

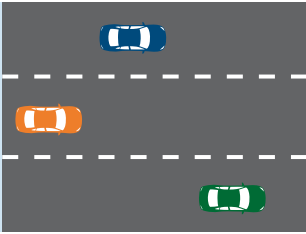
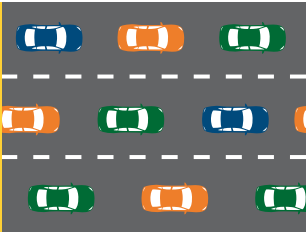
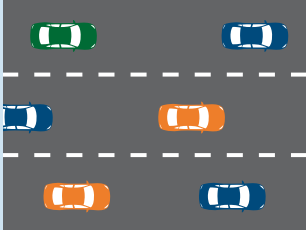
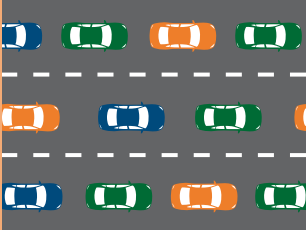
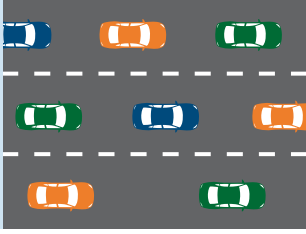
Reduce Traffic Congestion

Projected Traffic Growth

Traffic in this area is shown to be approaching an unacceptable level of service during peak hours. Future traffic projections show that traffic **is expected to increase as high as 217% in some areas of the corridor** and many intersections will reach a failing level of service by 2050 if no improvements are made. The proposed road improvements take into account future growth and traffic demands along the corridor.

EXISTING AND DESIGN YEAR ANNUAL AVERAGE DAILY TRAFFIC (AADT) VOLUMES			
US 17A Segment	Existing AADT	2050 Projected AADT	Projected Increase
Research Center Drive to SC 61	10,100	29,000	187%
SC 61 to Dorchester Road	20,400	57,000	179%
Dorchester Road to Berlin G. Myers Parkway	10,100	32,000	217%
Berlin G. Myers Parkway to Orangeburg Road	10,100	15,000	49%
Orangeburg Road to Greenwave Boulevard	14,900	23,000	54%
Greenwave Boulevard to Luden Drive	14,100	21,200	50%

LEVELS OF SERVICE (LOS)

LOS A	FREE FLOW Low volumes and no delays.		LOS D STABLE FLOW Speeds considerably affected by change in operation conditions. High density traffic restricts maneuverability; volume near capacity.	
LOS B	STABLE FLOW Speeds restricted by travel conditions, minor delays.		LOS E UNSTABLE FLOW Low speeds; considerable delay; volume at or slightly over capacity.	
LOS C	STABLE FLOW Speeds and maneuverability closely controlled because of higher volumes.		LOS F FORCED FLOW Very low speeds; volumes exceed capacity; long delays with stop-and-go traffic.	