14128	3
10	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	3
11	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	3
12	Merge	Merge	I-26 WB On Ramp from SC 33	1500	3
13	Basic	Basic	I-26 WB West of SC 33	12700	3
14	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
15	Basic	Basic	I-26 WB Between Ramps	2200	3
16	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
17	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4907	6761	0.73	65.9	24.8	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4907	364	6761	1784	0.73	0.20	61.0	55.3	26.8	26.3	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4501	6761	0.67	68.0	22.1	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5026	525	6761	1878	0.74	0.28	63.3	61.6	26.5	21.9	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5087	6761	0.75	64.8	26.2	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5087	203	6761	1878	0.75	0.11	62.8	57.5	27.0	31.7	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4860	6761	0.72	66.2	24.5	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5119	259	6761	1878	0.76	0.14	62.5	60.5	27.3	25.7	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5151	6761	0.76	64.4	26.7	D

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	5151	91	6761	1784	0.76	0.05	61.6	56.0	27.9	28.7	D

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5048	6761	0.75	65.1	25.9	C

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	5177	129	6761	1878	0.77	0.07	62.2	60.2	27.7	26.9	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5174	6761	0.77	64.3	26.8	D

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	5174	591	6761	1784	0.77	0.33	60.4	54.7	28.6	27.3	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4462	6761	0.66	68.1	21.8	C

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4901	439	6761	1878	0.72	0.23	62.8	60.8	26.0	24.6	C

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4981	6761	0.74	65.5	25.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11348	10789	16.97	424.18	64.4	26.2	21.3	10.30	D

Facility Overall Results

Space Mean Speed, mi/h	64.4	Average Density, veh/mi/ln	21.3
Average Travel Time, min	10.30	Average Density, pc/mi/ln	26.2
Total VMT, veh-mi/AP	11348	Total VHD, veh-h	16.97
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	424.18

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	US 301 Interchange Alternative 2 & 3		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.84		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	3
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	3
3	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramp	1760	3
4	Merge	Merge	I-26 WB On Ramp from US 301	1500	3
5	Basic	Basic	I-26 WB West of US 301	5750	3
6	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	3
7	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	3
8	Merge	Merge	I-26 WB Entrance from Rest Area	1500	3
9	Basic	Basic	I-26 WB I-26 East of SC 33	14128	3
10	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	3
11	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	3
12	Merge	Merge	I-26 WB On Ramp from SC 33	1500	3
13	Basic	Basic	I-26 WB West of SC 33	12700	3
14	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
15	Basic	Basic	I-26 WB Between Ramps	2200	3
16	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
17	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6303	6761	1.14	38.3	54.8	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6303	396	6761	1784	1.14	0.22	60.8	55.2	34.6	32.0	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5849	6761	1.08	36.6	53.3	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6295	446	6761	1878	1.15	0.24	60.3	58.0	34.8	27.8	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6295	6761	1.15	55.0	38.2	F

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6295	185	6761	1878	1.15	0.10	62.5	57.5	33.6	36.6	F

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6105	6761	1.12	44.8	45.4	F

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	6295	190	6761	1878	1.15	0.10	60.0	57.9	35.0	31.0	F

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6294	6761	1.15	46.6	45.0	F

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	6247	90	6761	1784	1.15	0.05	43.6	56.0	47.8	44.5	F

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6132	6761	1.14	36.2	56.4	F

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	6295	163	6761	1878	1.16	0.09	59.8	57.7	35.1	32.1	F

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6188	6761	1.16	45.1	45.7	F

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	6127	465	6761	1784	1.16	0.26	39.2	55.0	52.2	42.8	F

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5529	6761	1.08	28.0	65.9	F

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	6295	766	6761	1878	1.19	0.41	59.3	56.6	35.4	32.0	F

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	6295	6761	1.21	55.0	38.2	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13689	16316	101.87	2546.63	46.5	44.5	36.2	14.00	F

Facility Overall Results

Space Mean Speed, mi/h	46.5	Average Density, veh/mi/ln	36.2
Average Travel Time, min	14.00	Average Density, pc/mi/ln	44.5
Total VMT, veh-mi/AP	13689	Total VHD, veh-h	101.87
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	2546.63

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 1A		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.30		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	4
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	4
3	Basic	Basic	I-26 EB Between US 601 Ramps	2000	4
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	4
5	Basic	Basic	I-26 EB East of US 601	12300	4
6	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	4
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	4
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	4
9	Basic	Basic	I-26 EB East of SC 33	4926	4
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	4
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	4
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	4
13	Basic	Basic	I-26 EB West of US 301	14319	4
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	4
15	Basic	Basic	I-26 EB Between I-26 Off and On Ramps	2386	4
16	Merge	Merge	I-26 EB On-Ramp from US 301	1500	4
17	Basic	Basic	I-26 EB East of US 301	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5716	9014	0.63	68.8	20.8	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	5716	1035	9014	1784	0.63	0.58	62.2	53.5	23.0	28.0	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4480	9014	0.50	70.7	15.8	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	5250	770	9014	1784	0.58	0.43	64.7	61.4	20.3	21.4	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5391	9014	0.60	69.7	19.3	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.833	5391	115	9014	1972	0.60	0.06	68.8	61.4	19.6	21.4	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5274	9014	0.59	69.9	18.9	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	5344	70	9014	1878	0.59	0.04	65.2	62.4	20.5	17.5	B

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5352	9014	0.59	69.8	19.2	C

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5352	233	9014	1878	0.59	0.12	66.3	57.4	20.2	25.0	C

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5092	9014	0.56	70.3	18.1	C

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5232	140	9014	1878	0.58	0.07	65.3	62.4	20.0	17.4	B

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5249	9014	0.58	70.0	18.7	C

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5249	536	9014	1784	0.58	0.30	64.1	54.8	20.5	22.0	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4649	9014	0.52	70.9	16.4	B

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5030	381	9014	1878	0.56	0.20	65.4	62.4	19.2	17.6	B

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5075	9014	0.56	70.3	18.1	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	12054	11463	5.62	140.59	68.9	19.0	15.5	9.80	C

Facility Overall Results

Space Mean Speed, mi/h	68.9	Average Density, veh/mi/ln	15.5
Average Travel Time, min	9.80	Average Density, pc/mi/ln	19.0
Total VMT, veh-mi/AP	12054	Total VHD, veh-h	5.62
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	140.59

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 1A		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.30		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	4
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	4
3	Basic	Basic	I-26 EB Between Ramps	2000	4
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	4
5	Basic	Basic	I-26 EB East of US 601	12300	4
6	Diverge	Diverge	I-26 EB East of US 601	1500	4
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	4
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	4
9	Basic	Basic	I-26 EB East of SC 33	4926	4
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	4
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	4
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	4
13	Basic	Basic	I-26 EB West of US 301	14319	4
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	4
15	Basic	Basic	I-26 EB Between I-26 Off and On Ramps	2386	4
16	Merge	Merge	I-26 EB On-Ramp from US 301	1500	4
17	Basic	Basic	I-26 EB East of US 301	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8314	9014	0.92	55.6	37.4	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	8314	619	9014	1784	0.92	0.35	63.1	54.6	32.9	35.7	E

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7574	9014	0.84	60.6	31.3	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	8388	814	9014	1784	0.93	0.46	61.2	57.5	34.3	31.4	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8538	9014	0.95	54.0	39.5	E

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	8538	79	9014	1878	0.95	0.04	65.3	57.8	32.7	33.0	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8442	9014	0.94	54.7	38.6	E

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	8525	83	9014	1878	0.95	0.04	61.8	59.8	34.5	27.5	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8535	9014	0.95	54.0	39.5	E

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	8535	167	9014	1878	0.95	0.09	65.1	57.6	32.8	36.6	E

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8349	9014	0.93	55.4	37.7	E

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	8487	138	9014	1878	0.94	0.07	61.8	59.7	34.3	27.6	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8503	9014	0.94	54.2	39.2	E

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	8503	460	9014	1784	0.94	0.26	63.4	55.0	33.5	33.9	D

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7989	9014	0.89	57.9	34.5	D

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	8375	386	9014	1878	0.93	0.21	62.0	59.4	33.8	28.0	C

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8420	9014	0.93	54.8	38.4	E

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	19352	18396	72.47	1811.80	56.2	37.5	30.5	12.10	E

Facility Overall Results

Space Mean Speed, mi/h	56.2	Average Density, veh/mi/ln	30.5
Average Travel Time, min	12.10	Average Density, pc/mi/ln	37.5
Total VMT, veh-mi/AP	19352	Total VHD, veh-h	72.47
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1811.80

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 1B		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	18
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	4
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	4
3	Basic	Basic	I-26 EB Between US 601 Ramps	2000	4
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	4
5	Basic	Basic	I-26 EB East of US 601	12300	4
6	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	4
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	4
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	4
9	Basic	Basic	I-26 EB East of SC 33	4926	4
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	4
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	4
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	4
13	Basic	Basic	I-26 EB West of US 301	14000	4
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	4
15	Diverge	Diverge	I-26 EB Loop Off Ramp to US 301	1500	4
16	Basic	Basic	I-26 EB Between I-26 Loop Off and On Ramps	1020	4
17	Merge	Merge	I-26 EB On-Ramp from US 301	1500	4
18	Basic	Basic	I-26 EB East of US 301	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5716	9014	0.63	68.8	20.8	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.813	0.971	5716	1035	9014	1784	0.63	0.58	62.2	53.5	23.0	28.0	C
Segment 3: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		4480		9014		0.50		70.7		15.8		B
Segment 4: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.962	5250	770	9014	1784	0.58	0.43	64.7	61.4	20.3	21.4	C
Segment 5: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5391		9014		0.60		69.7		19.3		C
Segment 6: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.833	5391	115	9014	1972	0.60	0.06	68.8	61.4	19.6	21.4	C
Segment 7: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5274		9014		0.59		69.9		18.9		C
Segment 8: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.917	5344	70	9014	1878	0.59	0.04	65.2	62.4	20.5	17.5	B
Segment 9: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5352		9014		0.59		69.8		19.2		C
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	5352	233	9014	1878	0.59	0.12	66.3	57.4	20.2	25.0	C
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5092		9014		0.56		70.3		18.1		C
Segment 12: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	

1	0.95	0.95	0.813	0.909	5232	140	9014	1878	0.58	0.07	65.3	62.4	20.0	17.4	B

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5249	9014	0.58	70.0	18.7	C

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5249	321	9014	1878	0.58	0.17	66.1	57.2	19.9	21.2	C

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	1.000	1.000	3976	196	9014	1878	0.44	0.10	67.2	57.7	14.8	14.7	B

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4649	9014	0.52	70.7	16.4	B

Segment 17: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5030	381	9014	1878	0.56	0.20	65.5	62.6	19.2	16.9	B

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5075	9014	0.56	70.3	18.1	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	12027	11438	5.71	142.74	68.9	19.0	15.5	9.80	C

Facility Overall Results

Space Mean Speed, mi/h	68.9	Average Density, veh/mi/ln	15.5
Average Travel Time, min	9.80	Average Density, pc/mi/ln	19.0
Total VMT, veh-mi/AP	12027	Total VHD, veh-h	5.71
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	142.74

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 1B		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	18
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	4
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	4
3	Basic	Basic	I-26 EB Between Ramps	2000	4
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	4
5	Basic	Basic	I-26 EB East of US 601	12300	4
6	Diverge	Diverge	I-26 EB East of US 601	1500	4
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	4
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	4
9	Basic	Basic	I-26 EB East of SC 33	4926	4
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	4
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	4
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	4
13	Basic	Basic	I-26 EB West of US 301	14000	4
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	4
15	Diverge	Diverge	I-26 EB Loop Off Ramp to US 301	1500	4
16	Basic	Basic	I-26 EB Between I-26 Loop Off and On Ramps	1020	4
17	Merge	Merge	I-26 EB On-Ramp from US 301	1500	4
18	Basic	Basic	I-26 EB East of US 301	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8314	9014	0.92	55.6	37.4	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.813	0.971	8314	619	9014	1784	0.92	0.35	63.1	54.6	32.9	35.7	E
Segment 3: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		7574		9014		0.84		60.6		31.3		D
Segment 4: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.962	8388	814	9014	1784	0.93	0.46	61.2	57.5	34.3	31.4	D
Segment 5: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		8538		9014		0.95		54.0		39.5		E
Segment 6: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.980	8538	79	9014	1878	0.95	0.04	65.3	57.8	32.7	33.0	D
Segment 7: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		8442		9014		0.94		54.7		38.6		E
Segment 8: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.917	8525	83	9014	1878	0.95	0.04	61.8	59.8	34.5	27.5	C
Segment 9: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		8535		9014		0.95		54.0		39.5		E
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	8535	167	9014	1878	0.95	0.09	65.1	57.6	32.8	36.6	E
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		8349		9014		0.93		55.4		37.7		E
Segment 12: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	

1	0.95	0.95	0.813	0.909	8487	138	9014	1878	0.94	0.07	61.8	59.7	34.3	27.6	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8503	9014	0.94	54.2	39.2	E

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	8503	176	9014	1878	0.94	0.09	65.1	57.6	32.7	32.7	D

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	1.000	1.000	6753	258	9014	1878	0.75	0.14	66.0	57.5	25.6	25.4	C

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7989	9014	0.89	57.9	34.5	D

Segment 17: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	8375	386	9014	1878	0.93	0.21	62.1	59.6	33.7	27.4	C

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8420	9014	0.93	54.8	38.4	E

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	19307	18354	71.01	1775.26	56.4	37.2	30.4	12.00	E

Facility Overall Results

Space Mean Speed, mi/h	56.4	Average Density, veh/mi/ln	30.4
Average Travel Time, min	12.00	Average Density, pc/mi/ln	37.2
Total VMT, veh-mi/AP	19307	Total VHD, veh-h	71.01
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1775.26

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 2 & 4		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	4
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	4
3	Basic	Basic	I-26 EB Between US 601 Ramps	2000	4
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	4
5	Basic	Basic	I-26 EB East of US 601	12300	4
6	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	4
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	4
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	4
9	Basic	Basic	I-26 EB East of SC 33	4926	4
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	4
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	4
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	4
13	Basic	Basic	I-26 EB West of US 301	14583	4
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	4
15	Basic	Basic	I-26 EB Between I-26 Off and On Ramps	1980	4
16	Merge	Merge	I-26 EB On-Ramp from US 301	1500	4
17	Basic	Basic	I-26 EB East of US 301	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5716	9014	0.63	68.8	20.8	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	5716	1035	9014	1784	0.63	0.58	62.2	53.5	23.0	28.0	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4480	9014	0.50	70.7	15.8	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	5250	770	9014	1784	0.58	0.43	64.7	61.4	20.3	21.4	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5391	9014	0.60	69.7	19.3	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.833	5391	115	9014	1972	0.60	0.06	68.8	61.4	19.6	21.4	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5274	9014	0.59	69.9	18.9	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	5344	70	9014	1878	0.59	0.04	65.2	62.4	20.5	17.5	B

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5352	9014	0.59	69.8	19.2	C

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5352	233	9014	1878	0.59	0.12	66.3	57.4	20.2	25.0	C

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5092	9014	0.56	70.3	18.1	C

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5232	140	9014	1878	0.58	0.07	65.3	62.4	20.0	17.4	B

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5249	9014	0.58	70.0	18.7	C

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5249	536	9014	1784	0.58	0.30	64.1	54.8	20.5	20.7	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4649	9014	0.52	70.8	16.4	B

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5030	381	9014	1878	0.56	0.20	66.0	63.7	19.1	13.4	B

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5075	9014	0.56	70.3	18.1	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	12034	11445	5.60	140.00	68.9	19.1	15.5	9.80	C

Facility Overall Results

Space Mean Speed, mi/h	68.9	Average Density, veh/mi/ln	15.5
Average Travel Time, min	9.80	Average Density, pc/mi/ln	19.1
Total VMT, veh-mi/AP	12034	Total VHD, veh-h	5.60
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	140.00

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 2 & 4		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	4
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	4
3	Basic	Basic	I-26 EB Between Ramps	2000	4
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	4
5	Basic	Basic	I-26 EB East of US 601	12300	4
6	Diverge	Diverge	I-26 EB East of US 601	1500	4
7	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	4
8	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	4
9	Basic	Basic	I-26 EB East of SC 33	4926	4
10	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	4
11	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	4
12	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	4
13	Basic	Basic	I-26 EB West of US 301	14583	4
14	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	4
15	Basic	Basic	I-26 EB Between I-26 Off and On Ramps	1980	4
16	Merge	Merge	I-26 EB On-Ramp from US 301	1500	4
17	Basic	Basic	I-26 EB East of US 301	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8314	9014	0.92	55.6	37.4	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	8314	619	9014	1784	0.92	0.35	63.1	54.6	32.9	35.7	E

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7574	9014	0.84	60.6	31.3	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	8388	814	9014	1784	0.93	0.46	61.2	57.5	34.3	31.4	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8538	9014	0.95	54.0	39.5	E

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	8538	79	9014	1878	0.95	0.04	65.3	57.8	32.7	33.0	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8442	9014	0.94	54.7	38.6	E

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	8525	83	9014	1878	0.95	0.04	61.8	59.8	34.5	27.5	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8535	9014	0.95	54.0	39.5	E

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	8535	167	9014	1878	0.95	0.09	65.1	57.6	32.8	36.6	E

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8349	9014	0.93	55.4	37.7	E

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	8487	138	9014	1878	0.94	0.07	61.8	59.7	34.3	27.6	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8503	9014	0.94	54.2	39.2	E

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	8503	460	9014	1784	0.94	0.26	63.4	55.0	33.5	32.5	D

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7989	9014	0.89	57.9	34.5	D

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	8375	386	9014	1878	0.93	0.21	62.6	60.6	33.4	23.9	C

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8420	9014	0.93	54.8	38.4	E

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	19314	18360	72.38	1809.38	56.2	37.5	30.5	12.00	E

Facility Overall Results

Space Mean Speed, mi/h	56.2	Average Density, veh/mi/ln	30.5
Average Travel Time, min	12.00	Average Density, pc/mi/ln	37.5
Total VMT, veh-mi/AP	19314	Total VHD, veh-h	72.38
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1809.38

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 1A		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.90		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	3780	4
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	4
3	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramps	925	4
4	Merge	Merge	I-26 WB On Ramp from US 301	1500	4
5	Basic	Basic	I-26 WB West of US 301	5750	4
6	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	4
7	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	4
8	Merge	Merge	I-26 WB Entrance from Rest Area	1500	4
9	Basic	Basic	I-26 WB I-26 East of SC 33	14128	4
10	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	4
11	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	4
12	Merge	Merge	I-26 WB On Ramp from SC 33	1500	4
13	Basic	Basic	I-26 WB West of SC 33	12700	4
14	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	4
15	Basic	Basic	I-26 WB Between Ramps	2200	4
16	Merge	Merge	I-26 WB On-Ramp from US 601	1500	4
17	Basic	Basic	I-26 WB West of US 601	2640	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4907	9014	0.54	70.6	17.4	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4907	364	9014	1784	0.54	0.20	64.8	55.3	18.9	19.1	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4501	9014	0.50	70.3	15.8	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5026	525	9014	1878	0.56	0.28	65.4	62.5	19.2	17.5	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5087	9014	0.56	70.3	18.1	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5087	203	9014	1878	0.56	0.11	66.5	57.5	19.1	23.9	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4860	9014	0.54	70.7	17.2	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5119	259	9014	1878	0.57	0.14	65.2	62.1	19.6	18.2	B

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5151	9014	0.57	70.2	18.3	C

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	5151	91	9014	1784	0.57	0.05	65.7	56.0	19.6	20.4	C

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5048	9014	0.56	70.3	17.9	B

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	5177	129	9014	1878	0.57	0.07	65.0	61.7	19.9	19.4	B

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5174	9014	0.57	70.1	18.5	C

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	5174	591	9014	1784	0.57	0.33	64.0	54.7	20.2	20.7	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4462	9014	0.50	70.8	15.7	B

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4901	439	9014	1878	0.54	0.23	65.4	62.3	18.7	17.7	B

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4981	9014	0.55	70.5	17.7	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11203	10652	4.61	115.25	69.2	18.3	14.9	9.50	C

Facility Overall Results

Space Mean Speed, mi/h	69.2	Average Density, veh/mi/ln	14.9
Average Travel Time, min	9.50	Average Density, pc/mi/ln	18.3
Total VMT, veh-mi/AP	11203	Total VHD, veh-h	4.61
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	115.25

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 1A		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.68		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	4
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	4
3	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramp	925	4
4	Merge	Merge	I-26 WB On Ramp from US 301	1500	4
5	Basic	Basic	I-26 WB West of US 301	5750	4
6	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	4
7	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	4
8	Merge	Merge	I-26 WB Entrance from Rest Area	1500	4
9	Basic	Basic	I-26 WB I-26 East of SC 33	14128	4
10	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	4
11	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	4
12	Merge	Merge	I-26 WB On Ramp from SC 33	1500	4
13	Basic	Basic	I-26 WB West of SC 33	12700	4
14	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	4
15	Basic	Basic	I-26 WB Between Ramps	2200	4
16	Merge	Merge	I-26 WB On-Ramp from US 601	1500	4
17	Basic	Basic	I-26 WB West of US 601	2640	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7739	9014	0.86	59.6	32.5	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	7739	396	9014	1784	0.86	0.22	63.8	55.2	30.3	29.9	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7296	9014	0.81	62.2	29.3	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	7742	446	9014	1878	0.86	0.24	63.0	60.4	30.7	25.6	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7794	9014	0.86	59.2	32.9	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	7794	185	9014	1878	0.86	0.10	65.4	57.5	29.8	33.9	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7587	9014	0.84	60.5	31.4	D

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	7777	190	9014	1878	0.86	0.10	62.9	60.3	30.9	26.2	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7800	9014	0.87	59.2	32.9	D

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	7800	90	9014	1784	0.87	0.05	64.6	56.0	30.2	30.3	D

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7699	9014	0.85	59.8	32.2	D

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	7862	163	9014	1878	0.87	0.09	62.5	59.8	31.4	27.9	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7858	9014	0.87	58.8	33.4	D

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	7858	465	9014	1784	0.87	0.26	63.6	55.0	30.9	30.1	D

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7297	9014	0.81	62.2	29.3	D

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	8063	766	9014	1878	0.89	0.41	62.1	58.8	32.5	28.9	D

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8204	9014	0.91	56.4	36.4	E

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	16928	16093	44.11	1102.65	60.1	32.4	26.4	10.70	E

Facility Overall Results

Space Mean Speed, mi/h	60.1	Average Density, veh/mi/ln	26.4
Average Travel Time, min	10.70	Average Density, pc/mi/ln	32.4
Total VMT, veh-mi/AP	16928	Total VHD, veh-h	44.11
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1102.65

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 1B		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	18
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.16		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	3780	4
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	4
3	Diverge	Diverge	I-26 WB Loop Off Ramp to US 301	1335	4
4	Basic	Basic	I-26 WB Between Loop Off and On Ramps	990	4
5	Merge	Merge	I-26 WB On Ramp from US 301	1500	4
6	Basic	Basic	I-26 WB West of US 301	5750	4
7	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	4
8	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	4
9	Merge	Merge	I-26 WB Entrance from Rest Area	1500	4
10	Basic	Basic	I-26 WB I-26 East of SC 33	14128	4
11	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	4
12	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	4
13	Merge	Merge	I-26 WB On Ramp from SC 33	1500	4
14	Basic	Basic	I-26 WB West of SC 33	12700	4
15	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	4
16	Basic	Basic	I-26 WB Between Ramps	2200	4
17	Merge	Merge	I-26 WB On-Ramp from US 601	1500	4
18	Basic	Basic	I-26 WB West of US 601	2640	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4907	9014	0.54	70.6	17.4	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.813	0.909	4907	31	9014	1878	0.54	0.02	67.1	57.9	18.3	18.6	B
Segment 3: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	1.000	1.000	3961	302	9014	1878	0.44	0.16	66.7	57.4	14.8	15.8	B
Segment 4: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		4501		9014		0.50		70.5		15.8		B
Segment 5: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	5026	525	9014	1878	0.56	0.28	65.4	62.5	19.2	17.5	B
Segment 6: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5087		9014		0.56		70.3		18.1		C
Segment 7: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	5087	203	9014	1878	0.56	0.11	66.5	57.5	19.1	23.9	C
Segment 8: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		4860		9014		0.54		70.7		17.2		B
Segment 9: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	5119	259	9014	1878	0.57	0.14	65.2	62.1	19.6	18.2	B
Segment 10: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		5151		9014		0.57		70.2		18.3		C
Segment 11: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.917	5151	91	9014	1784	0.57	0.05	65.7	56.0	19.6	20.4	C
Segment 12: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**

1	0.95		0.813		5048		9014		0.56		70.3		17.9		B

Segment 13: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	5177	129	9014	1878	0.57	0.07	65.0	61.7	19.9	19.4	B

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5174	9014	0.57	70.1	18.5	C

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	5174	591	9014	1784	0.57	0.33	64.0	54.7	20.2	20.7	C

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4462	9014	0.50	70.8	15.7	B

Segment 17: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4901	439	9014	1878	0.54	0.23	65.4	62.3	18.7	17.7	B

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4981	9014	0.55	70.5	17.7	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11465	10901	4.71	117.79	69.2	18.2	14.8	9.70	C

Facility Overall Results

Space Mean Speed, mi/h	69.2	Average Density, veh/mi/ln	14.8
Average Travel Time, min	9.70	Average Density, pc/mi/ln	18.2
Total VMT, veh-mi/AP	11465	Total VHD, veh-h	4.71
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	117.79

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 1B		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	18
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.95		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	4
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	4
3	Diverge	Diverge	I-26 WB Loop Off Ramp to US 301	1335	4
4	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramp	990	4
5	Merge	Merge	I-26 WB On Ramp from US 301	1500	4
6	Basic	Basic	I-26 WB West of US 301	5750	4
7	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	4
8	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	4
9	Merge	Merge	I-26 WB Entrance from Rest Area	1500	4
10	Basic	Basic	I-26 WB I-26 East of SC 33	14128	4
11	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	4
12	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	4
13	Merge	Merge	I-26 WB On Ramp from SC 33	1500	4
14	Basic	Basic	I-26 WB West of SC 33	12700	4
15	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	4
16	Basic	Basic	I-26 WB Between Ramps	2200	4
17	Merge	Merge	I-26 WB On-Ramp from US 601	1500	4
18	Basic	Basic	I-26 WB West of US 601	2640	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7739	9014	0.86	59.6	32.5	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.813	0.909	7739	61	9014	1878	0.86	0.03	65.7	57.9	29.4	29.3	D
Segment 3: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	1.000	1.000	6236	304	9014	1878	0.69	0.16	66.0	57.4	23.6	24.3	C
Segment 4: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		7296		9014		0.81		62.2		29.3		D
Segment 5: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	7742	446	9014	1878	0.86	0.24	63.0	60.4	30.7	25.6	C
Segment 6: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		7794		9014		0.86		59.2		32.9		D
Segment 7: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	7794	185	9014	1878	0.86	0.10	65.4	57.5	29.8	33.9	D
Segment 8: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		7587		9014		0.84		60.5		31.4		D
Segment 9: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.909	7777	190	9014	1878	0.86	0.10	62.9	60.3	30.9	26.2	C
Segment 10: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.813		7800		9014		0.87		59.2		32.9		D
Segment 11: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.813	0.917	7800	90	9014	1784	0.87	0.05	64.6	56.0	30.2	30.3	D
Segment 12: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**

1	0.95		0.813		7699		9014		0.85		59.8		32.2	D

Segment 13: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	7862	163	9014	1878	0.87	0.09	62.5	59.8	31.4	27.9	C

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7858	9014	0.87	58.8	33.4	D

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	7858	465	9014	1784	0.87	0.26	63.6	55.0	30.9	30.1	D

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7297	9014	0.81	62.2	29.3	D

Segment 17: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	8063	766	9014	1878	0.89	0.41	62.1	58.8	32.5	28.9	D

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8204	9014	0.91	56.4	36.4	E

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	17341	16485	44.41	1110.20	60.2	32.2	26.3	10.90	E

Facility Overall Results

Space Mean Speed, mi/h	60.2	Average Density, veh/mi/ln	26.3
Average Travel Time, min	10.90	Average Density, pc/mi/ln	32.2
Total VMT, veh-mi/AP	17341	Total VHD, veh-h	44.41
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1110.20

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 2 & 4		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.06		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	3780	4
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	4
3	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramps	1760	4
4	Merge	Merge	I-26 WB On Ramp from US 301	1500	4
5	Basic	Basic	I-26 WB West of US 301	5750	4
6	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	4
7	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	4
8	Merge	Merge	I-26 WB Entrance from Rest Area	1500	4
9	Basic	Basic	I-26 WB I-26 East of SC 33	14128	4
10	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	4
11	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	4
12	Merge	Merge	I-26 WB On Ramp from SC 33	1500	4
13	Basic	Basic	I-26 WB West of SC 33	12700	4
14	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	4
15	Basic	Basic	I-26 WB Between Ramps	2200	4
16	Merge	Merge	I-26 WB On-Ramp from US 601	1500	4
17	Basic	Basic	I-26 WB West of US 601	2640	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4907	9014	0.54	70.6	17.4	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4907	364	9014	1784	0.54	0.20	64.8	55.3	18.9	19.1	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4501	9014	0.50	70.7	15.8	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5026	525	9014	1878	0.56	0.28	65.9	63.5	19.1	14.2	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5087	9014	0.56	70.3	18.1	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5087	203	9014	1878	0.56	0.11	66.5	57.5	19.1	23.9	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4860	9014	0.54	70.7	17.2	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	5119	259	9014	1878	0.57	0.14	65.2	62.1	19.6	18.2	B

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5151	9014	0.57	70.2	18.3	C

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	5151	91	9014	1784	0.57	0.05	65.7	56.0	19.6	20.4	C

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5048	9014	0.56	70.3	17.9	B

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	5177	129	9014	1878	0.57	0.07	65.0	61.7	19.9	19.4	B

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5174	9014	0.57	70.1	18.5	C

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	5174	591	9014	1784	0.57	0.33	64.0	54.7	20.2	20.7	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4462	9014	0.50	70.8	15.7	B

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4901	439	9014	1878	0.54	0.23	65.4	62.3	18.7	17.7	B

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4981	9014	0.55	70.5	17.7	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11348	10789	4.58	114.38	69.2	18.2	14.8	9.60	C

Facility Overall Results

Space Mean Speed, mi/h	69.2	Average Density, veh/mi/ln	14.8
Average Travel Time, min	9.60	Average Density, pc/mi/ln	18.2
Total VMT, veh-mi/AP	11348	Total VHD, veh-h	4.58
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	114.38

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	Project 1 - US 301 Alternative 2 & 4		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.84		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	4
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	4
3	Basic	Basic	I-26 WB Between I-26 WB-Off and On Ramp	1760	4
4	Merge	Merge	I-26 WB On Ramp from US 301	1500	4
5	Basic	Basic	I-26 WB West of US 301	5750	4
6	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	4
7	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	4
8	Merge	Merge	I-26 WB Entrance from Rest Area	1500	4
9	Basic	Basic	I-26 WB I-26 East of SC 33	14128	4
10	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	4
11	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	4
12	Merge	Merge	I-26 WB On Ramp from SC 33	1500	4
13	Basic	Basic	I-26 WB West of SC 33	12700	4
14	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	4
15	Basic	Basic	I-26 WB Between Ramps	2200	4
16	Merge	Merge	I-26 WB On-Ramp from US 601	1500	4
17	Basic	Basic	I-26 WB West of US 601	2640	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7739	9014	0.86	59.6	32.5	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	7739	396	9014	1784	0.86	0.22	63.8	55.2	30.3	29.9	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7296	9014	0.81	62.2	29.3	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	7742	446	9014	1878	0.86	0.24	63.4	61.4	30.5	22.4	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7794	9014	0.86	59.2	32.9	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	7794	185	9014	1878	0.86	0.10	65.4	57.5	29.8	33.9	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7587	9014	0.84	60.5	31.4	D

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	7777	190	9014	1878	0.86	0.10	62.9	60.3	30.9	26.2	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7800	9014	0.87	59.2	32.9	D

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	7800	90	9014	1784	0.87	0.05	64.6	56.0	30.2	30.3	D

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7699	9014	0.85	59.8	32.2	D

Segment 12: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	7862	163	9014	1878	0.87	0.09	62.5	59.8	31.4	27.9	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7858	9014	0.87	58.8	33.4	D

Segment 14: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	7858	465	9014	1784	0.87	0.26	63.6	55.0	30.9	30.1	D

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	7297	9014	0.81	62.2	29.3	D

Segment 16: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	8063	766	9014	1878	0.89	0.41	62.1	58.8	32.5	28.9	D

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	8204	9014	0.91	56.4	36.4	E

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	17163	16316	44.54	1113.45	60.1	32.4	26.3	10.80	E

Facility Overall Results

Space Mean Speed, mi/h	60.1	Average Density, veh/mi/ln	26.3
Average Travel Time, min	10.80	Average Density, pc/mi/ln	32.4
Total VMT, veh-mi/AP	17163	Total VHD, veh-h	44.54
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1113.45

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.24		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2500	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	2600	3
6	Basic	Basic	I-26 EB East of US 601	9700	2
7	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	2
8	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	2
9	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	2
10	Basic	Basic	I-26 EB East of SC 33	4926	2
11	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	2
12	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	2
13	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	2
14	Basic	Basic	I-26 EB West of US 301	14583	2
15	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	2
16	Basic	Basic	I-26 EB Between I-26 Off-Ramp and Loop On Ramp	733	2
17	Weaving	Weaving	I-26 EB Between the loop ramps	534	3
18	Basic	Basic	I-26 EB Between Loop Off-Ramp and On-Ramp from US 301	713	2
19	Merge	Merge	I-26 EB On-Ramp from US 301	1500	2
20	Basic	Basic	I-26 EB East of US 301	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5716	6761	0.85	60.3	31.6	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	5602	1035	6761	1784	0.85	0.58	59.3	53.5	31.5	32.9	F
Segment 3: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4137		6761		0.66		29.1		47.4		F
Segment 4: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4662	770	6761	1784	0.78	0.43	23.2	59.3	66.9	28.2	F
Segment 5: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		1.000		4197		6761		0.65		16.3		85.9		F
Segment 6: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4197		4507		1.20		55.0		38.2		F
Segment 7: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.833	4197	115	4507	1972	1.20	0.06	61.4	61.4	34.2	36.7	F
Segment 8: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4082		4507		1.17		56.7		36.0		F
Segment 9: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	4152	70	4507	1878	1.19	0.04	56.1	56.1	37.0	32.9	F
Segment 10: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4152		4507		1.19		55.7		37.3		F
Segment 11: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4152	233	4507	1878	1.19	0.12	57.4	57.4	36.2	39.5	F
Segment 12: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3919	4507	1.13	58.9	33.3	F

Segment 13: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4059	140	4507	1878	1.16	0.07	56.8	56.8	35.7	32.1	F

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4059	4507	1.16	57.0	35.6	F

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4059	321	4507	1784	1.16	0.18	55.4	55.4	36.6	35.6	F

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3738	4507	1.08	61.2	30.5	F

Segment 17: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3771	6205	0.79	63.4	19.8	B

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3556	4507	1.04	63.2	28.1	F

Segment 19: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	3903	347	4507	1878	1.12	0.18	57.7	57.7	33.8	30.8	F

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3903	4507	1.13	59.1	33.0	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	9703	11428	68.03	1700.64	47.5	39.8	33.3	14.20	F

Facility Overall Results

Space Mean Speed, mi/h	47.5	Average Density, veh/mi/ln	33.3
Average Travel Time, min	14.20	Average Density, pc/mi/ln	39.8

Total VMT, veh-mi/AP	9703	Total VHD, veh-h	68.03
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1700.64

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	11.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB West of US 601	2640	3
2	Diverge	Diverge	I-26 EB Off-Ramp to US 601	1500	3
3	Basic	Basic	I-26 EB Between Ramps	2000	3
4	Merge	Merge	I-26 EB On-Ramp from US 601	1500	3
5	Basic	Basic	I-26 EB East of US 601	2600	3
6	Basic	Basic	I-26 EB East of US 601	9700	2
7	Diverge	Diverge	I-26 EB Off Ramp to SC 33	1500	2
8	Basic	Basic	I-26 EB Off-Ramp and Loop On-Ramp from SC 33	925	2
9	Merge	Merge	I-26 EB Loop On-Ramp from SC 33	1500	2
10	Basic	Basic	I-26 EB East of SC 33	4926	2
11	Diverge	Diverge	I-26 EB Off Ramp to Rest Area	1500	2
12	Basic	Basic	I-26 EB Between Rest Area Ramps	2874	2
13	Merge	Merge	I-26 EB On Ramp from Rest Area	1500	2
14	Basic	Basic	I-26 EB West of US 301	14583	2
15	Diverge	Diverge	I-26 EB Off Ramp to US 301	1500	2
16	Basic	Basic	I-26 EB Between I-26 Off-Ramp and Loop On Ramp	733	2
17	Weaving	Weaving	I-26 EB Between the loop ramps	534	3
18	Basic	Basic	I-26 EB Between Loop Off-Ramp and On-Ramp from US 301	713	2
19	Merge	Merge	I-26 EB On-Ramp from US 301	1500	2
20	Basic	Basic	I-26 EB East of US 301	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	5047	6761	1.23	20.6	81.8	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.971	4845	619	6761	1784	1.23	0.35	19.9	54.6	81.0	49.8	F
Segment 3: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		3896		6761		1.12		13.2		98.3		F
Segment 4: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4522	814	6761	1784	1.24	0.46	16.8	51.5	89.9	45.8	F
Segment 5: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4197		6761		1.26		14.5		96.3		F
Segment 6: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4197		4507		1.89		55.0		38.2		F
Segment 7: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.833	4197	94	4507	1972	1.89	0.05	61.4	61.4	34.2	36.7	F
Segment 8: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4103		4507		1.87		56.4		36.4		F
Segment 9: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	4186	83	4507	1878	1.89	0.04	55.9	55.9	37.4	33.1	F
Segment 10: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4186		4507		1.89		55.2		37.9		F
Segment 11: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4186	167	4507	1878	1.89	0.09	57.6	57.6	36.3	39.8	F
Segment 12: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4019	4507	1.85	57.6	34.9	F

Segment 13: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4157	138	4507	1878	1.88	0.07	56.1	56.1	37.0	32.9	F

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4157	4507	1.89	55.6	37.4	F

Segment 15: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4157	176	4507	1784	1.89	0.10	55.8	55.8	37.2	36.4	F

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3981	4507	1.84	58.1	34.3	F

Segment 17: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4012	6234	1.33	63.3	21.1	F

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3728	4507	1.78	61.3	30.4	F

Segment 19: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4082	354	4507	1878	1.86	0.19	56.6	56.6	36.1	32.2	F

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4082	4507	1.87	56.7	36.0	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	9716	18376	111.01	2775.33	39.3	49.3	40.0	17.20	F

Facility Overall Results

Space Mean Speed, mi/h	39.3	Average Density, veh/mi/ln	40.0
Average Travel Time, min	17.20	Average Density, pc/mi/ln	49.3

Total VMT, veh-mi/AP	9716	Total VHD, veh-h	111.01
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	2775.33

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.93		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	2
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	2
3	Basic	Basic	I-26 WB Between I-26 WB-Off Ramp and Loop On Ramp from US 301	677	2
4	Weaving	Weaving	I-26 WB Between US 301 Loop Ramps	568	3
5	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	671	2
6	Merge	Merge	I-26 WB On Ramp from US 301	1500	2
7	Basic	Basic	I-26 WB West of US 301	6050	2
8	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	2
9	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	2
10	Merge	Merge	I-26 WB Entrance from Rest Area	1500	2
11	Basic	Basic	I-26 WB I-26 East of SC 33	14128	2
12	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	2
13	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	2
14	Merge	Merge	I-26 WB On Ramp from SC 33	1500	2
15	Basic	Basic	I-26 WB West of SC 33	10000	2
16	Basic	Basic	I-26 WB West of SC 33	2700	3
17	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
18	Basic	Basic	I-26 WB Between Ramps	2200	3
19	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
20	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4196	4507	1.09	38.1	55.0	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4158	31	4507	1784	1.09	0.02	37.5	56.2	55.4	41.5	F
Segment 3: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4110		4507		1.08		35.8		57.4		F
Segment 4: Weaving															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4171		6124		0.81		16.7		83.2		F
Segment 5: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		3816		4507		1.03		28.6		66.8		F
Segment 6: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4197	381	4507	1878	1.12	0.20	55.4	55.4	37.9	34.3	F
Segment 7: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4197		4507		1.13		55.0		38.2		F
Segment 8: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4197	203	4507	1878	1.13	0.11	57.5	57.5	36.5	39.9	F
Segment 9: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		3938		4507		1.08		37.8		52.1		F
Segment 10: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4197	259	4507	1878	1.14	0.14	55.6	55.6	37.7	33.8	F
Segment 11: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4197		4507		1.14		55.0		38.2		F
Segment 12: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	4176	91	4507	1784	1.14	0.05	43.9	56.0	47.5	45.0	F

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4068	4507	1.12	36.2	56.2	F

Segment 14: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	4197	129	4507	1878	1.15	0.07	55.1	55.1	38.1	35.4	F

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4197	4507	1.15	55.0	38.2	F

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4197	6761	0.77	69.2	20.2	C

Segment 17: Diverge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	4197	591	6761	1784	0.77	0.33	60.2	54.7	23.2	23.0	C

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3606	6761	0.66	70.7	17.0	B

Segment 19: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4045	439	6761	1878	0.72	0.23	63.8	61.8	21.1	20.6	C

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4045	6761	0.74	69.7	19.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	9202	10691	49.98	1249.55	51.3	36.8	29.9	12.80	F

Facility Overall Results

Space Mean Speed, mi/h	51.3	Average Density, veh/mi/ln	29.9
Average Travel Time, min	12.80	Average Density, pc/mi/ln	36.8
Total VMT, veh-mi/AP	9202	Total VHD, veh-h	49.98

Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1249.55

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	20
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	10.93		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	East of US 301	2640	2
2	Diverge	Diverge	I-26 WB Off Ramp to US 301	1500	2
3	Basic	Basic	I-26 WB Between I-26 WB-Off Ramp and Loop On Ramp from US 301	677	2
4	Weaving	Weaving	I-26 WB Between US 301 Loop Ramps	568	3
5	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	671	2
6	Merge	Merge	I-26 WB On Ramp from US 301	1500	2
7	Basic	Basic	I-26 WB West of US 301	6050	2
8	Diverge	Diverge	I-26 WB Exit to Rest Area	1500	2
9	Basic	Basic	I-26 WB Between Rest Area Ramps	2628	2
10	Merge	Merge	I-26 WB Entrance from Rest Area	1500	2
11	Basic	Basic	I-26 WB I-26 East of SC 33	14128	2
12	Diverge	Diverge	I-26 WB Loop Off Ramp to SC 33	1500	2
13	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp from US 301	800	2
14	Merge	Merge	I-26 WB On Ramp from SC 33	1500	2
15	Basic	Basic	I-26 WB West of SC 33	10000	2
16	Basic	Basic	I-26 WB West of SC 33	2700	3
17	Diverge	Diverge	I-26 WB Off Ramp to US 601	1500	3
18	Basic	Basic	I-26 WB Between Ramps	2200	3
19	Merge	Merge	I-26 WB On-Ramp from US 601	1500	3
20	Basic	Basic	I-26 WB West of US 601	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4267	4507	1.72	40.5	52.7	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4240	61	4507	1784	1.72	0.03	39.8	56.1	53.2	65.9	F
Segment 3: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4165		4507		1.70		37.6		55.4		F
Segment 4: Weaving															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4257		6194		1.26		16.8		84.4		F
Segment 5: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		3902		4507		1.66		30.5		64.0		F
Segment 6: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4197	295	4507	1878	1.72	0.16	55.4	55.4	37.9	34.4	F
Segment 7: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4197		4507		1.73		55.0		38.2		F
Segment 8: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4197	185	4507	1878	1.73	0.10	57.5	57.5	36.5	39.9	F
Segment 9: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4007		4507		1.68		43.9		45.6		F
Segment 10: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.909	4197	190	4507	1878	1.73	0.10	55.6	55.6	37.7	33.8	F
Segment 11: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.813		4171		4507		1.73		46.1		45.2		F
Segment 12: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.917	4143	90	4507	1784	1.73	0.05	39.9	56.0	52.0	67.7	F

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4034	4507	1.71	34.5	58.5	F

Segment 14: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.794	4197	163	4507	1878	1.74	0.09	55.1	55.1	38.1	35.4	F

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4197	4507	1.74	55.0	38.2	F

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4197	6761	1.16	69.2	20.2	F

Segment 17: Diverge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.980	4197	465	6761	1784	1.16	0.26	60.6	55.0	23.1	22.7	F

Segment 18: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3732	6761	1.08	70.5	17.6	F

Segment 19: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4498	766	6761	1878	1.19	0.41	63.1	61.1	23.8	23.6	F

Segment 20: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4498	6761	1.21	68.0	22.0	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	9292	16467	56.27	1406.70	49.8	38.4	31.2	13.20	F

Facility Overall Results

Space Mean Speed, mi/h	49.8	Average Density, veh/mi/ln	31.2
Average Travel Time, min	13.20	Average Density, pc/mi/ln	38.4
Total VMT, veh-mi/AP	9292	Total VHD, veh-h	56.27

Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1406.70

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2024
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 301 to East of SC 453		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	23.69		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 East of US 301	19964	2
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	2
3	Basic	Basic	I-26 EB Between S-36 (Homestead) Ramps	2200	2
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	2
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	2
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	2
7	Basic	Basic	I-26 EB Between SC 210 Ramps	2240	2
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	2
9	Basic	Basic	I-26 East of SC 210	13790	2
10	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	2
11	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from I-95	1858	2
12	Weaving	Weaving	I-26 EB Between I-95 Loop Ramps	749	3
13	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	1843	2
14	Merge	Merge	I-26 EB On Ramp from I-95	1500	2
15	Basic	Basic	I-26 East of I-95	9460	2
16	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	2
17	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	2
18	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	3
19	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	2
20	Merge	Merge	I-26 EB On Ramp from US 15	1500	2
21	Basic	Basic	I-26 East of US 15	4000	2
22	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	2
23	Basic	Basic	I-26 EB Between Weight Station On	3280	2

			and Off Ramps		
24	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	2
25	Basic	Basic	I-26 East of Weigh Station	13390	2
26	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	2
27	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	2
28	Merge	Merge	I-26 EBOn Ramp from SC 453	1500	2
29	Basic	Basic	I-26 East of SC 453	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.800	2468	4507	0.55	70.5	17.5	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.800	0.769	2468	105	4507	1972	0.55	0.05	63.2	63.2	19.5	21.2	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.800	2371	4507	0.53	70.8	16.8	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.800	0.667	2481	110	4507	1972	0.55	0.06	62.8	62.8	19.8	19.5	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.800	2466	4507	0.55	70.6	17.5	B

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.69	0.800	0.769	2466	26	4507	1972	0.55	0.01	63.4	63.4	19.4	21.2	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.800	2446	4507	0.54	70.6	17.3	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.800	0.847	2511	65	4507	1972	0.56	0.03	62.8	62.8	20.0	19.8	B

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.800	2518	4507	0.56	70.4	17.9	B

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.800	0.730	2518	855	4507	1972	0.56	0.43	61.2	61.2	20.6	24.1	C

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.800	1764	4507	0.39	70.5	12.4	B

Segment 12: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.800	2378	5789	0.41	61.7	12.8	B

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.800	2364	4507	0.52	70.0	16.7	B

Segment 14: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.80	0.800	0.730	2528	164	4507	1972	0.56	0.08	62.7	62.7	20.2	20.0	B

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.800	2496	4507	0.55	70.5	17.7	B

Segment 16: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.91	0.800	0.709	2496	68	4507	1972	0.55	0.03	63.3	63.3	19.7	22.1	C

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.800	2435	4507	0.54	69.9	17.3	B

Segment 18: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.800	2495	6218	0.40	66.3	12.5	B

Segment 19: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.91		0.800		2418		4507		0.54		69.4		17.1		B
Segment 20: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.63	0.800	0.820	2563	145	4507	1972	0.57	0.07	62.6	62.6	20.5	20.5	C
Segment 21: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.800		2521		4507		0.56		70.4		17.9		B
Segment 22: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.51	0.800	0.510	2521	642	4507	1972	0.56	0.33	61.8	61.8	20.4	23.7	C
Segment 23: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.800		2291		4507		0.51		71.0		16.1		B
Segment 24: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.55	0.800	0.508	2899	608	4507	1972	0.64	0.31	62.5	62.5	23.2	21.6	C
Segment 25: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.800		2525		4507		0.56		70.4		17.9		B
Segment 26: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.78	0.800	0.833	2525	139	4507	1972	0.56	0.07	63.1	63.1	20.0	22.1	C
Segment 27: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.800		2401		4507		0.53		70.6		17.0		B
Segment 28: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.94	0.800	0.833	2612	211	4507	1972	0.58	0.11	62.6	62.6	20.9	20.7	C
Segment 29: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**

1	0.91	0.800	2628	4507	0.58	70.0	18.8	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11753	10671	4.96	123.93	69.1	17.9	14.3	20.60	C

Facility Overall Results

Space Mean Speed, mi/h	69.1	Average Density, veh/mi/ln	14.3
Average Travel Time, min	20.60	Average Density, pc/mi/ln	17.9
Total VMT, veh-mi/AP	11753	Total VHD, veh-h	4.96
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	123.93

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2024
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 301 to East of SC 453		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	23.69		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 East of US 301	19964	2
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	2
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) On and Off Ramps	2200	2
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	2
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	2
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	2
7	Basic	Basic	I-26 EB Between SC 210 Off and On Ramps	2240	2
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	2
9	Basic	Basic	I-26 East of SC 210	13790	2
10	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	2
11	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from I-95	1858	2
12	Weaving	Weaving	I-26 EB Between I-95 Loop Ramps	749	3
13	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	1843	2
14	Merge	Merge	I-26 EB On Ramp from I-95	1500	2
15	Basic	Basic	I-26 East of I-95	9460	2
16	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	2
17	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	2
18	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	3
19	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	2
20	Merge	Merge	I-26 EB On Ramp from US 15	1500	2
21	Basic	Basic	I-26 East of US 15	4000	2
22	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	2

23	Basic	Basic	I-26 EB Between Weight Station On and Off Ramps	3280	2
24	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	2
25	Basic	Basic	I-26 East of Weigh Station	13390	2
26	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	2
27	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	2
28	Merge	Merge	I-26 EBOn Ramp from SC 453	1500	2
29	Basic	Basic	I-26 East of SC 453	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.840	3853	4507	0.85	59.8	32.2	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.93	0.89	0.840	0.800	3853	93	4507	1972	0.85	0.05	63.2	63.2	30.5	33.1	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.840	3769	4507	0.84	60.8	31.0	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.93	0.94	0.840	0.787	3850	81	4507	1972	0.85	0.04	58.8	58.8	32.7	30.2	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.840	3845	4507	0.85	59.9	32.1	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.93	0.81	0.840	0.962	3845	37	4507	1972	0.85	0.02	63.3	63.3	30.4	33.0	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.840	3808	4507	0.84	60.3	31.6	D

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.93	0.94	0.840	0.833	3854	46	4507	1972	0.86	0.02	58.8	58.8	32.8	30.3	D
Segment 9: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.93		0.840		3854		4507		0.86		59.8		32.2		D
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.93	0.95	0.840	0.741	3854	1136	4507	1972	0.86	0.58	60.5	60.5	31.9	35.6	E
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.93		0.840		2830		4507		0.63		69.0		20.5		C
Segment 12: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.93		0.840		3423		5984		0.57		60.5		18.9		B
Segment 13: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.93		0.840		3280		4507		0.73		65.8		24.9		C
Segment 14: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.93	0.86	0.840	0.800	3405	125	4507	1972	0.76	0.06	60.7	60.7	28.0	26.9	C
Segment 15: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.93		0.840		3390		4507		0.75		64.8		26.2		D
Segment 16: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.93	1.00	0.840	0.645	3390	74	4507	1972	0.75	0.04	63.3	63.3	26.8	29.6	D
Segment 17: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.93		0.840		3328		4507		0.74		65.4		25.4		C
Segment 18: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.93		0.840		3363		6262		0.54		65.3		17.2		B
Segment 19: Basic															

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.93		0.840		3318		4507		0.74		65.5		25.3		C
Segment 20: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.93	0.70	0.840	0.885	3378	60	4507	1972	0.75	0.03	60.7	60.7	27.8	26.9	C
Segment 21: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.93		0.840		3365		4507		0.75		65.1		25.8		C
Segment 22: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.93	0.38	0.840	1.000	3365	11	4507	1972	0.75	0.01	63.4	63.4	26.5	30.9	D
Segment 23: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.93		0.840		3360		4507		0.75		65.1		25.8		C
Segment 24: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.93	0.50	0.840	1.000	3364	4	4507	1972	0.75	0.00	61.3	61.3	27.4	25.5	C
Segment 25: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.93		0.840		3363		4507		0.75		65.1		25.8		C
Segment 26: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.93	0.85	0.840	0.787	3363	57	4507	1972	0.75	0.03	63.3	63.3	26.6	29.3	D
Segment 27: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.93		0.840		3314		4507		0.74		65.5		25.3		C
Segment 28: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.93	0.94	0.840	0.806	3529	215	4507	1972	0.78	0.11	60.2	60.2	29.3	28.0	C
Segment 29: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.93	0.840	3523	4507	0.78	63.5	27.7	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	18102	16828	39.42	985.42	61.6	29.4	24.7	23.10	E

Facility Overall Results

Space Mean Speed, mi/h	61.6	Average Density, veh/mi/ln	24.7
Average Travel Time, min	23.10	Average Density, pc/mi/ln	29.4
Total VMT, veh-mi/AP	18102	Total VHD, veh-h	39.42
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	985.42

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From East of US 15 to West of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	20.76		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 East of US SC 453	5280	2
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	2
3	Basic	Basic	I-26 WB Between SC-453 Ramps	1800	2
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	2
5	Basic	Basic	I-26 WB West of SC 453	8170	2
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	2
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	2
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	2
9	Basic	Basic	I-26 East of US 15	10750	2
10	Diverge	Diverge	Off Ramp to US 15	1500	2
11	Basic	Basic	Between US 15 Off Ramp and Loop On Ramp	770	2
12	Weaving	Weaving	Between US 15 Loop Ramps	393	3
13	Basic	Basic	Between Loop Off Ramp and US 15 On Ramp	790	2
14	Merge	Merge	US 15 On Ramp	1500	2
15	Basic	Basic	I-26 West of US 15	9672	2
16	Diverge	Diverge	I-95 Off Ramp	1500	2
17	Basic	Basic	Between I-95 Off Ramp and Loop On Ramp	1750	2
18	Weaving	Weaving	Between I-95 Loop Ramps	726	3
19	Basic	Basic	Between Loop Off Ramp and I-95 On Ramp	1387	2
20	Merge	Merge	I-95 On Ramp	1500	2
21	Basic	Basic	I-26 West of I-95	14160	2
22	Diverge	Diverge	Off Ramp to SC 210	1500	2
23	Basic	Basic	Between SC 210 Ramps	2217	2
24	Merge	Merge	On-Ramp from SC 210	1500	2

25	Basic	Basic	I-26 west of SC 210	25300	2
26	Diverge	Diverge	Off Ramp to S-36 (Homestead Rd)	1500	2
27	Basic	Basic	Between S-36 (Homestead Rd) Ramps	2201	2
28	Merge	Merge	On-Ramp from S-36 (Homestead Rd)	1500	2
29	Basic	Basic	I-26 west of S-36 (Homestead Rd)	2640	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.800	2230	4507	0.49	71.1	15.7	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.74	0.800	0.870	2230	306	4507	1972	0.49	0.16	62.6	62.6	17.8	18.0	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.800	1978	4507	0.44	70.6	13.9	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.800	0.769	2025	47	4507	1972	0.45	0.02	63.3	63.3	16.0	16.1	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.800	2022	4507	0.45	71.2	14.2	B

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.27	0.800	0.535	2022	395	4507	1972	0.45	0.20	62.4	62.4	16.2	19.4	B

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.800	1949	4507	0.43	71.1	13.7	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.26	0.800	0.500	2272	323	4507	1972	0.50	0.16	62.5	62.5	18.2	19.0	B

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.98		0.800		2003		4507		0.44		71.2		14.1		B
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.61	0.800	0.943	2003	45	4507	1972	0.44	0.02	63.3	63.3	15.8	17.7	B
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.800		1969		4507		0.44		69.9		13.8		B
Segment 12: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.800		2107		6100		0.35		66.0		10.6		B
Segment 13: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.800		1996		4507		0.44		69.2		14.0		B
Segment 14: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.68	0.800	0.862	2045	49	4507	1972	0.45	0.03	63.3	63.3	16.2	16.1	B
Segment 15: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.800		2033		4507		0.45		71.2		14.3		B
Segment 16: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.96	0.800	0.870	2033	433	4507	1972	0.45	0.22	62.3	62.3	16.3	19.0	B
Segment 17: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.800		1571		4507		0.35		70.6		11.0		A
Segment 18: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.800		2469		5471		0.45		58.7		14.0		B
Segment 19: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.800		2151		4507		0.48		68.9		15.1		B
Segment 20: Merge															

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.67	0.800	0.840	2194	43	4507	1972	0.49	0.02	62.6	62.6	17.5	18.6	B
Segment 21: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.800		2181		4507		0.48		71.1		15.3		B
Segment 22: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.58	0.800	0.870	2181	55	4507	1972	0.48	0.03	63.3	63.3	17.2	18.5	B
Segment 23: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.800		2145		4507		0.48		70.8		15.1		B
Segment 24: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.800	0.917	2172	27	4507	1972	0.48	0.01	63.3	63.3	17.2	16.8	B
Segment 25: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.800		2175		4507		0.48		71.1		15.3		B
Segment 26: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.86	0.800	0.746	2175	126	4507	1972	0.48	0.06	63.1	63.1	17.2	19.6	B
Segment 27: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.800		2071		4507		0.46		70.8		14.6		B
Segment 28: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.800	0.769	2231	160	4507	1972	0.50	0.08	63.3	63.3	17.6	17.2	B
Segment 29: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.800		2219		4507		0.49		70.9		15.6		B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	8745	8550	3.15	78.70	69.4	15.1	12.1	17.90	C

Facility Overall Results

Space Mean Speed, mi/h	69.4	Average Density, veh/mi/ln	12.1
Average Travel Time, min	17.90	Average Density, pc/mi/ln	15.1
Total VMT, veh-mi/AP	8745	Total VHD, veh-h	3.15
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	78.70

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From East of SC 453 to West of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	20.76		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 East of US SC 453	5280	2
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	2
3	Basic	Basic	I-26 WB Between SC 453 Ramps	1800	2
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	2
5	Basic	Basic	I-26 WB West of SC 453	8170	2
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	2
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	2
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	2
9	Basic	Basic	I-26 East of US 15	10750	2
10	Diverge	Diverge	I-26 WB Off Ramp to US 15	1500	2
11	Basic	Basic	I-26 WB Between US 15 Off Ramp and Loop On Ramp	770	2
12	Weaving	Weaving	I-26 WB Between US 15 Loop Ramps	393	3
13	Basic	Basic	I-26 WB Between Loop Off Ramp and US 15 On Ramp	790	2
14	Merge	Merge	I-26 WB US 15 On Ramp	1500	2
15	Basic	Basic	I-26 WB West of US 15	9672	2
16	Diverge	Diverge	I-26 WB Off Ramp to I-95	1500	2
17	Basic	Basic	I-26 WB Between I-95 Off Ramp and Loop On Ramp	1750	2
18	Weaving	Weaving	I-26 WB Between I-95 Loop Ramps	726	3
19	Basic	Basic	I-26 WB Between Loop Off Ramp and I-95 On Ramp	1387	2
20	Merge	Merge	I-26 WB On Ramp from I-95	1500	2
21	Basic	Basic	I-26 WB West of I-95	14160	2
22	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	2
23	Basic	Basic	I-26 WB Between SC 210 Ramps	2217	2
24	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	2

25	Basic	Basic	I-26 WB west of SC 210	25300	2
26	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	2
27	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2201	2
28	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	2
29	Basic	Basic	I-26 WB west of S-36 (Homestead Rd)	2640	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.833	3278	4507	0.73	65.8	24.9	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.89	0.833	0.870	3278	238	4507	1972	0.73	0.12	62.8	62.8	26.1	27.0	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.833	3043	4507	0.68	67.7	22.5	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	0.833	0.833	3141	98	4507	1972	0.70	0.05	61.5	61.5	25.5	24.8	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.833	3142	4507	0.70	67.0	23.4	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.37	0.833	0.508	3142	713	4507	1972	0.70	0.36	61.6	61.6	25.5	29.0	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.833	2971	4507	0.66	68.2	21.8	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.39	0.833	0.510	3660	689	4507	1972	0.81	0.35	59.2	59.2	30.9	29.7	D

Segment 9: Basic

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.833		3146		4507		0.70		66.9		23.5		C
Segment 10: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.83	0.833	0.971	3146	30	4507	1972	0.70	0.02	63.4	63.4	24.8	27.5	C
Segment 11: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.833		3115		4507		0.69		67.1		23.2		C
Segment 12: Weaving															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.833		3264		6163		0.53		64.1		17.0		B
Segment 13: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.833		3135		4507		0.70		67.0		23.4		C
Segment 14: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.75	0.833	0.885	3162	27	4507	1972	0.70	0.01	61.5	61.5	25.7	24.9	C
Segment 15: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.833		3158		4507		0.70		66.8		23.6		C
Segment 16: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.96	0.833	0.840	3158	433	4507	1972	0.70	0.22	62.3	62.3	25.3	28.7	D
Segment 17: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.833		2713		4507		0.60		69.6		19.5		C
Segment 18: Weaving															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.833		3765		5719		0.66		56.3		22.3		C
Segment 19: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.94		0.833		3589		4507		0.80		62.9		28.5		D

Segment 20: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.75	0.833	0.667	3617	28	4507	1972	0.80	0.01	59.4	59.4	30.4	29.7	D

Segment 21: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.833	3607	4507	0.80	62.6	28.8	D

Segment 22: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.78	0.833	0.909	3607	87	4507	1972	0.80	0.04	63.2	63.2	28.5	30.8	D

Segment 23: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.833	3527	4507	0.78	63.5	27.8	D

Segment 24: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	0.833	0.943	3564	37	4507	1972	0.79	0.02	60.3	60.3	29.6	27.7	C

Segment 25: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.833	3570	4507	0.79	63.0	28.3	D

Segment 26: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.84	0.833	0.806	3570	152	4507	1972	0.79	0.08	63.1	63.1	28.3	31.6	D

Segment 27: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.833	3438	4507	0.76	64.4	26.7	D

Segment 28: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.94	0.94	0.833	0.781	3589	151	4507	1972	0.80	0.08	60.2	60.2	29.8	27.8	C

Segment 29: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.833	3580	4507	0.79	62.9	28.5	D

Facility Analysis Results									
AP	**VMT veh-mi/AP**	**VMT-Demand veh-mi/AP**	**VHD veh-h/AP**	**Total Delay Cost $/AP**	**Speed mi/h**	**Density pc/mi/ln**	**Density veh/mi/ln**	**TT min**	**LOS**
1	14565	13658	22.88	572.09	64.0	26.2	21.8	19.40	D

Facility Overall Results			
Space Mean Speed, mi/h	64.0	Average Density, veh/mi/ln	21.8
Average Travel Time, min	19.40	Average Density, pc/mi/ln	26.2
Total VMT, veh-mi/AP	14565	Total VHD, veh-h	22.88
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	572.09

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2030 Opening
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	Phase 2: MM 154-172 (3 lanes)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.35		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	5280	3
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) Ramps	2720	3
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	3
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	3
7	Basic	Basic	I-26 EB Between SC 210 Ramps	2240	3
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	3
9	Basic	Basic	I-26 East of SC 210	13790	3
10	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	3
11	Basic	Basic	I-26 EB Between Off Ramp and Loop Off Ramp	2755	3
12	Diverge	Diverge	I-26 EB Loop Off Ramp to I-95	1500	3
13	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	2000	3
14	Merge	Merge	I-26 EB On Ramp from I-95	1500	3
15	Basic	Basic	I-26 East of I-95	9460	3
16	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	3
17	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	3
18	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	4
19	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	3
20	Merge	Merge	I-26 EB On Ramp from US 15	1500	3
21	Basic	Basic	I-26 East of US 15	4000	3
22	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	3
23	Basic	Basic	I-26 EB Between Weight Station On	3280	3

			and Off Ramps		
24	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	3
25	Basic	Basic	I-26 East of Weigh Station	13390	3
26	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	3
27	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	3
28	Merge	Merge	I-26 EB On Ramp from SC 453	1500	3
29	Basic	Basic	I-26 EB East of SC 453	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	2839	6761	0.42	71.2	13.3	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.833	0.769	2839	108	6761	1972	0.42	0.05	67.1	63.2	14.1	19.2	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	2743	6761	0.41	71.1	12.8	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.667	2856	113	6761	1972	0.42	0.06	65.5	63.4	14.5	14.2	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	2836	6761	0.42	71.2	13.3	B

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.69	0.833	0.769	2836	26	6761	1972	0.42	0.01	67.3	63.4	14.0	12.2	B

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	2818	6761	0.42	71.0	13.2	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.847	2885	67	6761	1972	0.43	0.03	65.9	64.1	14.6	12.6	B

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	2888	6761	0.43	71.2	13.5	B

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.833	0.730	2888	992	6761	3944	0.43	0.25	66.0	60.8	14.6	6.6	A

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	2047	6761	0.30	71.0	9.6	A

Segment 12: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	1.000	2047	22	6761	1784	0.30	0.01	61.2	56.2	11.1	12.4	B

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	2020	6761	0.30	70.6	9.5	A

Segment 14: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.80	0.833	0.730	3114	1094	6761	3944	0.46	0.28	66.2	64.9	15.7	13.2	B

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	2863	6761	0.42	71.2	13.4	B

Segment 16: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.91	0.833	0.709	2863	82	6761	1972	0.42	0.04	67.1	63.2	14.2	17.5	B

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	2793	6761	0.41	70.5	13.1	B

Segment 18: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	2865	8286	0.35	66.7	10.7	B

Segment 19: Basic

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.91		0.833		2772		6761		0.41		69.5		13.0		B
Segment 20: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.63	0.833	0.820	2946	174	6761	1972	0.44	0.09	65.3	63.3	15.0	14.8	B
Segment 21: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		2890		6761		0.43		71.1		13.5		B
Segment 22: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.51	0.833	0.510	2890	765	6761	1972	0.43	0.39	64.9	61.4	14.8	20.5	C
Segment 23: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		2628		6761		0.39		71.1		12.3		B
Segment 24: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.55	0.833	0.508	3355	727	6761	1972	0.50	0.37	65.1	63.4	17.2	17.0	B
Segment 25: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		2896		6761		0.43		71.2		13.6		B
Segment 26: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.78	0.833	0.833	2896	142	6761	1972	0.43	0.07	67.0	63.1	14.4	17.8	B
Segment 27: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		2774		6761		0.41		70.9		13.0		B
Segment 28: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.94	0.833	0.833	2991	217	6761	1972	0.44	0.11	65.4	63.4	15.2	15.0	B
Segment 29: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	2999	6761	0.44	71.2	14.0	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	12555	11383	2.73	68.34	70.1	13.4	11.2	18.30	B

Facility Overall Results

Space Mean Speed, mi/h	70.1	Average Density, veh/mi/ln	11.2
Average Travel Time, min	18.30	Average Density, pc/mi/ln	13.4
Total VMT, veh-mi/AP	12555	Total VHD, veh-h	2.73
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	68.34

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2030 Build Opening
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	Phase 2: MM 154-172 (3 lanes)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	20.85		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	2640	3
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) On and Off Ramps	2720	3
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	3
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	3
7	Basic	Basic	I-26 EB Between SC 210 Off and On Ramps	2240	3
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	3
9	Basic	Basic	I-26 East of SC 210	13790	3
10	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	3
11	Basic	Basic	I-26 EB Between Off Ramp and Loop Off Ramp to I-95	2755	3
12	Diverge	Diverge	I-26 EB Loop Off Ramp to I-95	1500	3
13	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	2000	3
14	Merge	Merge	I-26 EB On Ramp from I-95	1500	3
15	Basic	Basic	I-26 East of I-95	9460	3
16	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	3
17	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	3
18	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	4
19	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	3
20	Merge	Merge	I-26 EB On Ramp from US 15	1500	3
21	Basic	Basic	I-26 East of US 15	4000	3
22	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	3

23	Basic	Basic	I-26 EB Between Weight Station On and Off Ramps	3280	3
24	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	3
25	Basic	Basic	I-26 East of Weigh Station	13390	3
26	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	3
27	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	3
28	Merge	Merge	I-26 EB On Ramp from SC 453	1500	3
29	Basic	Basic	I-26 EB East of SC 453	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4544	6761	0.67	67.8	22.3	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.800	4544	89	6761	1972	0.67	0.05	67.1	63.2	22.6	27.6	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4458	6761	0.66	68.2	21.8	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.787	4540	82	6761	1972	0.67	0.04	63.9	62.3	23.7	22.0	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4535	6761	0.67	67.8	22.3	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.962	4535	33	6761	1972	0.67	0.02	67.3	63.4	22.5	20.6	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4497	6761	0.67	68.0	22.0	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.833	0.833	4545	48	6761	1972	0.67	0.02	64.4	63.0	23.5	20.5	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4545	6761	0.67	67.8	22.3	C

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.741	4545	1357	6761	3944	0.67	0.34	65.0	59.9	23.3	14.8	B

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3339	6761	0.49	71.0	15.7	B

Segment 12: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	1.000	3339	28	6761	1784	0.49	0.02	61.7	56.2	18.0	20.1	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3304	6761	0.49	70.6	15.5	B

Segment 14: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.800	4007	703	6761	3944	0.59	0.18	65.7	64.5	20.3	16.0	B

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3979	6761	0.59	69.9	19.0	C

Segment 16: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.645	3979	93	6761	1972	0.59	0.05	67.2	63.2	19.7	23.1	C

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3907	6761	0.58	70.1	18.6	C

Segment 18: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3918	8372	0.47	66.1	14.8	B

Segment 19: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3895	6761	0.58	69.3	18.5	C

Segment 20: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.885	3947	52	6761	1972	0.58	0.03	64.5	62.8	20.4	19.1	B

Segment 21: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3950	6761	0.58	70.0	18.8	C

Segment 22: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	1.000	3950	5	6761	1972	0.58	0.00	67.4	63.4	19.5	24.5	C

Segment 23: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3944	6761	0.58	70.0	18.8	C

Segment 24: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	1.000	3946	2	6761	1972	0.58	0.00	64.9	63.3	20.3	17.9	B

Segment 25: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3946	6761	0.58	70.0	18.8	C

Segment 26: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.787	3946	52	6761	1972	0.58	0.03	67.3	63.3	19.5	22.9	C

Segment 27: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3897	6761	0.58	70.1	18.5	C

Segment 28: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.806	4116	219	6761	1972	0.61	0.11	64.3	62.6	21.3	20.2	C

Segment 29: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4109	6761	0.61	69.5	19.7	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	18289	17373	11.46	286.53	68.2	20.6	17.1	18.40	C

Facility Overall Results

Space Mean Speed, mi/h	68.2	Average Density, veh/mi/ln	17.1
Average Travel Time, min	18.40	Average Density, pc/mi/ln	20.6
Total VMT, veh-mi/AP	18289	Total VHD, veh-h	11.46
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	286.53

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2030 Build Opening
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	Phase 2: MM 154-172 (3 lanes)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.21		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB East of US SC 453	5280	3
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	3
3	Basic	Basic	I-26 WB Between SC 453 Ramps	1800	3
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	3
5	Basic	Basic	I-26 WB West of SC 453	8170	3
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	3
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	3
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	3
9	Basic	Basic	I-26 WB East of US 15	10750	3
10	Diverge	Diverge	I-26 WB Off Ramp to US 15	1500	3
11	Basic	Basic	I-26 WB Between Off Ramp and Loop On Ramp	770	3
12	Weaving	Weaving	I-26 WB Between US 15 Loop Ramps	393	4
13	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp	790	3
14	Merge	Merge	I-26 WB On Ramp from US 15	1500	3
15	Basic	Basic	I-26 WB West of US 15	9672	3
16	Diverge	Diverge	I-26 WB Off Ramp to I-95	1500	3
17	Basic	Basic	I-26 WB Between I-95 Off Ramp and Loop Off Ramp	1065	3
18	Diverge	Diverge	I-26 WB Loop Off Ramp	1500	3
19	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp	3260	3
20	Merge	Merge	I-26 WB On Ramp from I-95	1500	3
21	Basic	Basic	I-26 WB West of I-95	14160	3
22	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	3
23	Basic	Basic	I-26 WB Between SC 210 Ramps	2217	3
24	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	3

25	Basic	Basic	I-26 WB West of SC 210	25300	3
26	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	3
27	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2600	3
28	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	3
29	Basic	Basic	I-26 WB West of S-36 (Homestead Rd)	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	2542	6761	0.38	71.2	11.9	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.74	0.833	0.870	2542	315	6761	1972	0.38	0.16	66.3	62.6	12.8	14.6	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	2293	6761	0.34	70.9	10.7	A

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.769	2341	48	6761	1972	0.35	0.02	65.9	63.6	11.8	11.5	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	2336	6761	0.35	71.2	10.9	A

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.27	0.833	0.535	2336	471	6761	1972	0.35	0.24	65.6	62.2	11.9	17.0	B

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	2253	6761	0.33	71.1	10.5	A

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.26	0.833	0.500	2638	385	6761	1972	0.39	0.20	65.2	63.0	13.5	14.8	B

Segment 9: Basic

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		2314		6761		0.34		71.2		10.8		A
Segment 10: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.61	0.833	0.943	2314	54	6761	1972	0.34	0.03	67.0	63.3	11.5	14.5	B
Segment 11: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		2276		6761		0.34		70.5		10.7		A
Segment 12: Weaving															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		2444		8120		0.30		66.0		9.3		A
Segment 13: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		2307		6761		0.34		69.2		10.8		A
Segment 14: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.68	0.833	0.862	2367	60	6761	1972	0.35	0.03	65.9	63.7	12.0	11.5	B
Segment 15: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		2350		6761		0.35		71.2		11.0		A
Segment 16: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.96	0.833	0.870	2350	503	6761	1972	0.35	0.26	65.5	62.1	12.0	16.7	B
Segment 17: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		1835		6761		0.27		70.5		8.6		A
Segment 18: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	1.000	1835	99	6761	1784	0.27	0.06	60.7	56.0	10.1	11.3	B
Segment 19: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

1	0.98		0.833		1721		6761		0.25		71.0		8.1		A
Segment 20: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.67	0.833	0.840	2871	1150	6761	3944	0.42	0.29	66.3	65.0	14.4	12.3	B
Segment 21: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		2514		6761		0.37		71.2		11.8		B
Segment 22: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.58	0.833	0.870	2514	55	6761	1972	0.37	0.03	67.1	63.3	12.5	13.2	B
Segment 23: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		2479		6761		0.37		71.0		11.6		B
Segment 24: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.94	0.833	0.917	2506	27	6761	1972	0.37	0.01	66.1	64.1	12.6	11.2	B
Segment 25: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		2508		6761		0.37		71.2		11.7		B
Segment 26: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.86	0.833	0.746	2508	129	6761	1972	0.37	0.07	66.9	63.1	12.5	17.7	B
Segment 27: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		2406		6761		0.36		71.0		11.3		B
Segment 28: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.94	0.833	0.769	2571	165	6761	1972	0.38	0.08	65.6	63.5	13.1	13.0	B
Segment 29: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**

1	0.98	0.833	2552	6761	0.38	71.0	12.0	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	10630	10374	2.32	57.94	70.1	11.4	9.5	18.10	B

Facility Overall Results

Space Mean Speed, mi/h	70.1	Average Density, veh/mi/ln	9.5
Average Travel Time, min	18.10	Average Density, pc/mi/ln	11.4
Total VMT, veh-mi/AP	10630	Total VHD, veh-h	2.32
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	57.94

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2030 Build Opening
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	Phase 2: MM 154-172 (3 lanes)		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB East of US SC 453	5280	3
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	3
3	Basic	Basic	I-26 WB Between SC 453 Ramps	1800	3
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	3
5	Basic	Basic	I-26 WB West of SC 453	8170	3
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	3
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	3
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	3
9	Basic	Basic	I-26 East of US 15	10750	3
10	Diverge	Diverge	I-26 WB Off Ramp to US 15	1500	3
11	Basic	Basic	I-26 WB Between US 15 Off Ramp and Loop On Ramp	770	3
12	Weaving	Weaving	I-26 WB Between US 15 Loop Ramps	393	4
13	Basic	Basic	I-26 WB Between Loop Off Ramp and US 15 On Ramp	790	3
14	Merge	Merge	I-26 WB US 15 On Ramp	1500	3
15	Basic	Basic	I-26 WB West of US 15	9672	3
16	Diverge	Diverge	I-26 WB Off Ramp to I-95	1500	3
17	Basic	Basic	I-26 WB Between I-95 Off Ramp and Loop On Ramp	1065	3
18	Diverge	Diverge	I-26 WB Loop Off Ramp to I-95	1500	3
19	Basic	Basic	I-26 WB Between Loop Off Ramp and I-95 On Ramp	3260	3
20	Merge	Merge	I-26 WB On Ramp from I-95	1500	3
21	Basic	Basic	I-26 WB West of I-95	14160	3
22	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	3
23	Basic	Basic	I-26 WB Between SC 210 Ramps	2217	3
24	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	3

25	Basic	Basic	I-26 WB west of SC 210	25300	3
26	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	3
27	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2201	3
28	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	3
29	Basic	Basic	I-26 WB west of S-36 (Homestead Rd)	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3853	6761	0.57	70.2	18.3	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.870	3853	230	6761	1972	0.57	0.12	66.8	62.8	19.2	22.8	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3613	6761	0.53	70.7	17.0	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.833	3713	100	6761	1972	0.55	0.05	64.8	63.0	19.1	18.0	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3713	6761	0.55	70.5	17.6	B

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.508	3713	332	6761	1972	0.55	0.17	66.6	62.6	18.6	23.8	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3510	6761	0.52	70.9	16.5	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.510	3848	338	6761	1972	0.57	0.17	64.3	62.3	19.9	20.3	C

Segment 9: Basic

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		3718		6761		0.55		70.5		17.6		B
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.971	3718	31	6761	1972	0.55	0.02	67.4	63.4	18.4	21.8	C
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3681		6761		0.54		70.6		17.4		B
Segment 12: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3797		8256		0.46		65.0		14.6		B
Segment 13: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3705		6761		0.55		68.8		17.5		B
Segment 14: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.885	3730	25	6761	1972	0.55	0.01	64.8	63.1	19.2	17.8	B
Segment 15: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3732		6761		0.55		70.5		17.6		B
Segment 16: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.840	3732	508	6761	1972	0.55	0.26	66.2	62.1	18.8	23.8	C
Segment 17: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3220		6761		0.48		70.6		15.1		B
Segment 18: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	1.000	3220	74	6761	1784	0.48	0.04	61.5	56.0	17.5	19.6	B
Segment 19: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**

1	0.95		0.833		3131		6761		0.46		71.0		14.7	B
Segment 20: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.667	4521	1390	6761	3944	0.67	0.35	64.7	63.3	23.3	20.3	C
Segment 21: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		4245		6761		0.63		69.0		20.5	C
Segment 22: Diverge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.909	4245	75	6761	1972	0.63	0.04	67.2	63.3	21.1	22.0	C
Segment 23: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		4163		6761		0.62		69.3		20.0	C
Segment 24: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.943	4201	38	6761	1972	0.62	0.02	64.7	63.3	21.6	18.8	B
Segment 25: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		4205		6761		0.62		69.1		20.3	C
Segment 26: Diverge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.806	4205	140	6761	1972	0.62	0.07	67.1	63.1	20.9	26.3	C
Segment 27: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		4070		6761		0.60		69.6		19.5	C
Segment 28: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.781	4225	155	6761	1972	0.62	0.08	64.2	62.5	21.9	20.7	C
Segment 29: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**

1	0.95	0.833	4216	6761	0.62	69.1	20.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	17314	16424	8.02	200.47	68.9	19.0	15.8	18.40	C

Facility Overall Results

Space Mean Speed, mi/h	68.9	Average Density, veh/mi/ln	15.8
Average Travel Time, min	18.40	Average Density, pc/mi/ln	19.0
Total VMT, veh-mi/AP	17314	Total VHD, veh-h	8.02
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	200.47

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2030 No Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 301 to East of SC 453		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	31
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.18		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	2640	2
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	2
3	Basic	Basic	I-26 EB Between S-36 (Homestead Road) Ramps	2200	2
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	2
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	2
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	2
7	Basic	Basic	I-26 EB Between SC 210 Ramps	2240	2
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	2
9	Basic	Basic	I-26 East of SC 210	13790	2
10	Basic	Basic	I-26 East of SC 210 (3 Lanes)	2000	3
11	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	3
12	Basic	Basic	I-26 EB Between Off Ramp and Loop Off Ramp	1755	3
13	Diverge	Diverge	I-26 EB Loop Off Ramp to I-95	1500	3
14	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	2000	3
15	Merge	Merge	I-26 EB On Ramp from I-95	1500	3
16	Basic	Basic	I-26 East of I-95 (3 lanes)	2300	3
17	Basic	Basic	I-26 East of I-95	8460	2
18	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	2
19	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	2
20	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	3
21	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	2
22	Merge	Merge	I-26 EB On Ramp from US 15	1500	2
23	Basic	Basic	I-26 East of US 15	4000	2

24	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	2
25	Basic	Basic	I-26 EB Between Weight Station On and Off Ramps	3280	2
26	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	2
27	Basic	Basic	I-26 East of Weigh Station	13390	2
28	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	2
29	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	2
30	Merge	Merge	I-26 EB On Ramp from SC 453	1500	2
31	Basic	Basic	I-26 EB East of SC 453	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2763	4507	0.61	69.4	19.9	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.769	2763	100	4507	1972	0.61	0.05	63.2	63.2	21.9	23.7	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2669	4507	0.59	69.8	19.1	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.667	2781	112	4507	1972	0.62	0.06	62.4	62.4	22.3	21.9	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2760	4507	0.61	69.4	19.9	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.769	2760	19	4507	1972	0.61	0.01	63.4	63.4	21.8	23.7	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2742	4507	0.61	69.5	19.7	C

Segment 8: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.847	2808	66	4507	1972	0.62	0.03	62.3	62.3	22.5	22.1	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2810	4507	0.62	69.1	20.3	C

Segment 10: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2810	6761	0.42	71.2	13.2	B

Segment 11: Diverge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.730	2810	919	6761	3944	0.42	0.23	66.4	61.0	14.1	6.0	A

Segment 12: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	1992	6761	0.29	70.9	9.3	A

Segment 13: Diverge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	1.000	1992	22	6761	1784	0.29	0.01	61.1	56.2	10.9	12.0	B

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	1965	6761	0.29	70.6	9.2	A

Segment 15: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.730	2886	921	6761	3944	0.43	0.23	66.5	65.1	14.5	11.7	B

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2786	6761	0.41	71.0	13.0	B

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2786	4507	0.62	69.2	20.1	C

Segment 18: Diverge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.820	0.709	2786	79	4507	1972	0.62	0.04	63.2	63.2	22.0	24.4	C

Segment 19: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2718	4507	0.60	69.6	19.5	C

Segment 20: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2743	6245	0.44	66.2	13.8	B

Segment 21: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2697	4507	0.60	69.3	19.3	C

Segment 22: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.820	2813	116	4507	1972	0.62	0.06	62.1	62.1	22.6	22.4	C

Segment 23: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2813	4507	0.62	69.1	20.3	C

Segment 24: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.510	2813	411	4507	1972	0.62	0.21	62.4	62.4	22.5	26.2	C

Segment 25: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2557	4507	0.57	70.3	18.2	C

Segment 26: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.508	2978	421	4507	1972	0.66	0.21	62.4	62.4	23.9	22.3	C

Segment 27: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2818	4507	0.63	69.1	20.4	C

Segment 28: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.833	2818	116	4507	1972	0.63	0.06	63.1	63.1	22.3	24.7	C

Segment 29: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2700	4507	0.60	69.7	19.4	C

Segment 30: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.833	2915	215	4507	1972	0.65	0.11	62.0	62.0	23.5	23.0	C

Segment 31: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2918	4507	0.65	68.5	21.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11944	11330	7.41	185.23	68.2	19.1	15.6	18.60	C

Facility Overall Results

Space Mean Speed, mi/h	68.2	Average Density, veh/mi/ln	15.6
Average Travel Time, min	18.60	Average Density, pc/mi/ln	19.1
Total VMT, veh-mi/AP	11944	Total VHD, veh-h	7.41
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	185.23

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2030 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 301 to East of SC 453		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	31
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	20.99		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	2640	2
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	2
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) On and Off Ramps	2200	2
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	2
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	2
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	2
7	Basic	Basic	I-26 EB Between SC 210 Off and On Ramps	2240	2
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	2
9	Basic	Basic	I-26 East of SC 210	12790	2
10	Basic	Basic	I-26 East of SC 210 (3 Lanes)	2000	3
11	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	3
12	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from I-95	1755	3
13	Diverge	Diverge	I-26 EB Loop Off Ramp to I-95	1500	3
14	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	2000	3
15	Merge	Merge	I-26 EB On Ramp from I-95	1500	3
16	Basic	Basic	I-26 East of I-95 (3 Lanes)	2300	3
17	Basic	Basic	I-26 East of I-95	8460	2
18	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	2
19	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	2
20	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	3
21	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	2
22	Merge	Merge	I-26 EB On Ramp from US 15	1500	2

23	Basic	Basic	I-26 East of US 15	4000	2
24	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	2
25	Basic	Basic	I-26 EB Between Weight Station On and Off Ramps	3280	2
26	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	2
27	Basic	Basic	I-26 East of Weigh Station	13390	2
28	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	2
29	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	2
30	Merge	Merge	I-26 EB On Ramp from SC 453	1500	2
31	Basic	Basic	I-26 EB East of SC 453	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4507	4507	1.03	50.1	45.0	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.800	4507	89	4507	1972	1.03	0.05	63.2	63.2	35.7	38.7	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4418	4507	1.01	51.6	42.8	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.787	4500	82	4507	1972	1.03	0.04	53.9	53.9	41.7	35.3	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4265	4507	1.03	45.1	47.3	F

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4222	33	4507	1972	1.03	0.02	40.7	63.4	51.9	39.9	F

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4149	4507	1.02	37.1	55.9	F

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.833	4197	48	4507	1972	1.03	0.02	56.6	56.6	37.1	32.9	F

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4197	4507	1.03	55.0	38.2	F

Segment 10: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4197	6761	0.69	69.2	20.2	C

Segment 11: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.741	4197	1318	6761	3944	0.69	0.33	65.1	60.0	21.5	13.2	B

Segment 12: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2879	6761	0.51	70.8	13.5	B

Segment 13: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	1.000	2879	28	6761	1784	0.51	0.02	61.5	56.2	15.6	17.7	B

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2851	6761	0.51	70.6	13.3	B

Segment 15: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.800	3554	703	6761	3944	0.61	0.18	66.1	64.8	17.9	14.0	B

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3554	6761	0.61	70.8	16.7	B

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3554	4507	0.91	63.2	28.1	D

Segment 18: Diverge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.645	3554	93	4507	1972	0.91	0.05	63.2	63.2	28.1	31.0	D

Segment 19: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3461	4507	0.90	64.2	27.0	D

Segment 20: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3475	6279	0.64	65.3	17.7	B

Segment 21: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3449	4507	0.89	64.3	26.8	D

Segment 22: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.885	3501	52	4507	1972	0.90	0.03	60.3	60.3	29.0	27.7	C

Segment 23: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3501	4507	0.91	63.8	27.4	D

Segment 24: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	1.000	3501	5	4507	1972	0.91	0.00	63.4	63.4	27.6	32.1	D

Segment 25: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3496	4507	0.90	63.8	27.4	D

Segment 26: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	1.000	3498	2	4507	1972	0.90	0.00	59.9	59.9	29.2	28.8	D

Segment 27: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3498	4507	0.90	63.8	27.4	D

Segment 28: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.813	0.787	3498	52	4507	1972	0.90	0.03	63.3	63.3	27.6	30.5	D

Segment 29: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3446	4507	0.89	64.3	26.8	D

Segment 30: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.806	3665	219	4507	1972	0.94	0.11	59.6	59.6	30.7	29.0	D

Segment 31: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3665	4507	0.94	62.0	29.6	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	16493	17597	69.34	1733.46	54.8	33.3	27.1	23.00	F

Facility Overall Results

Space Mean Speed, mi/h	54.8	Average Density, veh/mi/ln	27.1
Average Travel Time, min	23.00	Average Density, pc/mi/ln	33.3
Total VMT, veh-mi/AP	16493	Total VHD, veh-h	69.34
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1733.46

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2030 No Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From East of US 15 to West of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	31
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.38		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB East of US SC 453	5280	2
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	2
3	Basic	Basic	I-26 WB Between SC 453 Ramps	1800	2
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	2
5	Basic	Basic	I-26 WB West of SC 453	8170	2
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	2
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	2
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	2
9	Basic	Basic	I-26 WB East of US 15	10750	2
10	Diverge	Diverge	I-26 WB Off Ramp to US 15	1500	2
11	Basic	Basic	I-26 WB Between Off Ramp and Loop On Ramp	770	2
12	Weaving	Weaving	I-26 WB Between US 15 Loop Ramps	393	3
13	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp	790	2
14	Merge	Merge	I-26 WB On Ramp from US 15	1500	2
15	Basic	Basic	I-26 WB West of US 15	8672	2
16	Basic	Basic	I-26 WB West of US 15 (3 Lanes)	1000	3
17	Diverge	Diverge	I-26 WB Off Ramp to I-95	1500	3
18	Basic	Basic	I-26 WB Between I-95 Off Ramp and Loop On Ramp	1065	3
19	Diverge	Diverge	I-26 WB Loop Off Ramp to I-95	1500	3
20	Basic	Basic	I-26 WB Between Loop Off Ramp and I-95 On Ramp	3260	3
21	Merge	Merge	I-26 WB On Ramp from I-95	1500	3
22	Basic	Basic	I-26 WB West of I-95 (3 Lanes)	1000	3
23	Basic	Basic	I-26 WB West of I-95	14460	2
24	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	2

25	Basic	Basic	I-26 WB Between SC 210 Ramps	2217	2
26	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	2
27	Basic	Basic	I-26 WB West of SC 210	25300	2
28	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	2
29	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2201	2
30	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	2
31	Basic	Basic	I-26 WB West of S-36 (Homestead Rd)	2640	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	2542	4507	0.56	70.3	18.1	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.74	0.833	0.870	2542	315	4507	1972	0.56	0.16	62.6	62.6	20.3	20.7	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	2293	4507	0.51	70.6	16.1	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.769	2341	48	4507	1972	0.52	0.02	62.9	62.9	18.6	18.6	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	2336	4507	0.52	70.9	16.5	B

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.27	0.833	0.535	2336	471	4507	1972	0.52	0.24	62.2	62.2	18.8	22.1	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	2253	4507	0.50	71.0	15.9	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.98	0.26	0.833	0.500	2638	385	4507	1972	0.59	0.20	62.0	62.0	21.3	21.9	C
Segment 9: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		2314		4507		0.51		70.9		16.3		B
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.61	0.833	0.943	2314	54	4507	1972	0.51	0.03	63.3	63.3	18.3	20.3	C
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		2276		4507		0.50		69.9		16.0		B
Segment 12: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		2444		6090		0.40		65.1		12.5		B
Segment 13: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		2307		4507		0.51		68.9		16.3		B
Segment 14: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.68	0.833	0.862	2367	60	4507	1972	0.53	0.03	63.0	63.0	18.8	18.7	B
Segment 15: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		2350		4507		0.52		70.9		16.6		B
Segment 16: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		1.000		1957		6761		0.29		71.2		9.2		A
Segment 17: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.96	0.833	0.870	2350	503	6761	1972	0.35	0.26	65.5	62.1	12.0	16.7	B
Segment 18: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		1835		6761		0.27		70.5		8.6		A
Segment 19: Diverge															

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	1.000	1835	99	6761	1784	0.27	0.06	60.7	56.0	10.1	11.3	B
Segment 20: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		1721		6761		0.25		71.0		8.1		A
Segment 21: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.67	0.833	0.840	2871	1150	6761	3944	0.42	0.29	66.3	65.0	14.4	12.3	B
Segment 22: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		1.000		2094		6761		0.31		70.6		9.8		A
Segment 23: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		2514		4507		0.56		70.4		17.9		B
Segment 24: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.58	0.833	0.870	2514	55	4507	1972	0.56	0.03	63.3	63.3	19.9	21.4	C
Segment 25: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		2479		4507		0.55		70.5		17.6		B
Segment 26: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.917	2506	27	4507	1972	0.56	0.01	62.9	62.9	19.9	19.4	B
Segment 27: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		2508		4507		0.56		70.4		17.8		B
Segment 28: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.86	0.833	0.746	2508	129	4507	1972	0.56	0.07	63.1	63.1	19.9	22.4	C
Segment 29: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	2406	4507	0.53	70.7	17.0	B

Segment 30: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.769	2571	165	4507	1972	0.57	0.08	62.8	62.8	20.5	19.9	B

Segment 31: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	2552	4507	0.57	70.3	18.2	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	10721	10463	4.49	112.18	69.1	16.6	13.8	18.60	C

Facility Overall Results

Space Mean Speed, mi/h	69.1	Average Density, veh/mi/ln	13.8
Average Travel Time, min	18.60	Average Density, pc/mi/ln	16.6
Total VMT, veh-mi/AP	10721	Total VHD, veh-h	4.49
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	112.18

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2030 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From East of SC 453 to West of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	31
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.38		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB East of US SC 453	5280	2
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	2
3	Basic	Basic	I-26 WB Between SC 453 Ramps	1800	2
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	2
5	Basic	Basic	I-26 WB West of SC 453	8170	2
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	2
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	2
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	2
9	Basic	Basic	I-26 East of US 15	10750	2
10	Diverge	Diverge	I-26 WB Off Ramp to US 15	1500	2
11	Basic	Basic	I-26 WB Between US 15 Off Ramp and Loop On Ramp	770	2
12	Weaving	Weaving	I-26 WB Between US 15 Loop Ramps	393	3
13	Basic	Basic	I-26 WB Between Loop Off Ramp and US 15 On Ramp	790	2
14	Merge	Merge	I-26 WB US 15 On Ramp	1500	2
15	Basic	Basic	I-26 WB West of US 15	8672	2
16	Basic	Basic	I-26 WB West of US 15 (3 Lanes)	1000	3
17	Diverge	Diverge	I-26 WB Off Ramp to I-95	1500	3
18	Basic	Basic	I-26 WB Between I-95 Off Ramp and Loop On Ramp	1065	3
19	Diverge	Diverge	I-26 WB Loop Ramp Off Ramp	1500	3
20	Basic	Basic	I-26 WB Between Loop Off Ramp and I-95 On Ramp	3260	3
21	Merge	Merge	I-26 WB On Ramp from I-95	1500	3
22	Basic	Basic	I-26 WB West of I-95 (3 Lanes)	1000	3
23	Basic	Basic	I-26 WB West of I-95	14460	2
24	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	2

25	Basic	Basic	I-26 WB Between SC 210 Ramps	2217	2
26	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	2
27	Basic	Basic	I-26 WB west of SC 210	25300	2
28	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	2
29	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2201	2
30	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	2
31	Basic	Basic	I-26 WB west of S-36 (Homestead Rd)	2640	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3853	4507	0.85	59.8	32.2	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.870	3853	230	4507	1972	0.85	0.12	62.8	62.8	30.7	32.0	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3613	4507	0.80	62.6	28.8	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.833	3713	100	4507	1972	0.82	0.05	59.5	59.5	31.2	29.3	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3713	4507	0.82	61.5	30.2	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.508	3713	332	4507	1972	0.82	0.17	62.6	62.6	29.7	33.9	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3510	4507	0.78	63.7	27.6	D

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.833	0.510	3848	338	4507	1972	0.85	0.17	58.3	58.3	33.0	31.3	D
Segment 9: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3718		4507		0.82		61.4		30.3		D
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.971	3718	31	4507	1972	0.82	0.02	63.4	63.4	29.3	32.4	D
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3681		4507		0.82		61.8		29.8		D
Segment 12: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3797		6192		0.61		63.5		19.9		B
Segment 13: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3705		4507		0.82		61.6		30.1		D
Segment 14: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.885	3730	25	4507	1972	0.83	0.01	59.4	59.4	31.4	29.3	D
Segment 15: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3732		4507		0.83		61.2		30.5		D
Segment 16: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		1.000		3108		6761		0.46		71.2		14.6		B
Segment 17: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.840	3732	508	6761	1972	0.55	0.26	66.2	62.1	18.8	23.8	C
Segment 18: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3220		6761		0.48		70.6		15.1		B
Segment 19: Diverge															

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	1.000	3220	74	6761	1784	0.48	0.04	61.5	56.0	17.5	19.6	B
Segment 20: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		3131		6761		0.46		71.0		14.7		B
Segment 21: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.667	4521	1390	6761	3944	0.67	0.35	64.7	63.3	23.3	20.3	C
Segment 22: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		1.000		3536		6761		0.52		70.3		16.7		B
Segment 23: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		4245		4507		0.94		54.3		39.1		E
Segment 24: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.909	4245	75	4507	1972	0.94	0.04	63.3	63.3	33.5	36.3	E
Segment 25: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		4163		4507		0.92		55.5		37.5		E
Segment 26: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.943	4201	38	4507	1972	0.93	0.02	56.7	56.7	37.0	32.7	D
Segment 27: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		4205		4507		0.93		54.9		38.3		E
Segment 28: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.806	4205	140	4507	1972	0.93	0.07	63.1	63.1	33.3	37.0	E
Segment 29: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4070	4507	0.90	56.9	35.8	E

Segment 30: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.781	4225	155	4507	1972	0.94	0.08	56.5	56.5	37.4	32.8	D

Segment 31: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4216	4507	0.94	54.8	38.5	E

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	17531	16631	52.74	1318.62	58.6	31.9	26.7	21.90	E

Facility Overall Results

Space Mean Speed, mi/h	58.6	Average Density, veh/mi/ln	26.7
Average Travel Time, min	21.90	Average Density, pc/mi/ln	31.9
Total VMT, veh-mi/AP	17531	Total VHD, veh-h	52.74
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1318.62

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 301 to East of SC 453		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.35		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	5280	3
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) Ramps	2720	3
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	3
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	3
7	Basic	Basic	I-26 EB Between SC 210 Ramps	2240	3
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	3
9	Basic	Basic	I-26 East of SC 210	13790	3
10	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	3
11	Basic	Basic	I-26 EB Between Off Ramp and Loop Off Ramp	2755	3
12	Diverge	Diverge	I-26 EB Loop Off Ramp to I-95	1500	3
13	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	2000	3
14	Merge	Merge	I-26 EB On Ramp from I-95	1500	3
15	Basic	Basic	I-26 East of I-95	9460	3
16	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	3
17	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	3
18	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	4
19	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	3
20	Merge	Merge	I-26 EB On Ramp from US 15	1500	3
21	Basic	Basic	I-26 East of US 15	4000	3
22	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	3
23	Basic	Basic	I-26 EB Between Weight Station On	3280	3

			and Off Ramps		
24	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	3
25	Basic	Basic	I-26 East of Weigh Station	13390	3
26	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	3
27	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	3
28	Merge	Merge	I-26 EB On Ramp from SC 453	1500	3
29	Basic	Basic	I-26 EB East of SC 453	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5171	6761	0.76	64.3	26.8	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.833	0.769	5171	120	6761	1972	0.76	0.06	66.9	63.1	25.8	30.4	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5064	6761	0.75	65.0	26.0	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.667	5188	124	6761	1972	0.77	0.06	63.0	61.4	27.4	25.1	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5167	6761	0.76	64.3	26.8	D

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.69	0.833	0.769	5167	30	6761	1972	0.76	0.02	67.1	63.4	25.7	23.4	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5146	6761	0.76	64.5	26.6	D

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.847	5220	74	6761	1972	0.77	0.04	63.4	62.0	27.4	23.7	C

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5224	6761	0.77	64.0	27.2	D

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.833	0.730	5224	1624	6761	3944	0.77	0.41	64.1	59.2	27.2	18.7	B

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	3848	6761	0.57	70.2	18.3	C

Segment 12: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	1.000	3848	36	6761	1784	0.57	0.02	61.7	56.1	20.8	21.9	C

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	3803	6761	0.56	70.3	18.0	B

Segment 14: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.80	0.833	0.730	5596	1793	6761	3944	0.83	0.45	61.9	60.0	30.1	26.3	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5184	6761	0.77	64.2	26.9	D

Segment 16: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.91	0.833	0.709	5184	147	6761	1972	0.77	0.07	66.9	63.1	25.8	28.7	D

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5059	6761	0.75	65.0	25.9	C

Segment 18: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5192	8286	0.63	63.0	20.6	C

Segment 19: Basic

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.91		0.833		5022		6761		0.74		65.2		25.7		C
Segment 20: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.63	0.833	0.820	5336	314	6761	1972	0.79	0.16	62.7	60.9	28.4	26.4	C
Segment 21: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		5236		6761		0.77		63.9		27.3		D
Segment 22: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.51	0.833	0.510	5236	1384	6761	1972	0.77	0.70	64.1	59.8	27.2	32.6	D
Segment 23: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		4761		6761		0.70		66.7		23.8		C
Segment 24: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.55	0.833	0.508	6075	1314	6761	1972	0.90	0.67	59.6	57.0	34.0	31.4	D
Segment 25: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		5245		6761		0.78		63.8		27.4		D
Segment 26: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.78	0.833	0.833	5245	157	6761	1972	0.78	0.08	66.8	63.0	26.2	29.0	D
Segment 27: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		5111		6761		0.76		64.7		26.3		D
Segment 28: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.94	0.833	0.833	5351	240	6761	1972	0.79	0.12	62.7	61.0	28.4	26.1	C
Segment 29: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5359	6761	0.79	63.0	28.3	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	22811	20685	34.43	860.75	64.3	26.6	22.1	19.90	D

Facility Overall Results

Space Mean Speed, mi/h	64.3	Average Density, veh/mi/ln	22.1
Average Travel Time, min	19.90	Average Density, pc/mi/ln	26.6
Total VMT, veh-mi/AP	22811	Total VHD, veh-h	34.43
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	860.75

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2024
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 301 to East of SC 453		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	20.85		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	2640	3
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) On and Off Ramps	2720	3
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	3
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	3
7	Basic	Basic	I-26 EB Between SC 210 Off and On Ramps	2240	3
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	3
9	Basic	Basic	I-26 East of SC 210	13790	3
10	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	3
11	Basic	Basic	I-26 EB Between Off Ramp and Loop Off Ramp to I-95	2755	3
12	Diverge	Diverge	I-26 EB Loop Off Ramp to I-95	1500	3
13	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	2000	3
14	Merge	Merge	I-26 EB On Ramp from I-95	1500	3
15	Basic	Basic	I-26 East of I-95	9460	3
16	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	3
17	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	3
18	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	4
19	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	3
20	Merge	Merge	I-26 EB On Ramp from US 15	1500	3
21	Basic	Basic	I-26 East of US 15	4000	3
22	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	3

23	Basic	Basic	I-26 EB Between Weight Station On and Off Ramps	3280	3
24	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	3
25	Basic	Basic	I-26 East of Weigh Station	13390	3
26	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	3
27	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	3
28	Merge	Merge	I-26 EB On Ramp from SC 453	1500	3
29	Basic	Basic	I-26 EB East of SC 453	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6303	6761	1.22	38.3	54.8	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.800	6303	97	6761	1972	1.22	0.05	66.5	63.2	31.6	35.0	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6206	6761	1.20	55.9	37.0	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.787	6297	91	6761	1972	1.22	0.05	60.7	58.9	34.6	30.2	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6297	6761	1.21	55.0	38.2	F

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.962	6297	36	6761	1972	1.21	0.02	66.6	63.3	31.5	28.0	F

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6242	6761	1.21	43.7	47.6	F

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.833	0.833	6295	53	6761	1972	1.22	0.03	61.1	59.5	34.3	28.8	F
Segment 9: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		6295		6761		1.22		55.0		38.2		F
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.741	6295	2159	6761	3944	1.22	0.55	62.5	57.8	33.6	25.3	F
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		4136		6761		0.93		69.4		19.9		C
Segment 12: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	1.000	4136	46	6761	1784	0.93	0.03	61.7	56.1	22.3	24.1	C
Segment 13: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		4090		6761		0.92		69.5		19.6		C
Segment 14: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.800	5240	1150	6761	3944	1.09	0.29	63.7	62.3	27.4	22.8	F
Segment 15: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		5240		6761		1.09		63.8		27.4		F
Segment 16: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.645	5240	170	6761	1972	1.09	0.09	66.8	63.0	26.1	29.0	F
Segment 17: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		5070		6761		1.07		64.9		26.0		F
Segment 18: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		5096		8371		0.86		64.6		19.7		B

Segment 19: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	5050	6761	1.06	65.1	25.9	F

Segment 20: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.885	5145	95	6761	1972	1.08	0.05	63.0	61.4	27.2	24.9	F

Segment 21: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	5145	6761	1.08	64.5	26.6	F

Segment 22: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	1.000	5145	9	6761	1972	1.08	0.00	67.1	63.4	25.6	30.0	F

Segment 23: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	5136	6761	1.08	64.5	26.5	F

Segment 24: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	1.000	5140	4	6761	1972	1.08	0.00	63.4	62.0	27.0	23.6	F

Segment 25: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	5140	6761	1.08	64.5	26.6	F

Segment 26: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.787	5140	58	6761	1972	1.08	0.03	67.1	63.3	25.5	28.4	F

Segment 27: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	5082	6761	1.07	64.9	26.1	F

Segment 28: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.806	5325	243	6761	1972	1.11	0.12	62.7	61.0	28.3	26.0	F

Segment 29: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	5325	6761	1.11	63.3	28.0	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	24645	31758	74.81	1870.18	58.6	32.2	26.9	21.40	F

Facility Overall Results

Space Mean Speed, mi/h	58.6	Average Density, veh/mi/ln	26.9
Average Travel Time, min	21.40	Average Density, pc/mi/ln	32.2
Total VMT, veh-mi/AP	24645	Total VHD, veh-h	74.81
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1870.18

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From East of US 15 to West of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.21		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB East of US SC 453	5280	3
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	3
3	Basic	Basic	I-26 WB Between SC 453 Ramps	1800	3
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	3
5	Basic	Basic	I-26 WB West of SC 453	8170	3
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	3
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	3
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	3
9	Basic	Basic	I-26 WB East of US 15	10750	3
10	Diverge	Diverge	I-26 WB Off Ramp to US 15	1500	3
11	Basic	Basic	I-26 WB Between Off Ramp and Loop On Ramp	770	3
12	Weaving	Weaving	I-26 WB Between US 15 Loop Ramps	393	4
13	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp	790	3
14	Merge	Merge	I-26 WB On Ramp from US 15	1500	3
15	Basic	Basic	I-26 WB West of US 15	9672	3
16	Diverge	Diverge	I-26 WB Off Ramp to I-95	1500	3
17	Basic	Basic	I-26 WB Between I-95 Off Ramp and Loop On Ramp	1065	3
18	Diverge	Diverge	I-26 WB Between I-95 Loop Ramps	1500	3
19	Basic	Basic	I-26 WB Between Loop Off Ramp and I-95 On Ramp	3260	3
20	Merge	Merge	I-26 WB On Ramp from I-95	1500	3
21	Basic	Basic	I-26 WB West of I-95	14160	3
22	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	3
23	Basic	Basic	I-26 WB Between SC 210 Ramps	2217	3
24	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	3

25	Basic	Basic	I-26 WB West of SC 210	25300	3
26	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	3
27	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2600	3
28	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	3
29	Basic	Basic	I-26 WB West of S-36 (Homestead Rd)	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4531	6761	0.67	67.8	22.3	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.74	0.833	0.870	4531	348	6761	1972	0.67	0.18	66.5	62.5	22.7	24.5	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4257	6761	0.63	69.0	20.6	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.769	4311	54	6761	1972	0.64	0.03	64.2	62.6	22.4	20.7	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4305	6761	0.64	68.8	20.9	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.27	0.833	0.535	4305	852	6761	1972	0.64	0.43	65.3	61.2	22.0	27.5	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4154	6761	0.61	69.3	20.0	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.26	0.833	0.500	4854	700	6761	1972	0.72	0.35	62.9	60.9	25.7	25.9	C

Segment 9: Basic

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4265		6761		0.63		68.9		20.6		C
Segment 10: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.61	0.833	0.943	4265	97	6761	1972	0.63	0.05	67.2	63.2	21.2	24.5	C
Segment 11: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4197		6761		0.62		69.2		20.2		C
Segment 12: Weaving															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4498		8131		0.55		61.9		18.2		B
Segment 13: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4252		6761		0.63		67.6		20.5		C
Segment 14: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.68	0.833	0.862	4359	107	6761	1972	0.64	0.05	64.2	62.6	22.6	20.9	C
Segment 15: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4329		6761		0.64		68.7		21.0		C
Segment 16: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.96	0.833	0.870	4329	824	6761	1972	0.64	0.42	65.4	61.3	22.1	27.2	C
Segment 17: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		3486		6761		0.52		70.5		16.4		B
Segment 18: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	1.000	3486	162	6761	1784	0.52	0.09	61.3	55.8	19.0	20.2	C
Segment 19: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

1	0.98		0.833		3300		6761		0.49		71.0		15.5	B
Segment 20: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.67	0.833	0.840	5185	1885	6761	3944	0.77	0.48	62.7	61.0	27.6	24.7	C
Segment 21: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.98		0.833		4600		6761		0.68		67.5		22.7	C
Segment 22: Diverge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.58	0.833	0.870	4600	63	6761	1972	0.68	0.03	67.2	63.3	22.8	23.6	C
Segment 23: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.98		0.833		4561		6761		0.67		67.7		22.5	C
Segment 24: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.94	0.833	0.917	4592	31	6761	1972	0.68	0.02	64.1	62.7	23.9	21.1	C
Segment 25: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.98		0.833		4594		6761		0.68		67.5		22.7	C
Segment 26: Diverge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.86	0.833	0.746	4594	143	6761	1972	0.68	0.07	67.0	63.1	22.9	28.1	D
Segment 27: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.98		0.833		4481		6761		0.66		68.0		22.0	C
Segment 28: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.94	0.833	0.769	4664	183	6761	1972	0.69	0.09	63.7	62.0	24.4	22.8	C
Segment 29: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**

1	0.98	0.833	4643	6761	0.69	67.3	23.0	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	19514	19050	15.06	376.54	67.5	21.8	18.2	18.90	C

Facility Overall Results

Space Mean Speed, mi/h	67.5	Average Density, veh/mi/ln	18.2
Average Travel Time, min	18.90	Average Density, pc/mi/ln	21.8
Total VMT, veh-mi/AP	19514	Total VHD, veh-h	15.06
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	376.54

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From East of SC 453 to West of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB East of US SC 453	5280	3
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	3
3	Basic	Basic	I-26 WB Between SC 453 Ramps	1800	3
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	3
5	Basic	Basic	I-26 WB West of SC 453	8170	3
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	3
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	3
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	3
9	Basic	Basic	I-26 East of US 15	10750	3
10	Diverge	Diverge	I-26 WB Off Ramp to US 15	1500	3
11	Basic	Basic	I-26 WB Between US 15 Off Ramp and Loop On Ramp	770	3
12	Weaving	Weaving	I-26 WB Between US 15 Loop Ramps	393	4
13	Basic	Basic	I-26 WB Between Loop Off Ramp and US 15 On Ramp	790	3
14	Merge	Merge	I-26 WB US 15 On Ramp	1500	3
15	Basic	Basic	I-26 WB West of US 15	9672	3
16	Diverge	Diverge	I-26 WB Off Ramp to I-95	1500	3
17	Basic	Basic	I-26 WB Between I-95 Off Ramp and Loop On Ramp	1065	3
18	Diverge	Diverge	I-26 WB Between I-95 Loop Ramps	1500	3
19	Basic	Basic	I-26 WB Between Loop Off Ramp and I-95 On Ramp	3260	3
20	Merge	Merge	I-26 WB On Ramp from I-95	1500	3
21	Basic	Basic	I-26 WB West of I-95	14160	3
22	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	3
23	Basic	Basic	I-26 WB Between SC 210 Ramps	2217	3
24	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	3

25	Basic	Basic	I-26 WB west of SC 210	25300	3
26	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	3
27	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2201	3
28	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	3
29	Basic	Basic	I-26 WB west of S-36 (Homestead Rd)	2640	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6303	6761	1.01	38.3	54.8	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.870	6303	253	6761	1972	1.01	0.13	66.2	62.8	31.7	33.4	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6050	6761	0.98	57.4	35.1	E

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.833	6161	111	6761	1972	0.99	0.06	61.1	59.3	33.6	29.6	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6161	6761	0.99	56.4	36.4	E

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.508	6161	599	6761	1972	0.99	0.30	65.7	61.9	31.3	34.8	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	5562	6761	0.94	61.5	30.1	D

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.510	6171	609	6761	1972	1.03	0.31	60.3	57.9	34.1	31.8	F

Segment 9: Basic

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		6171		6761		0.99		56.3		36.5		E
Segment 10: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.971	6171	56	6761	1972	0.99	0.03	66.6	63.3	30.9	32.6	D
Segment 11: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		6115		6761		0.98		56.8		35.9		E
Segment 12: Weaving															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		6326		8256		0.83		60.7		26.1		C
Segment 13: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		6194		6761		0.99		56.0		36.9		E
Segment 14: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.885	6240	46	6761	1972	1.00	0.02	60.9	59.3	34.2	29.6	D
Segment 15: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		6240		6761		1.00		55.6		37.4		E
Segment 16: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.840	6240	831	6761	1972	1.00	0.42	65.2	61.3	31.9	35.1	E
Segment 17: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		5409		6761		0.87		62.7		28.8		D
Segment 18: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	1.000	5409	120	6761	1784	0.87	0.07	61.5	55.9	29.3	29.8	D
Segment 19: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

1	0.95		0.833		5227		6761		0.85		63.9		27.3	F
Segment 20: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.667	6295	2280	6761	3944	1.19	0.58	57.4	54.7	43.6	36.2	F
Segment 21: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		6295		6761		1.12		55.0		38.2	F
Segment 22: Diverge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.909	6295	81	6761	1972	1.12	0.04	66.5	63.2	31.6	30.7	F
Segment 23: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		6214		6761		1.11		55.8		37.1	F
Segment 24: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.943	6255	41	6761	1972	1.11	0.02	61.2	59.6	34.1	28.5	F
Segment 25: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		6255		6761		1.12		55.4		37.6	F
Segment 26: Diverge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.806	6255	154	6761	1972	1.12	0.08	66.5	63.1	31.4	35.1	F
Segment 27: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		6101		6761		1.09		56.9		35.7	F
Segment 28: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.781	6271	170	6761	1972	1.12	0.09	60.6	58.8	34.5	30.3	F
Segment 29: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**

1	0.95	0.833	6271	6761	1.12	55.3	37.8	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	27128	29549	103.53	2588.30	56.0	36.8	30.6	22.60	F

Facility Overall Results

Space Mean Speed, mi/h	56.0	Average Density, veh/mi/ln	30.6
Average Travel Time, min	22.60	Average Density, pc/mi/ln	36.8
Total VMT, veh-mi/AP	27128	Total VHD, veh-h	103.53
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	2588.30

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 1&2-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.08		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	5280	3
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) Ramps	2720	3
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5171	6761	0.76	64.3	26.8	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.833	0.769	5171	120	6761	1972	0.76	0.06	66.9	63.1	25.8	30.4	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5064	6761	0.75	65.0	26.0	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.667	5188	124	6761	1972	0.77	0.06	63.0	61.4	27.4	25.1	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.91	0.833	5167	6761	0.76	64.3	26.8	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3309	3010	4.81	120.24	64.5	26.6	22.2	2.90	D

Facility Overall Results

Space Mean Speed, mi/h	64.5	Average Density, veh/mi/ln	22.2
Average Travel Time, min	2.90	Average Density, pc/mi/ln	26.6
Total VMT, veh-mi/AP	3309	Total VHD, veh-h	4.81
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	120.24

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2024
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 1&2-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.08		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	5280	3
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) On and Off Ramps	2720	3
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6303	6761	1.22	38.3	54.8	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.800	6303	97	6761	1972	1.22	0.05	66.5	63.2	31.6	35.0	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6206	6761	1.20	55.9	37.0	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.787	6297	91	6761	1972	1.22	0.05	60.7	58.9	34.6	30.2	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.95	0.833	6297	6761	1.21	55.0	38.2	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4035	5001	25.07	626.87	49.4	42.4	35.4	3.70	F

Facility Overall Results

Space Mean Speed, mi/h	49.4	Average Density, veh/mi/ln	35.4
Average Travel Time, min	3.70	Average Density, pc/mi/ln	42.4
Total VMT, veh-mi/AP	4035	Total VHD, veh-h	25.07
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	626.87

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 1&2-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.07		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB west of SC 210	5280	3
2	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2640	3
4	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 WB west of S-36 (Homestead Rd)	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6303	6761	1.12	38.3	54.8	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.806	6303	154	6761	1972	1.12	0.08	66.4	63.1	31.6	35.2	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6125	6761	1.09	42.8	47.6	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.781	6295	170	6761	1972	1.12	0.09	60.6	58.7	34.6	30.4	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.95	0.833	6295	6761	1.12	55.0	38.2	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4007	4566	28.46	711.47	47.3	44.2	36.8	3.90	F

Facility Overall Results

Space Mean Speed, mi/h	47.3	Average Density, veh/mi/ln	36.8
Average Travel Time, min	3.90	Average Density, pc/mi/ln	44.2
Total VMT, veh-mi/AP	4007	Total VHD, veh-h	28.46
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	711.47

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 1&2-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.07		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB West of SC 210	5280	3
2	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2640	3
4	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 WB West of S-36 (Homestead Rd)	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4594	6761	0.68	67.5	22.7	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.86	0.833	0.746	4594	143	6761	1972	0.68	0.07	67.0	63.1	22.9	28.1	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4481	6761	0.66	68.0	22.0	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.769	4664	183	6761	1972	0.69	0.09	63.7	62.0	24.4	22.8	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.98	0.833	4643	6761	0.69	67.3	23.0	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	2938	2878	2.53	63.19	67.1	22.9	19.1	2.70	D

Facility Overall Results

Space Mean Speed, mi/h	67.1	Average Density, veh/mi/ln	19.1
Average Travel Time, min	2.70	Average Density, pc/mi/ln	22.9
Total VMT, veh-mi/AP	2938	Total VHD, veh-h	2.53
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	63.19

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 3-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	5280	3
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) Ramps	3650	3
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5171	6761	0.76	64.3	26.8	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.833	0.769	5171	120	6761	1972	0.76	0.06	66.9	63.1	25.8	30.6	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5064	6761	0.75	65.0	26.0	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.667	5188	124	6761	1972	0.77	0.06	63.0	61.4	27.4	25.1	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.91	0.833	5167	6761	0.76	64.3	26.8	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3495	3179	5.06	126.46	64.6	26.6	22.2	3.00	D

Facility Overall Results

Space Mean Speed, mi/h	64.6	Average Density, veh/mi/ln	22.2
Average Travel Time, min	3.00	Average Density, pc/mi/ln	26.6
Total VMT, veh-mi/AP	3495	Total VHD, veh-h	5.06
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	126.46

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 3-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.21		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	5000	3
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) On and Off Ramps	3650	3
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6303	6761	1.22	38.3	54.8	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.800	6303	97	6761	1972	1.22	0.05	66.5	63.2	31.6	35.2	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6206	6761	1.20	55.9	37.0	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.787	6297	91	6761	1972	1.22	0.05	60.7	58.9	34.6	30.2	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.95	0.833	6297	6761	1.21	55.0	38.2	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4193	5198	25.11	627.78	49.9	41.9	34.9	3.90	F

Facility Overall Results

Space Mean Speed, mi/h	49.9	Average Density, veh/mi/ln	34.9
Average Travel Time, min	3.90	Average Density, pc/mi/ln	41.9
Total VMT, veh-mi/AP	4193	Total VHD, veh-h	25.11
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	627.78

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 3-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.11		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB West of SC 210	5280	3
2	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2850	3
4	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 WB West of S-36 (Homestead Rd)	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4594	6761	0.68	67.5	22.7	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.86	0.833	0.746	4594	143	6761	1972	0.68	0.07	67.0	63.1	22.9	27.2	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4481	6761	0.66	68.0	22.0	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.769	4664	183	6761	1972	0.69	0.09	63.5	61.8	24.5	23.4	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.98	0.833	4643	6761	0.69	67.3	23.0	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	2975	2914	2.57	64.14	67.1	22.9	19.1	2.80	D

Facility Overall Results

Space Mean Speed, mi/h	67.1	Average Density, veh/mi/ln	19.1
Average Travel Time, min	2.80	Average Density, pc/mi/ln	22.9
Total VMT, veh-mi/AP	2975	Total VHD, veh-h	2.57
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	64.14

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HCS Freeway Facilities Report

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Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 3-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.11		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB west of SC 210	5280	3
2	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	3
3	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2850	3
4	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	3
5	Basic	Basic	I-26 WB west of S-36 (Homestead Rd)	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6303	6761	1.12	38.3	54.8	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.806	6303	154	6761	1972	1.12	0.08	66.4	63.1	31.6	34.3	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6125	6761	1.09	43.0	47.5	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.781	6295	170	6761	1972	1.12	0.09	60.4	58.5	34.7	30.9	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.95	0.833	6295	6761	1.12	55.0	38.2	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4057	4624	28.88	722.12	47.3	44.2	36.8	3.90	F

Facility Overall Results

Space Mean Speed, mi/h	47.3	Average Density, veh/mi/ln	36.8
Average Travel Time, min	3.90	Average Density, pc/mi/ln	44.2
Total VMT, veh-mi/AP	4057	Total VHD, veh-h	28.88
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	722.12

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	SC 210 Interchange Alternative 1&2-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	4.57		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 East of Homestead Rd	5280	3
2	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	3
3	Basic	Basic	I-26 EB Between SC 210 Ramps	2050	3
4	Merge	Merge	I-26 EB SC 210 On Ramp	1500	3
5	Basic	Basic	I-26 East of SC 210	13790	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5167	6761	0.76	64.3	26.8	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.69	0.833	0.769	5167	30	6761	1972	0.76	0.02	67.1	63.4	25.7	23.4	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5146	6761	0.76	64.5	26.6	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.847	5220	74	6761	1972	0.77	0.04	63.4	62.0	27.4	23.7	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5224	6761	0.77	64.0	27.2	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4948	4503	7.51	187.86	64.3	27.0	22.5	4.30	D

Facility Overall Results

Space Mean Speed, mi/h	64.3	Average Density, veh/mi/ln	22.5
Average Travel Time, min	4.30	Average Density, pc/mi/ln	27.0
Total VMT, veh-mi/AP	4948	Total VHD, veh-h	7.51
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	187.86

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	SC 210 Interchange Alternative 1&2-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	8.35		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 East of Homestead Rd	25248	3
2	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	3
3	Basic	Basic	I-26 EB Between SC 210 Off and On Ramps	2050	3
4	Merge	Merge	I-26 EB SC 210 On Ramp	1500	3
5	Basic	Basic	I-26 East of SC 210	13790	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6303	6761	1.21	42.9	48.9	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.962	6303	36	6761	1972	1.21	0.02	66.6	63.3	31.5	28.0	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6242	6761	1.21	42.9	48.5	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.833	6295	53	6761	1972	1.22	0.03	61.1	59.5	34.3	28.8	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6295	6761	1.22	55.0	38.2	F

Facility Analysis Results									
AP	**VMT veh-mi/AP**	**VMT-Demand veh-mi/AP**	**VHD veh-h/AP**	**Total Delay Cost $/AP**	**Speed mi/h**	**Density pc/mi/ln**	**Density veh/mi/ln**	**TT min**	**LOS**
1	10951	13566	78.07	1951.70	47.2	44.4	37.0	10.60	F

Facility Overall Results			
Space Mean Speed, mi/h	47.2	Average Density, veh/mi/ln	37.0
Average Travel Time, min	10.60	Average Density, pc/mi/ln	44.4
Total VMT, veh-mi/AP	10951	Total VHD, veh-h	78.07
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1951.70

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	SC 210 Interchange Alternative 1&2-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	8.46		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB West of I-95	14160	3
2	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	3
3	Basic	Basic	I-26 WB Between SC 210 Ramps	2200	3
4	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	3
5	Basic	Basic	I-26 WB West of SC 210	25300	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4600	6761	0.68	67.5	22.7	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.58	0.833	0.870	4600	63	6761	1972	0.68	0.03	67.2	63.3	22.8	23.6	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4561	6761	0.67	67.7	22.5	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.917	4592	31	6761	1972	0.68	0.02	64.1	62.7	23.9	21.1	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4594	6761	0.68	67.5	22.7	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	8093	7931	6.44	161.12	67.4	22.7	18.9	7.50	D

Facility Overall Results

Space Mean Speed, mi/h	67.4	Average Density, veh/mi/ln	18.9
Average Travel Time, min	7.50	Average Density, pc/mi/ln	22.7
Total VMT, veh-mi/AP	8093	Total VHD, veh-h	6.44
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	161.12

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HCS Freeway Facilities Report

Project Information

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Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	SC 210 Interchange Alternative 1&2-3 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	8.46		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB West of I-95	14160	3
2	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	3
3	Basic	Basic	I-26 WB Between SC 210 Ramps	2200	3
4	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	3
5	Basic	Basic	I-26 WB west of SC 210	25300	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6303	6761	1.12	40.4	52.0	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.909	6303	81	6761	1972	1.12	0.04	66.5	63.2	31.6	30.8	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6222	6761	1.11	55.8	37.2	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.943	6263	41	6761	1972	1.11	0.02	61.1	59.5	34.2	29.0	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6263	6761	1.12	55.4	37.7	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11053	12643	66.03	1650.72	50.0	41.9	34.9	10.20	F

Facility Overall Results

Space Mean Speed, mi/h	50.0	Average Density, veh/mi/ln	34.9
Average Travel Time, min	10.20	Average Density, pc/mi/ln	41.9
Total VMT, veh-mi/AP	11053	Total VHD, veh-h	66.03
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1650.72

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	MM 154-172		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.25		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	5280	4
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	4
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) Ramps	2200	4
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	4
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	4
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	4
7	Basic	Basic	I-26 EB Between SC 210 Ramps	2240	4
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	4
9	Basic	Basic	I-26 East of SC 210	13790	4
10	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	4
11	Basic	Basic	I-26 EB Between Off Ramp and Loop Off Ramp	2755	4
12	Diverge	Diverge	I-26 EB Loop Off Ramp to I-95	1500	4
13	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	2000	4
14	Merge	Merge	I-26 EB On Ramp from I-95	1500	4
15	Basic	Basic	I-26 East of I-95	9460	4
16	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	4
17	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	4
18	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	5
19	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	4
20	Merge	Merge	I-26 EB On Ramp from US 15	1500	4
21	Basic	Basic	I-26 East of US 15	4000	4
22	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	4
23	Basic	Basic	I-26 EB Between Weight Station On	3280	4

			and Off Ramps		
24	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	4
25	Basic	Basic	I-26 East of Weigh Station	13390	4
26	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	4
27	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	4
28	Merge	Merge	I-26 EB On Ramp from SC 453	1500	4
29	Basic	Basic	I-26 EB East of SC 453	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5171	9014	0.57	70.1	18.4	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.833	0.769	5171	120	9014	1972	0.57	0.06	69.8	63.1	18.5	22.2	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5064	9014	0.56	70.3	18.0	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.667	5188	124	9014	1972	0.58	0.06	65.6	63.1	19.8	17.2	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5167	9014	0.57	70.1	18.4	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.69	0.833	0.769	5167	30	9014	1972	0.57	0.02	70.1	63.4	18.4	14.9	B

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5146	9014	0.57	70.2	18.3	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.847	5220	74	9014	1972	0.58	0.04	65.9	63.9	19.8	15.4	B

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5224	9014	0.58	70.0	18.7	C

Segment 10: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.833	0.730	5224	1624	9014	3944	0.58	0.41	67.0	59.2	19.5	12.8	B

Segment 11: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	3848	9014	0.43	71.1	13.5	B

Segment 12: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	1.000	3848	36	9014	1784	0.43	0.02	66.5	56.1	14.5	14.4	B

Segment 13: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	3803	9014	0.42	70.9	13.4	B

Segment 14: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.80	0.833	0.730	5596	1793	9014	3944	0.62	0.45	65.2	62.8	21.5	21.2	C

Segment 15: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5184	9014	0.58	70.1	18.5	C

Segment 16: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.91	0.833	0.709	5184	147	9014	1972	0.58	0.07	69.8	63.1	18.6	20.6	C

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5059	9014	0.56	70.3	18.0	B

Segment 18: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5192	10358	0.50	64.2	16.2	B

Segment 19: Basic

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.91		0.833		5022		9014		0.56		68.6		17.8		B
Segment 20: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.63	0.833	0.820	5336	314	9014	1972	0.59	0.16	65.5	62.9	20.4	18.5	B
Segment 21: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		5236		9014		0.58		70.0		18.7		C
Segment 22: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.51	0.833	0.510	5236	1384	9014	1972	0.58	0.70	66.2	59.8	19.8	28.3	D
Segment 23: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		4761		9014		0.53		70.8		16.8		B
Segment 24: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.55	0.833	0.508	6075	1314	9014	1972	0.67	0.67	64.5	61.8	23.5	23.8	C
Segment 25: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		5245		9014		0.58		70.0		18.7		C
Segment 26: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.78	0.833	0.833	5245	157	9014	1972	0.58	0.08	69.7	63.0	18.8	20.9	C
Segment 27: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.91		0.833		5111		9014		0.57		70.3		18.2		C
Segment 28: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.91	0.94	0.833	0.833	5351	240	9014	1972	0.59	0.12	65.5	63.0	20.4	18.1	B
Segment 29: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5359	9014	0.59	69.8	19.2	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	22707	20590	7.82	195.54	69.5	18.4	15.4	18.30	C

Facility Overall Results

Space Mean Speed, mi/h	69.5	Average Density, veh/mi/ln	15.4
Average Travel Time, min	18.30	Average Density, pc/mi/ln	18.4
Total VMT, veh-mi/AP	22707	Total VHD, veh-h	7.82
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	195.54

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2024
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26	Units	U.S. Customary
Project Description	MM 154-172		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	20.75		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	2640	4
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	4
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) On and Off Ramps	2200	4
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	4
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	4
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	4
7	Basic	Basic	I-26 EB Between SC 210 Off and On Ramps	2240	4
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	4
9	Basic	Basic	I-26 East of SC 210	13790	4
10	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	4
11	Basic	Basic	I-26 EB Between Off Ramp and Loop Off Ramp to I-95	2755	4
12	Diverge	Diverge	I-26 EB Loop Off Ramp to I-95	1500	4
13	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	2000	4
14	Merge	Merge	I-26 EB On Ramp from I-95	1500	4
15	Basic	Basic	I-26 East of I-95	9460	4
16	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	4
17	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	4
18	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	5
19	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	4
20	Merge	Merge	I-26 EB On Ramp from US 15	1500	4
21	Basic	Basic	I-26 East of US 15	4000	4
22	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	4

23	Basic	Basic	I-26 EB Between Weight Station On and Off Ramps	3280	4
24	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	4
25	Basic	Basic	I-26 East of Weigh Station	13390	4
26	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	4
27	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	4
28	Merge	Merge	I-26 EB On Ramp from SC 453	1500	4
29	Basic	Basic	I-26 EB East of SC 453	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	8218	9014	0.91	56.3	36.5	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.800	8218	97	9014	1972	0.91	0.05	68.4	63.2	30.0	33.5	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	8124	9014	0.90	57.0	35.6	E

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.787	8215	91	9014	1972	0.91	0.05	62.5	60.8	32.9	26.5	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	8210	9014	0.91	56.4	36.4	E

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.962	8210	36	9014	1972	0.91	0.02	68.4	63.3	30.0	26.3	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	8168	9014	0.91	56.7	36.0	E

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.833	0.833	8221	53	9014	1972	0.91	0.03	62.9	61.7	32.7	24.6	C
Segment 9: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		8221		9014		0.91		56.3		36.5		E
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.741	8221	2159	9014	3944	0.91	0.55	65.3	57.8	31.5	22.9	C
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		6301		9014		0.70		66.9		23.5		C
Segment 12: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	1.000	6301	46	9014	1784	0.70	0.03	65.4	56.1	24.1	24.5	C
Segment 13: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		6245		9014		0.69		67.1		23.3		C
Segment 14: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.800	7395	1150	9014	3944	0.82	0.29	63.9	61.6	28.9	24.1	C
Segment 15: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		7349		9014		0.82		61.9		29.7		D
Segment 16: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.645	7349	170	9014	1972	0.82	0.09	68.7	63.0	26.7	28.8	D
Segment 17: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		7218		9014		0.80		62.6		28.8		D
Segment 18: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		7237		10465		0.69		63.6		22.8		C

Segment 19: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7197	9014	0.80	62.7	28.7	D

Segment 20: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.885	7292	95	9014	1972	0.81	0.05	63.8	61.8	28.6	23.7	C

Segment 21: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7298	9014	0.81	62.2	29.3	D

Segment 22: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	1.000	7298	9	9014	1972	0.81	0.00	69.0	63.4	26.4	29.4	D

Segment 23: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7286	9014	0.81	62.2	29.3	D

Segment 24: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	1.000	7290	4	9014	1972	0.81	0.00	64.0	62.5	28.5	22.0	C

Segment 25: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7291	9014	0.81	62.2	29.3	D

Segment 26: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.787	7291	58	9014	1972	0.81	0.03	68.9	63.3	26.5	28.1	D

Segment 27: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7237	9014	0.80	62.5	28.9	D

Segment 28: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.806	7480	243	9014	1972	0.83	0.12	63.6	61.5	29.4	24.7	C

Segment 29: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7472	9014	0.83	61.2	30.5	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	33265	31600	86.45	2161.31	60.1	32.0	26.6	20.70	E

Facility Overall Results

Space Mean Speed, mi/h	60.1	Average Density, veh/mi/ln	26.6
Average Travel Time, min	20.70	Average Density, pc/mi/ln	32.0
Total VMT, veh-mi/AP	33265	Total VHD, veh-h	86.45
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	2161.31

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	MM 154-172		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB East of US SC 453	5280	4
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	4
3	Basic	Basic	I-26 WB Between SC 453 Ramps	1800	4
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	4
5	Basic	Basic	I-26 WB West of SC 453	8170	4
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	4
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	4
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	4
9	Basic	Basic	I-26 WB East of US 15	10750	4
10	Diverge	Diverge	I-26 WB Off Ramp to US 15	1500	4
11	Basic	Basic	I-26 WB Between Off Ramp and Loop On Ramp	770	4
12	Weaving	Weaving	I-26 WB Between US 15 Loop Ramps	393	5
13	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp	790	4
14	Merge	Merge	I-26 WB On Ramp from US 15	1500	4
15	Basic	Basic	I-26 WB West of US 15	9672	4
16	Diverge	Diverge	I-26 WB Off Ramp to I-95	1500	4
17	Basic	Basic	I-26 WB Between I-95 Off Ramp and Loop On Ramp	1065	4
18	Diverge	Diverge	I-26 WB Between I-95 Loop Ramps	1500	4
19	Basic	Basic	I-26 WB Between Loop Off Ramp and I-95 On Ramp	3260	4
20	Merge	Merge	I-26 WB On Ramp from I-95	1500	4
21	Basic	Basic	I-26 WB West of I-95	14160	4
22	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	4
23	Basic	Basic	I-26 WB Between SC 210 Ramps	2217	4
24	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	4

25	Basic	Basic	I-26 WB West of SC 210	25300	4
26	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	4
27	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2200	4
28	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	4
29	Basic	Basic	I-26 WB West of S-36 (Homestead Rd)	2640	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4531	9014	0.50	71.0	16.0	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.74	0.833	0.870	4531	348	9014	1972	0.50	0.18	69.5	62.5	16.3	17.5	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4257	9014	0.47	71.1	14.9	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.769	4311	54	9014	1972	0.48	0.03	66.3	63.5	16.3	14.1	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4305	9014	0.48	71.2	15.1	B

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.27	0.833	0.535	4305	852	9014	1972	0.48	0.43	67.8	61.2	15.9	22.3	C

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4154	9014	0.46	71.1	14.6	B

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.26	0.833	0.500	4854	700	9014	1972	0.54	0.35	65.4	62.4	18.6	19.6	B

Segment 9: Basic

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4265		9014		0.47		71.2		15.0		B
Segment 10: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.61	0.833	0.943	4265	97	9014	1972	0.47	0.05	70.3	63.2	15.2	16.9	B
Segment 11: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4197		9014		0.47		71.1		14.7		B
Segment 12: Weaving															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4498		10165		0.44		63.0		14.3		B
Segment 13: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4252		9014		0.47		68.1		14.9		B
Segment 14: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.68	0.833	0.862	4359	107	9014	1972	0.48	0.05	66.3	63.5	16.4	14.3	B
Segment 15: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4329		9014		0.48		71.1		15.2		B
Segment 16: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.96	0.833	0.870	4329	824	9014	1972	0.48	0.42	68.0	61.3	15.9	21.9	C
Segment 17: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		3486		9014		0.39		70.8		12.2		B
Segment 18: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	1.000	3486	162	9014	1784	0.39	0.09	65.9	55.8	13.2	13.7	B
Segment 19: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS

1	0.98		0.833		3300		9014		0.37		71.1		11.6	B
Segment 20: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.67	0.833	0.840	5185	1885	9014	3944	0.58	0.48	65.4	63.2	19.8	20.3	C
Segment 21: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.98		0.833		4600		9014		0.51		71.0		16.2	B
Segment 22: Diverge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.58	0.833	0.870	4600	63	9014	1972	0.51	0.03	70.3	63.3	16.4	15.6	B
Segment 23: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.98		0.833		4561		9014		0.51		71.0		16.1	B
Segment 24: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.94	0.833	0.917	4592	31	9014	1972	0.51	0.02	66.3	63.9	17.3	13.7	B
Segment 25: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.98		0.833		4594		9014		0.51		71.0		16.2	B
Segment 26: Diverge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.86	0.833	0.746	4594	143	9014	1972	0.51	0.07	70.0	63.1	16.4	20.4	C
Segment 27: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.98		0.833		4481		9014		0.50		71.1		15.8	B
Segment 28: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.94	0.833	0.769	4664	183	9014	1972	0.52	0.09	66.0	63.2	17.7	15.9	B
Segment 29: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**

1	0.98	0.833	4643	9014	0.52	70.9	16.4	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	19443	18981	3.35	83.73	70.3	15.7	13.1	18.00	C

Facility Overall Results

Space Mean Speed, mi/h	70.3	Average Density, veh/mi/ln	13.1
Average Travel Time, min	18.00	Average Density, pc/mi/ln	15.7
Total VMT, veh-mi/AP	19443	Total VHD, veh-h	3.35
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	83.73

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	MM 154-172		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	29
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB East of US SC 453	5280	4
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	4
3	Basic	Basic	I-26 WB Between SC 453 Ramps	1800	4
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	4
5	Basic	Basic	I-26 WB West of SC 453	8170	4
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	4
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	4
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	4
9	Basic	Basic	I-26 East of US 15	10750	4
10	Diverge	Diverge	I-26 WB Off Ramp to US 15	1500	4
11	Basic	Basic	I-26 WB Between US 15 Off Ramp and Loop On Ramp	770	4
12	Weaving	Weaving	I-26 WB Between US 15 Loop Ramps	393	5
13	Basic	Basic	I-26 WB Between Loop Off Ramp and US 15 On Ramp	790	4
14	Merge	Merge	I-26 WB US 15 On Ramp	1500	4
15	Basic	Basic	I-26 WB West of US 15	9672	4
16	Diverge	Diverge	I-26 WB Off Ramp to I-95	1500	4
17	Basic	Basic	I-26 WB Between I-95 Off Ramp and Loop On Ramp	1065	4
18	Diverge	Diverge	I-26 WB Between I-95 Loop Ramps	1500	4
19	Basic	Basic	I-26 WB Between Loop Off Ramp and I-95 On Ramp	3260	4
20	Merge	Merge	I-26 WB On Ramp from I-95	1500	4
21	Basic	Basic	I-26 WB West of I-95	14160	4
22	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	4
23	Basic	Basic	I-26 WB Between SC 210 Ramps	2217	4
24	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	4

25	Basic	Basic	I-26 WB west of SC 210	25300	4
26	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	4
27	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2201	4
28	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	4
29	Basic	Basic	I-26 WB west of S-36 (Homestead Rd)	2640	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6859	9014	0.76	64.5	26.6	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.870	6859	253	9014	1972	0.76	0.13	68.7	62.8	25.0	27.4	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6595	9014	0.73	65.7	25.1	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.833	6706	111	9014	1972	0.74	0.06	64.4	62.3	26.0	21.8	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6706	9014	0.74	65.2	25.7	C

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.508	6706	599	9014	1972	0.74	0.30	68.1	61.9	24.6	30.1	D

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	6341	9014	0.70	66.7	23.8	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.510	6950	609	9014	1972	0.77	0.31	63.7	61.0	27.3	25.7	C

Segment 9: Basic

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		6714		9014		0.74		65.2		25.7		C
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.971	6714	56	9014	1972	0.74	0.03	69.2	63.3	24.3	25.9	C
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		6648		9014		0.74		65.4		25.4		C
Segment 12: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		6859		10320		0.66		61.6		22.3		C
Segment 13: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		6691		9014		0.74		65.2		25.7		C
Segment 14: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.885	6737	46	9014	1972	0.75	0.02	64.4	62.4	26.2	21.4	C
Segment 15: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		6740		9014		0.75		65.0		25.9		C
Segment 16: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.840	6740	831	9014	1972	0.75	0.42	67.6	61.3	24.9	30.9	D
Segment 17: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		5903		9014		0.65		68.3		21.6		C
Segment 18: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	1.000	5903	120	9014	1784	0.65	0.07	65.3	55.9	22.6	23.4	C
Segment 19: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**

1	0.95		0.833		5759		9014		0.64		68.7		21.0	C
Segment 20: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.667	8039	2280	9014	3944	0.89	0.58	59.4	54.8	33.8	30.8	D
Segment 21: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		7585		9014		0.84		60.5		31.3	D
Segment 22: Diverge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.909	7585	81	9014	1972	0.84	0.04	68.7	63.2	27.6	26.9	C
Segment 23: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		7496		9014		0.83		61.0		30.7	D
Segment 24: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.943	7537	41	9014	1972	0.84	0.02	63.9	62.4	29.5	22.5	C
Segment 25: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		7543		9014		0.84		60.8		31.0	D
Segment 26: Diverge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.806	7543	154	9014	1972	0.84	0.08	68.6	63.1	27.5	31.5	D
Segment 27: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
1	0.95		0.833		7394		9014		0.82		61.7		30.0	D
Segment 28: Merge														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.781	7564	170	9014	1972	0.84	0.09	63.5	61.4	29.8	24.9	C
Segment 29: Basic														
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**	**LOS**

1	0.95	0.833	7553	9014	0.84	60.7	31.1	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	31145	29549	54.62	1365.49	63.3	27.9	23.3	20.00	D

Facility Overall Results

Space Mean Speed, mi/h	63.3	Average Density, veh/mi/ln	23.3
Average Travel Time, min	20.00	Average Density, pc/mi/ln	27.9
Total VMT, veh-mi/AP	31145	Total VHD, veh-h	54.62
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1365.49

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 1&2-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.08		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	5280	4
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	4
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) Ramps	2720	4
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	4
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5171	9014	0.57	70.1	18.4	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.833	0.769	5171	120	9014	1972	0.57	0.06	69.8	63.1	18.5	22.2	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5064	9014	0.56	70.3	18.0	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.667	5188	124	9014	1972	0.58	0.06	65.6	63.1	19.8	17.2	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.91	0.833	5167	9014	0.57	70.1	18.4	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3309	3010	1.03	25.66	69.7	18.5	15.4	2.70	C

Facility Overall Results

Space Mean Speed, mi/h	69.7	Average Density, veh/mi/ln	15.4
Average Travel Time, min	2.70	Average Density, pc/mi/ln	18.5
Total VMT, veh-mi/AP	3309	Total VHD, veh-h	1.03
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	25.66

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2024
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alt 1&2-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.08		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	5280	4
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	4
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) On and Off Ramps	2720	4
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	4
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	8218	9014	0.91	56.3	36.5	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.800	8218	97	9014	1972	0.91	0.05	68.4	63.2	30.0	33.5	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	8124	9014	0.90	57.0	35.6	E

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.787	8215	91	9014	1972	0.91	0.05	62.5	60.8	32.9	26.5	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.95	0.833	8210	9014	0.91	56.4	36.4	E

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	5265	5001	16.94	423.55	57.9	35.4	29.5	3.20	E

Facility Overall Results

Space Mean Speed, mi/h	57.9	Average Density, veh/mi/ln	29.5
Average Travel Time, min	3.20	Average Density, pc/mi/ln	35.4
Total VMT, veh-mi/AP	5265	Total VHD, veh-h	16.94
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	423.55

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alt 1&2-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.07		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB west of SC 210	5280	4
2	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	4
3	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2640	4
4	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	4
5	Basic	Basic	I-26 WB west of S-36 (Homestead Rd)	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7543	9014	0.84	60.8	31.0	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.806	7543	154	9014	1972	0.84	0.08	68.6	63.1	27.5	31.5	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7394	9014	0.82	61.7	30.0	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.781	7564	170	9014	1972	0.84	0.09	63.5	61.4	29.8	24.9	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.95	0.833	7553	9014	0.84	60.7	31.1	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4807	4566	10.26	256.50	61.8	30.4	25.3	3.00	E

Facility Overall Results

Space Mean Speed, mi/h	61.8	Average Density, veh/mi/ln	25.3
Average Travel Time, min	3.00	Average Density, pc/mi/ln	30.4
Total VMT, veh-mi/AP	4807	Total VHD, veh-h	10.26
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	256.50

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alt1&2-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.07		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB West of SC 210	5280	4
2	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	4
3	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2640	4
4	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	4
5	Basic	Basic	I-26 WB West of S-36 (Homestead Rd)	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4594	9014	0.51	71.0	16.2	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.86	0.833	0.746	4594	143	9014	1972	0.51	0.07	70.0	63.1	16.4	20.4	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4481	9014	0.50	71.1	15.8	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.769	4664	183	9014	1972	0.52	0.09	66.0	63.2	17.7	15.9	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.98	0.833	4643	9014	0.52	70.9	16.4	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	2938	2878	0.48	11.88	70.4	16.4	13.7	2.60	C

Facility Overall Results

Space Mean Speed, mi/h	70.4	Average Density, veh/mi/ln	13.7
Average Travel Time, min	2.60	Average Density, pc/mi/ln	16.4
Total VMT, veh-mi/AP	2938	Total VHD, veh-h	0.48
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	11.88

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 3-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.26		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	5280	4
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	4
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) Ramps	3650	4
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	4
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5171	9014	0.57	70.1	18.4	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.88	0.833	0.769	5171	120	9014	1972	0.57	0.06	69.8	63.1	18.5	22.4	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5064	9014	0.56	70.3	18.0	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.667	5188	124	9014	1972	0.58	0.06	65.6	63.1	19.8	17.2	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.91	0.833	5167	9014	0.57	70.1	18.4	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3495	3179	1.06	26.49	69.7	18.5	15.4	2.80	C

Facility Overall Results

Space Mean Speed, mi/h	69.7	Average Density, veh/mi/ln	15.4
Average Travel Time, min	2.80	Average Density, pc/mi/ln	18.5
Total VMT, veh-mi/AP	3495	Total VHD, veh-h	1.06
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	26.49

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 3-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.21		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	5000	4
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	4
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) On and Off Ramps	3650	4
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	4
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	8218	9014	0.91	56.3	36.5	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.800	8218	97	9014	1972	0.91	0.05	68.4	63.2	30.0	33.7	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	8124	9014	0.90	57.0	35.6	E

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.787	8215	91	9014	1972	0.91	0.05	62.5	60.8	32.9	26.5	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.95	0.833	8210	9014	0.91	56.4	36.4	E

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	5472	5198	17.65	441.18	57.9	35.4	29.5	3.30	E

Facility Overall Results

Space Mean Speed, mi/h	57.9	Average Density, veh/mi/ln	29.5
Average Travel Time, min	3.30	Average Density, pc/mi/ln	35.4
Total VMT, veh-mi/AP	5472	Total VHD, veh-h	17.65
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	441.18

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 3-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.11		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB West of SC 210	5280	4
2	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	4
3	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2850	4
4	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	4
5	Basic	Basic	I-26 WB West of S-36 (Homestead Rd)	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4594	9014	0.51	71.0	16.2	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.86	0.833	0.746	4594	143	9014	1972	0.51	0.07	70.0	63.1	16.4	20.4	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4481	9014	0.50	71.1	15.8	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.769	4664	183	9014	1972	0.52	0.09	66.0	63.2	17.7	15.9	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.98	0.833	4643	9014	0.52	70.9	16.4	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	2975	2914	0.48	11.90	70.4	16.4	13.6	2.60	C

Facility Overall Results

Space Mean Speed, mi/h	70.4	Average Density, veh/mi/ln	13.6
Average Travel Time, min	2.60	Average Density, pc/mi/ln	16.4
Total VMT, veh-mi/AP	2975	Total VHD, veh-h	0.48
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	11.90

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	S-36 (Homestead Road) Interchange Alternative 3-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	3.11		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB west of SC 210	5280	4
2	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	4
3	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2850	4
4	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	4
5	Basic	Basic	I-26 WB west of S-36 (Homestead Rd)	5280	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7543	9014	0.84	60.8	31.0	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.806	7543	154	9014	1972	0.84	0.08	68.6	63.1	27.5	31.5	D

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7394	9014	0.82	61.7	30.0	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.781	7564	170	9014	1972	0.84	0.09	63.5	61.4	29.8	24.9	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

1	0.95	0.833	7553	9014	0.84	60.7	31.1	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4869	4624	10.39	259.81	61.8	30.4	25.3	3.00	E

Facility Overall Results

Space Mean Speed, mi/h	61.8	Average Density, veh/mi/ln	25.3
Average Travel Time, min	3.00	Average Density, pc/mi/ln	30.4
Total VMT, veh-mi/AP	4869	Total VHD, veh-h	10.39
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	259.81

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	SC 210 Interchange Alternative 1&2-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	4.57		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 East of Homestead Rd	5280	4
2	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	4
3	Basic	Basic	I-26 EB Between SC 210 Ramps	2050	4
4	Merge	Merge	I-26 EB SC 210 On Ramp	1500	4
5	Basic	Basic	I-26 East of SC 210	13790	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5167	9014	0.57	70.1	18.4	C

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.69	0.833	0.769	5167	30	9014	1972	0.57	0.02	70.1	63.4	18.4	14.9	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5146	9014	0.57	70.2	18.3	C

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.91	0.94	0.833	0.847	5220	74	9014	1972	0.58	0.04	65.9	63.9	19.8	15.4	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.91	0.833	5224	9014	0.58	70.0	18.7	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4948	4503	1.42	35.52	69.8	18.7	15.5	3.90	C

Facility Overall Results

Space Mean Speed, mi/h	69.8	Average Density, veh/mi/ln	15.5
Average Travel Time, min	3.90	Average Density, pc/mi/ln	18.7
Total VMT, veh-mi/AP	4948	Total VHD, veh-h	1.42
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	35.52

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	SC 210 Interchange Alternative 1&2-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	8.35		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 East of Homestead Rd	25248	4
2	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	4
3	Basic	Basic	I-26 EB Between SC 210 Off and On Ramps	2050	4
4	Merge	Merge	I-26 EB SC 210 On Ramp	1500	4
5	Basic	Basic	I-26 East of SC 210	13790	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	8210	9014	0.91	56.4	36.4	E

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.962	8210	36	9014	1972	0.91	0.02	68.4	63.3	30.0	26.3	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	8168	9014	0.91	56.7	36.0	E

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.833	8221	53	9014	1972	0.91	0.03	62.9	61.7	32.7	24.6	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	8221	9014	0.91	56.3	36.5	E

Facility Analysis Results									
AP	**VMT veh-mi/AP**	**VMT-Demand veh-mi/AP**	**VHD veh-h/AP**	**Total Delay Cost $/AP**	**Speed mi/h**	**Density pc/mi/ln**	**Density veh/mi/ln**	**TT min**	**LOS**
1	14280	13566	50.30	1257.62	56.9	36.1	30.0	8.80	E

Facility Overall Results			
Space Mean Speed, mi/h	56.9	Average Density, veh/mi/ln	30.0
Average Travel Time, min	8.80	Average Density, pc/mi/ln	36.1
Total VMT, veh-mi/AP	14280	Total VHD, veh-h	50.30
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1257.62

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	SC 210 Interchange Alternative 1&2-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	8.46		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB West of I-95	14160	4
2	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	4
3	Basic	Basic	I-26 WB Between SC 210 Ramps	2200	4
4	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	4
5	Basic	Basic	I-26 WB West of SC 210	25300	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4600	9014	0.51	71.0	16.2	B

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.58	0.833	0.870	4600	63	9014	1972	0.51	0.03	70.3	63.3	16.4	15.6	B

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4561	9014	0.51	71.0	16.1	B

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.917	4592	31	9014	1972	0.51	0.02	66.3	63.9	17.3	13.7	B

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4594	9014	0.51	71.0	16.2	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	8093	7931	0.63	15.74	70.8	16.2	13.5	7.20	C

Facility Overall Results

Space Mean Speed, mi/h	70.8	Average Density, veh/mi/ln	13.5
Average Travel Time, min	7.20	Average Density, pc/mi/ln	16.2
Total VMT, veh-mi/AP	8093	Total VHD, veh-h	0.63
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	15.74

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	SC 210 Interchange Alternative 1&2-4 Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	8.46		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB West of I-95	14160	4
2	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	4
3	Basic	Basic	I-26 WB Between SC 210 Ramps	2200	4
4	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	4
5	Basic	Basic	I-26 WB west of SC 210	25300	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7585	9014	0.84	60.5	31.3	D

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.909	7585	81	9014	1972	0.84	0.04	68.7	63.2	27.6	26.9	C

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7496	9014	0.83	61.0	30.7	D

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.943	7537	41	9014	1972	0.84	0.02	63.8	62.2	29.5	23.0	C

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	7543	9014	0.84	60.8	31.0	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13307	12643	31.09	777.18	61.1	30.9	25.8	8.30	E

Facility Overall Results

Space Mean Speed, mi/h	61.1	Average Density, veh/mi/ln	25.8
Average Travel Time, min	8.30	Average Density, pc/mi/ln	30.9
Total VMT, veh-mi/AP	13307	Total VHD, veh-h	31.09
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	777.18

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26	Units	U.S. Customary
Project Description	From West of US 301 to East of SC 453		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	31
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.18		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	2640	2
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	2
3	Basic	Basic	I-26 EB Between S-36 (Homestead Road) Ramps	2200	2
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	2
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	2
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	2
7	Basic	Basic	I-26 EB Between SC 210 Ramps	2240	2
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	2
9	Basic	Basic	I-26 East of SC 210	13790	2
10	Basic	Basic	I-26 East of SC 210 (3 Lanes)	2000	3
11	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	3
12	Basic	Basic	I-26 EB Between Off Ramp and Loop Off Ramp	1755	3
13	Diverge	Diverge	I-26 EB Loop Off Ramp to I-95	1500	3
14	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	2000	3
15	Merge	Merge	I-26 EB On Ramp from I-95	1500	3
16	Basic	Basic	I-26 East of I-95 (3 lanes)	2300	3
17	Basic	Basic	I-26 East of I-95	8460	2
18	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	2
19	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	2
20	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	3
21	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	2
22	Merge	Merge	I-26 EB On Ramp from US 15	1500	2
23	Basic	Basic	I-26 East of US 15	4000	2

24	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	2
25	Basic	Basic	I-26 EB Between Weight Station On and Off Ramps	3280	2
26	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	2
27	Basic	Basic	I-26 East of Weigh Station	13390	2
28	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	2
29	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	2
30	Merge	Merge	I-26 EB On Ramp from SC 453	1500	2
31	Basic	Basic	I-26 EB East of SC 453	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4268	4507	1.12	40.5	52.7	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.769	4232	111	4507	1972	1.12	0.06	40.5	63.2	52.3	43.3	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4074	4507	1.09	35.1	58.0	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.667	4197	123	4507	1972	1.12	0.06	56.6	56.6	37.1	32.9	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4197	4507	1.12	55.0	38.2	F

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.769	4188	22	4507	1972	1.12	0.01	63.4	63.4	33.0	36.0	F

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4124	4507	1.11	39.3	52.4	F

Segment 8: Merge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.847	4197	73	4507	1972	1.13	0.04	56.6	56.6	37.1	32.9	F

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4197	4507	1.13	55.0	38.2	F

Segment 10: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4197	6761	0.75	69.2	20.2	C

Segment 11: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.730	4197	1504	6761	3944	0.75	0.38	64.5	59.5	21.7	14.1	B

Segment 12: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2693	6761	0.55	70.7	12.6	B

Segment 13: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	1.000	2693	36	6761	1784	0.55	0.02	61.4	56.1	14.6	15.9	B

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	2657	6761	0.55	70.6	12.4	B

Segment 15: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.730	4167	1510	6761	3944	0.77	0.38	65.0	63.6	21.4	19.1	B

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4167	6761	0.75	69.3	20.0	C

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4167	4507	1.12	55.5	37.5	F

Segment 18: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.820	0.709	4167	141	4507	1972	1.12	0.07	63.1	63.1	33.0	36.3	F

Segment 19: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4026	4507	1.09	57.5	35.0	F

Segment 20: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4065	6244	0.80	63.7	21.3	C

Segment 21: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	3973	4507	1.08	58.2	34.1	F

Segment 22: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.820	4181	208	4507	1972	1.13	0.11	56.6	56.6	36.9	33.0	F

Segment 23: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4181	4507	1.13	55.3	37.8	F

Segment 24: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.510	4181	743	4507	1972	1.13	0.38	61.5	61.5	34.0	38.0	F

Segment 25: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	3437	4507	1.03	38.1	45.1	F

Segment 26: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.508	4197	760	4507	1972	1.20	0.39	57.0	57.0	36.8	31.7	F

Segment 27: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4177	4507	1.13	46.3	45.1	F

Segment 28: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.833	4136	129	4507	1972	1.13	0.07	43.7	63.1	47.3	44.3	F

Segment 29: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	3959	4507	1.10	33.5	59.0	F

Segment 30: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.820	0.833	4197	238	4507	1972	1.16	0.12	56.5	56.5	37.1	33.0	F

Segment 31: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.820	4197	4507	1.16	55.0	38.2	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	17762	20579	90.54	2263.51	52.2	37.0	30.3	24.30	F

Facility Overall Results

Space Mean Speed, mi/h	52.2	Average Density, veh/mi/ln	30.3
Average Travel Time, min	24.30	Average Density, pc/mi/ln	37.0
Total VMT, veh-mi/AP	17762	Total VHD, veh-h	90.54
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	2263.51

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2024
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 301 to East of SC 453		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	31
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	20.99		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 EB East of US 301	2640	2
2	Diverge	Diverge	I-26 EB Off Ramp to S-36 (Homestead Rd)	1500	2
3	Basic	Basic	I-26 EB Between S-36 (Homestead Rd) On and Off Ramps	2200	2
4	Merge	Merge	I-26 EB On Ramp from S-36 (Homestead Rd)	1500	2
5	Basic	Basic	I-26 East of S-36 (Homestead Rd)	25248	2
6	Diverge	Diverge	I-26 EB Off Ramp to SC 210	1500	2
7	Basic	Basic	I-26 EB Between SC 210 Off and On Ramps	2240	2
8	Merge	Merge	I-26 EB SC 210 On Ramp	1500	2
9	Basic	Basic	I-26 East of SC 210	12790	2
10	Basic	Basic	I-26 East of SC 210 (3 Lanes)	2000	3
11	Diverge	Diverge	I-26 EB Off Ramp to I-95	1500	3
12	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from I-95	1755	3
13	Diverge	Diverge	I-26 EB Loop Off Ramp to I-95	1500	3
14	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from I-95	2000	3
15	Merge	Merge	I-26 EB On Ramp from I-95	1500	3
16	Basic	Basic	I-26 East of I-95 (3 Lanes)	2300	3
17	Basic	Basic	I-26 East of I-95	8460	2
18	Diverge	Diverge	I-26 EB Off Ramp to US 15	1500	2
19	Basic	Basic	I-26 EB Between Off Ramp and Loop On Ramp from US 15	769	2
20	Weaving	Weaving	I-26 EB Between US 15 Loop Ramps	435	3
21	Basic	Basic	I-26 EB Between Loop Off Ramp and On Ramp from US 15	788	2
22	Merge	Merge	I-26 EB On Ramp from US 15	1500	2

23	Basic	Basic	I-26 East of US 15	4000	2
24	Diverge	Diverge	I-26 EB Off Ramp to Weigh Station	1500	2
25	Basic	Basic	I-26 EB Between Weight Station On and Off Ramps	3280	2
26	Merge	Merge	I-26 EB On Ramp from Weigh Station	1500	2
27	Basic	Basic	I-26 East of Weigh Station	13390	2
28	Diverge	Diverge	I-26 EB Off Ramp to SC 453	1500	2
29	Basic	Basic	I-26 EBBetween SC 453 On and Off Ramps	1770	2
30	Merge	Merge	I-26 EB On Ramp from SC 453	1500	2
31	Basic	Basic	I-26 EB East of SC 453	5280	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4507	4507	1.87	50.1	45.0	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.800	4507	97	4507	1972	1.87	0.05	63.2	63.2	35.7	38.7	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4410	4507	1.85	51.7	42.6	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.787	4501	91	4507	1972	1.87	0.05	53.9	53.9	41.8	35.3	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4244	4507	1.87	44.5	47.7	F

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.962	4220	36	4507	1972	1.87	0.02	39.1	63.3	53.9	72.3	F

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4144	4507	1.86	37.0	56.0	F

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.833	4197	53	4507	1972	1.87	0.03	56.6	56.6	37.1	32.9	F

Segment 9: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4197	4507	1.87	55.0	38.2	F

Segment 10: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	4197	6761	1.25	69.2	20.2	F

Segment 11: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.741	4197	2159	6761	3944	1.25	0.55	62.0	57.8	22.6	17.2	F

Segment 12: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2038	6761	0.95	70.5	9.5	A

Segment 13: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	1.000	2038	46	6761	1784	0.95	0.03	61.0	56.1	11.1	13.2	B

Segment 14: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	1992	6761	0.95	70.6	9.3	A

Segment 15: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.800	3142	1150	6761	3944	1.12	0.29	66.2	64.9	15.8	13.5	F

Segment 16: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3142	6761	1.11	71.0	14.7	F

Segment 17: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3142	4507	1.67	67.0	23.4	F

Segment 18: Diverge

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS

	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.645	3142	170	4507	1972	1.67	0.09	63.0	63.0	24.9	27.4	F

Segment 19: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2972	4507	1.64	68.2	21.8	F

Segment 20: Weaving

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2997	6279	1.18	66.0	15.1	F

Segment 21: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2951	4507	1.64	68.3	21.6	F

Segment 22: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.885	3046	95	4507	1972	1.66	0.05	61.7	61.7	24.7	24.1	F

Segment 23: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3046	4507	1.66	67.7	22.5	F

Segment 24: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	1.000	3046	9	4507	1972	1.66	0.00	63.4	63.4	24.0	28.2	F

Segment 25: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3037	4507	1.66	67.7	22.4	F

Segment 26: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	1.000	3041	4	4507	1972	1.66	0.00	61.2	61.2	24.8	25.2	F

Segment 27: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3041	4507	1.66	67.7	22.5	F

Segment 28: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.813	0.787	3041	58	4507	1972	1.66	0.03	63.3	63.3	24.0	26.6	F

Segment 29: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	2983	4507	1.65	68.1	21.9	F

Segment 30: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.813	0.806	3226	243	4507	1972	1.70	0.12	61.2	61.2	26.4	25.6	F

Segment 31: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.813	3226	4507	1.70	66.3	24.3	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	15494	32030	64.98	1624.59	54.8	31.2	25.3	23.00	F

Facility Overall Results

Space Mean Speed, mi/h	54.8	Average Density, veh/mi/ln	25.3
Average Travel Time, min	23.00	Average Density, pc/mi/ln	31.2
Total VMT, veh-mi/AP	15494	Total VHD, veh-h	64.98
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	1624.59

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From East of US 15 to West of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	31
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.38		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB East of US SC 453	5280	2
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	2
3	Basic	Basic	I-26 WB Between SC 453 Ramps	1800	2
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	2
5	Basic	Basic	I-26 WB West of SC 453	8170	2
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	2
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	2
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	2
9	Basic	Basic	I-26 WB East of US 15	10750	2
10	Diverge	Diverge	I-26 WB Off Ramp to US 15	1500	2
11	Basic	Basic	I-26 WB Between Off Ramp and Loop On Ramp	770	2
12	Weaving	Weaving	I-26 WB Between US 15 Loop Ramps	393	3
13	Basic	Basic	I-26 WB Between Loop Off Ramp and On Ramp	790	2
14	Merge	Merge	I-26 WB On Ramp from US 15	1500	2
15	Basic	Basic	I-26 WB West of US 15	8672	2
16	Basic	Basic	I-26 WB West of US 15 (3 Lanes)	1000	3
17	Diverge	Diverge	I-26 WB Off Ramp to I-95	1500	3
18	Basic	Basic	I-26 WB Between I-95 Off Ramp and Loop On Ramp	1065	3
19	Diverge	Diverge	I-26 WB Between I-95 Loop Ramps	1500	3
20	Basic	Basic	I-26 WB Between Loop Off Ramp and I-95 On Ramp	3260	3
21	Merge	Merge	I-26 WB On Ramp from I-95	1500	3
22	Basic	Basic	I-26 WB West of I-95 (3 Lanes)	1000	3
23	Basic	Basic	I-26 WB West of I-95	14460	2
24	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	2

25	Basic	Basic	I-26 WB Between SC 210 Ramps	2217	2
26	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	2
27	Basic	Basic	I-26 WB West of SC 210	25300	2
28	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	2
29	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2201	2
30	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	2
31	Basic	Basic	I-26 WB West of S-36 (Homestead Rd)	2640	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4507	4507	1.01	50.1	45.0	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.74	0.833	0.870	4507	348	4507	1972	1.01	0.18	62.5	62.5	36.1	37.6	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4159	4507	0.94	55.6	37.4	E

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.769	4213	54	4507	1972	0.96	0.03	56.4	56.4	37.3	33.2	D

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4213	4507	0.96	54.8	38.4	E

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.27	0.833	0.535	4213	852	4507	1972	0.96	0.43	61.2	61.2	34.4	38.2	E

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	3361	4507	0.92	65.1	25.8	C

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.98	0.26	0.833	0.500	4061	700	4507	1972	1.08	0.35	57.0	57.0	35.6	32.8	F
Segment 9: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		4061		4507		0.95		57.0		35.6		E
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.61	0.833	0.943	4061	97	4507	1972	0.95	0.05	63.2	63.2	32.1	35.4	E
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		3964		4507		0.93		58.3		34.0		D
Segment 12: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		4227		6099		0.74		60.6		23.3		C
Segment 13: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		4056		4507		0.94		57.1		35.5		E
Segment 14: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.68	0.833	0.862	4163	107	4507	1972	0.97	0.05	56.9	56.9	36.6	32.6	D
Segment 15: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		4163		4507		0.96		55.5		37.5		E
Segment 16: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		1.000		4163		6761		0.53		69.3		20.0		C
Segment 17: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.98	0.96	0.833	0.870	4163	824	6761	1972	0.64	0.42	65.4	61.3	21.2	26.5	C
Segment 18: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.98		0.833		3339		6761		0.52		70.5		15.7		B
Segment 19: Diverge															

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	1.000	3339	162	6761	1784	0.52	0.09	61.3	55.8	18.2	19.5	B
Segment 20: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		3158		6761		0.49		71.0		14.8		F
Segment 21: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.67	0.833	0.840	4383	1885	6761	3944	0.77	0.48	19.8	61.0	73.9	24.7	F
Segment 22: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		1.000		4197		6761		0.57		15.3		91.5		F
Segment 23: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4197		4507		1.02		55.0		38.2		F
Segment 24: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.58	0.833	0.870	4197	63	4507	1972	1.02	0.03	63.3	63.3	33.2	35.8	F
Segment 25: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4134		4507		1.01		56.0		36.9		F
Segment 26: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.917	4165	31	4507	1972	1.02	0.02	57.0	57.0	36.5	32.4	F
Segment 27: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.98		0.833		4165		4507		1.02		55.5		37.5		F
Segment 28: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.86	0.833	0.746	4165	143	4507	1972	1.02	0.07	63.1	63.1	33.0	36.7	F
Segment 29: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4014	4507	0.99	44.0	45.6	F

Segment 30: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.98	0.94	0.833	0.769	4197	183	4507	1972	1.03	0.09	56.7	56.7	37.0	32.6	F

Segment 31: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.98	0.833	4197	4507	1.03	55.0	38.2	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	18352	19212	85.67	2141.67	53.4	36.5	30.6	24.00	F

Facility Overall Results

Space Mean Speed, mi/h	53.4	Average Density, veh/mi/ln	30.6
Average Travel Time, min	24.00	Average Density, pc/mi/ln	36.5
Total VMT, veh-mi/AP	18352	Total VHD, veh-h	85.67
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	2141.67

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HCS Freeway Facilities Report

Project Information

Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From East of SC 453 to West of US 301		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45
Queue Discharge Capacity Drop, %	7	Total Segments	31
Total Analysis Periods	1	Analysis Period Duration, min	15
Facility Length, mi	21.38		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-26 WB East of US SC 453	5280	2
2	Diverge	Diverge	I-26 WB Off Ramp to US SC 453	1500	2
3	Basic	Basic	I-26 WB Between SC 453 Ramps	1800	2
4	Merge	Merge	I-26 WB On Ramp from US SC 453	1500	2
5	Basic	Basic	I-26 WB West of SC 453	8170	2
6	Diverge	Diverge	I-26 WB Off Ramp to Weigh Station	1500	2
7	Basic	Basic	I-26 WB Between Weigh Station Ramps	3600	2
8	Merge	Merge	I-26 WB On Ramp from Weigh Station	1500	2
9	Basic	Basic	I-26 East of US 15	10750	2
10	Diverge	Diverge	I-26 WB Off Ramp to US 15	1500	2
11	Basic	Basic	I-26 WB Between US 15 Off Ramp and Loop On Ramp	770	2
12	Weaving	Weaving	I-26 WB Between US 15 Loop Ramps	393	3
13	Basic	Basic	I-26 WB Between Loop Off Ramp and US 15 On Ramp	790	2
14	Merge	Merge	I-26 WB US 15 On Ramp	1500	2
15	Basic	Basic	I-26 WB West of US 15	8672	2
16	Basic	Basic	I-26 WB West of US 15 (3 Lanes)	1000	3
17	Diverge	Diverge	I-26 WB Off Ramp to I-95	1500	3
18	Basic	Basic	I-26 WB Between I-95 Off Ramp and Loop On Ramp	1065	3
19	Diverge	Diverge	I-26 WB Loop Ramp Off Ramp	1500	3
20	Basic	Basic	I-26 WB Between Loop Off Ramp and I-95 On Ramp	3260	3
21	Merge	Merge	I-26 WB On Ramp from I-95	1500	3
22	Basic	Basic	I-26 WB West of I-95 (3 Lanes)	1000	3
23	Basic	Basic	I-26 WB West of I-95	14460	2
24	Diverge	Diverge	I-26 WB Off Ramp to SC 210	1500	2

25	Basic	Basic	I-26 WB Between SC 210 Ramps	2217	2
26	Merge	Merge	I-26 WB On-Ramp from SC 210	1500	2
27	Basic	Basic	I-26 WB west of SC 210	25300	2
28	Diverge	Diverge	I-26 WB Off Ramp to S-36 (Homestead Rd)	1500	2
29	Basic	Basic	I-26 WB Between S-36 (Homestead Rd) Ramps	2201	2
30	Merge	Merge	I-26 WB On-Ramp from S-36 (Homestead Rd)	1500	2
31	Basic	Basic	I-26 WB west of S-36 (Homestead Rd)	2640	2

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4507	4507	1.52	50.1	45.0	F

Segment 2: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.870	4507	253	4507	1972	1.52	0.13	62.8	62.8	35.9	37.6	F

Segment 3: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4254	4507	1.46	54.2	39.2	F

Segment 4: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.833	4365	111	4507	1972	1.49	0.06	55.2	55.2	39.5	34.4	F

Segment 5: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4365	4507	1.49	52.4	41.7	F

Segment 6: Diverge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.508	4365	599	4507	1972	1.49	0.30	61.9	61.9	35.3	39.5	F

Segment 7: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	3766	4507	1.41	60.8	31.0	F

Segment 8: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	

1	0.95	0.95	0.833	0.510	4375	609	4507	1972	1.54	0.31	54.6	54.6	40.1	35.3	F
Segment 9: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		4375		4507		1.49		52.3		41.8		F
Segment 10: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.971	4375	56	4507	1972	1.49	0.03	63.3	63.3	34.6	38.1	F
Segment 11: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		4319		4507		1.48		53.2		40.6		F
Segment 12: Weaving															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		4530		6192		1.11		61.3		24.6		F
Segment 13: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		4398		4507		1.48		51.9		42.4		F
Segment 14: Merge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.885	4444	46	4507	1972	1.49	0.02	54.5	54.5	40.8	34.9	F
Segment 15: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		4444		4507		1.50		51.1		43.5		F
Segment 16: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		1.000		4444		6761		0.83		68.2		21.7		C
Segment 17: Diverge															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
	F	**R**	**F**	**R**	**Freeway**	**Ramp**	**Freeway**	**Ramp**	**F**	**R**	**F**	**R Infl.**	**F**	**R Infl.**	
1	0.95	0.95	0.833	0.840	4444	831	6761	1972	1.00	0.42	65.4	61.3	22.7	27.8	C
Segment 18: Basic															
AP	**PHF**		**fHV**		**Volume Served (pc/h)**		**Capacity (pc/h)**		**d/c Ratio**		**Speed (mi/h)**		**Density (pc/mi/ln)**		**LOS**
1	0.95		0.833		3613		6761		0.87		70.5		17.0		B
Segment 19: Diverge															

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	1.000	3613	120	6761	1784	0.87	0.07	61.4	55.9	19.6	21.6	C
Segment 20: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		3345		6761		0.85		71.0		15.7		F
Segment 21: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.667	4337	2280	6761	3944	1.19	0.58	15.8	54.7	91.8	38.5	F
Segment 22: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		1.000		4197		6761		0.93		14.3		97.7		F
Segment 23: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		4197		4507		1.68		55.0		38.2		F
Segment 24: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.909	4197	81	4507	1972	1.68	0.04	63.2	63.2	33.2	35.8	F
Segment 25: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		4116		4507		1.66		56.2		36.6		F
Segment 26: Merge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.943	4157	41	4507	1972	1.67	0.02	57.0	57.0	36.5	32.3	F
Segment 27: Basic															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	0.95		0.833		4157		4507		1.67		55.6		37.4		F
Segment 28: Diverge															
AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.806	4157	154	4507	1972	1.67	0.08	63.1	63.1	32.9	36.6	F
Segment 29: Basic															

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4003	4507	1.64	57.8	34.6	F

Segment 30: Merge

AP	PHF		fHV		Volume Served (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	0.95	0.95	0.833	0.781	4173	170	4507	1972	1.68	0.09	56.9	56.9	36.7	32.4	F

Segment 31: Basic

AP	PHF	fHV	Volume Served (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.95	0.833	4173	4507	1.68	55.4	37.7	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost $/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	18888	29918	97.26	2431.45	52.1	38.4	32.3	24.60	F

Facility Overall Results

Space Mean Speed, mi/h	52.1	Average Density, veh/mi/ln	32.3
Average Travel Time, min	24.60	Average Density, pc/mi/ln	38.4
Total VMT, veh-mi/AP	18888	Total VHD, veh-h	97.26
Vehicle Value of Time (VOT), $/h	25.00	Total Delay Cost, $	2431.45

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APPENDIX G

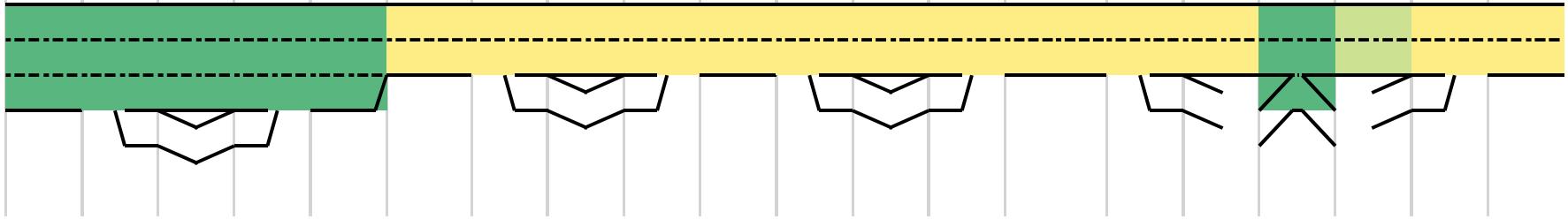
HCS HEAT MAPS

HCS Freeway Facilities Report

Project Information			
Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2030 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

Flow Rate, 07:00-07:15

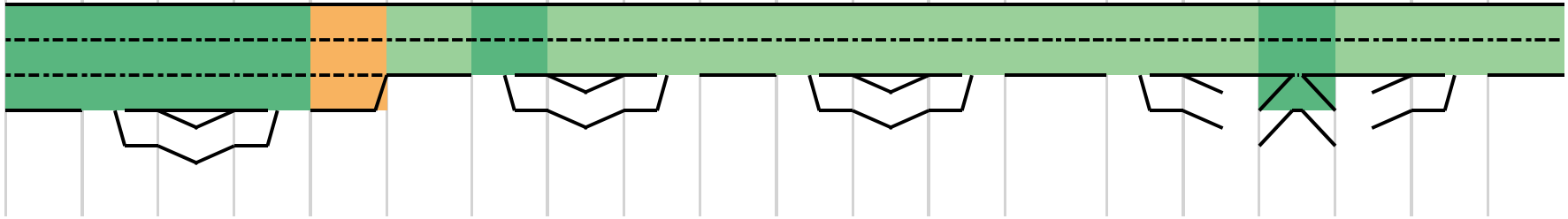
Type	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic
Length, ft	2640	1500	2000	1500	2600	9700	1500	925	1500	4926	1500	2874	1500	14583	1500	733	534	713	1500	5280
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2



- Flow Rate ≤ 1600
- 1600 < Flow Rate ≤ 1800
- 1800 < Flow Rate ≤ 2000
- 2000 < Flow Rate ≤ 2200
- 2200 < Flow Rate ≤ 2400
- Flow Rate > 2400

Speed, 07:00-07:15

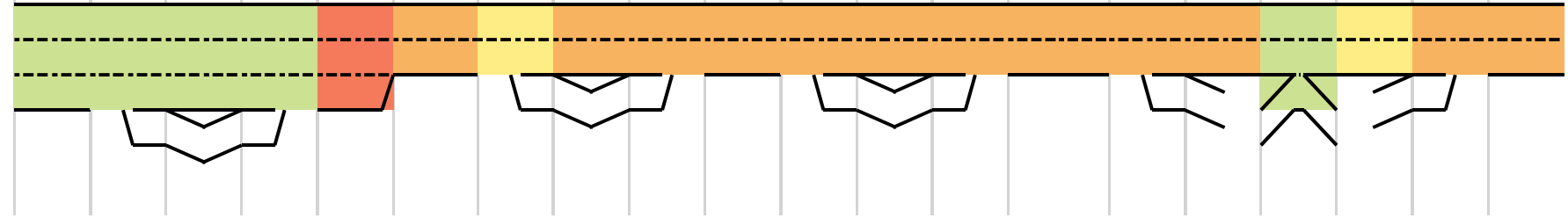
Type	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic
Length, ft	2640	1500	2000	1500	2600	9700	1500	925	1500	4926	1500	2874	1500	14583	1500	733	534	713	1500	5280
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2



- Speed > 60
- 50 < Speed ≤ 60
- 40 < Speed ≤ 50
- 30 < Speed ≤ 40
- 20 < Speed ≤ 30
- Speed ≤ 20

Density, 07:00-07:15

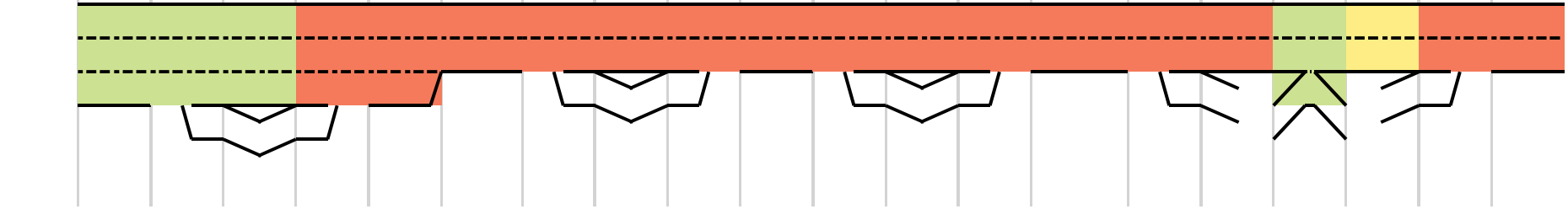
Type	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic
Length, ft	2640	1500	2000	1500	2600	9700	1500	925	1500	4926	1500	2874	1500	14583	1500	733	534	713	1500	5280
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2



- Density ≤ 11
- 11 < Density ≤ 18
- 18 < Density ≤ 26
- 26 < Density ≤ 35
- 35 < Density ≤ 45
- Density > 45

LOS, 07:00-07:15

Type	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic
Length, ft	2640	1500	2000	1500	2600	9700	1500	925	1500	4926	1500	2874	1500	14583	1500	733	534	713	1500	5280
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2



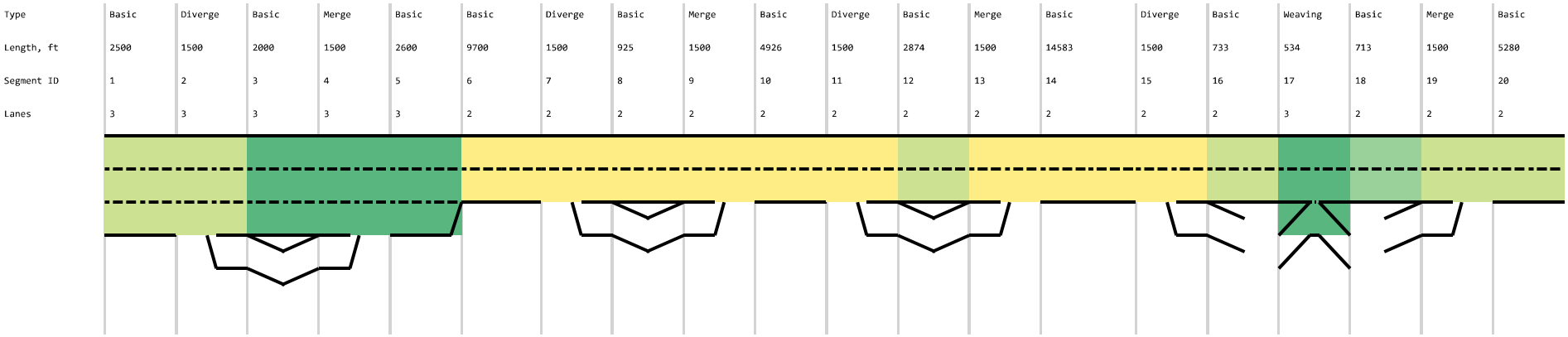
- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

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HCS Freeway Facilities Report

Project Information			
Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		

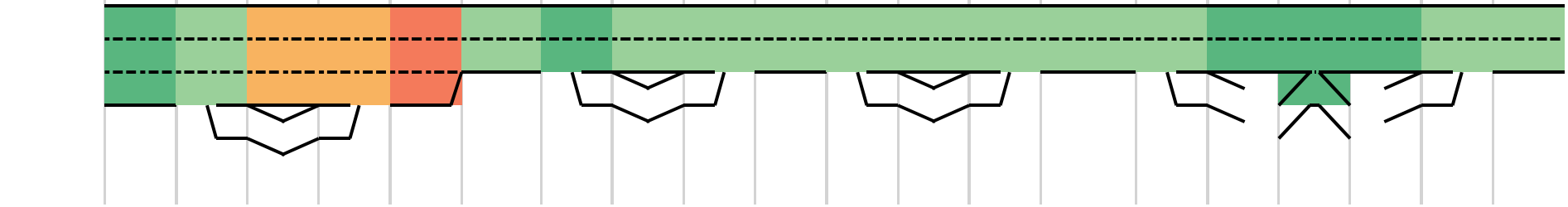
Flow Rate, 07:00-07:15



- Flow Rate ≤ 1600
- 1600 < Flow Rate ≤ 1800
- 1800 < Flow Rate ≤ 2000
- 2000 < Flow Rate ≤ 2200
- 2200 < Flow Rate ≤ 2400
- Flow Rate > 2400

Speed, 07:00-07:15

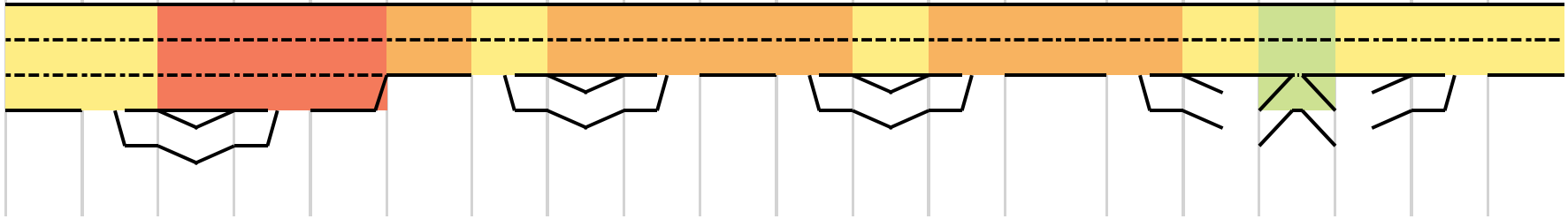
Type	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic
Length, ft	2500	1500	2000	1500	2600	9700	1500	925	1500	4926	1500	2874	1500	14583	1500	733	534	713	1500	5280
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2



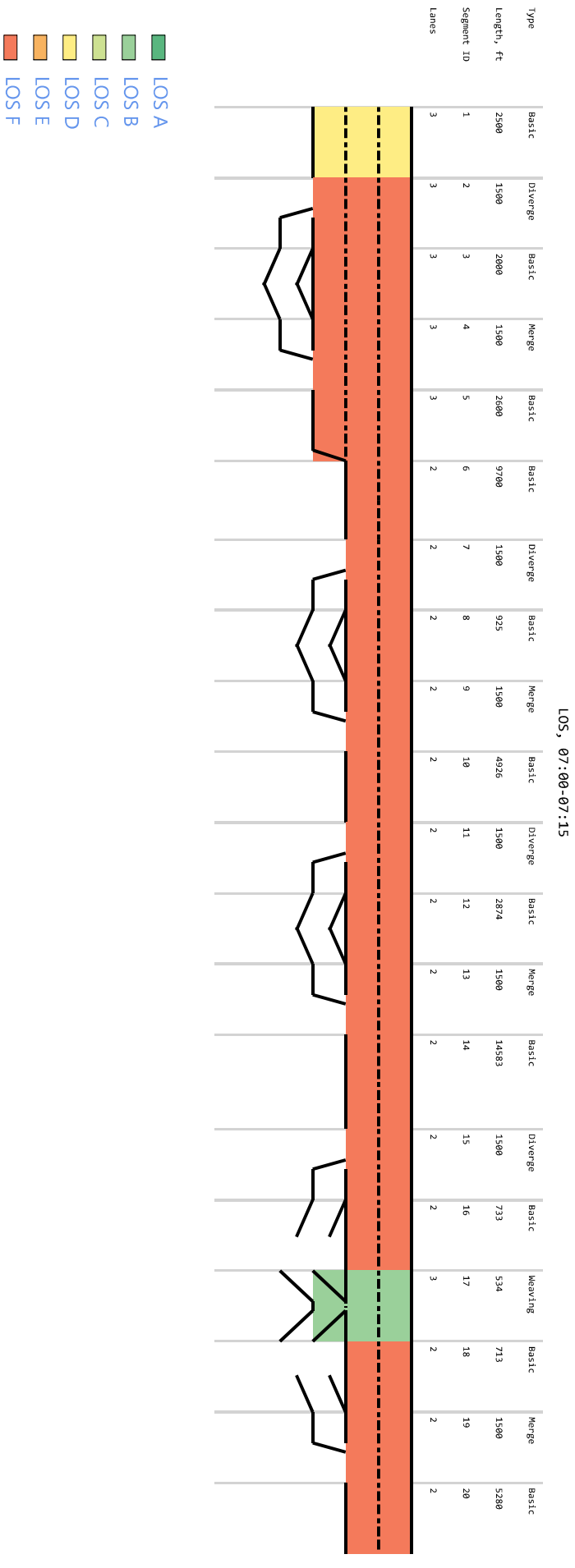
- Speed > 60
- 50 < Speed ≤ 60
- 40 < Speed ≤ 50
- 30 < Speed ≤ 40
- 20 < Speed ≤ 30
- Speed ≤ 20

Density, 07:00-07:15

Type	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic
Length, ft	2500	1500	2000	1500	2600	9700	1500	925	1500	4926	1500	2874	1500	14583	1500	733	534	713	1500	5280
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2



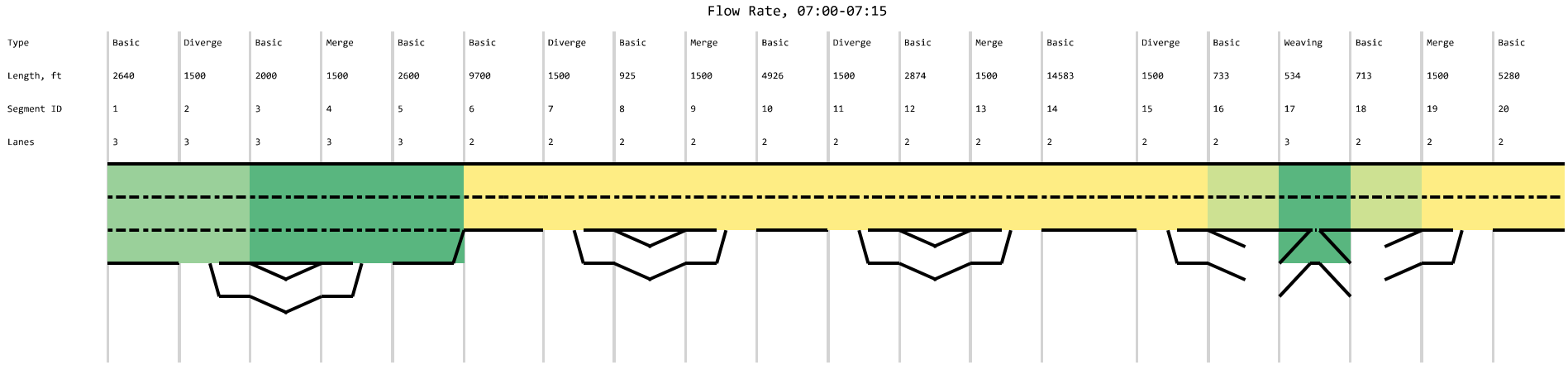
- Density ≤ 11
- 11 < Density ≤ 18
- 18 < Density ≤ 26
- 26 < Density ≤ 35
- 35 < Density ≤ 45
- Density > 45



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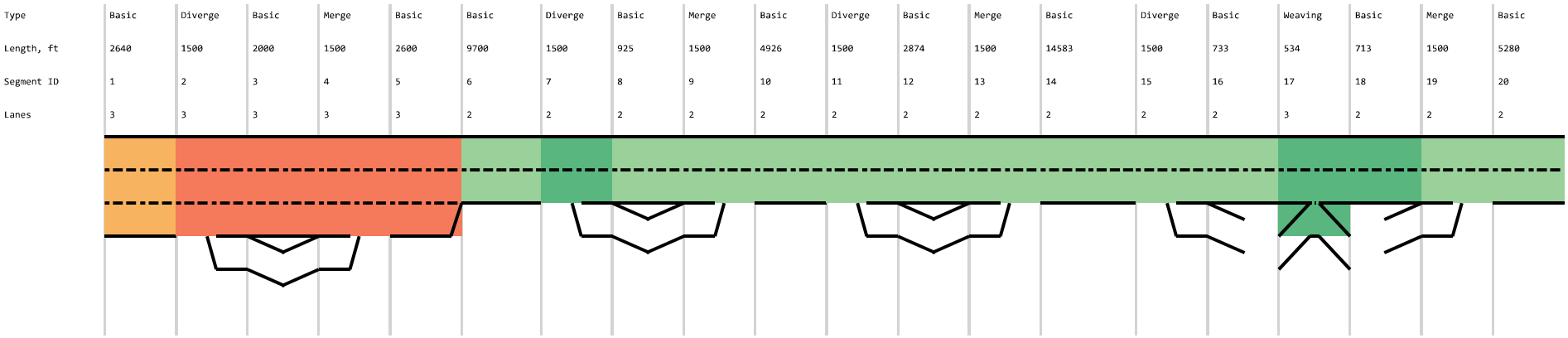
HCS Freeway Facilities Report

Project Information			
Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		



- Flow Rate ≤ 1600
- 1600 < Flow Rate ≤ 1800
- 1800 < Flow Rate ≤ 2000
- 2000 < Flow Rate ≤ 2200
- 2200 < Flow Rate ≤ 2400
- Flow Rate > 2400

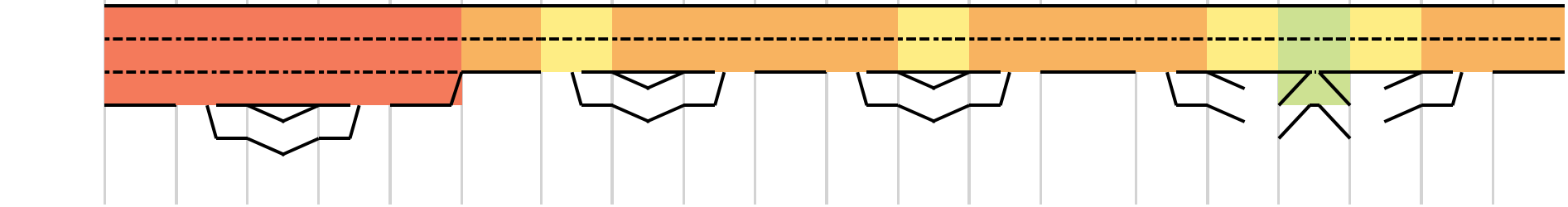
Speed, 07:00-07:15



- Speed > 60
- 50 < Speed ≤ 60
- 40 < Speed ≤ 50
- 30 < Speed ≤ 40
- 20 < Speed ≤ 30
- Speed ≤ 20

Density, 07:00-07:15

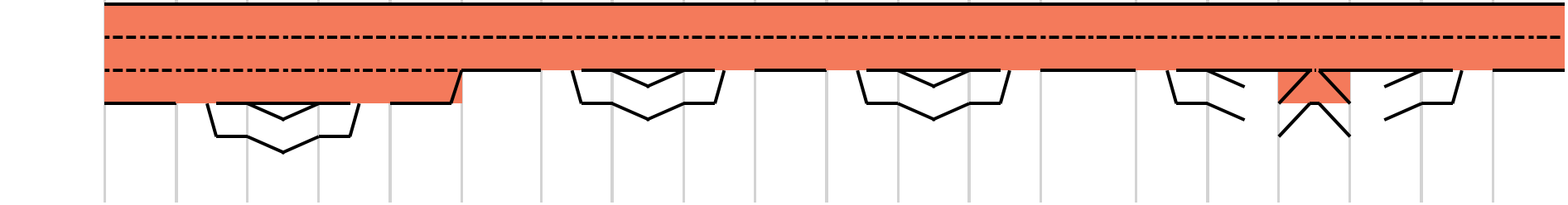
Type	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic
Length, ft	2640	1500	2000	1500	2600	9700	1500	925	1500	4926	1500	2874	1500	14583	1500	733	534	713	1500	5280
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2



- Density ≤ 11
- 11 < Density ≤ 18
- 18 < Density ≤ 26
- 26 < Density ≤ 35
- 35 < Density ≤ 45
- Density > 45

LOS, 07:00-07:15

Type	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic
Length, ft	2640	1500	2000	1500	2600	9700	1500	925	1500	4926	1500	2874	1500	14583	1500	733	534	713	1500	5280
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	3	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2



- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

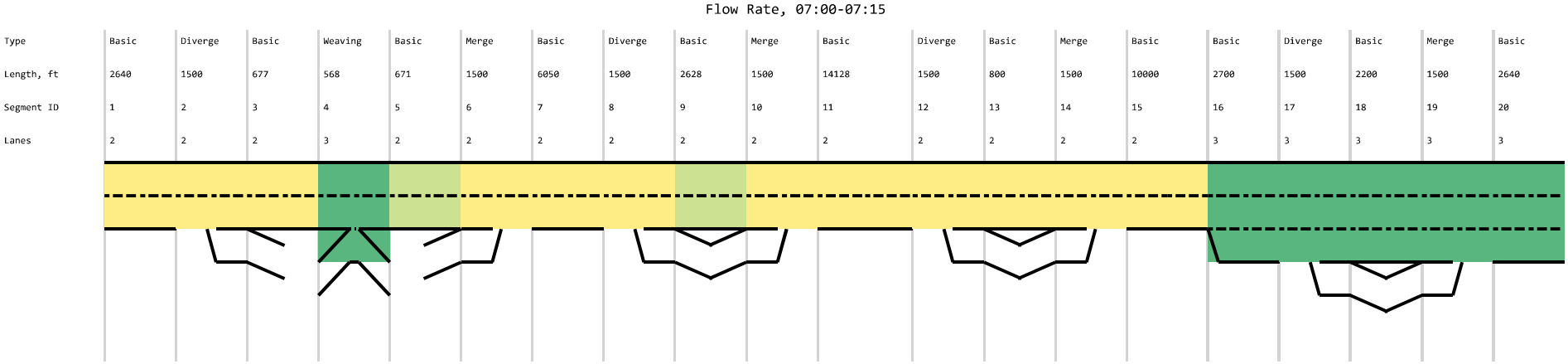
Generated: 09/19/2025 12:42:45

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I-26 EB Project 1 - 2050 NB_PM.xuf

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HCS Freeway Facilities Report

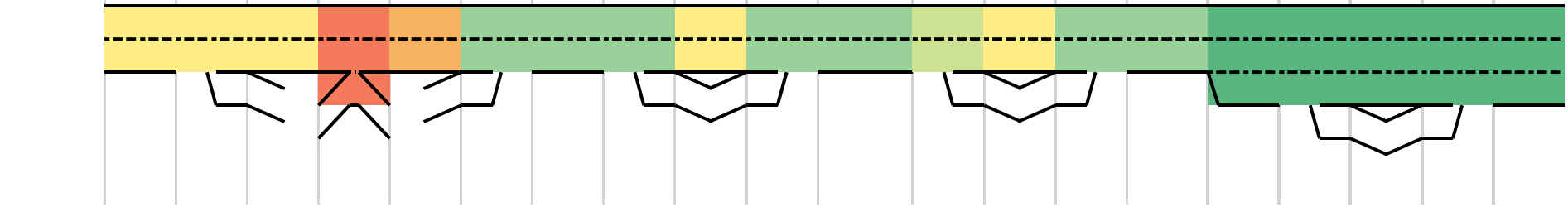
Project Information			
Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		



- Flow Rate ≤ 1600
- 1600 < Flow Rate ≤ 1800
- 1800 < Flow Rate ≤ 2000
- 2000 < Flow Rate ≤ 2200
- 2200 < Flow Rate ≤ 2400
- Flow Rate > 2400

Speed, 07:00-07:15

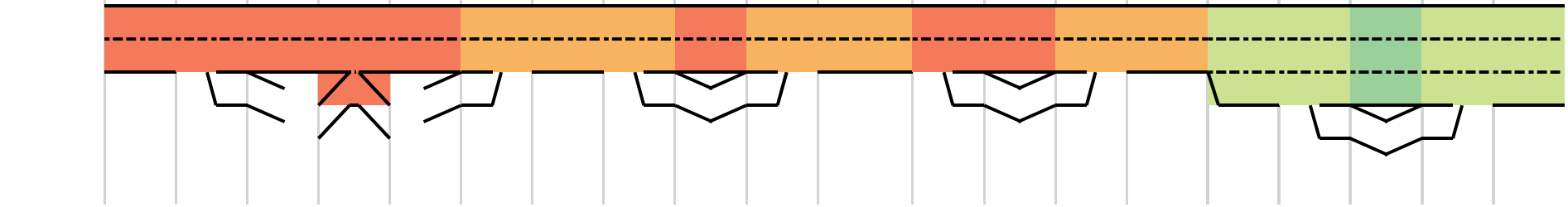
Type	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic
Length, ft	2640	1500	677	568	671	1500	6050	1500	2628	1500	14128	1500	800	1500	10000	2700	1500	2200	1500	2640
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3



- Speed > 60
- 50 < Speed ≤ 60
- 40 < Speed ≤ 50
- 30 < Speed ≤ 40
- 20 < Speed ≤ 30
- Speed ≤ 20

Density, 07:00-07:15

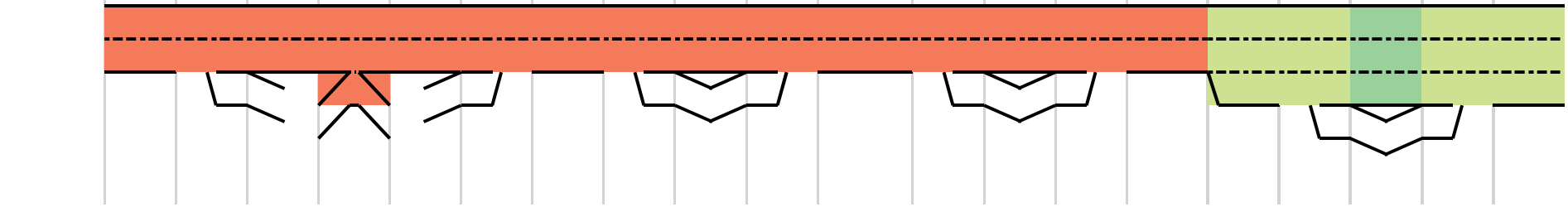
Type	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic
Length, ft	2640	1500	677	568	671	1500	6050	1500	2628	1500	14128	1500	800	1500	10000	2700	1500	2200	1500	2640
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3



- Density ≤ 11
- 11 < Density ≤ 18
- 18 < Density ≤ 26
- 26 < Density ≤ 35
- 35 < Density ≤ 45
- Density > 45

LOS, 07:00-07:15

Type	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic
Length, ft	2640	1500	677	568	671	1500	6050	1500	2628	1500	14128	1500	800	1500	10000	2700	1500	2200	1500	2640
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3

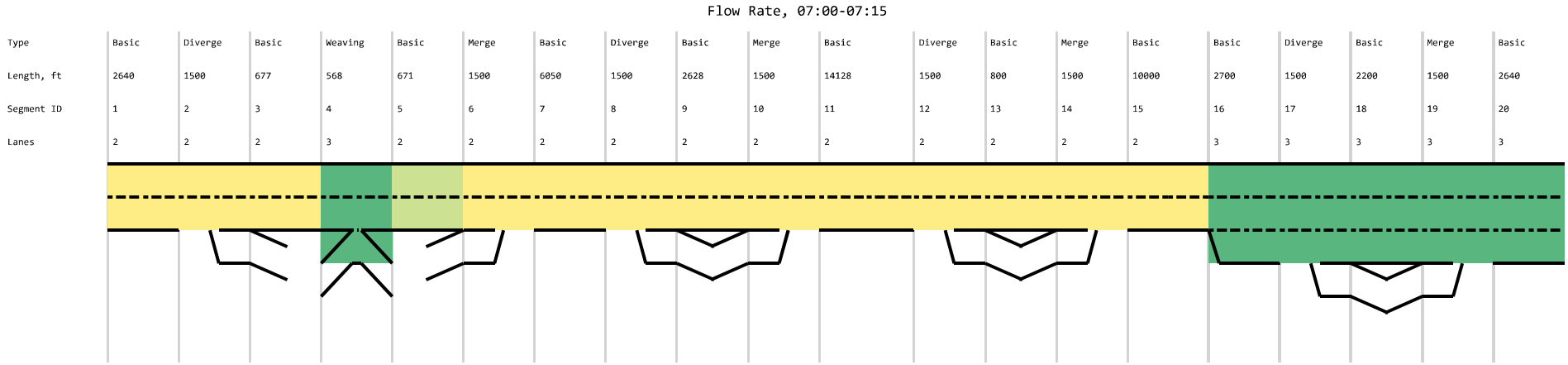


LOS A
LOS B
LOS C
LOS D
LOS E
LOS F

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HCS Freeway Facilities Report

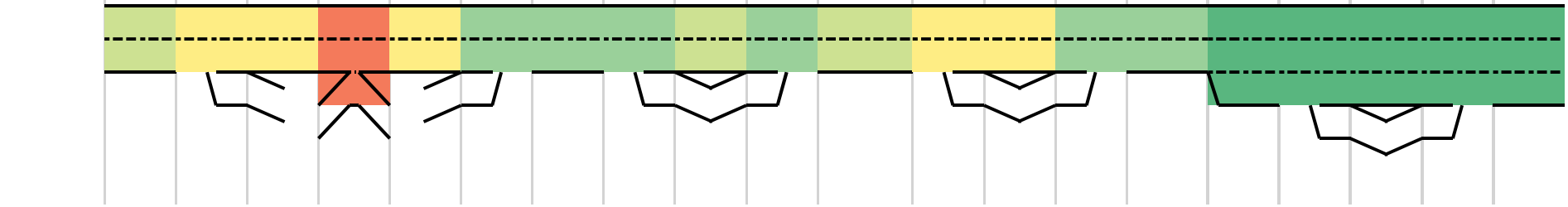
Project Information			
Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From West of US 601 to East of US 301		



- Flow Rate ≤ 1600
- 1600 < Flow Rate ≤ 1800
- 1800 < Flow Rate ≤ 2000
- 2000 < Flow Rate ≤ 2200
- 2200 < Flow Rate ≤ 2400
- Flow Rate > 2400

Speed, 07:00-07:15

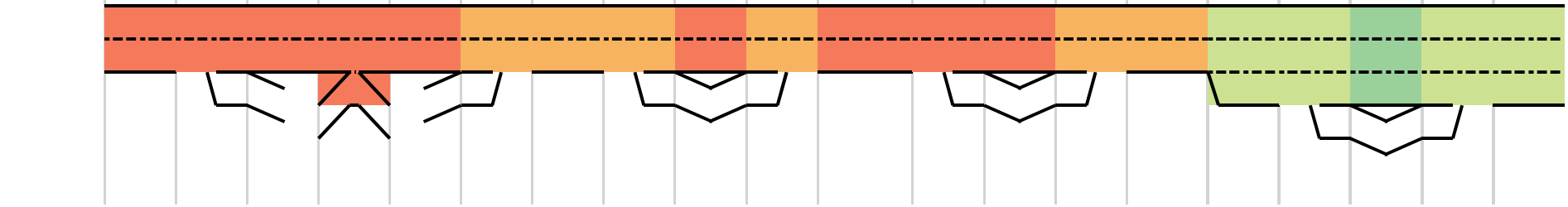
Type	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic
Length, ft	2640	1500	677	568	671	1500	6050	1500	2628	1500	14128	1500	800	1500	10000	2700	1500	2200	1500	2640
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3



- Speed > 60
- 50 < Speed ≤ 60
- 40 < Speed ≤ 50
- 30 < Speed ≤ 40
- 20 < Speed ≤ 30
- Speed ≤ 20

Density, 07:00-07:15

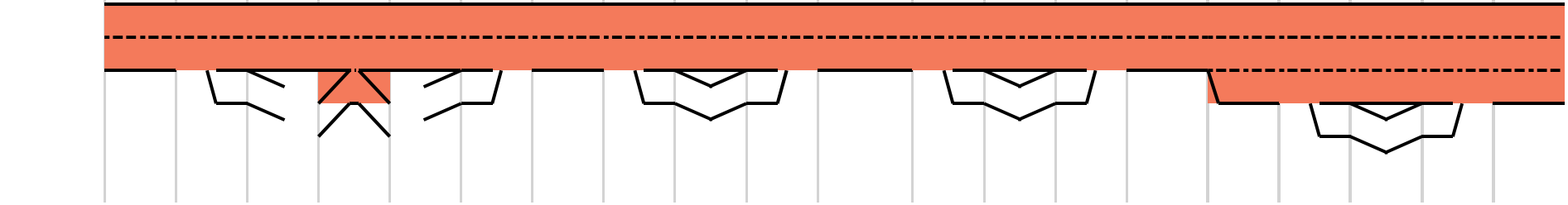
Type	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic
Length, ft	2640	1500	677	568	671	1500	6050	1500	2628	1500	14128	1500	800	1500	10000	2700	1500	2200	1500	2640
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3



- Density ≤ 11
- 11 < Density ≤ 18
- 18 < Density ≤ 26
- 26 < Density ≤ 35
- 35 < Density ≤ 45
- Density > 45

LOS, 07:00-07:15

Type	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic
Length, ft	2640	1500	677	568	671	1500	6050	1500	2628	1500	14128	1500	800	1500	10000	2700	1500	2200	1500	2640
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Lanes	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3

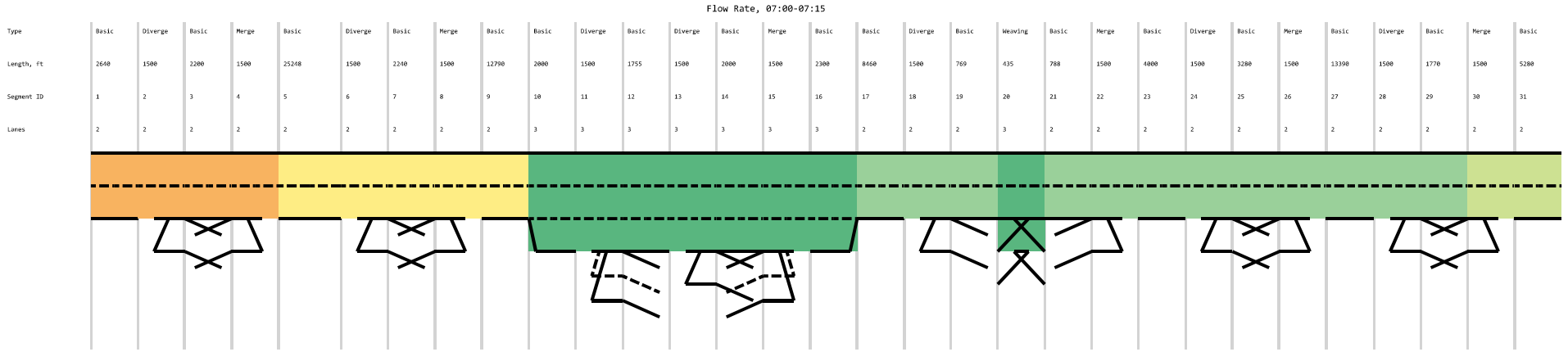


LOS A
LOS B
LOS C
LOS D
LOS E
LOS F

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I-26 WB Project 1 - 2050 NB_PM.xuf
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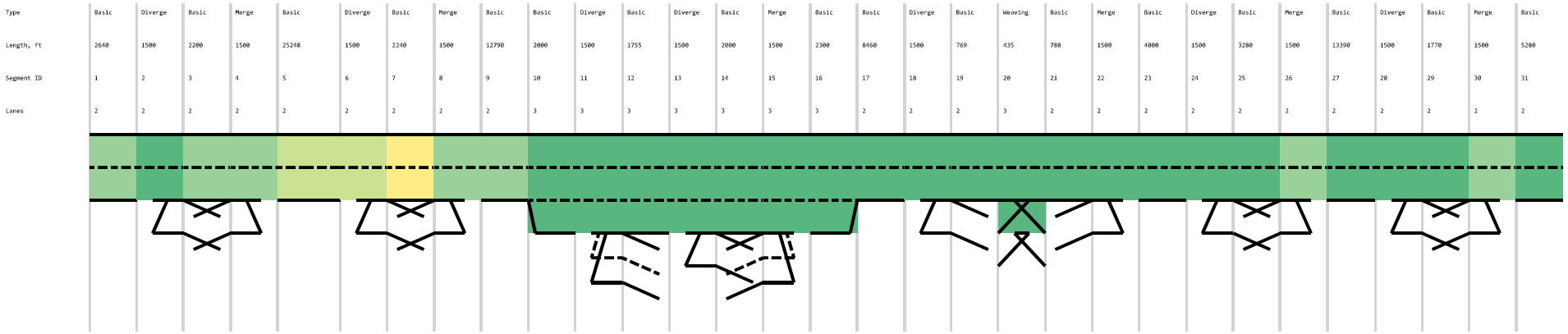
HCS Freeway Facilities Report

Project Information			
Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2030 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 301 to East of SC 453		



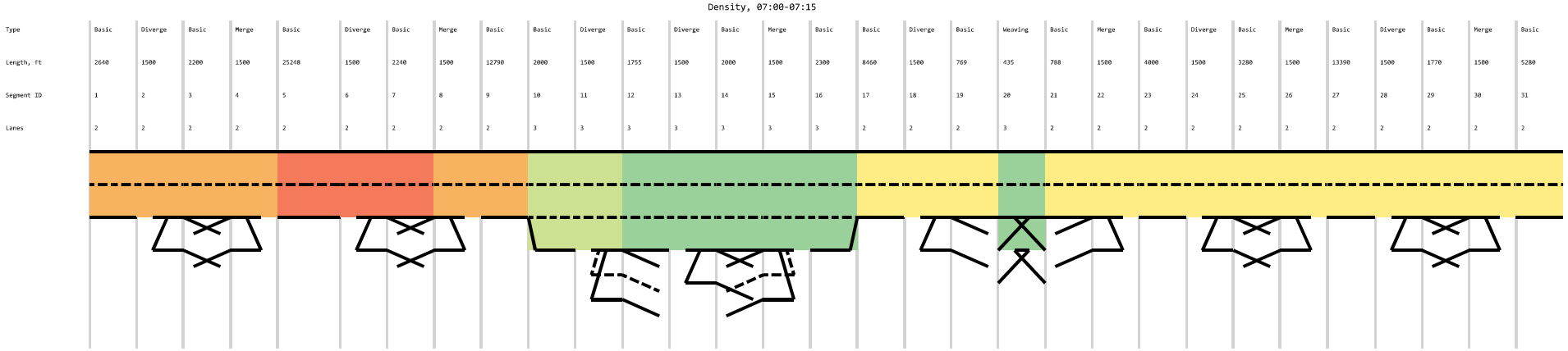
- Flow Rate ≤ 1600
- 1600 < Flow Rate ≤ 1800
- 1800 < Flow Rate ≤ 2000
- 2000 < Flow Rate ≤ 2200
- 2200 < Flow Rate ≤ 2400
- Flow Rate > 2400

Speed, 07:00-07:15



- Speed > 60
- 50 < Speed ≤ 60
- 40 < Speed ≤ 50
- 30 < Speed ≤ 40
- 20 < Speed ≤ 30
- Speed ≤ 20

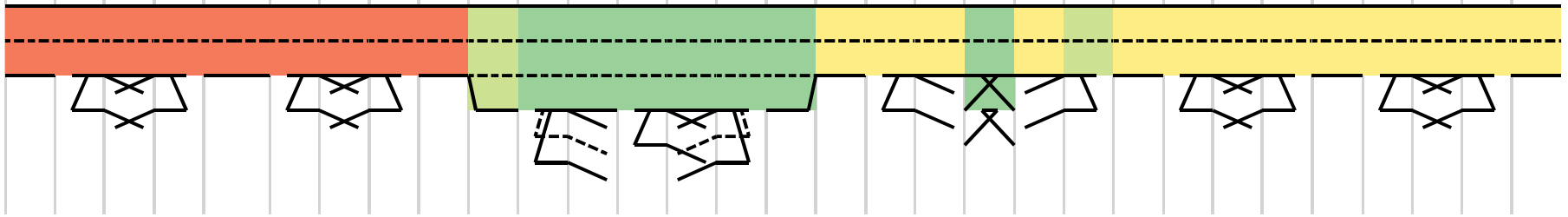
Density, 07:00-07:15



- Density ≤ 11
- 11 < Density ≤ 18
- 18 < Density ≤ 26
- 26 < Density ≤ 35
- 35 < Density ≤ 45
- Density > 45

LOS, 07:00-07:15

Type	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic
Length, ft	2640	1500	2200	1500	25248	1500	2240	1500	12790	2000	1500	1755	1500	2000	1500	2300	8460	1500	769	435	788	1500	4000	1500	3280	1500	13390	1500	1770	1500	5280
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Lanes	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2

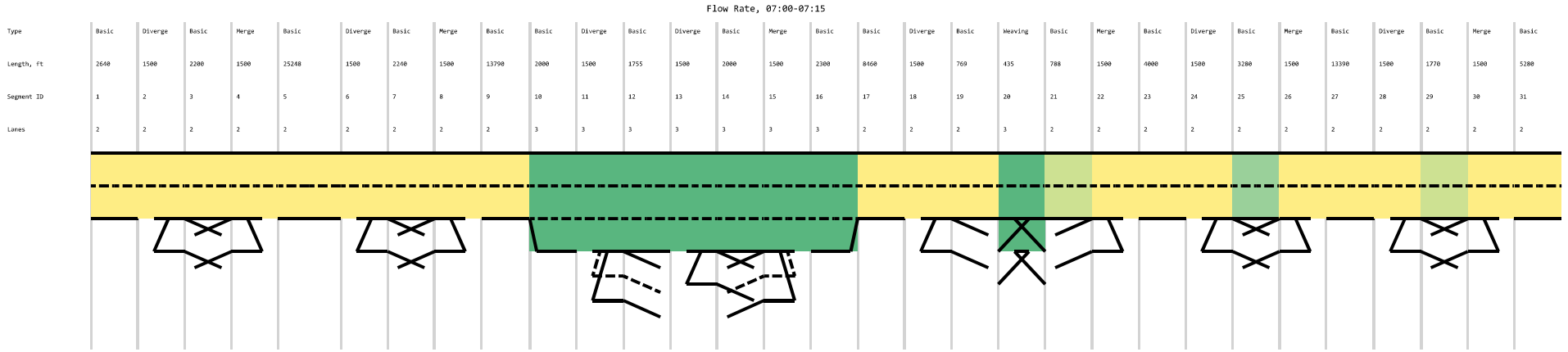


- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

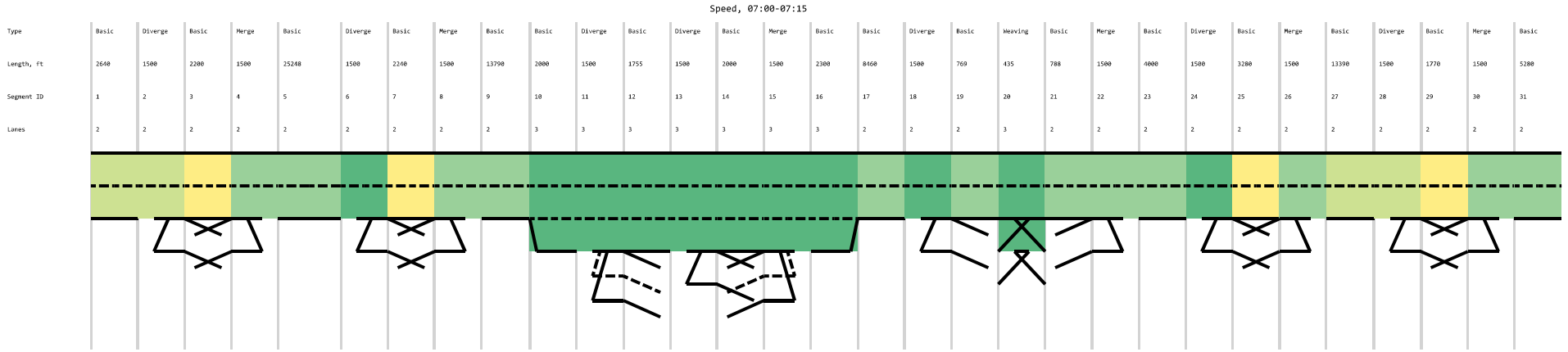
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HCS Freeway Facilities Report

Project Information			
Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26	Units	U.S. Customary
Project Description	From West of US 301 to East of SC 453		

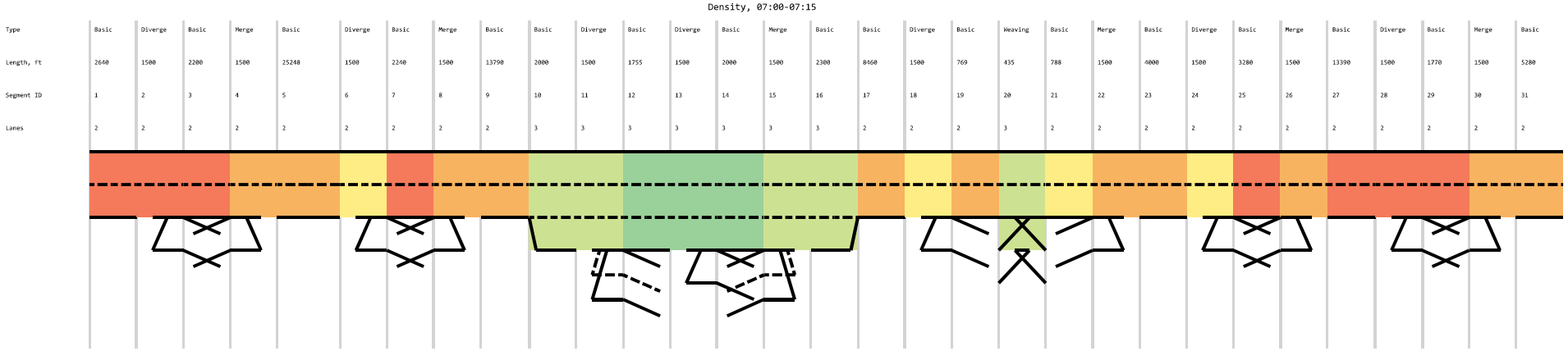


- Flow Rate ≤ 1600
- 1600 < Flow Rate ≤ 1800
- 1800 < Flow Rate ≤ 2000
- 2000 < Flow Rate ≤ 2200
- 2200 < Flow Rate ≤ 2400
- Flow Rate > 2400



- Speed > 60
- 50 < Speed ≤ 60
- 40 < Speed ≤ 50
- 30 < Speed ≤ 40
- 20 < Speed ≤ 30
- Speed ≤ 20

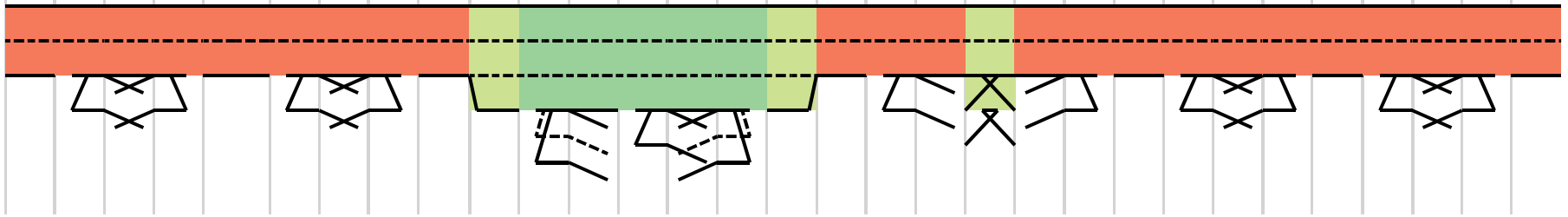
Density, 07:00-07:15



- Density ≤ 11
- 11 < Density ≤ 18
- 18 < Density ≤ 26
- 26 < Density ≤ 35
- 35 < Density ≤ 45
- Density > 45

LOS, 07:00-07:15

Type	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic
Length, ft	2640	1500	2200	1500	25248	1500	2240	1500	13790	2000	1500	1755	1500	2000	1500	2300	8460	1500	769	435	788	1500	4000	1500	3280	1500	13390	1500	1770	1500	5280
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Lanes	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2

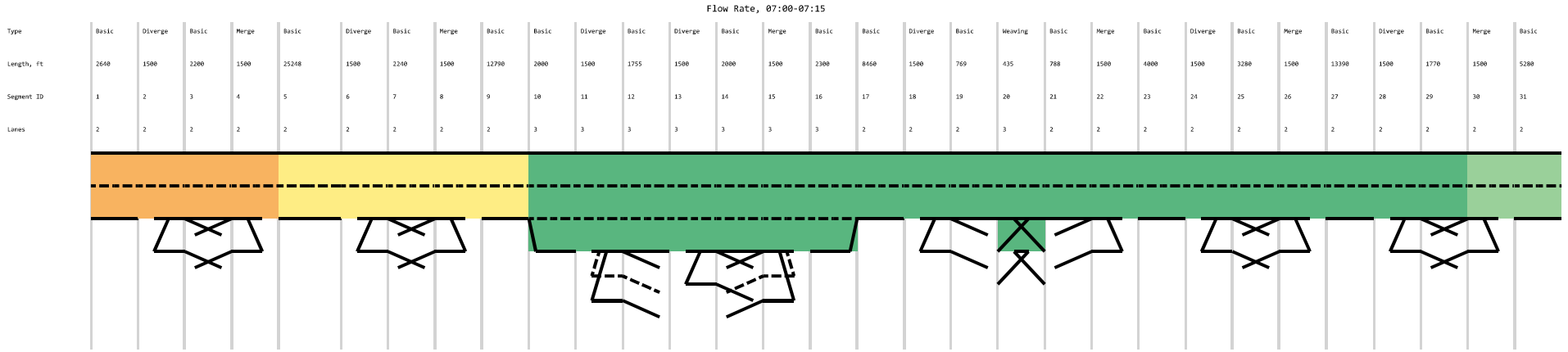


- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

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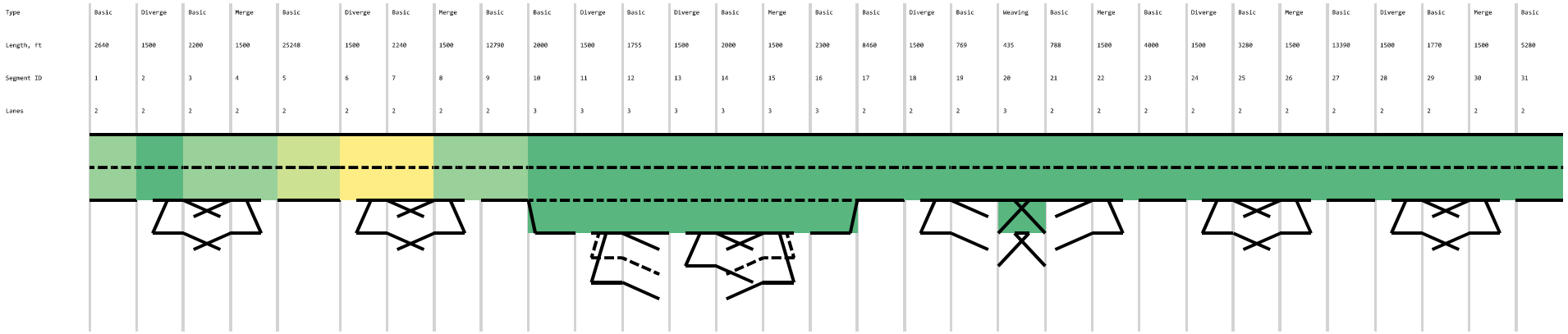
HCS Freeway Facilities Report

Project Information			
Analyst	JMT	Date	2/21/2025
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 EB	Units	U.S. Customary
Project Description	From West of US 301 to East of SC 453		

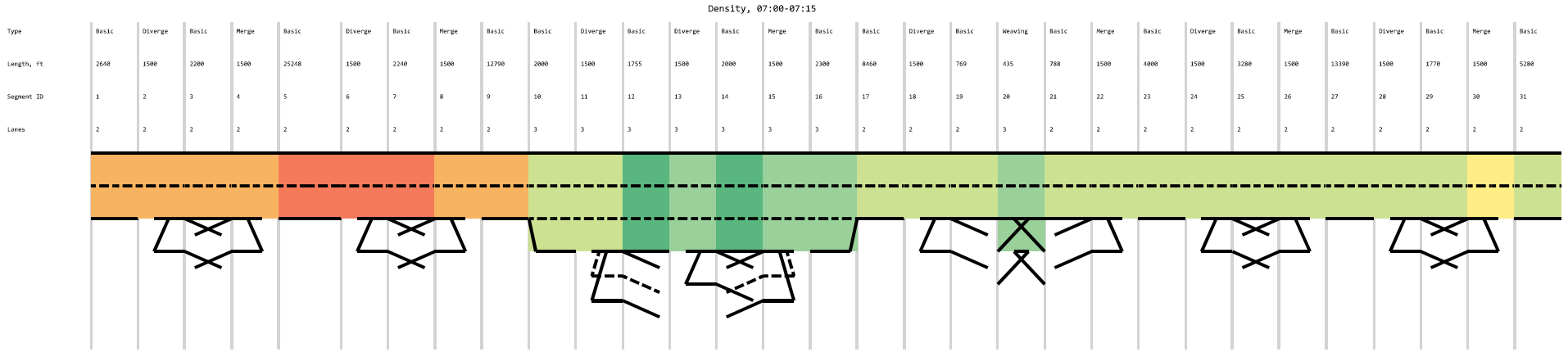


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- 2200 < Flow Rate ≤ 2400
- Flow Rate > 2400

Speed, 07:00-07:15



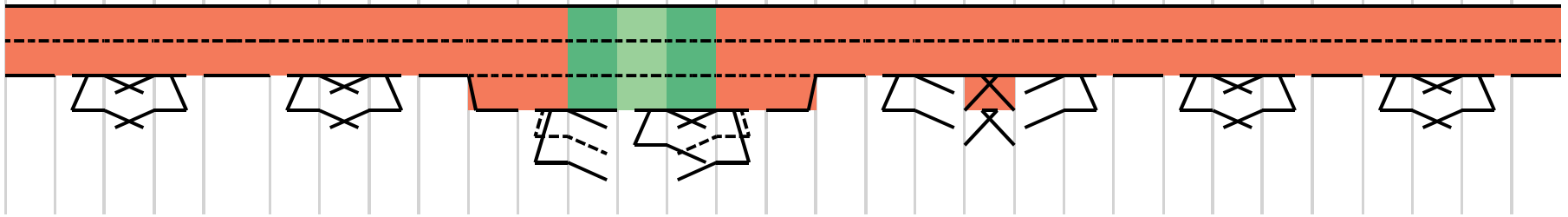
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- Speed ≤ 20



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LOS, 07:00-07:15

Type	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic
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Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Lanes	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	2	2	2	3	2	2	2	2	2	2	2	2	2	2	2

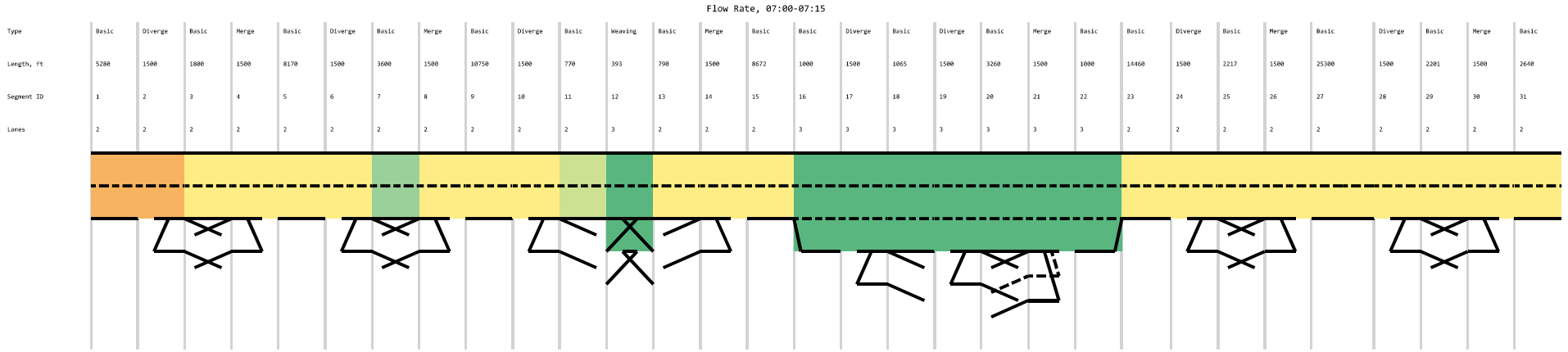


- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

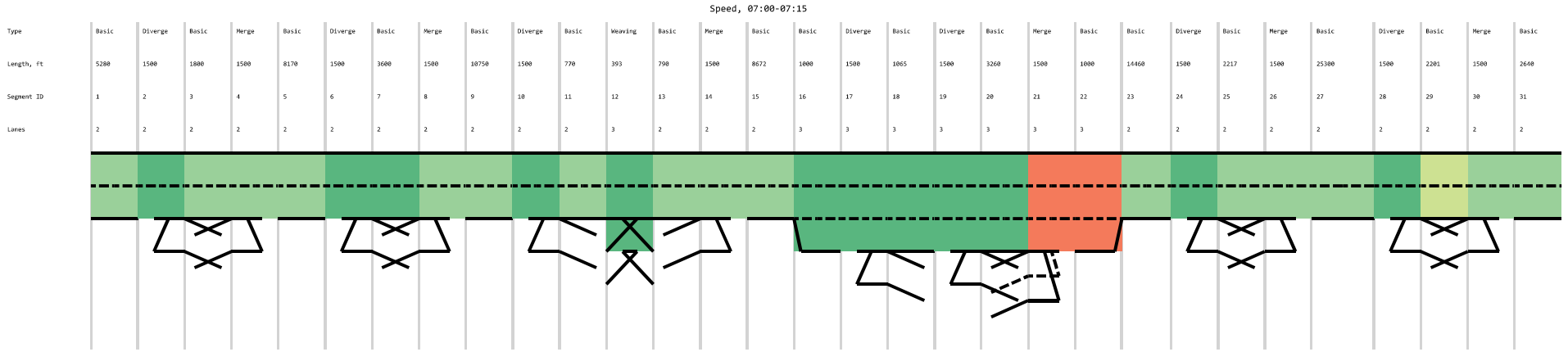
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HCS Freeway Facilities Report

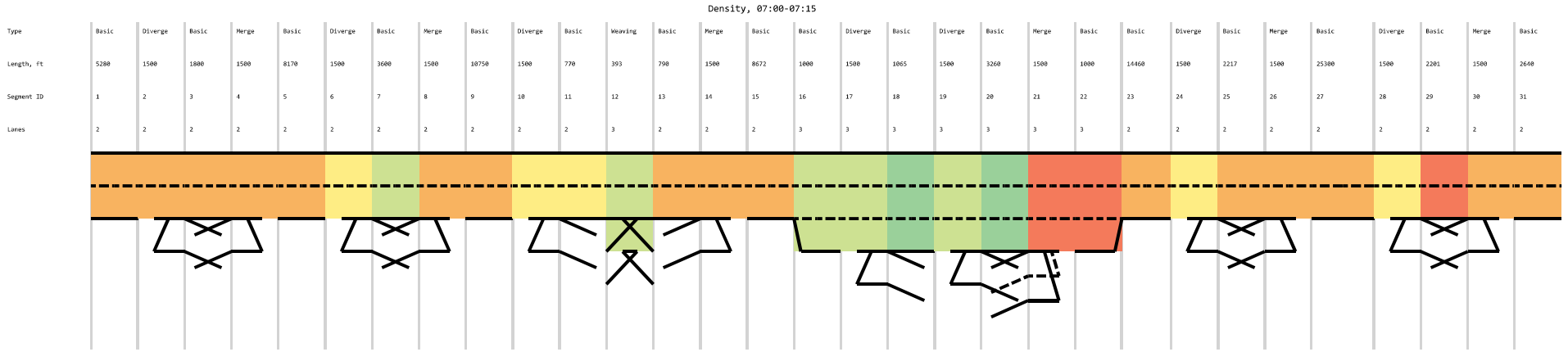
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Analyst	JMT	Date	9/18/2024
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	AM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From East of US 15 to West of US 301		



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- Flow Rate > 2400



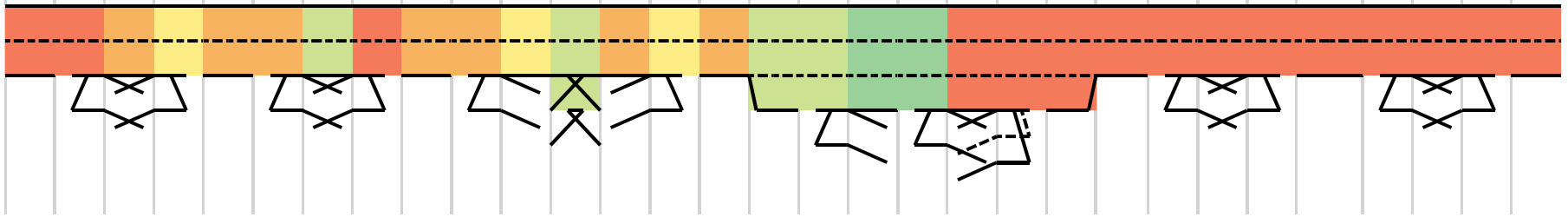
- Speed > 60
- 50 < Speed ≤ 60
- 40 < Speed ≤ 50
- 30 < Speed ≤ 40
- 20 < Speed ≤ 30
- Speed ≤ 20



- Density ≤ 11
- 11 < Density ≤ 18
- 18 < Density ≤ 26
- 26 < Density ≤ 35
- 35 < Density ≤ 45
- Density > 45

LOS, 07:00-07:15

Type	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic	Basic	Diverge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic
Length, ft	5280	1500	1800	1500	8170	1500	3600	1500	10750	1500	770	393	790	1500	8672	1000	1500	1065	1500	3260	1500	1000	14460	1500	2217	1500	25300	1500	2201	1500	2640
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
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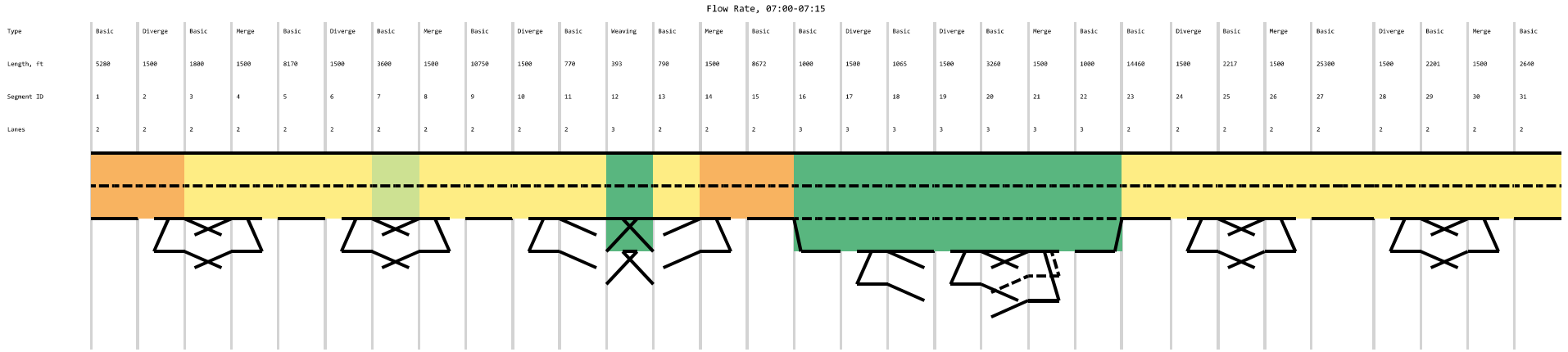


- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

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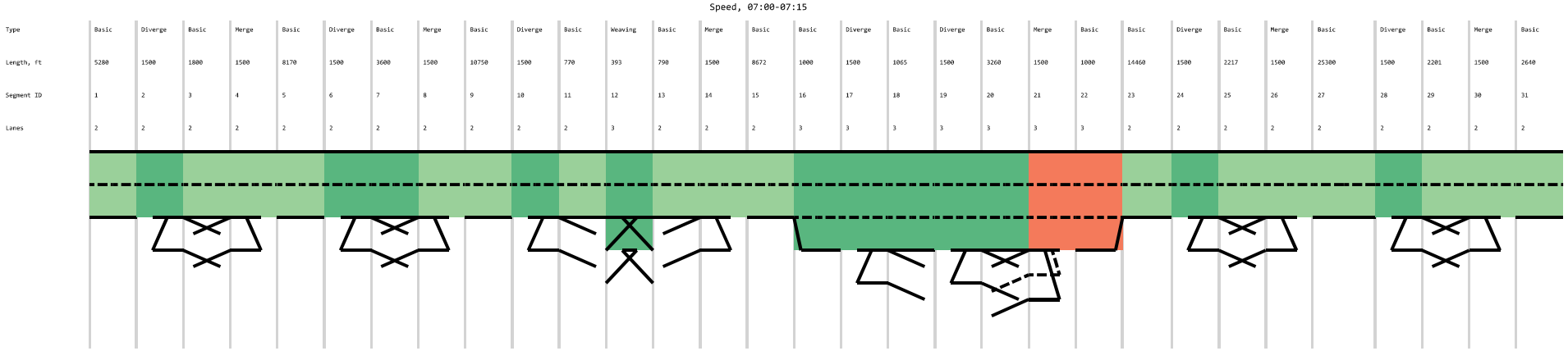
HCS Freeway Facilities Report

Project Information			
Analyst	JMT	Date	2/24/2025
Agency	SCDOT	Analysis Year	2050 No Build
Jurisdiction	Orangeburg	Time Analyzed	PM Peak Hour
Facility Name	I-26 WB	Units	U.S. Customary
Project Description	From East of SC 453 to West of US 301		

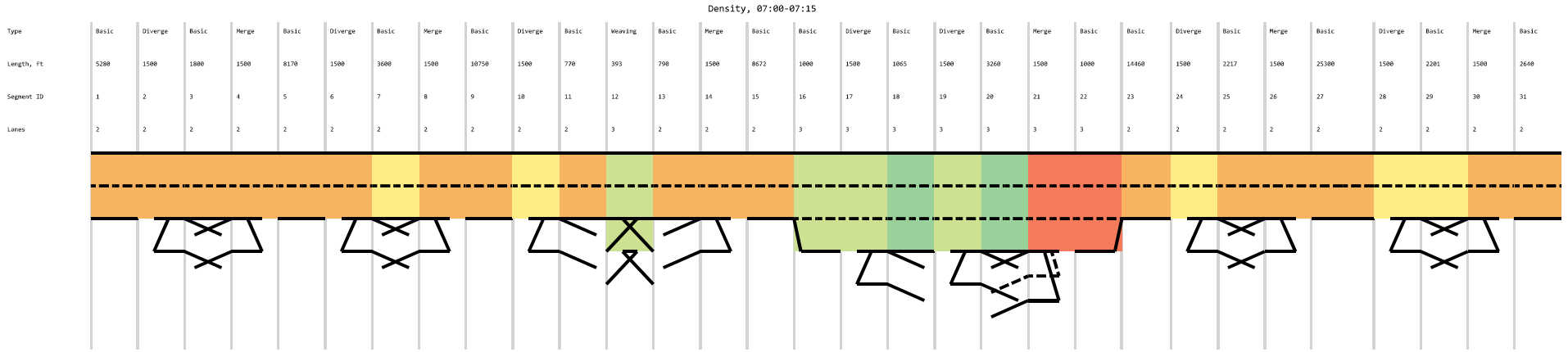


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- 1800 < Flow Rate ≤ 2000
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- Flow Rate > 2400

Speed, 07:00-07:15



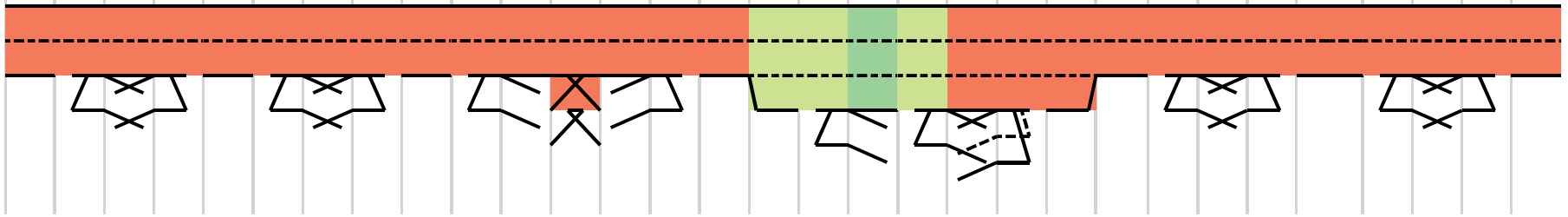
- Speed > 60
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LOS, 07:00-07:15

Type	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Weaving	Basic	Merge	Basic	Basic	Diverge	Basic	Diverge	Basic	Merge	Basic	Basic	Diverge	Basic	Merge	Basic	Diverge	Basic	Merge	Basic
Length, ft	5280	1500	1800	1500	8170	1500	3600	1500	10750	1500	770	393	790	1500	8672	1000	1500	1065	1500	3260	1500	1000	14460	1500	2217	1500	25300	1500	2201	1500	2640
Segment ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Lanes	2	2	2	2	2	2	2	2	2	2	2	3	2	2	2	3	3	3	3	3	3	3	2	2	2	2	2	2	2	2	2



- LOS A
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

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A-3: EXISTING DESIGN DEFICIENCIES MEMORANDUM

SCDOT I-26 WIDENING FROM MM 145 – MM 172
EXISTING DESIGN DEFICIENCY MEMORANDUM

Phase 1: SCDOT Project ID P041967 MM 145 – MM 154 (scoped as Project 1)

Phase 2: SCDOT Project ID P042454 MM 154 – MM 172 (scoped as Project 2)

Michael Baker International, Inc. - Project # 199224

October 2, 2024

TABLE OF CONTENTS

SECTION		PAGE
1.0	Intent of Design Deficiency Memorandum	1-1
2.0	Existing Geometric Deficiencies	2-1
3.0	Attachment A	3-1

Section 1
INTENT OF DESIGN DEFICIENCY MEMORANDUM

1. 1 INTENT OF DESIGN DEFICIENCY MEMORANDUM

This project entails the design of the widening of **Interstate Highway 26 (I-26)** in South Carolina to provide increased capacity between Orangeburg County mile marker 145 and Dorchester County mile marker 172. The design will also include necessary interchange modification at Exit 149 (SC Route 33 Cameron Road), Exit 154 (US Route 301 Five Chop Road), Exit 159 (S-36 Homestead Road), and Exit 165 (SC Route 210 Vance Road). Exit 169 (I-95) is within the project limits and will be modified under a separate SCDOT contract. All proposed design included in the widening of I-26 will accommodate the new Exit 169 configuration.

Where necessary to accommodate the widening of I-26, existing overpass structures outside of the interchanges will be replaced providing the required vertical clearance and meeting clear zone requirements. Theses overpass locations include the following roadways in Orangeburg County: S-29 (Belleville Road), S-65 (Gramling Road), S-470 (Old Elloree Road), S-196 (Big Buck Boulevard), S-1303 (Log Cabin Road), S-692 (Arista Road), S-92 (Ebenezer Road). In addition, the following overpasses in Dorchester County will be replaced: L-337 (Weathers Farm Road).

A review of existing as built plans identified as File 38.488, 38.489, 38.493, and 18.312 stored in SCDOT Plans Library for mainline I-26 and the interchanges at SC33, US301, S-36, and SC210 was conducted to document existing deficiencies in the roadway horizontal and vertical alignments.

Proposed Design Criteria were derived primarily from:

1. AASHTO A Policy on Geometric Design of Highways and Streets, 2011

2. AASHTO A Policy on Design Standards Interstate System, 2016
3. AASHTO An Informational Guide on Fencing Controlled Access Highways, 1990
4. AASHTO Roadside Design Guide, 2011, 4th Edition
5. AASHTO Highway Safety Manual
6. FHWA Manual on Uniform Traffic Control Devices, Latest Edition
7. SCDOT Access and Roadside Management Standards, August 2008 with updates
8. SCDOT Pavement Design Guidelines, July 2008 Edition
9. SCDOT Preconstruction Advisory Memorandums, latest edition
10. SCDOT Preconstruction Design Memorandums, latest edition
11. SCDOT Roadway Design Manual, 2021
12. SCDOT Standard Drawing, latest edition
13. AASHTO Drainage Manual. 2014
14. SCDOT Requirements for Hydraulic Design Studies, May 26, 2009
15. SCDOT Stormwater Quality Design Manual, December 2014
16. SCDOT Bridge Design Manual, June 2006

Section 2
EXISTING GEOMETRIC DEFICIENCIES

2.1 MAINLINE I-26

Review of the As-Built plans for mainline I-26 within the project limits confirm the existing horizontal curve radii meet a minimum design speed of 75 mph. The proposed project to widen I-26 will maintain, as much as possible, the existing centerline. All relocated horizontal alignments included in the proposed design will meet a minimum design speed of 75 mph.

Review of the As-Built plans for mainline I-26 within the project limits identified three vertical curves that do not meet a minimum design speed of 75 mph. These vertical curves are located at VPI stations shown below. The proposed conceptual design will include alternative designs to correct substandard features. Each alternative design will include impacts to be used in determining the preferred option.

The existing vertical alignment also includes multiple locations where the longitudinal grade is below the desired minimum of 0.5%. These locations are shown in Attachment A. The intent of the proposed design is to provide proper grade and cross slope within superelevated sections to allow for proper pavement drainage. In areas where proper drainage is provided by the proposed design existing vertical grades below 0.5% may be retained.

MAINLINE I-26

- VPI Station 1993+50 (crest)
- VPI Station 2145+50 (sag)
- VPI Station 2157+30.30 (crest)

2.2 SC 33 INTERCHANGE

Review of the As-Built plans for the I-26\SC 33 interchange confirm no horizontal or vertical alignment deficiencies on mainline SC33 or interchange loops. The existing alignments on mainline SC 33 meet a minimum design speed of 60 mph. The existing alignments on the interchange loops meet a minimum design speed of 30 mph.

Review of the As-Built plans confirm the existing vertical alignment on interchange ramps A and F meet a minimum design speed of 50 mph. While the vertical alignments meet minimum design speed the following horizontal curves do not meet minimum radii requirements of a 50 mph design speed.

The design scope for the widening of I-26 includes multiple conceptual redesign alternatives for this interchange. All alternatives will evaluate the existing conditions and quantify impacts associated with correcting the substandard features to determine a preferred alternative.

LINE A:

- PI Station 2146+90.30
- PI Station 2157+90.10

LINE F:

- PI Station 2147+50.00
- PI Station 2160+19.70

2.3 US 301 INTERCHANGE

Review of the As-Built plans for the I-26/US 301 interchange identified multiple horizontal and

vertical alignment deficiencies on mainline US 301 and associated interchange loops and ramps. The identified deficiencies are listed below and are based on a minimum design speed of 60 mph (mainline), 50 mph (ramps), and 30 mph (loops).

The design scope for the widening of I-26 includes multiple conceptual redesign alternatives for this interchange. All alternatives will evaluate the existing conditions and quantify impacts associated with correcting the substandard features to determine a preferred alternative.

MAINLINE US 301 HORIZONTAL ALIGNMENT:

- None

MAINLINE US 301 VERTICAL ALIGNMENT:

- VPI Station 370+01.30 (sag)
- VPI Station 386+98.40 (sag)

INTERCHANGE LOOPS AND RAMPS HORIZONTAL ALIGNMENT:

- Loop 2 PI Station 2446+64.54
- Loop 2 PI Station 2438+80.76
- Loop 4 PI Station 2453+81.68
- Loop 4 PI Station 2462+10.65
- Ramp 5 PI Station 2440+13.70
- Ramp 5 PI Station 2448+87.10
- Ramp 6 PI Station 2446+05.40
- Ramp 6 PI Station 2450+66.60
- Ramp 6 PI Station 2456+65.50
- Ramp 8 PI Station 2451+20.10

- Ramp 8 PI Station 2460+25.90
- Ramp 9 PI Station 2443+69.10
- Ramp 9 PI Station 2449+79.60
- Ramp 9 PI Station 2456+38.50

INTERCHANGE LOOPS AND RAMPS VERTICAL ALIGNMENT:

- None

2.4 S-36 INTERCHANGE

Review of the As-Built plans for the I-26/S-36 interchange identified multiple vertical alignment deficiencies on the associated interchange ramps. The identified deficiencies are listed below and are based on a minimum design speed of 50 mph (mainline), and 50 mph (ramps).

The design scope for the widening of I-26 includes multiple conceptual redesign alternatives for this interchange. All alternatives will evaluate the existing conditions and quantify impacts associated with correcting the substandard features to determine a preferred alternative.

MAINLINE S-36 HORIZONTAL ALIGNMENT:

- None

MAINLINE S-36 VERTICAL ALIGNMENT:

- None

INTERCHANGE RAMPS HORIZONTAL ALIGNMENT:

- None

INTERCHANGE RAMPS VERTICAL ALIGNMENT:

- Ramp 1 VPI Station 2694+00.00
- Ramp 2 VPI Station 2703+00.00
- Ramp 3 VPI Station 2704+50.00
- Ramp 4 VPI Station 2695+00.00

2.5 SC 210 INTERCHANGE

Review of the As-Built plans for the I-26/SC 210 interchange did not identify any vertical or horizontal alignment deficiencies on mainline or the associated interchange ramps. All existing horizontal and vertical features meet a minimum design speed of 60 mph (mainline), and 50 mph (ramps).

2.6 OVERPASSES

Horizontal Alignments:
Based on review of the existing plans for each overpass and subsequent analysis, we have determined that the horizontal alignments are compliant with current design standards. Attachment A: Table OP #2 illustrates the analysis for the horizontal alignments.

Vertical Alignments:
Based on review/analysis of the vertical alignments for each overpass, we have identified multiple deficiencies, based on the design speed, as shown in Attachment A: Table OP #1. The resulting

vertical alignment deficiencies are comprised mostly of insufficient lengths of curves, which result in the existing K-values to be below the required minimum.

In addition, grades on two overpasses exceed the max grade per the design speed. All alternatives will evaluate the existing conditions and quantify impacts associated with correcting the substandard features to determine a preferred alternative.

Below is a summary of the deficient vertical alignments:

- S-29 (Belleville Rd)
  - VPI Station 183+22.00
  - VPI Station 191+00.00
  - VPI Station 199+05.20
- S-65 (Gramling Rd)
  - VPI Station 81+50.00
  - VPI Station 88+50.00
  - VPI Station 97+00.00
- S-470 (Old Elloree Rd)
  - VPI Station 08+50.00
  - VPI Station 15+00.00
  - VPI Station 22+00.00
- S-196 (Big Buck Blvd)
  - VPI Station 29+25.00
  - VPI Station 35+58.90
  - VPI Station 41+75.00
- S-1303 (Log Cabin Rd)
  - VPI Station 24+00.00

  - VPI Station 29+95.30
  - VPI Station 36+00.00
- L-337 (Weathers Farm Rd)
  - VPI Station 02+91.70
  - VPI Station 8+00.00
  - VPI Station 13+08.70
- S-29 (Belleville Rd): Grade=5.02% exceeds 5.00% maximum
- S-65 (Gramling Rd): Grade=6.00% exceeds 5.00% maximum

ATTACHMENT A

INTERSTATE 26 HORIZONTAL ALIGNMENT

MM145 TO MM165

Stationing source:
38.488,38.489,38.493,18.312
Tie Equality I-26&US601
1978+60.00
242+18.60
Tie Equality I-26&SC 210
3005+00.00
221+63.30

	PC	PT	P.I.	Δ	LT. or RT.	D Degrees, Minutes, Seconds			Longitude	T	L	E	EQUATION	Minimum Radius	
East Bound	1989+69.20	2004+94.30	1997+09.00	4°34'00"	RT.	0°	18'	0"	0.3	761.7	1522.2	15.3	19,098.60	2210	ADEQUATE
Main Line	1991+21.00	2008+98.30	1998+82.80	4°34'00"	RT.	0°	18'	0"	0.3	761.67	1522.23	15.33	19,098.60	2210	ADEQUATE
West Bound	1992+73.00	2010+47.30	2000+34.70	4°34'00"	RT.	0°	18'	0"	0.3	761.7	1522.2	15.3	19,098.60	2210	ADEQUATE
East Bound	2076+19.90	2080+03.20	2078+11.55	0°46'00"	LT.	0°	12'	0"	0.2	191.65	383.3	0.65	28,647.90	2210	ADEQUATE
West Bound	2076+19.90	2080+03.20	2078+11.55	0°46'00"	RT.	0°	12'	0"	0.2	191.65	383.3	0.65	28,647.90	2210	ADEQUATE
East Bound	2085+16.70	2089+00.00	2087+08.35	0°46'00"	RT.	0°	12'	0"	0.2	191.65	383.3	0.65	28,647.90	2210	ADEQUATE
West Bound	2085+16.70	2089+00.00	2087+08.35	0°46'00"	LT.	0°	12'	0"	0.2	191.65	383.3	0.65	28,647.90	2210	ADEQUATE
Main Line	2113+92.00	2131+17.20	2122+55.20	5°45'00"	LT.	0°	20'	0"	0.3	863.2	1725.2	21.6	17,188.74	2210	ADEQUATE
Main Line	2167+38.10	2181+54.8	2174+46.80	4°15'00"	LT.	0°	18'	0"	0.3	708.7	1416.7	13.0	19,098.60	2210	ADEQUATE

2180+00.00	**END OF 38.488, START OF 38.489**

	PC	PT	P.I.	Δ	LT. or RT.	D Degrees, Minutes, Seconds			Longitude	T	L	E	EQUATION	Minimum Radius	
CONSTRUCTION	2231+25.2	equation	2252+94.1	15°06'00"	RT.	0°	21'	0"	0.4	2168.9	4314.3	143.1	16,370.23	2210	ADEQUATE
SURVEY	2237+75.3	2267+95.3	2252+94.1	15°06'00"	RT.	0°	30'	0"	0.5	1518.8	3020	100.2	11,459.16	2210	ADEQUATE
	2347+05.7	2367+40.7	2357+34.1	20°21'00"	LT.	1°	0'	0"	1.0	1028.4	2035	91.6	5,729.58	2210	ADEQUATE
	2427+67.8	2442+05.3	2434+87.1	5°45'00"	RT.	0°	24'	0"	0.4	719.3	1437.5	18	14,323.95	2210	ADEQUATE
	2479+81.3	2494+84.6 No Ref.	2487+34.1	7°31'00"	LT.	0°	30'	0"	0.5	752.8	1503.3	24.8	11,459.16	2210	ADEQUATE
	2710+49.4 No Ref.	2726+72.7 No Ref.	2718+62.4	8°07'00"	RT.	0°	30'	0"	0.5	813.0	1623.3	28.8	11,459.16	2210	ADEQUATE

2735+00.00	**END OF 38.489, START OF 38.493**

	PC	PT	P.I.	Δ	LT. or RT.	D Degrees, Minutes, Seconds			Longitude	T	L	E	EQUATION	Minimum Radius	
Main Line	2785+68.50	2805+25.20	2795+49.30	9°47'00"	LT.	0°	30'	0"	0.5	980.8	1956.7	42	11,459.16	2210	ADEQUATE
Main Line	2973+06.70	2992+73.40	2982+92.50	9°50'00"	RT.	0°	30'	0"	0.5	985.8	1966.7	42.4	11,459.16	2210	ADEQUATE
Main Line	3173+16.40	3188+29.70	3180+73.40	3°47'00"	RT.	0°	15'	0"	0.3	757	1513.3	125	22,918.32	2210	ADEQUATE
3232+08.00	**END OF 38.493, START OF 18.312**														
Main Line	3324+70.00	3344+95.60	3334+93.80	20°15'00"	LT.	1°	0'	0"	1.0	1023.2	2025.0	90.6	5,729.58	2210	ADEQUATE

INTERSTATE 26 VERTICAL ALIGNMENT
MM145 TO MM165

Stationing source:
38.488,38.489,38.493,18.312
Tie Equality I-26&US601
1978+60.00
242+18.60
Tie Equality I-26&SC 210
3005+00.00
221+63.30

	VPI	Length (FT)	Grade In	Grade Out	A	Elevations	Crest or Sag	K	EQUI SSD (FT)	EQUI/MAX MPH	CLARIFYING NOTES
	1978+75.00	900	-3.00%	-0.50%	2.50%	310.53	SAG	360	1,365.46	101.66	
	1993+50.00	600	-0.50%	-2.94%	2.44%	303.15	CREST	245.9016	728.46	70.05	<75MPH
LEFT LANE	2006+39.10	600	-2.94%	-0.92%	2.02%	265.25	SAG	297.0297	1,143.51	91.67	
RIGHT LANE	2009+89.30	600	-2.94%	-0.88%	2.06%	262.45	SAG	291.2621	1,123.15	90.71	
LEFT LANE	2029+50.00	600	-0.92%	0.58%	1.50%	246.34	SAG	400	1,506.23	107.58	
RIGHT LANE	2031+34.60	600	-0.88%	0.74%	1.62%	243.58	SAG	370.3704	1,401.97	103.22	
LEFT LANE	2042+00.00	600	0.58%	-0.68%	1.26%	253.59	CREST	476.1905	1,013.72	85.39	
RIGHT LANE	2042+00.00	600	0.74%	-0.62%	1.36%	251.46	CREST	441.1765	975.74	83.48	
LEFT LANE	2079+23.80	600	-0.68%	-1.10%	0.42%	228.27	CREST	1428.571	1,755.81	117.46	
RIGHT LANE	2079+02.00	600	-0.62%	-1.10%	0.48%	228.51	CREST	1250	1,642.41	113.06	
LEFT LANE	2085+30.00	400	-1.10%	-1.26%	0.16%	221.60	CREST	2500	2,322.71	137.59	
RIGHT LANE	2085+50.00	400	-1.10%	-1.30%	0.20%	221.38	CREST	2000	2,077.50	129.22	
LEFT LANE	2090+30.00	400	-1.26%	-0.94%	0.32%	215.30	SAG	1250	4,486.45	197.90	
RIGHT LANE	2090+50.00	400	-1.30%	-0.90%	0.40%	214.88	SAG	1000	3,610.78	175.76	
LEFT LANE	2095+30.00	400	-0.94%	-1.10%	0.16%	210.60	CREST	2500	2,322.71	137.59	
RIGHT LANE	2095+50.00	400	-0.90%	-1.10%	0.20%	210.38	CREST	2000	2,077.50	129.22	
	2103+11.20	600	-1.10%	0.50%	1.60%	202.01	SAG	375	1,418.26	103.91	
	2135+00.00	600	0.50%	-0.50%	1.00%	217.95	CREST	600	1,137.89	91.41	
	2145+50.00	600	-0.50%	3.00%	3.50%	212.69	SAG	171.4286	698.21	68.27	<75MPH
	2157+30.30	1500	3.00%	-3.00%	6.00%	248.10	CREST	250	734.51	70.40	<75MPH
	2171+89.40	600	-3.00%	-0.36%	2.64%	204.33	SAG	227.2727	896.82	79.40	
	2180+00.00	**END OF 38.488, START OF 38.489**									
LEFT LANE	2226+25.00	400	-0.36%	-0.60%	0.24%	184.76	CREST	1639.3443	1,880.88	122.14	Left lane began @ 2224+00.00
LEFT LANE	2231+25.00	400	-0.60%	-0.12%	0.49%	181.74	SAG	819.6721	2,978.92	158.06	
LEFT LANE	2236+25.00	400	-0.12%	-0.37%	0.25%	181.16	CREST	1590.4573	1,852.62	121.10	
LEFT LANE	2240+00.00	400	-0.37%	-0.48%	0.11%	179.81	CREST	3555.5556	2,770.00	151.81	Left lane ends @ 2242+50.00
RIGHT LANE	2240+00.00	600	-0.36%	-0.48%	0.12%	179.81	CREST	5000	3,284.81	166.84	
	2252+50.00	600	-0.48%	-0.36%	0.12%	173.81	SAG	5000	17,613.55	409.66	
	2284+00.00	600	-0.36%	1.04%	1.40%	162.47	SAG	428.5714	1,606.70	111.65	
	2299+00.00	600	1.04%	0.36%	0.68%	178.07	CREST	882.3529	1,379.90	102.28	
	2306+75.00	400	0.36%	0.13%	0.23%	180.86	CREST	1724.1379	1,928.91	123.90	
	2311+75.00	400	0.13%	0.61%	0.49%	181.50	SAG	824.7423	2,996.69	158.59	
	2316+75.00	600	0.61%	-0.06%	0.67%	184.56	CREST	891.5305	1,387.06	102.58	
	2352+00.00	600	0.06%	-0.36%	0.42%	182.45	CREST	1428.5714	1,755.81	117.46	grades below 0.5% on Horizontal Curve that superelevates
	2395+50.00	600	-0.36%	-1.12%	0.76%	166.79	CREST	789.4737	1,305.25	99.03	grades below 0.5% on Horizontal Curve that superelevates
	2411+00.00	600	-1.12%	0.50%	1.62%	149.40	SAG	370.3704	1,401.97	103.22	
	2457+00.00	500	0.50%	-0.08%	0.58%	172.40	CREST	862.0690	1,363.94	101.59	
	2482+00.00	500	-0.08%	-0.16%	0.08%	170.40	CREST	6250	3,672.53	177.40	
	2502+00.00	500	-0.16%	-1.26%	1.10%	167.20	CREST	454.5455	990.41	84.22	
	2514+00.00	500	-1.26%	1.12%	2.38%	152.08	SAG	210.0840	835.83	76.12	
	2527+00.00	500	1.12%	0.42%	0.70%	166.64	CREST	714.2857	1,241.54	96.19	
	2545+00.00	500	0.42%	-0.12%	0.54%	174.20	CREST	925.9259	1,413.56	103.71	
	2568+00.00	500	-0.12%	0.08%	0.20%	171.44	SAG	2500	8,862.83	285.33	
	2593+00.00	500	0.08%	-0.10%	0.18%	173.44	CREST	2777.7778	2,448.36	141.71	
	2674+00.00	500	-0.10%	0.08%	0.18%	165.34	SAG	2777.7778	9,835.20	301.54	
	2705+00.00	500	0.08%	-0.22%	0.30%	167.82	CREST	1666.6667	1,896.49	122.72	
	2735+00.00	**END OF 38.489, START OF 38.493**									
	2739+00.00	500	-0.22%	-0.86%	0.64%	160.34	CREST	781.25	1,298.44	98.73	
	2752+00.00	600	-0.86%	-1.16%	0.30%	142.16	CREST	2000	2,077.50	129.22	
	2765+00.00	600	-1.16%	0.74%	1.90%	134.08	SAG	315.7894737	1,209.68	94.74	
	2776+50.00	600	0.74%	0.20%	0.54%	142.59	CREST	1111.111111	1,548.48	109.31	
	2794+00.00	600	0.20%	-0.08%	0.28%	146.09	CREST	2142.857143	2,150.42	131.76	grades below 0.5% on Horizontal Curve that superelevates
	2820+00.00	600	-0.08%	-0.04%	0.04%	144.01	SAG	15000	52,614.04	721.48	
	2850+00.00	600	-0.04%	-0.08%	0.04%	142.81	CREST	15000	5,689.46	225.07	
	2880+00.00	600	-0.08%	-0.24%	0.16%	140.41	CREST	3750	2,844.73	154.07	
	2900+00.00	600	-0.24%	-0.18%	0.06%	135.61	SAG	10000	35,113.91	586.00	
	2950+00.00	600	-0.18%	-0.24%	0.06%	126.61	CREST	10000	4,645.43	201.68	
	2996+00.00	600	-0.24%	-0.18%	0.06%	115.57	SAG	10000	35,113.91	586.00	
	3081+00.00	600	-0.13%	0.10%	0.23%	100.27	SAG	2608.695652	9,243.32	291.77	
	3139+00.00	600	0.10%	0.00%	0.10%	106.07	CREST	6000	3,598.33	175.42	
	3190+00.00	600	0.00%	-0.08%	0.08%	106.07	CREST	7500	4,023.06	186.48	
	3217+00.00	600	-0.08%	-0.20%	0.12%	104.10	CREST	5000	3,284.81	166.84	
	3225+00.00	600	-0.20%	-0.08%	0.12%	102.10	SAG	5000	17,613.55	409.66	
	3232+08.00	**END OF 38.493, START OF 18.312**									
	3309+66.00	400	-0.08%	-0.20%	0.12%	95.33	CREST	3333.333333	2,682.04	149.11	
	3364+00.00	400	-0.20%	0.40%	0.60%	84.46	SAG	666.6666667	2,442.51	141.52	
	3377+00.00	400	0.40%	-0.14%	0.54%	89.99	CREST	740.7407407	1,264.33	97.21	

SC 33 HORIZONTAL ALIGNMENT
RUSSEL ST/CAMERON RD
EXIT 149

Stationing Source:
sheet 57
38.488

SB Clearance = 24 FT 8 IN
NB Clearance = 24 FT 8 IN

Loop Analyis

Line B	Station		MAX DESIGN SPEED (MPH)
PC	2142+56.80		
	Radius=	309.71	30
	Delta=	25.90	
	Length=	140.00	
PCC	2143+96.80		
	Radius=	222.98	30
	Delta=	72.67	
	Length=	282.80	
PCC	2146+79.60		
	Radius=	219.97	30
	Delta=	115.00	
	Length=	441.50	
PCC	2151+21.10		
	Radius=	431.00	35
	Delta=	46.83	
	Length=	352.30	
PT	2154+73.40		
Line E			
PC	2142+65.80		
	Radius=	309.66	30
	Delta=	43.50	
	Length=	235.10	
PCC	2144+97.90		
	Radius=	219.96	30
	Delta=	56.50	
	Length=	216.90	
PCC	2147+14.80		
	Radius=	219.88	30
	Delta=	154.00	
	Length=	591.00	
PCC	2153+06.10		
	Radius=	415.57	35
	Delta=	24.50	
	Length=	177.70	
PT	2154+83.80		

Super-elevation e_d	V_d = 25 mph		V_d = 30 mph		V_d = 35 mph		V_d = 40 mph		V_d = 45 mph	
	Radius (ft)	L_s (ft)	Radius (ft)	L_s (ft)	Radius (ft)	L_s (ft)	Radius (ft)	L_s (ft)	Radius (ft)	L_s (ft)
NC	R ≥ 2370	-	R ≥ 3240	-	R ≥ 4260	-	R ≥ 5410	-	R ≥ 6710	-
RC	1720 ≤ R < 2370	46	2370 ≤ R < 3240	48	3120 ≤ R < 4260	52	3970 ≤ R < 5410	55	4930 ≤ R < 6710	59
2.2%	1550 ≤ R < 1720	50	2130 ≤ R < 2370	53	2800 ≤ R < 3120	57	3570 ≤ R < 3970	61	4440 ≤ R < 4930	65
2.4%	1400 ≤ R < 1550	55	1930 ≤ R < 2130	58	2540 ≤ R < 2800	62	3240 ≤ R < 3570	66	4030 ≤ R < 4440	71
2.6%	1280 ≤ R < 1400	59	1760 ≤ R < 1930	63	2320 ≤ R < 2540	67	2960 ≤ R < 3240	72	3690 ≤ R < 4030	77
2.8%	1170 ≤ R < 1280	64	1610 ≤ R < 1760	68	2130 ≤ R < 2320	72	2720 ≤ R < 2960	77	3390 ≤ R < 3690	83
3.0%	1070 ≤ R < 1170	69	1480 ≤ R < 1610	73	1960 ≤ R < 2130	77	2510 ≤ R < 2720	83	3130 ≤ R < 3390	89
3.2%	985 ≤ R < 1070	73	1370 ≤ R < 1480	78	1820 ≤ R < 1960	83	2330 ≤ R < 2510	88	2900 ≤ R < 3130	95
3.4%	911 ≤ R < 985	78	1270 ≤ R < 1370	82	1690 ≤ R < 1820	88	2170 ≤ R < 2330	94	2700 ≤ R < 2900	101
3.6%	845 ≤ R < 911	82	1180 ≤ R < 1270	87	1570 ≤ R < 1690	93	2020 ≤ R < 2170	99	2520 ≤ R < 2700	107
3.8%	784 ≤ R < 845	87	1100 ≤ R < 1180	92	1470 ≤ R < 1570	98	1890 ≤ R < 2020	105	2360 ≤ R < 2520	113
4.0%	729 ≤ R < 784	91	1030 ≤ R < 1100	97	1370 ≤ R < 1470	103	1770 ≤ R < 1890	110	2220 ≤ R < 2360	119
4.2%	678 ≤ R < 729	96	955 ≤ R < 1030	102	1280 ≤ R < 1370	108	1660 ≤ R < 1770	116	2080 ≤ R < 2220	124
4.4%	630 ≤ R < 678	101	893 ≤ R < 955	107	1200 ≤ R < 1280	114	1560 ≤ R < 1660	121	1980 ≤ R < 2080	130
4.6%	585 ≤ R < 630	105	834 ≤ R < 893	112	1130 ≤ R < 1200	119	1470 ≤ R < 1560	127	1850 ≤ R < 1960	136
4.8%	542 ≤ R < 585	110	779 ≤ R < 834	116	1060 ≤ R < 1130	124	1390 ≤ R < 1470	132	1750 ≤ R < 1850	142
5.0%	499 ≤ R < 542	114	727 ≤ R < 779	121	991 ≤ R < 1060	129	1310 ≤ R < 1390	138	1650 ≤ R < 1750	148
5.2%	457 ≤ R < 499	119	676 ≤ R < 727	126	929 ≤ R < 991	134	1230 ≤ R < 1310	143	1560 ≤ R < 1650	154
5.4%	420 ≤ R < 457	123	627 ≤ R < 676	131	870 ≤ R < 929	139	1160 ≤ R < 1230	149	1480 ≤ R < 1560	160
5.6%	387 ≤ R < 420	128	582 ≤ R < 627	136	813 ≤ R < 870	145	1090 ≤ R < 1160	154	1390 ≤ R < 1480	166
5.8%	358 ≤ R < 387	133	542 ≤ R < 582	141	761 ≤ R < 813	150	1030 ≤ R < 1090	160	1320 ≤ R < 1390	172
6.0%	332 ≤ R < 358	137	506 ≤ R < 542	145	713 ≤ R < 761	155	965 ≤ R < 1030	166	1250 ≤ R < 1320	178
6.2%	308 ≤ R < 332	142	472 ≤ R < 506	150	669 ≤ R < 713	160	909 ≤ R < 965	171	1180 ≤ R < 1250	184
6.4%	287 ≤ R < 308	146	442 ≤ R < 472	155	628 ≤ R < 669	165	857 ≤ R < 909	177	1110 ≤ R < 1180	190
6.6%	267 ≤ R < 287	151	413 ≤ R < 442	160	590 ≤ R < 628	170	808 ≤ R < 857	182	1050 ≤ R < 1110	196
6.8%	248 ≤ R < 267	155	386 ≤ R < 413	165	553 ≤ R < 590	175	761 ≤ R < 808	188	990 ≤ R < 1050	201
7.0%	231 ≤ R < 248	160	360 ≤ R < 386	170	518 ≤ R < 553	181	716 ≤ R < 761	193	933 ≤ R < 990	207
7.2%	214 ≤ R < 231	165	336 ≤ R < 360	175	485 ≤ R < 518	186	672 ≤ R < 716	199	878 ≤ R < 933	213
7.4%	198 ≤ R < 214	169	312 ≤ R < 336	179	451 ≤ R < 485	191	628 ≤ R < 672	204	822 ≤ R < 878	219
7.6%	182 ≤ R < 198	174	287 ≤ R < 312	184	417 ≤ R < 451	196	583 ≤ R < 628	210	765 ≤ R < 822	225
7.8%	164 ≤ R < 182	178	261 ≤ R < 287	189	380 ≤ R < 417	201	533 ≤ R < 583	215	701 ≤ R < 765	231
8.0%	134 ≤ R < 164	183	214 ≤ R < 261	194	314 ≤ R < 380	206	444 ≤ R < 533	221	587 ≤ R < 701	237

SUPERELEVATION RATE (e_d) (e_{max} = 8.0 Percent)
(Interchange Ramps)
Figure 5.3-E

10.5.2 Design Speed

Figure 10.5-B provides the recommended ranges of ramp design speeds based on the design speed of the mainline. In addition, consider the following when selecting the ramp design speed:

1. Loop Ramps. Design speeds in the middle and upper ranges are generally not attainable for loop ramps. The following apply to loop ramps:
   a. For loop ramps on collector-distributor roadways or in restricted urban conditions, the minimum design speed for loops should be 25 miles per hour.
   b. Where the truck ADT is greater than 15 percent, use a minimum design speed of 30 miles per hour for the initial curve after the exit curve.
   c. For rural loop ramps, use a minimum design speed of 30 miles per hour.
   d. Use a design speed of 40 miles per hour for cloverleaf interchange loop ramps between freeways used in conjunction with C-D roads.

	Mainline Design Speed				
	55 mph	60 mph	65 mph	70 mph	75 mph
	Ramp Design Speed (mph)				
Upper Range	45-50	50	55	60	65
Middle Range	40	45	45	50	55
Lower Range	25-30	30	30	35	40

RAMP DESIGN SPEEDS
Figure 10.5-B

SC 33
RUSSEL ST/CAMERON RD
EXIT 149

Stationing Source:
sheet 57
38.488

SB Clearance = 24 FT 8 IN
NB Clearance = 24 FT 8 IN

Vertical Grades for Overpass

VPI	Length (FT)	Grade In	Grade Out	A	Elevations	Crest or Sag	K	EQUI SSD (FT)	EQUI/MAX MPH
181+60.00	400	0.20%	-0.30%	0.50%	209.26	CREST	800	1,313.93	99.41
187+00.00	300	-0.30%	-0.12%	0.18%	207.64	SAG	1666.6667	5,945.46	230.48
199+05.20	300	-0.12%	-0.20%	0.08%	205.96	CREST	3750	2,844.73	154.07

Horizontal Geometry for Overpass

60 mph

PC	PT	P.I.	Δ	LT. or RT.	D Degrees, Minutes,Seconds	Longitude	T	L	E	EQUATION
TANGENT ALIGNMENT										

Minimum Radius
1200

Vertical Grades for Loops

	VPI	Length (FT)	Grade In	Grade Out	A	Elevations	Crest or Sag	K	EQUI SSD (FT)	EQUI/MAX MPH
Ramp Line B	2145+00.00	200	0.30%	3.64%	3.34%	208.61	SAG	59.88023952	291.69	39.21
	2148+50.00	200	3.64%	3.00%	0.64%	221.35	CREST	312.5	821.20	75.31
Ramp Line E	2145+00.00	200	-0.12%	4.21%	4.33%	206.56	SAG	46.1894	238.98	34.30
	2148+50.00	200	4.21%	3.00%	1.21%	221.29	CREST	165.2893	597.24	62.03

Vertical Grades for Ramps

	VPI	Length (FT)	Grade In	Grade Out	A	Elevations	Crest or Sag	K	EQUI SSD (FT)	EQUI/MAX MPH
Ramp Line A	2146+00.00	200	0.08%	-0.09%	0.17%	214.27	CREST	1176.470588	1,593.37	111.11
	2157+50.00	300	-0.74%	-0.20%	0.54%	208.41	SAG	555.5556	2,052.70	128.34
Ramp Line F	2146+75.00	300	1.31%	-0.90%	2.21%	217.53	CREST	135.7466063	541.24	58.35
	2159+75.00	450	-0.90%	0.13%	1.03%	205.58	SAG	436.8932039	1,635.95	112.81

Horizontal Geometry for Ramps

50 mph

	PC	PT	P.I.	Δ	LT. or RT.	D Degrees, Minutes,Seconds			Longitude	T	L	E	EQUATION	Minimum Radius	
Ramp Line A	2144+60.00	2148+89.20	2146+90.30	51°30'00"	RT.	12°	0'	0"	12.00	230.3	429.2	52.7	477.47	758	NOT ADEQUATE
	2151+21.60	2153+51.60	2152+37.00	11°30'00"	LT.	5°	0'	0"	5.00	115.4	230.0	5.8	1,145.92	758	ADEQUATE
	2155+21.90	2160+10.60	2157+90.10	58°39'00"	RT.	12°	0'	0"	12.00	268.2	488.7	70.2	477.47	758	NOT ADEQUATE
Ramp Line F	2145+42.40	2149+34.00	2147+50.00	47°00'00"	LT.	12°	0'	0"	12.00	207.6	391.7	43.2	477.47	758	NOT ADEQUATE
	2151+95.70	2154+70.70	2153+34.40	13°48'00"	RT.	5°	0'	0"	5.00	138.7	276.0	8.4	1,145.92	758	ADEQUATE
	2158+06.50	2162+07.60	2160+19.70	48°08'00"	LT.	12°	0'	0"	12.00	213.2	401.1	45.5	477.47	758	NOT ADEQUATE

US 301 HORIZONTAL ALIGNMENT
FIVE CHOP RD
EXIT 154

Stationing Source:
sheet 103

38.489

WB Clearance = 16 FT 1 IN
EB Clearance = 16 FT 0 IN

Loop Analyis

Line 1	Station		MAX DESIGN SPEED (MPH)
PC	2435+41.16		
	Radius=	309.71	30
	Delta=	34.80	
	Length=	188.11	
PCC	2437+29.80		
	Radius=	219.68	30
	Delta=	180.00	
	Length=	690.16	
PCC	2444+20.00		
	Radius=	409.26	35
	Delta=	25.20	
	Length=	180.00	
PT	2446+00.00		
Line 2			
PC	2449+53.00		
	Radius=	409.26	35
	Delta=	25.20	
	Length=	180.00	
PCC	2447+73.00		
	Radius=	204.63	25
	Delta=	72.00	
	Length=	257.14	
PCC	2445+15.86		
	Radius=	354.77	35
	Delta=	88.30	
	Length=	546.74	
PCC	2439+69.76		
	Radius=	156.45	25
	Delta=	96.00	
	Length=	262.13	
PCC	2437+06.99		
	Radius=	309.71	30
	Delta=	18.50	
	Length=	100.00	
PC	2436+06.99		
Line 3	Station		MAX DESIGN SPEED (MPH)
PC	2454+06.00		
	Radius=	426.17	35
	Delta=	24.20	
	Length=	180.00	
PCC	2455+86.00		
	Radius=	219.68	30
	Delta=	180.00	
	Length=	690.16	
PCC	2462+76.16		
	Radius=	309.71	30
	Delta=	34.80	
	Length=	188.11	
PT	2464+64.26		
Line 4			
PC	2450+53.00		
	Radius=	409.26	35
	Delta=	25.20	
	Length=	180.00	
PCC	2452+33.00		
	Radius=	204.63	25
	Delta=	72.00	
	Length=	257.14	
PCC	2454+90.14		
	Radius=	354.77	30
	Delta=	88.30	
	Length=	546.74	
PCC	2460+36.88		
	Radius=	156.45	25
	Delta=	96.00	
	Length=	262.13	
PCC	2462+99.01		
	Radius=	309.71	30
	Delta=	18.50	
	Length=	100.00	
PC	2463+99.01		

Super-elevation e_d	V_d = 25 mph		V_d = 30 mph		V_d = 35 mph		V_d = 40 mph		V_d = 45 mph	
	Radius (ft)	L_s (ft)	Radius (ft)	L_s (ft)	Radius (ft)	L_s (ft)	Radius (ft)	L_s (ft)	Radius (ft)	L_s (ft)
NC	R ≥ 2370	-	R ≥ 3240	-	R ≥ 4260	-	R ≥ 5410	-	R ≥ 6710	-
RC	1720 ≤ R < 2370	46	2370 ≤ R < 3240	48	3120 ≤ R < 4260	52	3970 ≤ R < 5410	55	4930 ≤ R < 6710	59
2.2%	1550 ≤ R < 1720	50	2130 ≤ R < 2370	53	2800 ≤ R < 3120	57	3570 ≤ R < 3970	61	4440 ≤ R < 4930	65
2.4%	1400 ≤ R < 1550	55	1930 ≤ R < 2130	58	2540 ≤ R < 2800	62	3240 ≤ R < 3570	66	4030 ≤ R < 4440	71
2.6%	1280 ≤ R < 1400	59	1760 ≤ R < 1930	63	2320 ≤ R < 2540	67	2960 ≤ R < 3240	72	3690 ≤ R < 4030	77
2.8%	1170 ≤ R < 1280	64	1610 ≤ R < 1760	68	2130 ≤ R < 2320	72	2720 ≤ R < 2960	77	3390 ≤ R < 3690	83
3.0%	1070 ≤ R < 1170	69	1480 ≤ R < 1610	73	1960 ≤ R < 2130	77	2510 ≤ R < 2720	83	3130 ≤ R < 3390	89
3.2%	985 ≤ R < 1070	73	1370 ≤ R < 1480	78	1820 ≤ R < 1960	83	2330 ≤ R < 2510	88	2900 ≤ R < 3130	95
3.4%	911 ≤ R < 985	78	1270 ≤ R < 1370	82	1690 ≤ R < 1820	88	2170 ≤ R < 2330	94	2700 ≤ R < 2900	101
3.6%	845 ≤ R < 911	82	1180 ≤ R < 1270	87	1570 ≤ R < 1690	93	2020 ≤ R < 2170	99	2520 ≤ R < 2700	107
3.8%	784 ≤ R < 845	87	1100 ≤ R < 1180	92	1470 ≤ R < 1570	98	1890 ≤ R < 2020	105	2360 ≤ R < 2520	113
4.0%	729 ≤ R < 784	91	1030 ≤ R < 1100	97	1370 ≤ R < 1470	103	1770 ≤ R < 1890	110	2220 ≤ R < 2360	119
4.2%	678 ≤ R < 729	96	955 ≤ R < 1030	102	1280 ≤ R < 1370	108	1660 ≤ R < 1770	116	2080 ≤ R < 2220	124
4.4%	630 ≤ R < 678	101	893 ≤ R < 955	107	1200 ≤ R < 1280	114	1560 ≤ R < 1660	121	1960 ≤ R < 2080	130
4.6%	585 ≤ R < 630	105	834 ≤ R < 893	112	1130 ≤ R < 1200	119	1470 ≤ R < 1560	127	1850 ≤ R < 1960	136
4.8%	542 ≤ R < 585	110	779 ≤ R < 834	116	1060 ≤ R < 1130	124	1390 ≤ R < 1470	132	1750 ≤ R < 1850	142
5.0%	499 ≤ R < 542	114	727 ≤ R < 779	121	991 ≤ R < 1060	129	1310 ≤ R < 1390	138	1650 ≤ R < 1750	148
5.2%	457 ≤ R < 499	119	676 ≤ R < 727	126	929 ≤ R < 991	134	1230 ≤ R < 1310	143	1560 ≤ R < 1650	154
5.4%	420 ≤ R < 457	123	627 ≤ R < 676	131	870 ≤ R < 929	139	1160 ≤ R < 1230	149	1480 ≤ R < 1560	160
5.6%	387 ≤ R < 420	128	582 ≤ R < 627	136	813 ≤ R < 870	145	1090 ≤ R < 1160	154	1390 ≤ R < 1480	166
5.8%	358 ≤ R < 387	133	542 ≤ R < 582	141	761 ≤ R < 813	150	1030 ≤ R < 1090	160	1320 ≤ R < 1390	172
6.0%	332 ≤ R < 358	137	506 ≤ R < 542	145	713 ≤ R < 761	155	965 ≤ R < 1030	166	1250 ≤ R < 1320	178
6.2%	308 ≤ R < 332	142	472 ≤ R < 506	150	669 ≤ R < 713	160	909 ≤ R < 965	171	1180 ≤ R < 1250	184
6.4%	287 ≤ R < 308	146	442 ≤ R < 472	155	628 ≤ R < 669	165	857 ≤ R < 909	177	1110 ≤ R < 1180	190
6.6%	267 ≤ R < 287	151	413 ≤ R < 442	160	590 ≤ R < 628	170	808 ≤ R < 857	182	1050 ≤ R < 1110	196
6.8%	248 ≤ R < 267	155	386 ≤ R < 413	165	553 ≤ R < 590	175	761 ≤ R < 808	188	990 ≤ R < 1050	201
7.0%	231 ≤ R < 248	160	360 ≤ R < 386	170	518 ≤ R < 553	181	716 ≤ R < 761	193	933 ≤ R < 990	207
7.2%	214 ≤ R < 231	165	336 ≤ R < 360	175	485 ≤ R < 518	186	672 ≤ R < 716	199	876 ≤ R < 933	213
7.4%	198 ≤ R < 214	169	312 ≤ R < 336	179	451 ≤ R < 485	191	628 ≤ R < 672	204	822 ≤ R < 878	219
7.6%	182 ≤ R < 198	174	287 ≤ R < 312	184	417 ≤ R < 451	196	583 ≤ R < 628	210	765 ≤ R < 822	225
7.8%	164 ≤ R < 182	178	261 ≤ R < 287	189	380 ≤ R < 417	201	533 ≤ R < 583	215	701 ≤ R < 765	231
8.0%	134 ≤ R < 164	183	214 ≤ R < 261	194	314 ≤ R < 380	206	444 ≤ R < 533	221	587 ≤ R < 701	237

SUPERELEVATION RATE (e_d) (e_{max} = 8.0 Percent)
(Interchange Ramps)
Figure 5.3-E

10.5.2 Design Speed

Figure 10.5-B provides the recommended ranges of ramp design speeds based on the design speed of the mainline. In addition, consider the following when selecting the ramp design speed:

1. Loop Ramps. Design speeds in the middle and upper ranges are generally not attainable for loop ramps. The following apply to loop ramps:

   a. For loop ramps on collector-distributor roadways or in restricted urban conditions, the minimum design speed for loops should be 25 miles per hour.

   b. Where the truck ADT is greater than 15 percent, use a minimum design speed of 30 miles per hour for the initial curve after the exit curve.

   c. For rural loop ramps, use a minimum design speed of 30 miles per hour.

   d. Use a design speed of 40 miles per hour for cloverleaf interchange loop ramps between freeways used in conjunction with C-D roads.

	Mainline Design Speed				
	55 mph	60 mph	65 mph	70 mph	75 mph
	Ramp Design Speed (mph)				
Upper Range	45-50	50	55	60	65
Middle Range	40	45	45	50	55
Lower Range	25-30	30	30	35	40

RAMP DESIGN SPEEDS
Figure 10.5-B

US 301 VERTICAL ALIGNMENT
FIVE CHOP RD
EXIT 154

Stationing Source:
sheet 103

38.489

Vertical Grades for Overpass									
VPI	Length (FT)	Grade In	Grade Out	A	Elevations	Crest or Sag	K	EQUI SSD (FT)	EQUI/MAX MPH
370+01.30	400	-0.18%	4.00%	4.18%	167.28	SAG	95.6937799	424.99	50.10
378+75.00	1200	4.00%	-4.00%	8.00%	202.23	CREST	150.0000	568.95	60.19
386+98.40	400	-4.00%	0.20%	4.20%	168.95	SAG	95.23809524	423.32	49.97
393+00.00	400	0.20%	-0.26%	0.46%	170.48	CREST	869.5652174	1,369.86	101.85

Horizontal Geometry for Overpass												60 mph	
PC	PT	P.I.	Δ	LT. or RT.	D Degrees, Minutes,Seconds			Longitude	T	L	E	EQUATION	Minimum Radius	
367+05.80	374+34.71	370+70.50	5°28'00"	LT.	0°	45'	0"	0.75	364.7	728.9	8.7	7,639.44	1200	ADEQUATE

WB Clearance = 16 FT 1 IN
EB Clearance = 16 FT 0 IN

	Vertical Grades for Loops									
	VPI	Length (FT)	Grade In	Grade Out	A	Elevations	Crest or Sag	K	EQUI SSD (FT)	EQUI/MAX MPH
Ramp Line 1	2436+00.00	100	-3.22%	-3.62%	0.40%	181.41	CREST	250	734.51	70.40
	2438+00.00	200	-3.62%	-1.63%	1.99%	174.20	SAG	100.5025126	442.59	51.41
	2443+50.00	200	-1.63%	0.48%	2.11%	165.23	SAG	94.78672986	421.67	49.85
	2445+00.00	100	0.48%	0.26%	0.22%	165.95	CREST	454.5454545	990.41	84.22
Ramp Line 2	2437+00.00	100	-2.60%	-3.14%	0.54%	182.85	CREST	185.1852	632.16	64.24
	2438+50.00	200	-3.14%	-1.42%	1.72%	178.15	SAG	116.2791	500.00	55.53
	2446+63.25	300	-1.42%	0.26%	1.68%	166.60	SAG	178.5714	723.70	69.77
Ramp Line 3	2455+00.00	188	0.94%	0.50%	0.44%	170.99	CREST	427.2727	960.24	82.69
	2461+97.00	300	0.50%	3.22%	2.72%	174.47	SAG	110.2941	478.27	54.00
Ramp Line 4	2452+25.00	250	0.97%	0.50%	0.47%	169.61	CREST	531.9149	1,071.39	88.23
	2459+87.90	300	0.50%	2.66%	2.16%	173.43	SAG	138.8889	581.63	61.02
	2462+50.00	100	2.66%	3.43%	0.77%	180.40	SAG	129.8701	549.14	58.88
	2463+50.00	100	3.43%	2.66%	0.77%	183.86	CREST	129.8701	529.40	57.55

	Vertical Grades for Ramps									
	VPI	Length (FT)	Grade In	Grade Out	A	Elevations	Crest or Sag	K	EQUI SSD (FT)	EQUI/MAX MPH
Ramp Line 5	2446+00.00	300	0.50%	0.18%	0.32%	166.48	CREST	937.5	1,422.37	104.09
Ramp Line 6	2454+60.00	300	0.50%	-0.68%	1.18%	171.40	CREST	254.2372881	740.71	70.76
Ramp Line 8	2452+00.00	300	-0.20%	0.34%	0.54%	168.80	SAG	555.5555556	2,052.70	128.34
	2459+50.00	300	0.34%	-0.08%	0.42%	171.36	CREST	714.2857	1,241.54	96.19
Ramp Line 9	2444+95.60	300	1.16%	0.08%	1.08%	170.74	CREST	277.7777778	774.24	72.69

	Horizontal Geometry for Ramps												50 mph	
	PC	PT	P.I.	Δ	LT. or RT.	D Degrees, Minutes,Seconds			Longitude	T	L	E	EQUATION	Minimum Radius	
Ramp Line 5	2437+34.50	2442+02.40	2440+13.70	58°30'00"	RT.	14°	0'	0"	14.00	229.2	417.9	59.8	409.26	758	NOT ADEQUATE
	2442+02.40	2447+13.60	2444+58.90	11°43'00"	RT.	2.292°	0'	0"	2.29	256.5	511.2	13.1	2,499.82	758	ADEQUATE
	2447+13.60	2450+31.50	2448+87.10	56°57'00"	RT.	17.9129°	0'	0"	17.91	173.5	317.9	44.0	319.86	758	NOT ADEQUATE
Ramp Line 6	2441+72.00	2444+12.50	2446+05.40	61°53'00"	LT.	14.2786°	0'	0"	14.28	240.5	433.4	66.6	401.27	758	NOT ADEQUATE
	2448+28.50	2452+64.20	2450+66.60	57°18'00"	RT.	13.1485°	0'	0"	13.15	238.1	435.7	60.8	435.76	758	NOT ADEQUATE
	2455+12.00	2457+94.70	2456+65.50	55°20'00"	LT.	19.57°	0'	0"	19.57	153.5	282.7	37.8	292.77	758	NOT ADEQUATE
Ramp Line 8	2449+60.60	2452+56.50	2451+20.10	53°01'00"	LT.	17.9179°	0'	0"	17.92	159.5	295.9	37.6	319.77	758	NOT ADEQUATE
	2452+56.50	2458+04.40	2455+31.20	10°14'00"	LT.	1.8679°	0'	0"	1.87	274.7	547.8	12.3	3,067.39	758	ADEQUATE
	2458+04.40	2462+10.40	2460+25.90	56°50'00"	LT.	14°	0'	0"	14.00	221.5	406.0	56.1	409.26	758	NOT ADEQUATE
Ramp Line 9	2442+20.50	2444+95.00	2443+69.10	54°21'00"	RT.	19.7961°	0'	0"	19.80	148.6	274.5	35.9	289.43	758	NOT ADEQUATE
	2447+21.20	2451+87.70	2449+79.60	54°21'00"	RT.	19.7961°	0'	0"	19.80	148.6	274.5	35.9	289.43	758	NOT ADEQUATE
	2453+70.50	2458+51.00	2456+38.50	63°11'00"	RT.	13.1492°	0'	0"	13.15	268	480.5	75.8	435.74	758	NOT ADEQUATE

S-36
HOMESTEAD RD
EXIT 159

No Loop Ramps

Vertical Grades for Overpass									
VPI	Length (FT)	Grade In	Grade Out	A	Elevations	Crest or Sag	K	EQUI SSD (FT)	EQUI/MAX MPH
247+28.40	400	0.48%	4.00%	3.52%	167.98	SAG	113.6363636	490.41	54.86
254+29.00	900	4.00%	-4.00%	8.00%	196.00	CREST	112.5000	492.72	55.02
262+23.70	400	-4.00%	-0.24%	3.76%	164.21	SAG	106.3829787	464.04	52.97

Horizontal Geometry for Overpass												50 mph	
PC	PT	P.I.	Δ	LT. or RT.	D Degrees, Minutes,Seconds			Longitude	T	L	E	EQUATION	Minimum Radius	
239+67.10	247+58.80	243+65.50	15°50'00"	RT.	2°	0'	0"	2.00	398.4	791.7	27.6	2,864.79	833	ADEQUATE
260+18.00	266+34.70	263+26.60	6°10'00"	LT.	1°	0'	0"	1.00	308.6	616.7	8.3	5,729.58	833	ADEQUATE

WB Clearance = 16 FT 2 IN
EB Clearance = 16 FT 2 IN

	Vertical Grades for Ramps									
	VPI	Length (FT)	Grade In	Grade Out	A	Elevations	Crest or Sag	K	EQUI SSD (FT)	EQUI/MAX MPH
Ramp Line 1	2694+00.00	300	0.08%	3.80%	3.72%	166.52	SAG	80.64516129	369.55	45.79
	2697+50.00	200	3.80%	1.66%	2.14%	208.41	CREST	93.4579	449.09	51.89
Ramp Line 2	2700+00.00	200	-1.66%	-3.74%	2.08%	179.7	CREST	96.15384615	455.52	52.36
	2703+00.00	300	-3.74%	-0.22%	3.52%	168.48	SAG	85.22727273	386.50	47.14
Ramp Line 3	2701+00.00	200	-1.66%	-3.72%	2.06%	179.89	CREST	97.08737864	457.73	52.52
	2704+50.00	300	-3.72%	-0.22%	3.50%	166.87	SAG	85.7143	388.30	47.28
Ramp Line 4	2695+00.00	300	0.08%	3.74%	3.66%	166.60	SAG	81.96721311	374.45	46.18
	2698+50.00	200	3.74%	1.66%	2.08%	179.69	CREST	96.15384615	455.52	52.36

Horizontal Geometry for Ramps													50 mph	
	PC	PT	P.I.	Δ	LT. or RT.	D Degrees, Minutes,Seconds			Longitude	T	L	E	EQUATION	Minimum Radius	
Ramp Line 1	2687+51.20	2689+70.60	2688+56.00	13°32'00"	LT.	6°	0'	0"	6.00	113.3	225.6	6.7	954.93	758	ADEQUATE
Ramp Line 2	2709+10.00	2711+10.80	2710+10.80	12°03'00"	LT.	6°	0'	0"	6.00	100.8	200.8	5.3	954.93	758	ADEQUATE
Ramp Line 3	2708+84.10	2711+11.00	2709+98.10	13°37'00"	RT.	6°	0'	0"	6.00	114	226.9	6.8	954.93	758	ADEQUATE
Ramp Line 4	2687+45.00	2689+43.30	2688+42.80	12°06'00"	RT.	6°	0'	0"	6.00	101.2	201.7	5.3	954.93	758	ADEQUATE

SC 210
VANCE RD
EXIT 165

No Loop Ramps

Vertical Grades for Overpass

VPI	Length (FT)	Grade In	Grade Out	A	Elevations	Crest or Sag	K	EQUI SSD (FT)	EQUI/MAX MPH
175+50.00	400	0.02%	0.68%	0.66%	99.52	SAG	606.0606061	2,229.93	134.48
180+00.00	400	0.68%	0.12%	0.56%	102.58	CREST	714.2857	1,241.54	96.19
212+24.50	400	0.12%	4.00%	3.88%	106.45	SAG	103.0927835	452.05	52.10
221+63.30	900	4.00%	-4.00%	8.00%	144.00	CREST	112.5	492.72	55.02
230+19.50	400	-4.00%	0.12%	4.12%	109.75	SAG	97.08737864	430.10	50.48
239+50.00	400	0.12%	-0.07%	0.19%	110.90	CREST	2105.263158	2,131.47	131.10

Horizontal Geometry for Overpass

60 mph

PC	PT	P.I.	Δ	LT. or RT.	D Degrees, Minutes,Seconds			Longitude	T	L	E	EQUATION	Minimum Radius	
171+85.00	190+11.70	181+50.00	45°40'00"	RT.	2°	30'	0"	2.50	965.0	1826.7	194.9	2,291.83	1200	ADEQUATE
201+52.30	217+63.80	210+00.80	44°19'00"	LT.	2°	45'	0"	2.75	848.5	1611.5	166.2	2,083.48	1200	ADEQUATE
227+32.40	217+63.80	233+97.50	38°24'00"	RT.	3°	0'	0"	3.00	665.1	1280.0	112.5	1,909.86	1200	ADEQUATE

WB Clearance = 16 FT 2 IN
EB Clearance = 16 FT 3 IN

Vertical Grades for Ramps

	VPI	Length (FT)	Grade In	Grade Out	A	Elevations	Crest or Sag	K	EQUI SSD (FT)	EQUI/MAX MPH
Ramp Line 1	2996+75.00	400	-0.18%	2.12%	2.30%	115.44	SAG	173.9130435	707.08	68.79
	3002+00.00	300	2.12%	1.76%	0.36%	126.57	CREST	833.3333	1,341.02	100.60
Ramp Line 2	2998+35.50	400	-0.18%	1.86%	2.04%	115.51	SAG	196.0784314	786.05	73.35
Ramp Line 3	3008+00.00	300	-1.76%	-3.06%	1.30%	126.54	CREST	230.7692308	705.69	68.71
	3013+25.00	400	-3.06%	0.24%	3.30%	110.47	SAG	121.2121	517.87	56.76
Ramp Line 4	3005+50.00	300	-1.76%	-2.23%	0.47%	127.13	CREST	638.2978723	1,173.65	93.08
	3013+00.00	400	-2.23%	0.24%	2.47%	110.41	SAG	161.9433198	664.31	66.22

50 mph

	PC	PT	P.I.	Δ	LT. or RT.	D Degrees, Minutes,Seconds			Longitude	T	L	E	EQUATION	Minimum Radius	
Ramp Line 1	2993+00.00	2995+14.70	2994+07.80	12°53'00"	RT.	6°	0'	0"	6.00	107.8	214.7	6.1	954.93	758	ADEQUATE
Ramp Line 2	2993+00.00	2994+73.60	2993+87.00	10°25'00"	LT.	6°	0'	0"	6.00	87.1	173.6	4.0	954.93	758	ADEQUATE
Ramp Line 3	3014+85.30	3017+00.00	3015+93.10	12°53'00"	LT.	6°	0'	0"	6.00	107.8	214.7	6.1	954.93	758	ADEQUATE
Ramp Line 4	3015+26.90	3017+00.00	3016+13.20	10°23'00"	RT.	6°	0'	0"	6.00	86.8	173.1	3.9	954.93	758	ADEQUATE

Table OP #1: Vertical Alignment Evaluation

		Vertical Curve No.	VPI Station	Grade In (G_1)	Grade Out (G_2)	Type of Curve	Algebraic Difference (%)	Length of Curve (ft)	Existing K-Value	Functional Class	Design Speed (MPH)	Min. K-Value Per Design Speed	Max. Grade Per Design Speed
1	S-38-29 / Belleville Rd	1	183+22.00	-1.92%	5.02%	Sag	6.94	500	72	Urban Major Colector	60	136	5%
		2	191+00.00	5.02%	-2.20%	Crest	7.22	800	111	Urban Major Colector	60	151	5%
		3	199+05.20	-2.20%	1.60%	Sag	3.80	400	105	Urban Major Colector	60	136	5%
2	S-38-65 / Garmling Rd	1	81+50.00	-0.20%	4.20%	Sag	4.40	400	91	Rural Local Group 4	60	136	5%
		2	88+50.00	4.20%	-6.00%	Crest	10.20	750	74	Rural Local Group 4	60	151	5%
		3	97+00.00	-6.00%	1.44%	Sag	7.44	400	54	Rural Local Group 4	60	136	5%
3	S-38-470 / Old Elloree Rd	1	08+50.00	0.14%	5.00%	Sag	4.86	500	103	Rural Major Collector	60	136	5%
		2	15+00.00	5.00%	-5.00%	Crest	10.00	800	80	Rural Major Collector	60	151	5%
		3	22+00.00	-5.00%	-0.16%	Sag	4.84	500	103	Rural Major Collector	60	136	5%
4	S-38-196 / Big Buck Blvd	1	29+25.00	0.44%	5.00%	Sag	4.56	400	88	Rural Local Group 4	50	96	6%
		2	35+58.90	5.00%	-5.00%	Crest	10.00	800	80	Rural Local Group 4	50	84	6%
		3	41+75.00	-5.00%	-0.36%	Sag	4.64	400	86	Rural Local Group 4	50	96	6%
5	S-1303 / Log Cabin Rd	1	24+00.00	0.46%	5.00%	Sag	4.54	350	77	Rural Local Group 4	50	96	6%
		2	29+95.30	5.00%	-5.00%	Crest	10.00	800	80	Rural Local Group 4	50	84	6%
		3	36+00.00	-5.00%	0.05%	Sag	5.05	400	79	Rural Local Group 4	50	96	6%
6	S-38-692/Arista RD	1	07+84.20	1.28%	4.00%	Sag	2.72	400	147	Rural Local Group 4	50	96	6%
		2	16+00.00	4.00%	-4.00%	Crest	8.00	700	88	Rural Local Group 4	50	84	6%
		3	23+34.80	-4.00%	0.16%	Sag	4.16	400	96	Rural Local Group 4	50	96	6%
7	S-38-92/ Ebenezer Rd	1	04+54.30	0.28%	4.00%	Sag	3.72	400	108	Rural Local Group 4	50	96	6%
		2	13+36.90	4.00%	-4.00%	Crest	8.00	700	88	Rural Local Group 4	50	84	6%
		3	20+76.20	-4.00%	-0.22%	Sag	3.78	400	106	Rural Local Group 4	50	96	6%
8	L-337 / Weathers Farm Rd	1	02+91.70	0.00%	6.00%	Sag	6.00	200	33	Rural Local Group 4	45	79	6%
		2	08+00.00	6.00%	-6.00%	Crest	12.00	600	50	Rural Local Group 4	45	61	6%
		3	13+08.70	-6.00%	-0.26%	Sag	5.74	400	70	Rural Local Group 4	45	79	6%

Table OP #2: Horizontal Alignment Evaluation

	Route / Road Name	Horizontal Curve No.	PI Station	L	D	Radius	Functional Class	Design Speed	e_{max}	e_d	Min. Radius
1	S-38-29 / Belleville Rd	1	185+62.20	400	2	2864.79	Urban Major Collector	60	8%	5.2%	1200
		2	198+13.70	730	3.5	1637.02		60	8%	7.4%	1200
2	S-38-65 / Garmling Rd	3	77+78.70	1575.2	3.5	1637.02	Rural Local Group 4	60	8%	7.4%	1200
3	S-38-470 / Old Elloree Rd	N/A	N/A	N/A	N/A	N/A	Rural Major Collector	60	8%	N/A	1200
4	S-38-196 / Big Buck Blvd	4	45+79.80	1385.6	3	1909.86	Rural Local Group 4	50	6%	4.6%	833
5	S-1303 / Log Cabin Rd	5	17+89.00	1867.3	2.5	2291.83	Rural Local Group 4	50	6%	4.2%	833
6	S-38-692/ Arista RD	6	00+00.00	985.8	4	1432.40	Rural Local Group 4	50	6%	5.2%	833
		7	24+40.20	861.1	3	1909.86		50	6%	4.6%	833
7	S-38-92/ Ebenezer Rd	8	06+80.40	710.8	2	2864.79	Rural Local Group 4	50	6%	3.6%	833
		9	20+77.30	1145.8	2	2864.79		50	6%	3.6%	833
8	L-337 / Weathers Farm Rd	N/A	N/A	N/A	N/A	N/A	Rural Local Group 4	45	6%	N/A	643

EXHIBIT A - I-26 DESIGN DEFICIENCIES

