



AUGUSTA REGIONAL TRANSPORTATION STUDY

CONGESTION MANAGEMENT PROCESS

2014 REPORT

JULY 2015

Prepared By:

Augusta Planning & Development Department
Melanie Wilson, Director



In Cooperation With:

Aiken County Planning And Development Department
Federal Highway Administration
Georgia Department Of Transportation
South Carolina Department Of Transportation

Augusta Regional Transportation Study

CONGESTION MANAGEMENT PROCESS

2014 REPORT

Melanie Wilson, Director

Prepared by:

Augusta Planning and Development Department

In Cooperation With:

Aiken County Planning & Development Department

Federal Highway Administration

Georgia Department of Transportation

South Carolina Department of Transportation

July 2015

The content of this report reflects the views of the persons preparing the document. Those individuals are responsible for the facts and the accuracy of the data presented herein. The content of this report does not necessarily reflect the views or policies of the Georgia Department of Transportation, South Carolina Department of Transportation, the State of Georgia, the State of South Carolina or the Federal Highway Administration. This report does not constitute a standard, specification or regulation.

(Left Blank Intentionally)

TABLE OF CONTENTS

TITLE	PAGE
Introduction.....	1
Congestion and Congestion Management	3
CMP Work Plan and Data Collection.....	4
Results of 2014 Travel Time Surveys.....	9
Aiken County Routes Surveyed.....	9
Columbia County Routes Surveyed.....	14
Richmond County Routes Surveyed.....	18
Congestion Mitigation Strategies. 1995 – 2014.....	22
Congestion Mitigation Projects, 2014.....	27
Summary of Results	34
Seriously Congested Corridors	42
Seriously Congested Links	42
Before and After Comparison.....	46
Congestion Process Management Future Schedule	49
Summary of 2014 Congestion Management Process Surveys	52
Appendix A - Congestion Management Process Work Plan History.....	53
Appendix B - Travel Time Speed Calculation Worksheets, 2014.....	59
Appendix C - Congestion Mitigation Projects, 1997-2014	91
Appendix D - Travel Time Survey Summaries, 1996-2014	101
Appendix E - Seriously Congested Links 2014.....	125
Appendix F - Proposed 2015 Congestion Management Process Survey Corridors	137

(Left Blank Intentionally)

LIST OF TABLES

	PAGE
Table 1: ARTS Congestion Management Process Corridors	4
Table 2 - Congestion Management Process Measures of Effectiveness.....	8
Table 3 - 2014 Aiken County Travel Time Survey Results.....	10
Table 4 - 2014 Columbia County Travel Time Survey Results.....	15
Table 5 - Richmond County Travel Time Survey Results.....	19
Table 6 - Congestion Mitigation Strategies	23
Table 7 - 2014 Strategy Matrix	29
Table 8 - Aiken County 2014 Congestion Mitigation Projects.....	30
Table 9 - Columbia County 2014 Congestion Mitigation Projects.....	32
Table 10 - Richmond County 2014 Congestion Mitigation Projects.....	33
Table 11 - Aiken County CMP Classifications and Results.....	35
Table 12 - Columbia County CMP Classifications and Results.....	37
Table 13 - Richmond County CMP Classifications and Results	39
Table 14 - Top 10 Seriously Congested Links Aiken County CMP Survey 2014	44
Table 15 - Top 10 Seriously Congested Links Columbia County CMP Survey 2014	44
Table 16 - Top 10 Seriously Congested Links Richmond County CMP Survey 2014	45
Table 17 - 2014 CMP Local Traffic Improvement Projects 2013	47
Table 18 - Before-and-After Comparison between CMP 2012 and CMP 2014.....	48
Table 19 - ARTS CMP Measures of Effectiveness and Run Schedule	50
Table A-1 - Measures of Effectiveness, ARTS Congestion Management Process.56
Table A-2 - CMP Data Collection Schedule.....	.56
Table B-1 - Aiken County Segment Speed Worksheets.....	.61
Table B-2 - Columbia County Segment Speed Worksheets.....	.71
Table B-3 - Richmond County Segment Speed Worksheets81
Table C-1 - Aiken County Mitigation Projects, 1998 – 2009.....	.93
Table C-2 - Columbia County Mitigation Projects, 1997 – 2008.....	.95
Table C-3 - Richmond County Mitigation Projects, 1998-2012.....	.97
Table D-1 - Aiken County Travel Time Survey, 1995-2014.....	.105
Table D-2 - Columbia County Travel Time Survey, 2000-2014.....	.113
Table D-3 - Richmond County Travel Time Survey, 2000-2014.....	.119

(Left Blank Intentionally)

LIST OF FIGURES

	PAGE
Figure 1 - ARTS Study Area in Regional Context	2
Figure 2 – ARTS Congestion Management Process Study Corridors	6
Figure 3 - 2014 Congestion Management Process Study Corridors	7
Figure 4 - Congestion Management Process Study Corridors Aiken County	9
Figure 5 - Congestion Management Process Study Corridors Columbia County	14
Figure 6 - Congestion Management Process Study Corridors Richmond County	18
Figure 7 - Seriously Congested CMP Corridors 2013-2014.....	43
Figure 8 - Proposed Congestion Management Process Routes 2015	51

(Left Blank Intentionally)

The preparation of this report was financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code]. The contents of this report do not necessarily reflect the official views or policy of the Federal Highway Administration, Federal Transit Administration, Georgia Department of Transportation, and South Carolina Department of Transportation.

(Left Blank Intentionally)

ACRONYMNS

ACM	Average Car Method
APDD	Augusta Planning and Development Department
ARC	At Risk of Congestion
ARTS	Augusta Regional Transportation Study
ATMS	Advanced Transportation Management System
BC	Borderline Congested
CMP	Congestion Management Process
FCM	Floating Car Method
GDOT	Georgia Department of Transportation
GMITS	Georgia Mobile Intelligent Transportation Systems
GPS	Global Positioning System
GRU	Georgia Regents University
HERO	Highway Emergency Response Operators
HOV	High Occupancy Vehicles
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MC	Marginally Congested
MPO	Metropolitan Planning Organization
NPC	Not Presently Congested
ROW	Right-of-Way
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for the Users
SC	Seriously Congested
SCDOT	South Carolina Department of Transportation
STP	Surface Transportation Program
TIA	Transportation Investment Act
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TTI	Travel Time Index
USDOT	United State Department of Transportation

INTRODUCTION

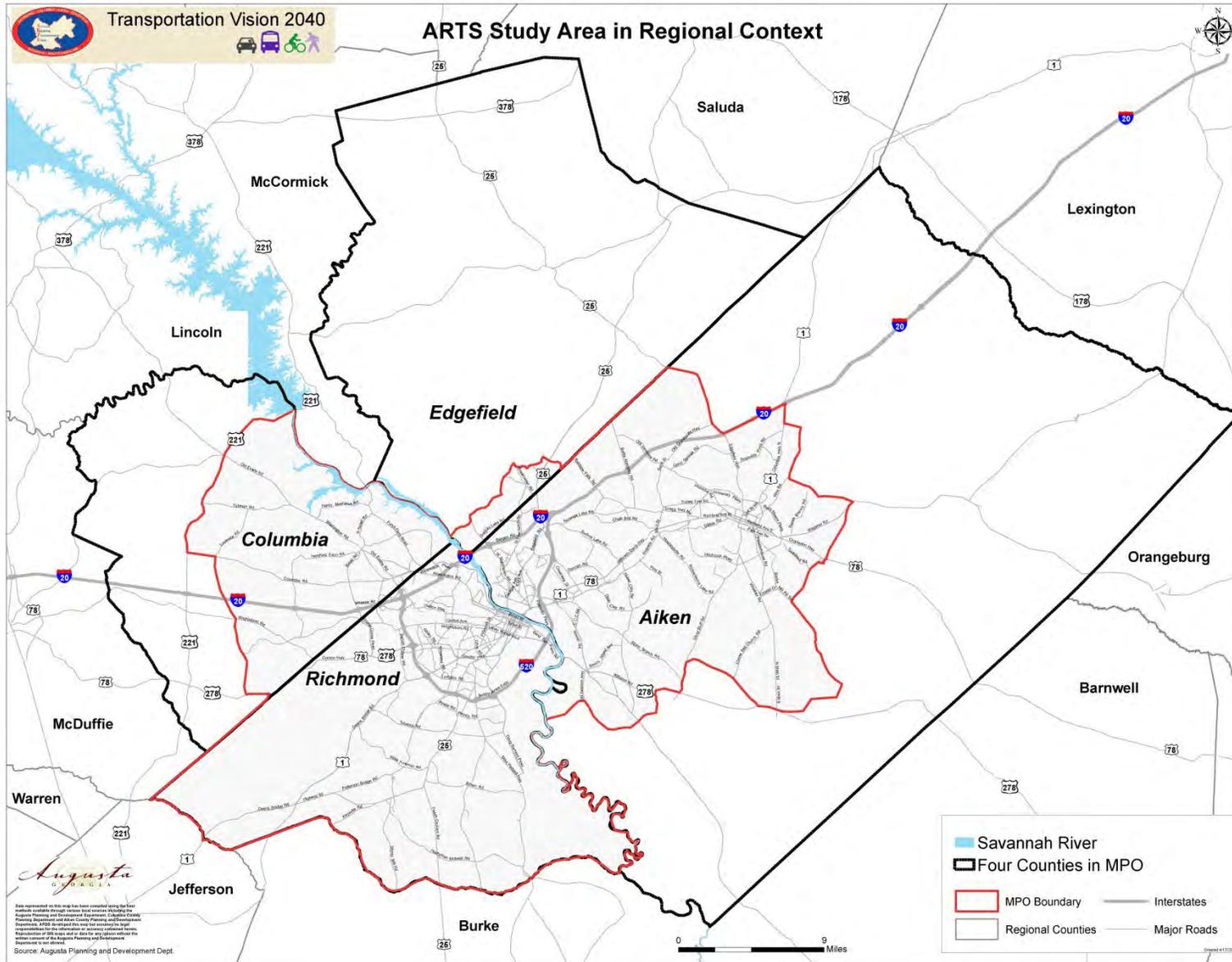
The Augusta Regional Transportation Study (ARTS) Congestion Management Process (CMP) report is completed annually in accordance with federal regulations that first originated in 2005 with the Safe Accountable Flexible Efficient Transportation Equity Act - A Legacy for the Users (SAFETEA-LU). Currently, the Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21) retains the CMP requirement while enhancing congestion and reliability monitoring and reporting. This report summarizes the results of travel time surveys conducted on major roads (i.e., corridors) in the ARTS area during March, April or May 2014; identifies the strategies and projects that are being implemented to alleviate traffic congestion on these roads; and includes appendices with detailed information on the travel time survey results in 2014 and prior years.

The ARTS area (804 square miles) includes all of the Augusta-Richmond County, GA-SC urbanized area, as defined by the 2010 Census, plus additional areas expected to become urbanized within the next 20 years. The study area includes all of Richmond County, Georgia and parts of Columbia County, Georgia and Edgefield and Aiken Counties in South Carolina (see Figure 1).

Regional transportation planning within the ARTS region is coordinated by the Augusta Planning and Development Department (APDD) on behalf of ARTS also coordinates the work of the Metropolitan Planning Organization (MPO) for the ARTS area. A MPO is a transportation policy-making organization made up of representatives from local government and transportation authorities. MPOs were created by the Federal-Aid Highway Act of 1962, in order to ensure that existing and future expenditures for transportation and transit projects and programs were based on a comprehensive, cooperative, and continuing planning process. Federal funding for such projects and programs is channeled through this planning process.

The ARTS area exceeds 200,000 in population and thus is designated as a Transportation Management Area (TMA) by U.S. Department of Transportation (USDOT), which subjects it to additional planning requirements under federal law, but also entitles it to funds earmarked for

Figure 1 - ARTS Study Area in Regional Context



large urbanized areas under the Surface Transportation Program (STP). Areas may be designated TMA's if the governor and the MPO or affected local officials request designation. Such designation entitles TMAs to greater local project selection authority through their MPOs and to STP funds earmarked for large urban areas. TMAs must also prepare the CMP.

CONGESTION AND CONGESTION MANAGEMENT

“Congestion occurs when the number of vehicles on the road reaches or exceeds the capacity of the road, resulting in slowed or stopped traffic.”¹ Congestion may also develop from an incident on a highway which has to be cleared before traffic can move again; or a severe weather system that results in a significant slowing down of traffic flow. The consequences of congestion vary from longer travel times, inefficient fuel consumption, excessive emissions of harmful toxins, road rage, increased potential for crashes, and missed appointments or delivery windows. Managing the causes of congestion has the potential to significantly reduce the associated negative impacts and improve the functionality of the transportation system both of which have the potential to enhance the local socio-economic environment.

“Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A CMP is a systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages.”²

The CMP requires that all reasonable alternatives be identified and evaluated for their ability to alleviate congestion and enhance mobility. Furthermore, when the addition of general purpose traffic lanes is determined to be the appropriate solution for a particular corridor, the CMP

¹ 2014 Georgia Infrastructure Report Card, American Society of Civil Engineers Georgia Section 2014

² Congestion Management Process: A Guidebook © U.S. Department of Transportation Federal Highway Administration 2011

requires that appropriate demand and operational management strategies be implemented to increase the efficiency of the corridor and extend the life of the improvement.

CMP WORK PLAN AND DATA COLLECTION

The ARTS CMP work plan was first completed in August 1994 in cooperation with the Georgia Department of Transportation (GDOT) and the South Carolina Department of Transportation (SCDOT). Since then, the work plan has served as the basis for the area’s annual CMP report and ongoing CMP process. The CMP work plan is tailored to meet regional needs and is evaluated and adjusted periodically to meet changing needs and priorities. The APDD coordinates the CMP process and the work on the annual CMP report. Appendix A contains the history and details of the CMP work plan.

There are 52 corridors in the ARTS area subject to travel time surveys. Table 1 presents the 52 CMP corridors and Figure 2 maps each corridor according to the corridor identifier from Table 1. Of the 52 CMP corridors, 16 are located in Aiken County, eight (8) in Columbia County and 22 in Richmond County. Another six (6) corridors connect Richmond and Columbia counties: Bobby Jones Expressway, SR 223 / Robinson Avenue, Belair Road / Jimmie Dyess Parkway, Wrightsboro Road, Fury’s Ferry Road, and Davis Road/Walton Way Extension/Jackson Road. Fifteen of the 52 corridors in the ARTS area were subject to travel time surveys in 2014. Of these, five (5) are located in Aiken County, five (5) in Columbia County and five (5) in Richmond County. Figure 3 illustrates the 15 study corridors surveyed in 2014.

Table 1: ARTS Congestion Management Process Corridors

County	CMP #	CMP Corridor	From	To
Aiken County	1.	Atomic Road	Buena Vista Avenue	Silver Bluff Road
	2.	Belvedere-Clearwater Road	US 25	US 1
	3.	Bettis Academy	Ascagua Lake Road	Fields Cemetery
	4.	Buena Vista Avenue	Martintown Road	Georgia Avenue
	5.	Dougherty Road	Whiskey Road	Silver Bluff Road
	6.	Georgia Avenue	Savannah River	I-20
	7.	Knox Avenue	Martintown Road	Georgia Avenue
	8.	Laurens Street / SC 19	South Boundary	I-20
	9.	Martintown Road	Jeff Davis/US 1	I-20
	10.	(East) Pine Log Road	US 78	Silver Bluff Road (Eastern End)
Aiken	11.	Richland Avenue	Vaucluse Road	Beaufort Street

County	CMP #	CMP Corridor	From	To
	12.	SC 118	US 78	Silver Bluff Road
	13.	Silver Bluff Road	Whiskey Road	Savannah Drive
	14.	US1	York Street	I-20
	15.	US 1 / US 78	Martintown Road	Pine Log Road
	16.	Whiskey Road	Richland Avenue	Powderhouse Road
Columbia County	17.	I-20	Euchee Creek	Columbia/Richmond County Line
	18.	Baston Road	Fury's Ferry Road	Washington Road
	19.	Belair Road	Washington Road	Wrightsboro Road
	20.	Bobby Jones Expressway/I-520	Washington Road	I-20
	21.	Columbia Road	Washington Road	Hereford Farm Road
	22.	Evans-to-Locks Road	Stevens Creek Road	Washington Road
	23.	Flowing Wells Road	Wheeler Road	Washington Road
	24.	Fury's Ferry Road	Savannah River	Washington Road
	25.	Old Evans Road	Bobby Jones	Washington Road
	26.	Old Petersburg Road	Riverwatch Parkway	Old Evans Road
	27.	SR 223/Robinson Ave	Wrightsboro Road	Gordon Highway
	28.	Washington Road	Hardy McManus Road	Pleasant Home Road
	29.	Wrightsboro Road	Barton Chapel Road	Robinson Avenue
Richmond County	30.	I-20	Richmond Co. Line	River Watch Pkwy
	31.	I-520	I-20	Laney Walker Blvd.
	32.	13th Street/RA Dent Boulevard	Reynolds Street	Wrightsboro Road
	33.	15th Street/Ruth B. Crawford Hwy.	Reynolds Street	MLK Boulevard
	34.	SR 56/Mike Padgett Hwy	Lumpkin Road	SR 56 Loop
	35.	Deans Bridge Road	MLK Boulevard	Willis Foreman Rd
	36.	Doug Barnard Pkwy/New Savannah Rd	Gordon Highway	Tobacco Road
	37.	Greene Street	E. Boundary Street	12th Street
	38.	Gordon Highway	Savannah River	SR 223
	39.	Jackson Road/Walton Way Ext./Davis Road	Washington Road	Wrightsboro Road
	40.	John C. Calhoun Expressway	Washington Road	12th Street
	41.	Peach Orchard Road	Tubman Home Road	SR 88
	42.	River Watch Pkwy	Pleasant Home Rd	Fifteenth Street
	43.	Tobacco Road	Deans Bridge Road	Doug Barnard Pkwy
	44.	Walton Way Segment #1	Gordon Highway	Milledge Road
	45.	Walton Way Segment #2	Milledge Road	Bransford Road
	46.	Walton Way Ext.	Bransford Road	Jackson Road
	47.	Washington Road	Pleasant Home Rd	John C. Calhoun Expressway
	48.	Wheeler Road	Flowing Wells Road	Walton Way Ext.
	49.	Windsor Spring Rd	Peach Orchard Rd	SR 88
	50.	Wrightsboro Road Segment 1	Barton Chapel Road	Jackson Road
	51.	Wrightsboro Road Segment 2	Jackson Road	Highland Avenue
	52.	Wrightsboro Road Segment 3	Highland Avenue	Fifteenth Street

Figure 2 – ARTS Congestion Management Process Study Corridors

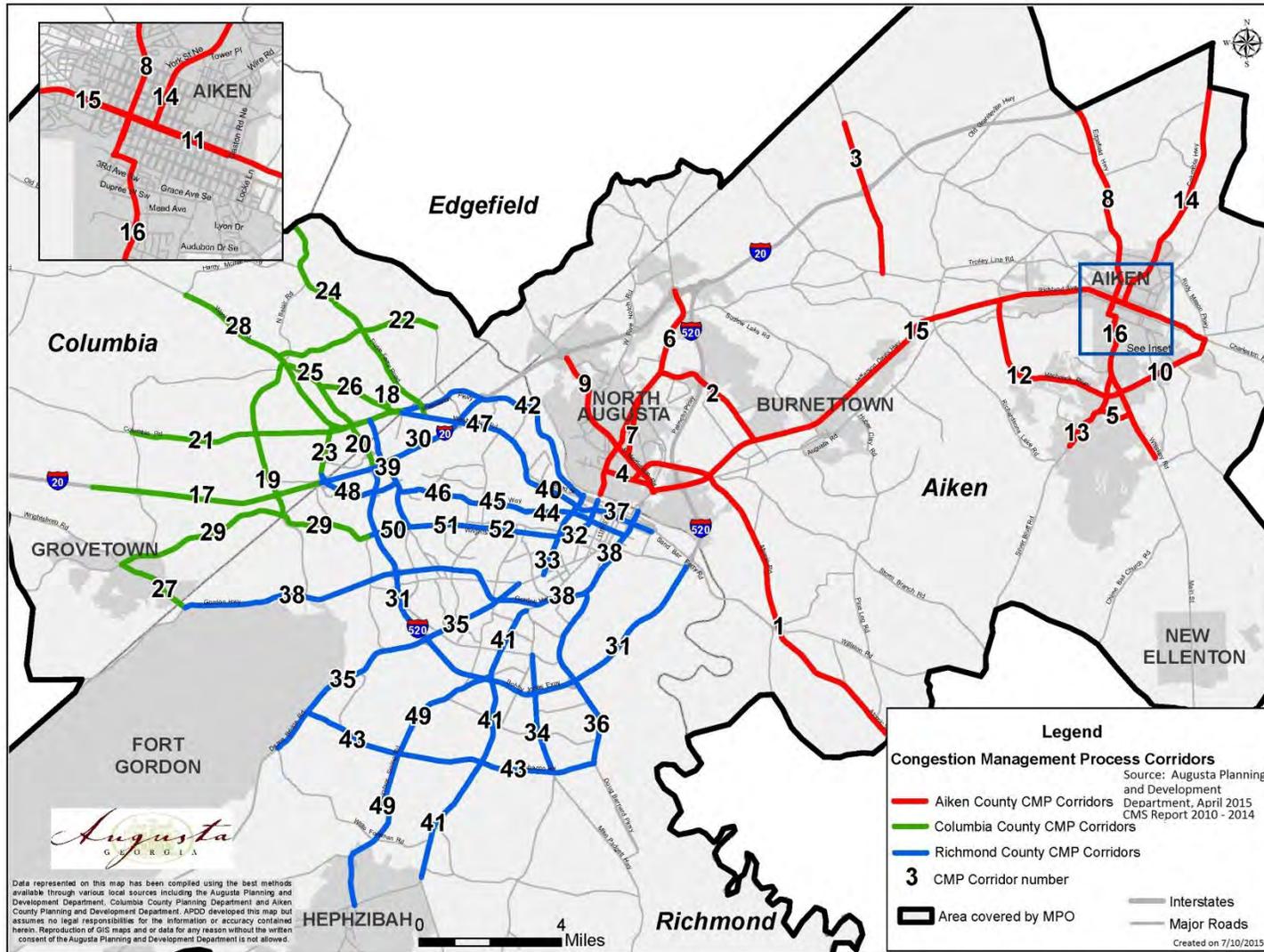
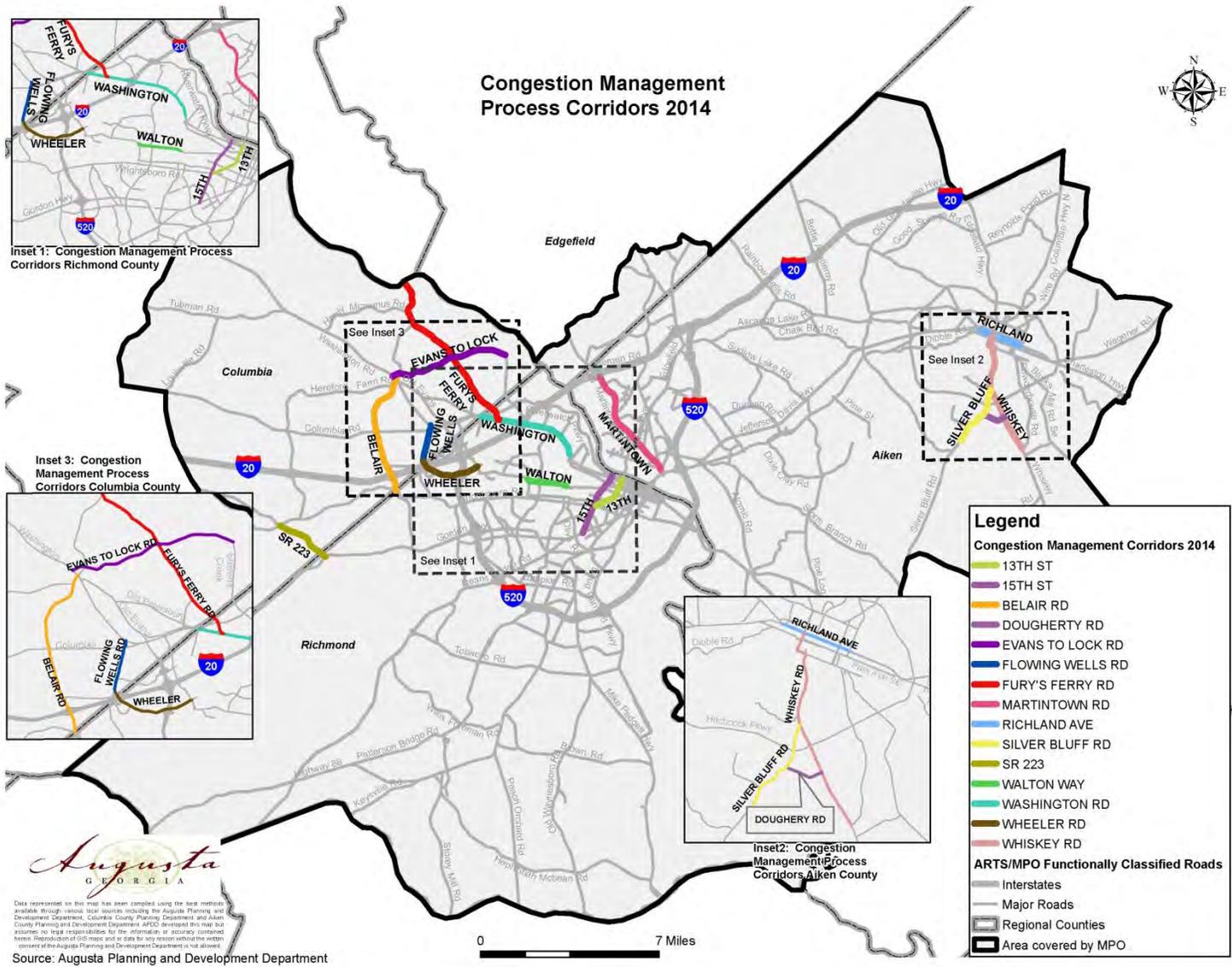


Figure 3 - 2014 Congestion Management Process Study Corridors



In accordance with the CMP work plan, each corridor is divided into links, the ends of each link correspond with a signalized intersection. Accepted methods used to collect travel time or speed along corridor links are: the Floating Car Method (FCM) and the Average Car Method (ACM). FCM the test car being driven attempts to “float” in the traffic stream by passing as many vehicles that pass the test car. ACM method allows the driver of a vehicle to select a travel speed which according to their best judgment allows them to best match the perceived general traffic conditions. ACM was the method used for the 2014 CMP. ACM is a less restrictive method when used to collect travel speed data compared to FCM as the driver of the vehicle does not have to pass as many vehicles as the number of vehicles passing it.

The selected corridors in the 2014 CMP are traveled in both directions during AM peak hour and PM peak hour on three separate weekdays (2 runs per day x 3 days = 6 total runs). Some corridors are timed during noon, school release and on Saturday peak shopping times. A Global Positioning System (GPS) recording unit is activated at the start of the trip and the driver travels the length of the corridor while keeping pace with the traffic. Position and speed data are collected through a laptop inside the vehicle.

On return to the office the data files from each trip are then exported to Microsoft Excel format where each link and route are analyzed. The average speed on each link and corridor are calculated and the overall deviation from the posted speed on each corridor determines the relative level of congestion on each route (see Table 2). The causes of congestion are noted by the driver and documented in the text of the CMP document. Appendix B contains corridor segment speed worksheets for each corridor.

Table 2 - Congestion Management Process Measures of Effectiveness

Category	Average Speed
Not Presently Congested (NPC)	>= Posted speed limit.
At Risk of Congestion (ARC)	1% - 15% below the posted speed limit
Borderline Congested (BC)	15% - 25% below the posted speed limit
Marginally Congested (MC)	25% - 30 % below the posted speed limit
Seriously Congested (SC)	> 30% below the posted speed limit

RESULTS OF 2014 TRAVEL TIME SURVEY

Fifteen (15) corridors were surveyed for the 2014 CMP; five (5) in Aiken County, five (5) in Columbia County and five (5) in Richmond County. Travel time data was collected using GPS units during AM and PM peak periods during the months of March, April and May. The following paragraphs summarize the results of the survey.

AIKEN COUNTY ROUTES SURVEYED

Aiken County corridors surveyed are described below and presented in Figure 4. The average speed and deviation from the speed limit for the five (5) Aiken County corridors run during 2014 are summarized in Table 3.

Figure 4 - Congestion Management Process Study Corridors Aiken County

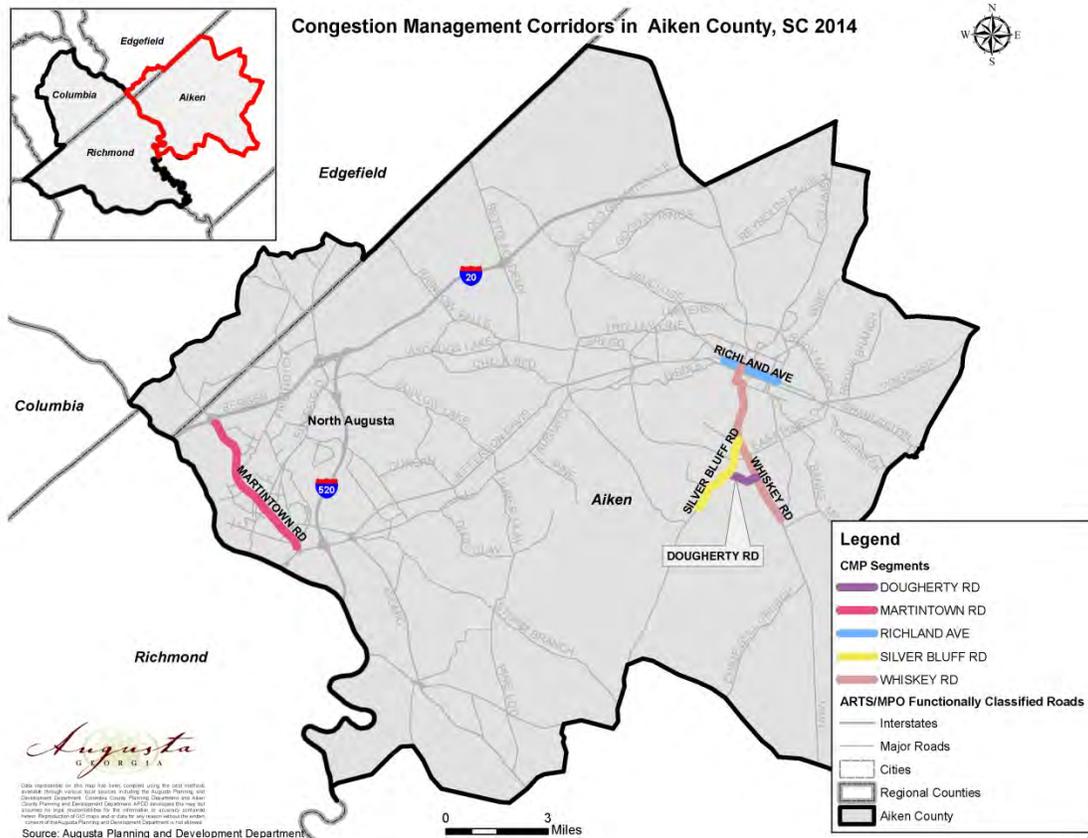


Table 3 - 2014 Aiken County Travel Time Survey Results

Aiken County CMP Routes			Posted Speed MPH	Average Speed (MPH)			
				% Deviation from Posted Speed Limit			
				SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM
Dougherty Road	From To	Whiskey Road Silverbluff Road Category	35	28 -20.00% BC	20 -42.86% SC	26 -25.71% MC	20 -42.86% SC
Martintown Road	From To	Buena Vista I-20 Category	40/45	30 -29.41% MC	43 1.18% NPC	26 -38.82% SC	41 -3.53% ARC
Richland Avenue	From To	Vaucluse Road Beaufort Street Category	25/35			22 -26.67% MC	20 -33.33% SC
Silver Bluff Road	From to	Whiskey Road Savannah Drive Category	35	23 -34.29% SC	22 -37.14% SC	20 -42.86% SC	18 -48.57% SC
Whiskey Road	From To	Richland Avenue Powderhouse Road Category	30/45	28 -25.33% MC	25 -33.33% SC	23 -38.67% SC	26 -30.67% SC
Key to Abbreviations: NPC = Not Presently Congested ARC = At Risk of Congestion BC = Borderline Cogested MC = Marginally Congested SC = Seriously Congested							

1. ***Dougherty Road*** is a one-mile, urban, two-lane collector, South Carolina state secondary road that connects two major corridors in South Aiken—Whiskey Road and Silver Bluff Road. One of only two east-west connections between these two arterials within the City of Aiken, Dougherty Road’s traffic congestion has increased in recent years. Currently estimated to be 73% of its design capacity, the traffic pressure will continue to increase as Aiken grows. Intersection improvements at Whiskey Road and adding a center turn lane along the corridor will occur once funding has been secured.

Dougherty Road was determined to be Borderline Congested (BC) during the westbound AM run and Marginally Congested (MC) during the westbound PM run and Seriously Congested (SC) during the eastbound AM and PM runs. Theoretically, the SC result is due to the many commuters who work at the Savannah River Site using this corridor as a short cut to connect more quickly to Whiskey Road; as opposed to taking East Pine Log Road which is approximately .25 mile north of Dougherty Road, a route that also becomes congested at times. Two of several recommendations from the Dougherty Road Corridor Study that was completed in summer 2013 include: 1) widening it to a three-lane section; and, 2) performing intersection improvements at the intersection of Whiskey Road. Both of these projects are currently listed in the scope of work together in the 2035 LRTP as an unfunded high priority project.

2. ***Martintown Road*** is a four-lane plus center turn lane, urban principal arterial, state primary road that extends north from US Highway 1/78 in Aiken County just past Interstate 20 into Edgefield County. Just north of Interstate 20, Martintown Road transforms into a two-lane, rural principal arterial that extends approximately ten miles into Edgefield County. In the urban area, left and right turn lanes are located at major signalized intersections. Martintown Road is the most western corridor that connects Edgefield County to Aiken County.

Martintown Road was determined to be At Risk of Congestion (ARC) during the eastbound PM run and Not presently congested (NPC) during the eastbound AM, Marginally

Congested (MC) during the westbound AM and Seriously Congested (SC) during the westbound PM runs.

- 3. *Richland Avenue*** is a four-lane, urban principal arterial, state primary road that extends west from Hitchcock Parkway/Robert M. Bell Parkway to East Pine Log Road. A landscaped median exists from the Parkway to approximately two miles east of Laurens Street which intersects in downtown Aiken. The landscape median then transforms into a center turn lane all the way to East Pine Log Road (1.36 miles). Left and right turn lanes are located at major signalized intersections. The character of Richland Avenue in downtown Aiken is that of an urban boulevard. An urban boulevard allows for a multi-user, pedestrian friendly experience appropriate for downtown. Immediately, west of downtown Aiken, this character changes to a suburban arterial. This is a typical suburban corridor condition that continues to the Parkway.

Richland Avenue was determined to be (MC) in the westbound direction and (SC) in the eastbound direction during the 12:00 noon hour. As shown in the 2013 ARTS ATMS Update, this corridor was recommended to receive an adaptive traffic signal. This recommendation has not yet been implemented. However, the two proposed segments for the proposed adaptive signal are outside the Vacluse Road-to-Beaufort Street study limits in the CMP. In addition, a portion of this corridor does have proposed Close Circuit Television (CCTV) and proposed fiber (new aerial) within the CMP study limits.

- 4. *Silver Bluff Road*** is a state primary road that has both urban minor arterial and rural minor arterial features. The entire length of the corridor extends north from Atomic Road, which is a primary corridor to the SRS Plant site, all the way to Whiskey Road. Silver Bluff Road is a two-lane road from Whiskey Road to Pine Log Road/Hitchcock Parkway and from Indian Creek Trail to Richardson Lake Road; whereas, it is a four-lane road between Pine Log Road/Hitchcock Parkway and Indian Creek Trail. Then, it is a two-lane from Indian Creek Trail all the way to Atomic Road. Within the CMP study limit, however, the termini are Richardson Lake Road and Whiskey Road. For those commuters who live in or near the City of Aiken and work at SRS, it is one of at least three corridors they travel to and from work.

Silver Bluff Road was found to be (SC) at all times in the both northbound and southbound directions. A portion of this corridor is in the current Transportation Improvement Program (TIP) as a corridor improvements project, and the preliminary engineering phase by SCDOT is 100% complete. The design includes three widened lanes, operational improvements, signal improvements, etc., between Indian Creek Trail and Richardson Lake Road in order to alleviate congestion and improve safety. Right of Way (ROW) acquisition and utility coordination are underway. Construction letting is anticipated for Fall 2015.

5. **Whiskey Road** is a state primary road that has both urban principal arterial and rural principal arterial features. The entire length of the corridor extends north from the SRS Plant site to South Boundary Avenue near downtown Aiken. Within the CMP study limit, all of the corridor is a four-lane plus a center turn lane except from South Boundary Avenue to the vicinity of Knox Avenue where it is only a two-lane. Between the city limit of Aiken and the town limit of New Ellenton, it is considered a rural principal arterial.

Whiskey Road was determined to be (MC) during the southbound AM run and (SC) for the southbound PM, northbound PM, and northbound AM runs. In 2011, an adaptive signal system was installed on this corridor at 17 intersections between South Boundary Avenue and Powderhouse Road, inclusively. Since then, travel times on this corridor have improved to a certain extent. Whiskey Road will receive access management improvements via the projects planned for the proposed Whiskey Road and Powderhouse Road Connector.

One of the recommendations from the Dougherty Road Corridor Study includes intersection improvements at Dougherty Road. This project is currently listed in the scope of work together with the widening of Dougherty Road as an unfunded high priority project in the 2035 LRTP. Intersection improvements at Whiskey Road and adding a center turn lane along the corridor will occur once funding has been secured. Coordination is currently underway to de-program project (remove from TIP but will remain in the LRTP), due to additional scope requirements/associated cost (\$5 Million) that grossly exceed available budget (\$520,000) for construction.

COLUMBIA COUNTY ROUTES SURVEYED

Columbia County corridors studied are described below and presented in Figure 5. Table 4 summarizes the results for the five (5) Columbia County corridors.

1. **Belair Road (SR 383) / Jimmie Dyess Parkway (SR 874)** is a corridor that connects the Evans area to the north with Jimmie Dyess Parkway and Fort Gordon’s Gate #1 on the south. Belair Road (SR 383) is a four-lane urban principal arterial, with a flush median turn lane. Left and right turn lanes are located at major signalized intersections. Land uses

Figure 5 - Congestion Management Process Study Corridors Columbia County

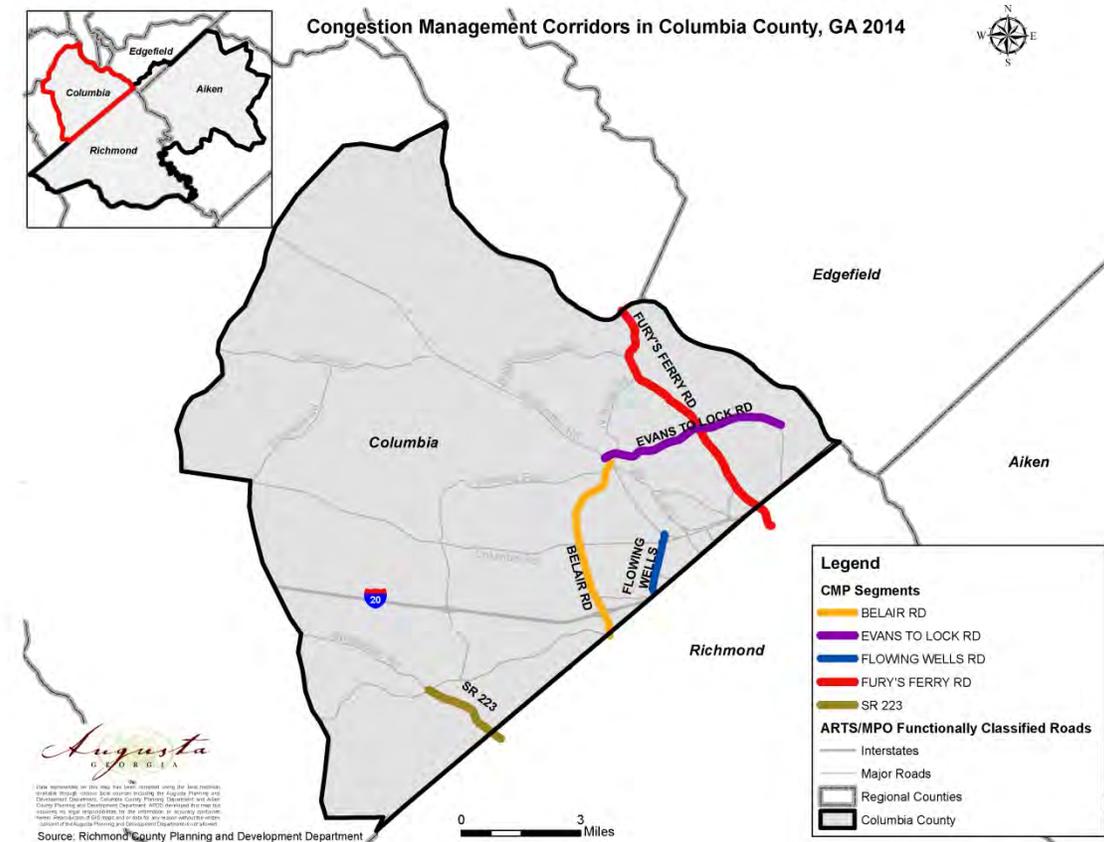


Table 4 - 2014 Columbia County Travel Time Survey Results

Columbia County CMP Routes			Posted Speed MPH	Average Speed (MPH)			
				% Deviation from Posted Speed Limit			
				SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM
Belair Road	From	Washington Road	45	28	31	28	24
	To	Wrightsboro Road		-37.78%	-31.11%	-37.78%	-46.67%
				SC	SC	SC	SC
Evans-to-Locks Road	From	Stevens Creek Road	45	31	32	29	31
	To	Washington Road		-31.11%	-28.89%	-35.56%	-31.11%
				SC	MC	SC	SC
Flowing Wells Road	From	Wheeler Road	45	18	21	27	14
	To	Washington Road		-60.00%	-53.33%	-40.00%	-68.89%
				SC	SC	SC	SC
Fury's Ferry Road	From	Washington Road	45	34	39	34	38
	To	Savannah River		-24.44%	-13.33%	-24.44%	-15.56%
				BC	ARC	BC	BC
SR 223 / Robinson Ave.	From	Wrightsboro Road	35/45	28	23	17	27
	To	Gordon Highway		-30.00%	-42.50%	-57.50%	-32.50%
				MC	SC	SC	SC

Note: school zone speed limits in effect during the AM Peak on parts of the following routes: Belar Rd., Flowing Wells Rd., Evans-to-Locks Rd. and SR 223

Note: Driver delayed by train on Thursday PM run on SR 223

Key to Abbreviations:
 NPC = Not Presently Congested
 ARC = At Risk of Congestion
 BC = Borderline Cogested
 MC = Marginally Congested
 SC = Seriously Congested

along the corridor include a mix of suburban residences, professional offices and health care institutions and commercial establishments. Commercial uses are most concentrated at the major intersections, especially around the I-20 interchange.

Belair Road was determined to be Seriously Congested (SC) during all four time periods: southbound AM and PM (towards Fort Gordon Gate #1) and northbound AM and PM (away from Fort Gordon). Factors contributing to the congestion include high traffic volumes originating from or destined to Fort Gordon, excessive traffic demand especially at signalized intersections and the I-20 interchange and the presence of many commercial establishments along this corridor.

2. ***Evans-to-Locks Road*** is a two-lane urban collector street that extends from the Augusta Canal Headgates / Savannah Rapids Pavilion on the east to the intersection of Washington Road (in Evans) on the west. Rural shoulders border much of the roadway and a multi-use trail is located along the south right-of-way from the Savannah Rapids Pavilion westward to near the Blue Ridge Drive intersection. Low-density residential development predominates along the part of the corridor from the Pavilion to the intersection of Fury's Ferry Road (SR 28). West of Fury's Ferry Road land use along the corridor gradually shifts from low-density residential to a mix of commercial, industrial and institutional uses. Commercial uses dominate at the Fury's Ferry Road intersection and at the Evans end of the corridor.

Evans-to-Locks Road was determined to be Seriously Congested (SC) during three of four time periods: eastbound PM and westbound in the AM and PM. It was rated Marginally Congested (MC) during the eastbound AM run. High traffic volumes, especially at the Evans end of the corridor, the presence of two school zones and periodic left-turn movements are some of the factors contributing to congestion on the corridor.

3. ***Flowing Wells Road*** is an urban minor arterial that extends from its intersection with Washington Road to its intersection with Wheeler Road near the Richmond County line. It is one of several major commuter routes and provides access to schools, commercial

establishments, professional and institutional uses in the general vicinity. Flowing Wells is a four-lane road between Washington Road and Columbia Road intersections. It narrows to two travel lanes just west of the Columbia Road intersection.

Based on the 2014 travel time survey, Flowing Wells Road was determined to be Seriously Congested (SC) during all four time periods. Factors contributing to the congestion include the presence of two school zones, left turn movement from travel lanes and heavy traffic volume at signalized intersections.

4. ***Fury's Ferry Road*** is a two-lane road connecting downtown Grovetown with Gordon Highway and the Gate #2 entrance to Fort Gordon. Adjoining land uses include a mix of residential, commercial and institutional land uses. Newer residential subdivisions are located nearest the Gordon Highway end of the road. Most of the commercial development is concentrated at the major signalized intersections.

Based on the 2014 travel time survey, Fury's Ferry Road was determined to be At Risk for Congestion (ARC) on the northbound AM run. It was borderline congested (BC) during the southbound AM and PM runs and northbound PM run. Traffic delays during the PM Peak were noted traveling northbound due to backup at the West Lake subdivision entrance gate (Fury's Ferry Road @ Inverness Way).

5. ***SR 223 (Robinson Avenue)*** is a two-lane road connecting downtown Grovetown with Gordon Highway and the Gate #2 entrance to Fort Gordon. Adjoining land uses include a mix of residential, commercial and institutional land uses. Newer residential subdivisions are located nearest the Gordon Highway end of the road.

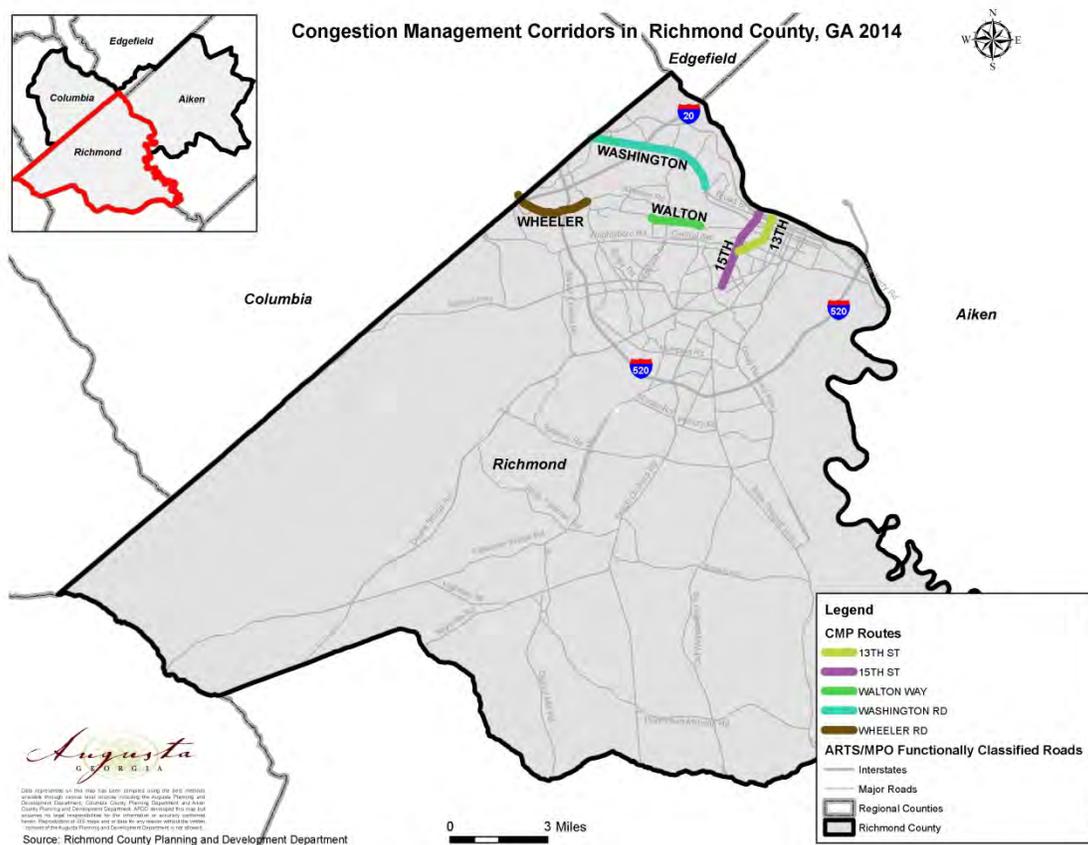
Based on the 2014 travel time survey, SR 223 was determined to be Seriously Congested (SC) during three of four time periods: eastbound AM (toward Gate #2) and eastbound and westbound in the PM. It was rated Marginally Congested (MC) during the westbound AM run. In addition to traffic generated by Fort Gordon, factors contributing to congestion

include left turn movements at several locations, delays at an active railroad crossing and the presence of a school zone on the route.

RICHMOND COUNTY ROUTES SURVEYED

Richmond County corridors studied are described below and presented in Figure 6. Table 5 summarizes the results for the five (5) Richmond County corridors.

Figure 6 - Congestion Management Process Study Corridors Richmond County



- I. Thirteenth Street / R. A. Dent Boulevard** is a four-lane arterial urban principal / urban minor arterial that connects downtown Augusta and the mid-town medical complex with points to the north and south. Thirteenth Street is a principal route for commuters going to and from North Augusta, South Carolina. Predominant land uses along the corridor include commercial, industrial and institutional land uses.

Table 5 - Richmond County Travel Time Survey Results

Richmond County CMP Routes			Posted Speed MPH	Average Speed (MPH)			
				% Deviation from Posted Speed Limit			
				SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM
Thirteen Street/RA Dent Boulevard	From	Reynolds Street	35	24	19	27	17
	To	Wrightsboro Road		-31.43%	-45.71%	-22.86%	-51.43%
				SC	SC	BC	SC
Fifteenth Street	From	Reynolds Street	35	23	23	26	22
	To	MLK Jr. Blvd.		-34.29%	-34.29%	-25.71%	-37.14%
				SC	SC	MC	SC
Walton Way Seg 2	From	Washington Road	40	20	18	21	31
	To	Wrightsboro Road		-50.00%	-55.00%	-47.50%	-22.50%
				SC	SC	SC	BC
Washington Road (SR 28)	From	Pleasant Home Road	45	27	34	39	43
	To	John C. Calhoun Expressway		-40.00%	-24.44%	-13.33%	-4.44%
				SC	BC	ARC	ARC
Wheeler Road	From	Walton Way Extension	45	24	26	19	21
	To	Flowing Wells Road		-46.67%	-42.22%	-57.78%	-53.33%
				SC	SC	SC	SC

Key to Abbreviations:
 NPC = Not Presently Congested
 ARC = At Risk of Congestion
 BC = Borderline Cogested
 MC = Marginally Congested
 SC = Seriously Congested

Based on the 2014 travel time survey, 13th Street / R. A. Dent Boulevard was determined to be severely congested (SC) in three (3) time periods, namely, northbound AM and PM and southbound AM. During the southbound PM, the route was found to be borderline congested (BC). High peak hour traffic volumes, left turn movements, the presence of an at-grade railroad crossing and delays at signalized intersections are some of the factors contributing to the congestion along the corridor.

- 2. Fifteenth Street**, part of which was renamed Ruth B. Crawford Hwy., is an urban principal / urban minor arterial extending from Reynolds Street on the north to Martin Luther King, Jr. Blvd. on the south. Fifteenth Street carries Georgia State Route SR.4 between Walton Way and MLK, Jr. Blvd. Fifteenth Street is a principal route for workers and visitors going to and from downtown Augusta, the mid-town medical district, Paine College and Georgia Regents University (GRU). Residential and institutional land uses predominate along the two-lane part of the corridor from Government Street to MLK, Jr. Blvd.

Fifteenth Street has four travel lanes and a flush median turn lane from the Rosa T. Beard Bridge north to the Butt Memorial Bridge. Commercial and institutional land uses (e.g., hospitals, GRU, Paine College) characterize this part of the corridor. Fifteenth Street has four travel lanes from the Butt Bridge to Reynolds Street. Predominant land uses along the corridor include commercial, industrial and institutional land uses.

Based on the 2014 travel time survey, Fifteenth Street / Ruth B. Crawford Hwy., was determined to be severely congested (SC) during the northbound and southbound AM runs and northbound PM runs, and Marginally Congested (MC) during the southbound PM runs. Heavy traffic volumes at peak hours, left turn movements, the presence of an at-grade railroad crossing and delays at signalized intersections are some of the factors contributing to the congestion.

- 3. Walton Way Segment 2** - includes the part of Walton Way from Milledge Road on the east to Bransford Road on the west. Between Milledge Road and Highland Avenue, this urban minor arterial has four narrow travel lanes. West of Highland Avenue it narrows to two travel

lanes. Near Bransford Avenue a flush median turn lane is added to the road profile. Low density single family residences predominate along this section of Walton Way. The major trip generators include GRU Summerville Campus and two private schools. On weekdays Walton Way functions as a major east-west commuter route.

Based on the 2014 travel time survey, Walton Way Segment #2 was determined to be borderline congested (BC) during the eastbound PM run. This roadway was determined to be Seriously Congested (SC) during the westbound AM and PM and eastbound AM runs. High traffic volumes in particular a strong westbound traffic demand, and signalized intersections close to one another are a couple of factors contributing to the congestion.

- 4. Washington Road** is an urban principal arterial and serves as a major east-west corridor connecting Columbia and Richmond counties. Washington Road carries Georgia State Route SR.28 from Fury's Ferry Road to the Calhoun Expressway. The basic road profile is four travel lanes with a flush median turn lane, curb, gutter and some sidewalks. Turn lanes are present at major intersections and at the Interstate 20 interchange.

The Richmond County segment of Washington Road extends from Pleasant Home Road on the west to the Calhoun Expressway on the east. Highway-oriented land uses, such as shopping centers, motels, restaurants and car dealerships, predominate along this part of the corridor. The Augusta National Golf Club also borders Washington Road.

The Richmond County segment of Washington Road was determined to be Seriously Congested (SC) during the westbound AM runs, At Risk of Congestion (ARC) during the eastbound and westbound PM runs and borderline congested during the eastbound AM runs. High peak hour traffic volumes, numerous curb cuts and the presence of many traffic generators are among the factors that contribute to congestion on the corridor.

- 5. Wheeler Road** is an urban minor arterial with four travel lanes separated by a landscaped median. It is a major east-west connector between Columbia and Richmond counties and thus attracts heavy commuter traffic volumes. Several major traffic generators are located along the

Wheeler Road corridor, including Doctor's Hospital, Augusta Exchange Shopping Center, the Wilson Family YMCA and Regal Cinemas. Numerous other commercial establishments, professional offices and residential developments are located along and near the corridor. Wheeler Road has several high-volume signalized intersections, including interchanges with both Interstate 20 and Interstate 520.

Based on the 2014 travel time survey, Wheeler Road was determined to be Seriously Congested (SC) during all four (4) runs. This matches the level of congestion on this corridor in the previous years, i.e., 2013 and 2012. The level of congestion reflects the combination of heavy commuter traffic and the presence of many traffic generators along and near this corridor.

CONGESTION MITIGATION STRATEGIES, 1995-2014

The congestion mitigation strategies included in the CMP work plan are listed in Table 6. As corridors or parts of corridors are identified as being Seriously Congested (SC), a matrix is used to identify which strategies are most appropriate for each corridor. Table 6 applies these strategies to the Seriously Congested (SC) corridors in the study area.

The roadway congestion documented by the CMP has resulted in a number of special studies being completed in recent years. These studies have outlined a wide variety of measures to mitigate congestion and / or encourage the use of alternative modes of transportation by improving safety and operations. Some of the studies completed recently, or underway, include the following:

- **Medical Center Traffic Operations Study (July 2000)** – This study examined congestion along Thirteenth and Fifteenth streets in the vicinity of the medical center in downtown Augusta. The report recommended a number of improvements such as signalization, signage, parking, roadway improvements, intersection improvements, pedestrian and bike access, and transit improvements for this congested area. The improvements were recommended on a short, mid, and long-range basis. Pedestrian crosswalks, signals and signage were added at

Table 6 - Congestion Mitigation Strategies

The following congestion mitigation strategies are part of the ARTS CMP work plan. A matrix is used to identify which strategies are most appropriate for each congested corridor. Note that the strategies in **bold print** are felt to have either limited or no applicability in the ARTS area at this time

1. *Access Management* is best used on all manner of roadways to help manage access and egress to and from property. This strategy applies to all local and major roadways including highways and major arterials. Signal spacing, right-of-way access to highways, streetscapes, median treatment and two-way left turn lanes, driveway location, spacing, and design are some of the techniques used to implement access management.
2. *Bicycle and Pedestrian Improvements* are essential to address roadway traffic and congestion. Allowing for and promoting nonmotorized travel alleviates demands placed on local road networks by providing bicyclists and pedestrians a safe and secure means of travel along public spaces. Augusta Regional Transportation Study (ARTS) currently has a Regional Bicycle and Pedestrian Plan for the area in place.
3. *Complete Streets* is now a standard transportation planning practice. This strategy involves the designing of local streets to incorporate all modes of travel and streetscapes that are designed with bicycle, pedestrian, car, and public transit in mind. Many state Departments of Transportation have formally adopted Complete Street Policies encouraging local jurisdictions to do the same.
4. *Context Sensitive Solutions* or CSS is a collaborative, interdisciplinary approach that involves all stakeholders in providing a transportation facility that fits its unique setting. It is an approach that leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions.³ It is part of the design of transportation projects from, programming, environmental studies, design, construction, operation, and maintenance, including long range planning.
5. *High Occupancy Vehicle (HOV)* lanes are used throughout the federal highway system all across the country. It reserves certain lanes along highways and expressways for vehicles with two or more occupants, allowing them a separate lane from single vehicle occupants. This strategy is presented as a high priority unfunded project for I-20 between Louisville Road and Riverwatch Parkway, one lane in each direction.
6. *Public Transit investment* is another important strategy mitigating the effects of congestion. Capital Improvements to public transit such as exclusive right-of-way, transit facility improvement, park-and-ride facilities, intermodal transfer facilities and para transit services, are some of the ways local jurisdictions can invest in their public transit services. Operational improvements to public transit such as, discounted fares, marketing and publicity, and service enhancement and expansion are additional improvements that result from investment in public transit.

³ Joint AASHTO/FHWA Context Sensitive Solutions Strategic Planning Process, Summer Report, March 2007

Table 6 - Congestion Mitigation Strategies

The following congestion mitigation strategies are part of the ARTS CMP work plan. A matrix is used to identify which strategies are most appropriate for each congested corridor. Note that the strategies in **bold print** are felt to have either limited or no applicability in the ARTS area at this time

1. *Intelligent Transportation Systems (ITS) or Advanced Traffic Management Systems (ATMS)* use the latest computerized technology to monitor and control traffic. Through use of cameras, regulating traffic signals and speed sensors; local jurisdictions can manage, emergency vehicle response times to incidents that occur throughout their area, regulate traffic flow and congestion, or preempt traffic signal operations. . This also involves the coordination of Law Enforcement, Fire, and Rescue, Medical Services Transportation, Public Safety Communications, Emergency Management, and Traffic Information Media. ITS and ATMS allow for effective and efficient movement of persons and goods, increases the safety and security of users, and addresses congestion and air quality issues.
2. *Traffic Calming* is the means of increasing safety for pedestrians, cyclist and drivers by reducing traffic and speed along all local and major road networks. Roundabouts, traffic circles, speed humps and raised intersections are some of the common strategies used to calm traffic and improve safety for all travelers.
3. *Traffic Operational Improvement* involves a plethora of engineering based strategies that address congestion. Traffic surveillance and control systems, motorist information systems, traffic control centers, computerized signals system are some of the tools used in mitigating congestion along local roads. Other engineering strategies such as road widening, alternative route development, channelization, bottleneck removal, variable speed limits and computerized signal systems are also implementations strategies local jurisdiction can use to relieve congestion.
4. *Transportation Demand Management or Travel Demand Management*, commonly referred to as TDM, are policies that reduce the demand placed on the transportation system through the use of car or van pooling strategies, and rideshare programs. Alternative approaches, such as telecommuting and alternative work schedules are also incorporated into TDM strategies, as well as parking management and employer paid transit passes. U.S. Department of Transportation, Federal Highway Administration Office of Operations also recommends TDM as the preferred way of addressing congestion as part of their 21st Century Operations using 21st Century Technology.

major intersections in the medical center area in 2003, and the recently completed St. Sebastian Way / Greene Street Extension project includes both bicycle and pedestrian facilities. As of April 2015, all short, medium and long term strategies recommended in the study have been implemented in the Medical District.

- **Fifteenth Street (SR.4) Pedestrian Improvement Project (2011-Present)** – URS is completing the first three (3) phases (Concept Development, Database Preparation and Public Involvement) of a design services contract on the Fifteenth Street Pedestrian Improvement project. The general concept for the project involves installation of crosswalks, landscaped medians and related pedestrian improvements from the John C. Calhoun Expressway on the north to the Rosa T. Beard Memorial Bridge on the south. Context Sensitive design principles and water sensitive urban design features are integral to the project.
- **Regional Bicycle and Pedestrian Plan (June 2012)** – This study replaces the regional bicycle and pedestrian plan completed in 2003. The plan is designed to improve the region’s bicycle and pedestrian environment, increase bicycle and pedestrian travel, reduce traffic congestion and vehicle emissions and improve the quality of life. Among other things, the plan sets region-wide goals and benchmarks for improving biking and walking, investigates safety issues, future demand and potential benefits of increasing bicycle and pedestrian use, recommends programs, policies and partner organizations to help support and grow walking and biking and presents the region-wide plan for a comprehensive bicycling and walking transportation network. A strategy for implementation is also part of the plan.
- **Northside Transportation Study (July 2012)** – This study involved as assessment of the major thoroughfare recommendations in Aiken’s Northside Comprehensive Plan. The study assessed roadway needs, safety issues and operational needs in an area located north of the city of Aiken and bisected by US 1 and SC 19. The study recommends both policy enhancements and project improvements (road widening, new roadway connections, intersection improvements and geometric and operational improvements) to improve safety, connectivity and livability and to reduce congestion and crashes. The study was completed for the city of Aiken, South Carolina by the firm CDM Smith in association with Fuss and O’Neill.
- **U.S. 1 / U.S. 78 Corridor Study (Aiken County) (January 2012)** - This study covered a 12-mile segment of the U.S. 1 / U.S. 78 corridor between Aiken and Augusta. The purpose of the study is to address projected congestion along portions of the corridor, improve mobility options, improve safety & efficiency, and improve public transit, pedestrian, and bicycle access

to destinations within and connections outside the study area, all done within an environmentally sensitive manner. The study recommends land use changes and major interventions at three catalyst sites. The need for studying the corridor is based on a combination of factors including route importance, existing and projected travel demand, intersection congestion, inconsistent access management and safety, lack of modal options, socio-economic demands and inconsistent land use.

- **Richmond County Emergency and Transit Vehicle Preemption System (August 2013 to Present)** - The Richmond County Emergency and Transit Vehicle Preemption System is a TIA funded project that is set to be implemented during 2015-2018. The Emergency and Transit Vehicle Preemption System is a component of the Master Plan for ATMS in Richmond County. The Master Plan for ATMS entails the installation of fiber-optic infrastructure, cameras, speed-detection devices, and dynamic message boards along heavily traveled corridors. It is anticipated that the Emergency and Transit Vehicle Preemption System will result in improved operational efficiency of the transit system and increase safety and security; that is reducing the risk of crash occurrence, by providing emergency vehicle preemption along heavily traveled corridors.

ATMS by improving transit operations along busy corridors in Richmond County has the potential to increase mobility options for all travelers, and increase transit ridership, which in turn mitigates traffic congestion by reducing the numbers of single occupant vehicles on the road. It is recommended that Columbia County consider implementing ATMS that would permit the optimization of traffic flow and delay along heavily trafficked corridors connecting Richmond and Columbia Counties, e.g., Bobby Jones Expressway, Belair Road/Jimmie Dyess Parkway and Washington Road.

- **Augusta Regional Advanced Transportation Management System (ATMS) Master Plan (December 2013)** - This study outlines a phased plan for implementing an ITS network in the ARTS area. The text of the plan includes an executive summary, an inventory of existing traffic signal systems, ITS devices and communications equipment, an assessment of needs identified by stakeholders and an implementation plan. The implementation plan includes a group of ITS projects as prioritized by stakeholders from throughout the study area. High priority projects

include ITS master plan implementation and emergency vehicle and transit signal priority system projects in Augusta, the build-out of ITS devices on major arterials in Columbia County, the expansion of ITS components in and around the cities of North Augusta and Aiken and installing dynamic message signs on Interstate 20 in Georgia and South Carolina.

- **SC 19 (Edgefield Highway) Corridor Study (September 2014)** - The City of Aiken and Aiken County, along with consultants DRMP during 2014 conducted a corridor study of Edgefield Highway situated in South Carolina. The corridor traverses 11 miles from Hampton Avenue in downtown Aiken to the Aiken County - Edgefield County line. The diverse abutting land uses and the changing road functional classifications of adjoining roadways throughout the 11 mile stretch initiated the need for a detailed study to be undertaken. The study directly assesses the mobility needs and community vision (20 year planning horizon) along the corridor through identifying goals for transportation improvements along the corridor. Other planning aspects presented in the study include: access, safety, capacity, development, and better mobility for residents, businesses, and users.

Congestion Mitigation Strategies broadly fall into two categories, namely, decreasing vehicle demand or increasing operational capacity. Travel alternatives, e.g., telecommuting, land use Strategies, e.g., Transit Oriented Design, Pricing, e.g., Toll Lanes, High Occupancy Vehicles (HOV), Transit and Freight operations may be used in one way or another to manage demand for road space. Operational improvements, e.g., road widening, traffic signal prioritization, etc., facilitate highway, transit and freight transportation to use existing road capacity more efficiently.

CONGESTION MITIGATION PROJECTS, 2014

Congestion mitigation projects are the basis for improving the flow of vehicular traffic, enhancing the safety and security of the transportation network, accommodating all transportation modes and making the most efficient use of transportation facilities. Some congestion mitigation projects are identified and programmed for implementation as part of the ARTS transportation planning process. Others are carried out directly by a state or local government.

Using the strategy matrix in Table 7 as a guide, congestion mitigation projects were identified for each corridor surveyed this year. In the case of some corridors the project was brand new; while in others the existing project was updated or modified based on changing conditions. Tables 8, 9 and 10 summarize the congestion mitigation projects by county and corridor. The information presented for each project includes the name of the affected road, the type of mitigation strategy, the project name and description, the agency or community responsible for the project and the current status of the project. A list of congestion mitigation projects completed in the region between 1998 and 2014 is presented in Appendix C.

Table 7 - 2014 Strategy Matrix

2014 Strategy Matrix

For each road, the appropriateness of using a specific strategy is indicated by "Y" for Yes, "N" for No, or "U" for Undecided / Do Not Know. Description of strategies are on the congestion mitigation strategy sheet. The roads that are shaded in grey have been identified in the current year's analysis as severely congested in **two or more time periods**.

ROAD	TERMINI	STRATEGY											
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
AIKEN COUNTY													
Dougherty Road	Whiskey Road to Silver Bluff Road	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Martintown Road	US 1 / US 78 to I-20	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Richland Avenue (Noontime Only)	Vaucluse Road to Beaufort Street	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Silver Bluff Road	Whiskey Road to Savannah Drive	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Whiskey Road	Richland Avenue to Powderhouse Road	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
COLUMBIA COUNTY													
Belair Road	Washington Road to Wrightsboro Road	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
Evans-to-Locks Road	Stevens Creek Road to Washington Road	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
Flowing Wells Road	Wheeler Road to Washington Road	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
Furys Ferry Road	Savannah River to Washington Road	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
SR 223 / Robinson Avenue	Wrightsboro Road to Gordon Highway	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
RICHMOND COUNTY													
Fifteenth St. / Ruth B. Crawford Hwy.	Reynolds Street to MLK Boulevard	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Thirteenth Street / R. A. Dent Boulevard	Reynolds Street/Wrightsboro Road	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Walton Way Segment 2	Millege Road to Bransford Road	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y
Washington Road	Pleasant Home Road to John C. Calhoun Exwy.	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	N
Wheeler Rd.	Flowing Wells to Walton Way Extension	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y

Table 8 - Aiken County 2014 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
* DOUGHERTY ROAD (Whiskey Rd to Silver Bluff Rd)	# 2 Operational / Corridor Improvements, Intersection, Widening	Dougherty Road Corridor Improvements	As part of the completed Dougherty Road Corridor Study, recommendations include: 1) widen to a 3-lane section between Silver Bluff Road and Whiskey Road 2) extend Hamilton Drive from its current intersection with Neilson Street to connect to Whiskey Road via Owens Street 3) extend Christee Place northward from Dougherty Road to Pawnee Drive 4) extend Christee Place southward from Murrah Avenue to East Gate Drive 5) Improvements at Dougherty Road intersections with Whiskey Road, Neilson Street, and Spaulding Drive; and 6) a series of complementary improvements including enhancements to the Pawnee-Neilson Connector, promotion of the corridor as a destination, water and sewer improvements, and storm drainage improvements.	SCDOT, City of Aiken, Aiken County	Funding needs to be identified and secured. Only the widening project and the intersection improvement at Whiskey Road have been programmed into the 2035 LRTP. They are listed in the scope of work together as an unfunded high priority project.
MARTINTOWN ROAD (US 1 / US 78 to I-20)	#2 Operational Improvements, Intersection	1) I-20 and Martintown Road; 2) West Martintown Road and Knobcone Avenue; 3) Knox Avenue and Martintown Road	1) Reconfigure to a diamond interchange and add signals. 2) Improve intersection at Knobcone Avenue with add'l turn lanes, traffic signal, and minor realignment of Old Plantation Road to intersect opposite Knobcone Avenue. 3) Realign intersection and make pedestrian improvements.	SCDOT, City of North Augusta	Funding needs to be identified and secured. All three of these proposed projects are currently listed in the 2035 LRTP. However, at the southern end of Knox Avenue, pedestrian improvements related to ADA compliance have been under construction in October 2014.
RICHLAND AVENUE (Vauluse Road to Beaufort Street)	# 2 Operational Improvements	Richland Avenue traffic signal upgrades	NO PROJECTS SCHEDULED WITHIN FY 2015 - FY 2018 (Note: As shown in the 2013 ARTS ATMS Update, this is a proposed adaptive traffic signal corridor; however, the two proposed segments are outside the Vauluse Road to Beaufort Street study limits in the CMP. In addition, a portion of this corridor does have proposed CCTV and proposed fiber (new aerial) within the CMP study limits.)	SCDOT	Funding needs to be identified and secured, and the project needs to be programmed into the 2035 LRTP and the ARTS TIP.
* SILVER BLUFF ROAD (Whiskey Rd to Savannah Drive)	# 2 Operational / Corridor Improvements, Intersection, Widening	Silver Bluff Road Corridor Improvements	Operational improvements and third lane to be added for turn lanes, center lane, and median, as well as signal improvements from Indian Creek Trail to Richardson Lake Rd.	SCDOT	R-O-W acquisition and utility coordination are underway. Construction is anticipated to begin spring 2015.

Roads shaded in grey have been identified in the current year's analysis to be severely congested in two or more time periods.

* Roads marked with an asterisk have project descriptions that describe adjoining corridors that impact the primary corridor.

Table 8 - Aiken County 2014 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
WHISKEY ROAD (Richland Ave to Powderhouse Rd)	#2 Operational Improvements, Intersection	Access Management, Traffic Signals, and Street Light Upgrades	NO PROJECTS SCHEDULED WITHIN FY 2015 - FY 2018 As shown in the 2013 ARTS ATMS Update, a portion of this corridor has proposed CCTV. It was also recommended that Whiskey Road receive access management improvements via the projects planned for the proposed Whiskey Road / Powderhouse Road Connector. One of the recommendations from the Dougherty Road Corridor Study includes intersection improvements at Dougherty Road. In addition, the proposed drainage project (from Ola Hitt/Corporate Pkwy to Brookhaven Drive) on Whiskey Road is still in the ARTS TIP but is on hold due to pending additional funding.	SCDOT	Funding needs to be identified and secured for each project. The intersection improvement at Dougherty Road is currently listed in the scope of work together with the widening of Dougherty Road as an unfunded high priority project in the 2035 LRTP.

Roads shaded in grey have been identified in the current year's analysis to be severely congested in two or more time periods.

* Roads marked with an asterisk have project descriptions that describe adjoining corridors that impact the primary corridor.

Table 9 - Columbia County 2014 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
BELAIR ROAD (Washington Road to Wrightsboro Road)	NO PROJECTS SCHEDULED IN CURRENT ARTS TIP				
EVANS-TO-LOCKS ROAD (Stevens Creek Rd. to Washington Rd.)	NO PROJECTS SCHEDULED IN CURRENT ARTS TIP				
FLOWING WELLS ROAD / SR 1017 (Wheeler Road to Washington Road)	#2 Operation Improvement	Flowing Wells Road	Widen to three lanes with turn lanes as needed from Washington Road to I-20	Columbia County (Design and ROW) GDOT (Construction)	Right-of-way programmed for FY 2015. Remainder programmed for Band 2 of TIA (FY2016-19)
FURY'S FERRY ROAD (Savannah River to Washington Road)	#2 Operation Improvement	SR 28 / Fury's Ferry Rd.	Widen to four lanes with turn lanes as needed from the Savannah River to Blackstone Camp Road	GDOT / Columbia County	Project programmed for Band 2 of TIA (FY 2016-19)
SR 223 / ROBINSON AVE. (Wrightsboro Road to Gordon Highway)	#2 Operation Improvement	Robinson Ave. / SR 223 from SR 388 to SR 10	Road Widening	GDOT / Columbia County	Project programmed for Band #1 of the TIA (FY 2013-15)

Roads shaded in gray have been identified in the current year's analysis to be severely congested in two or more time periods.

Table 10 - Richmond County 2014 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
THIRTEENTH STREET/RA DENT BOULEVARD (Reynolds Street to Wrightsboro Road)	#2 Operation Improvement	Thirteenth Street Resurfacing	Milling, resurfacing and restriping of Thirteenth Street from Reynolds Street to R.A. Dent Blvd.	Augusta-Richmond County	Project programmed for TIA Band 3, FY 2020-22
FIFTEENTH STREET / RUTH B. CRAWFORD HWY. (Reynolds Street to MLK Boulevard)	#6 Measures to encourage the use of nontraditional transportation modes	Fifteenth Street Pedestrian Improvement Project	Provide safety improvements for pedestrians and implement a complete streets concept from the Calhoun Expressway to Central Avenue	Augusta-Richmond County	Concept phase is almost complete. Construction funding in TIA Band 2
WALTON WAY SEGMENT 2 (Milledge Rd. to Bransford Rd.)	#2 Operation Improvement	Traffic Signal Modification, Phase III	Upgrade traffic signals, install fiberoptic interconnectivity and install adaptive signal technology between Bransford and Milledge Rd.	Augusta-Richmond County	Project programmed for Band #1 of the TIA, FY 2013-15
WASHINGTON ROAD (Pleasant Home Road to John C. Calhoun Expressway)	NO PROJECTS SCHEDULED IN CURRENT ARTS TIP				
WHEELER ROAD (Walton Way Extension to Flowing Wells Road)	# 2 Operation Improvement	Wheeler Road @ Robert C. Daniel, Jr. Parkway - Intersection Improvements	Add Turn Lanes	Augusta-Richmond County	Programmed in FY 2014-17 ARTS TIP; Preliminary engineering in 2014 and construction in 2016
WHEELER ROAD (Walton Way Extension to Flowing Wells Road)	# 2 Operation Improvement	Wheeler Road from I-20 EB ramp to Augusta West Parkway	Intersection Improvements and Traffic Signal Upgrades	Augusta-Richmond County	Programmed in FY 2014-17 ARTS TIP; Preliminary engineering in 2014 and construction in 2016

Roads shaded in gray have been identified in the current year's analysis to be severely congested in two or more time periods.

SUMMARY OF RESULTS

The ARTS CMP has been in use since 1995. Congestion mitigation strategies have been developed and implemented in accordance with the CMP. The process has changed or been modified based on experience. In Augusta, for example, Walton Way was divided into multiple segments to address different land uses and traffic generators along the corridor. In 1999, Aiken County expanded the CMP data collection corridors to study congestion during school release periods along Pine Log Road and Dougherty Road. That same year, Richland Avenue was added to measure congestion during the noon hour. In 2004, the western terminus of the Old Evans Road corridor was changed from Belair Road to Washington Road.

County engineers and law enforcement personnel have also gained experience with congestion mitigation measures. For example, since 1998 components of Georgia's Mobile Intelligent Transportation System (GMITS) have been used during the Masters Golf Tournaments. Components used include fixed and mobile cameras, changeable message signs and Highway Emergency Response Operators (HERO). Together these components make it possible to observe traffic conditions in real time, convey information to drivers and manage any traffic incidents during the tournament. Local traffic engineers continue to install adaptive traffic signal systems on major corridors and at key intersections throughout the study area. Intersection improvement projects are also helping alleviate congestion and improve safety for motorists and pedestrians. Documents such as the CMP are readily available to assist county officials and engineers in developing management strategies.

A summary of the recent performance of each of the corridors studied during 2010 to 2014 is found in Tables 11-13 and Appendix D. Performance is measured and classified based on the deviation of the travel time runs from the posted speed limit (see Table 2). The level of congestion varies with the time of day and direction, so most routes have more than one classification. For example (using Table 11 and Appendix D-1), in 2014 Whiskey Road in Aiken County was designated as MC-SBAM, SC-NBAM, SC-SBPM, and SC-NBPM. Using Table 2 as a guide, this means that Whiskey Road was "Marginally Congested" (MC) traveling southbound in the morning. It was "Seriously Congested" (MC) at all other times and directions.

Table 11 - Aiken County CMP Classifications and Results

Aiken County CMP Routes			2010	2011	2012	2013	2014
Bettis Academy	From To	Ascagua Lake Road Fields Cemetery				ARC at all times	
Dougherty Road	From To	Whiskey Road Silver Bluff Road	ARC-WBAM SC-EBAM MC-WBPM SC-EBPM			MC-WBAM SC-EBAM MC-WBPM SC-EBPM	BC-WBAM SC-EBAM MC-WBPM SC-EBPM
Dougherty Road 3:00 PM	From To	Whiskey Road Silver Bluff Road				MC at all times	
Laurens Street / SC 19	From To	South Boundary I-20			ARC - SB AM NPC - NB AM ARC - SB PM ARC - NB PM		
(East) Pine Log Road	From To	US 78 Silver Bluff Road (Eastern End)	BC-WBAM BC-EBAM			BC at all times	
(East) Pine Log Road 3:15 PM	From To	US 78 Silver Bluff Road (Eastern End)	MC-EBPM BC-WBPM			MC at all times	
Richland Avenue 12:00 PM	From To	Vaucluse Road Beaufort Street	SC at all times			SC at all times	MC-WB NOON SC-EB NOON
SC 118	From To	US 78 Silver Bluff Road			BC - WB AM ARC - EB AM ARC - WB PM ARC - EB PM		
Silver Bluff Road	From To	Whiskey Road Savannah Drive	ARC-SBAM SC-NBAM SC-WBPM SC-NBPM	ARC-SBAM SC-NBAM SC-SBPM SC-NBPM	ARC - SB AM SC - NB AM SC - SB PM SC - NB PM	SC at all times	SC at all times
US1	From To	York Street I-20		ARC-SBAM NPC-NBAM ARC-SBPM NPC-NBPM			
US 1 / US 78	From To	Martintown Road Pine Log Road		ARC-WBAM ARC-EBAM ARC-WBPM ARC-EBPM			
Whiskey Road	From To	Richland Avenue Powderhouse Road	MC-SBAM BC-NBAM SC-SBPM SC-NBPM	BC-SBAM ARC-NBAM SC-SBPM MC-NBPM	MC - SB AM BC - NB AM SC - SB PM SC - NB PM	MC-SBAM BC-NBAM SC-SBPM SC-NBPM	MC-SBAM SC-NBAM SC-SBPM SC-NBPM

Key to Abbreviations:

WBAM – Westbound AM Peak
WBPM – Westbound PM Peak

SBAM – Southbound AM Peak
SBPM – Southbound PM Peak

NPC = Not Presently Congested
ARC = At Risk of Congestion

BC = Borderline Congested
MC = Marginally Congested

SC = Seriously Congested

Table 11 - Aiken County CMP Classifications and Results

North Augusta CMP Routes			2010	2011	2012	2013	2014
Atomic Road	From To	Buena Vista Avenue Silver Bluff Road		NPC-WBAM NPC-EBAM NPC-WBPM NPC-EBPM			
Buena Vista Avenue	From To	Martintown Road Georgia Avenue			ARC - WB AM ARC - EB AM ARC - WB PM BC - EB PM		
Belvedere-Clearwater Road	From To	US 25 US 1		NPC-SBAM ARC-SBAM NPC-SBPM ARC-EBPM			
Georgia Avenue	From To	Savannah River I-20	ARC-SBAM BC-NBAM BC-SBPM MC-NBPM			ARC-SBAM BC-NBAM BC-SBPM MC-NBPM	
Knox Avenue	From To	Martintown Road Georgia Avenue		MC-SBAM BC-NBAM BC-SBPM MC-NBPM		MC-SBAM BC-NBAM MC-SBPM MC-NBPM	
Martintown Road	From To	Jeff Davis/US 1 I-20		BC-WBAM BC-EBAM MC-WBPM BC-EBPM			MC-WBAM NPC-EBAM SC-WBPM ARC-EBPM

Key to Abbreviations:

WBAM – Westbound AM Peak
WBPM – Westbound PM Peak

SBAM – Southbound AM Peak
SBPM – Southbound PM Peak

NPC = Not Presently Congested
ARC = At Risk of Congestion
BC = Borderline Congested
MC = Marginally Congested
SC = Seriously Congested

Table 12 - Columbia County CMP Classifications and Results

Columbia County CMP Routes			2010	2011	2012	2013	2014
I-20	From To	Euclaw Creek Columbia/Richmond County Line		NPC at all times			
SR 223	From To	Wrightsboro Road Gordon Highway	MC-WBAM SC-EBAM MC-WBPM SC-EBPM		MC-WBAM SC-EBAM SC-WBPM SC-EBPM	MC-WBAM SC-EBAM SC-WBPM SC-EBPM	MC-WBAM SC-EBAM SC-WBPM SC-EBPM
Baston Road	From To	Fury's Ferry Road Washington Road	SC-SBAM SC-NBAM SC-SBPM ARC-NBPM				
Belair Road	From To	Washington Road Wrightsboro Road	SC-SBAM MC-NBAM SC-SBPM SC-NBPM	SC all times		SC-SBAM BC-NBAM SC-SBPM SC-NBPM	SC-SBAM MC-NBAM SC-SBPM SC-NBPM
Bobby Jones Expressway	From To	Washington Road I-20	NPC-WBAM NPC-EBAM SC-WBPM ARC-EBPM		ARC-WBAM ARC-EBAM MC-WBPM ARC-EBPM		
Columbia Road	From To	Washington Road Hereford Farm Road			BC-WBAM MC-EBAM ARC-WBPM MC-EBPM		
Evans-to-Locks Road	From To	Stevens Creek Road Washington Road				SC-WBAM BC-EBAM SC-WBPM SC-EBPM	SC-WBAM MC-EBAM SC-WBPM SC-EBPM

WBAM – Westbound AM Peak
WBPM – Westbound PM Peak

SBAM – Southbound AM Peak
SBPM – Southbound PM Peak

NBAM – Northbound AM Peak
NBPM – Northbound PM Peak

NPC = Not Presently Congested
ARC = At Risk of Congestion
BC = Borderline Congested
MC = Marginally Congested
SC = Seriously Congested

Table 12 - Columbia County CMP Classifications and Results

Columbia County CMP Routes			2010	2011	2012	2013	2014
Flowing Wells Road	From To	Wheeler Road Washington Road	SC at all times	SC at all times		SC at all times	SC at all times
Fury's Ferry Road	From To	Savannah River Washington Road	MC-SBAM ARC-NBAM BC-SBPM ARC-NBPM				BC-BCAM ARC-NBAM BC-SBPM BC-NBPM
Old Evans Road	From To	Bobby Jones Washington Road	SC-WBAM SC-EBAM SC-WBPM MC-EBPM		MC-WBAM MC-EBAM SC-WBPM BC-EBPM		
Old Petersburg Road	From To	Riverwatch Parkway Old Evans Road		NPC-WBAM BC-EBAM MC-WBPM SC-EBPM			
Washington Road	From To	Hardy McManus Road Pleasant Home Road		BC-WBAM BC-EBAM SC-WBPM SC-EBPM	ARC-WBAM BC-EBAM BC-WBPM BC-EBPM		
Wrightsboro Road	From To	Barton Chapel Road Robinson Avenue			BC-WBAM BC-EBAM MC-WBPM MC-EBPM		

WBAM – Westbound AM Peak
WBPM – Westbound PM Peak

SBAM – Southbound AM Peak
SBPM – Southbound PM Peak

NBAM – Northbound AM Peak
NBPM – Northbound PM Peak

NPC = Not Presently Congested
ARC = At Risk of Congestion
BC = Borderline Congested
MC = Marginally Congested
SC = Seriously Congested

Table 13 - Richmond County CMP Classifications and Results

Richmond County CMP Routes			2010	2011	2012	2013	2014
I-20	From To	Richmond Co. Line River Watch Pkwy		NPC at all times			
I-520	From To	I-20 Laney Walker Blvd.	NPC at all times				
13th Street/ RA Dent Boulevard	From To	Reynolds Street Wrightsboro Road	SC at all times	SC-SBAM SC-NBAM ARC-SBPM SC-NBPM	SC-SBAM MC-NBAM SC-SBPM SC-NBPM	SC at all times	SC-SBAM SC-NBAM MC-SBPM SC-NBPM
15th Street Ruth B. Crawford Hwy.	From To	Reynolds Street MLK Boulevard			BC-SBAM SC-NBAM MC-SBPM MC-NBPM	SC-SBAM SC-NBAM MC-SBPM MC-NBPM	SC-SBAM SC-NBAM MC-SBPM SC-NBPM
SR 56/ Mike Padgett Hwy	From To	Lumpkin Road SR 56 Loop		NPC-SBAM NPC-NBAM NPC-SBPM ARC-NBPM			
Deans Bridge Road	From To	MLK Boulevard Willis Foreman Rd	NPC-SBAM ARC-NBAM ARC-SBPM ARC-NBPM				
Doug Barnard Pkwy/ New Savannah Rd	From To	Gordon Highway Tobacco Road			NPC at all times		
Greene Street	From To	E. Boundary Street 12th Street				SC-SBAM MC-NBAM MC-SBPM MC-NBPM	

WBAM – Westbound AM Peak
WBPM – Westbound PM Peak

SBAM – Southbound AM Peak
SBPM – Southbound PM Peak

EBAM – Eastbound AM Peak
EBPM – Eastbound PM Peak

NBAM – Northbound AM Peak
NBPM – Northbound PM Peak

NPC = Not Presently Congested
ARC = At Risk of Congestion
BC = Borderline Congested
MC = Marginally Congested
SC = Seriously Congested

Table 13 - Richmond County CMP Classifications and Results

Richmond County CMP Routes			2010	2011	2012	2013	2014
Gordon Highway	From To	Savannah River SR 223		ARC-SBAM ARC-NBAM ARC-SBPM NPC-NBPM			
Jackson Road/ Walton Way Ext. Davis Road	From To	Washington Road Wrightsboro Road	MC-SBAM BC-NBAM MC-SBPM SC-NBPM			SC-SBAM SC-NBAM MC-SBPM SC-NBPM	
John C. Calhoun Expressway	From To	Washington Road 12th Street		ARC-WBAM ARC-EBAM NPC-WBPM NPC-EBPM			
Peach Orchard Road	From To	Tubman Home Road SR 88			NPC-WBAM NPC-EBAM ARC-WBPM ARC-EBPM		
River Watch Pkwy	From To	Pleasant Home Rd Fifteenth Street		NPC at all times			
Tobacco Road	From To	Deans Bridge Road Doug Barnard Pkwy		BC-SBAM BC-NBAM ARC-SBPM BC-NBPM		ARC-SBAM BC-NBAM BC-SBPM BC-NBPM	
Walton Way Segment #1	From To	Gordon Highway Milledge Road	MC-WBAM MC-EBAM SC-WBPM SC-EBPM		ARC-WBAM BC-EBAM SC-WBPM BC-EBPM		
Walton Way Segment #2	From To	Milledge Road Bransford Road	MC-WBAM SC-EBAM SC-WBPM SC-EBPM		MC-WBAM MC-EBAM MC-WBPM BC-EBPM		SC-WBAM SC-EBAM SC-WBPM BC-EBPM

WBAM – Westbound AM Peak
WBPM – Westbound PM Peak

SBAM – Southbound AM Peak
SBPM – Southbound PM Peak

EBAM – Eastbound AM Peak
EBPM – Eastbound PM Peak

NBAM – Northbound AM Peak
NBPM – Northbound PM Peak

NPC = Not Presently Congested
ARC = At Risk of Congestion
BC = Borderline Congested
MC = Marginally Congested
SC = Seriously Congested

Table 13 - Richmond County CMP Classifications and Results

Richmond County CMP Routes			2010	2011	2012	2013	2014
Walton Way Ext.	From To	Bransford Road Jackson Road			ARC-WBAM ARC-EBAM ARC-WBPM ARC-EBPM		
Washington Road	From To	Pleasant Home Rd John C. Calhoun Expressway	SC-WBAM MC-EBAM SC-WBPM BC-EBPM		SC-WBAM BC-EBAM SC-WBPM ARC-EBPM	SC-WBAM ARC-EBAM SC-WBPM BC-EBPM	SC-WBAM BC-EBAM ARC-WBPM ARC-EBPM
Wheeler Road	From To	Flowing Wells Road Walton Way Ext.	SC at all times	MC-WBAM MC-EBAM BC-WBPM SC-EBPM	SC at all times	SC at all times	SC at all times
Windsor Spring Rd	From To	Peach Orchard Rd SR 88			BC-WBAM BC-EBAM BC-WBPM ARC-EBPM		
Wrightsboro Road Segment 1	From To	Barton Chapel Road Jackson Road	BC-WBAM SC-EBAM SC-WBPM SC-EBPM	BC-WBAM SC-EBAM SC-WBPM SC-EBPM	BC-WBAM SC-EBAM SC-WBPM SC-EBPM		
Wrightsboro Road Segment 2	From To	Jackson Road Highland Avenue				ARC-WBAM BC-EBAM BC-WBPM ARC-EBPM	
Wrightsboro Road Segment 3	From To	Highland Avenue Fifteenth Street	SC-WBAM MC-EBAM SC-WBPM MC-EBPM	SC-WBAM MC-EBAM SC-WBPM SC-EBPM		SC-WBAM SC-EBAM BC-WBPM MC-EBPM	
Wrightsboro Road * Segment 1 (Saturday)	From To	Barton Chapel Road Jackson Road	MC-WBPM SC-EBPM				

WBAM – Westbound AM Peak
WBPM – Westbound PM Peak

SBAM – Southbound AM Peak
SBPM – Southbound PM Peak

EBAM – Eastbound AM Peak
EBPM – Eastbound PM Peak

NBAM – Northbound AM Peak
NBPM – Northbound PM Peak

NPC = Not Presently Congested
ARC = At Risk of Congestion
BC = Borderline Congested
MC = Marginally Congested
SC = Seriously Congested

SERIOUSLY CONGESTED CORRIDORS

Table 2 defined Seriously Congested (SC) as an observed average travel speed at least 30% less than the posted speed. Tables 3, 4 and 5 indicate that of the 15 corridors surveyed, 11 were Seriously Congested (SC) in two or more time periods surveyed. Four corridors, Silver Bluff Road (Aiken County), Belair Road and Flowing Wheels Road (Columbia County) and Wheeler Road (Richmond County) experienced Seriously Congested (SC) conditions in all time periods surveyed in both directions. An observed average speed of 14 mph (posted speed 45 mph) along Flowing Wells Road in Columbia County during the northbound PM peak resulted in the greatest speed deviation of -68% (i.e., negative 68 percent) for any corridor surveyed. Figure 7 presents Seriously Congested (SC) corridors (in two or more time periods) for the 2010-2014 CMP surveys.

SERIOUSLY CONGESTED LINKS/SEGMENTS

Table 2 defined Seriously Congested (SC) as an observed average travel speed at least 30% less than the posted speed. Each of the 15 corridors surveyed for the 2014 CMP survey are comprised of several individual links. In total 396 links were surveyed during the 2014 CMP survey and of these 238 (60%) experienced Seriously Congested (SC) conditions during at least any one of the time periods surveyed. Two of the Seriously Congested (SC) links surveyed in 2014 had an observed speed of less than 2 mph in a 45 mph posted speed zone with a corresponding speed deviation exceeding -95 percent. Tables 14 - 16 present the top 10 Seriously Congested (SC) links for each county from the 2014 CMP survey. The full results are presented in Appendix E.

Figure 7 - Seriously Congested CMP Corridors 2013-2014

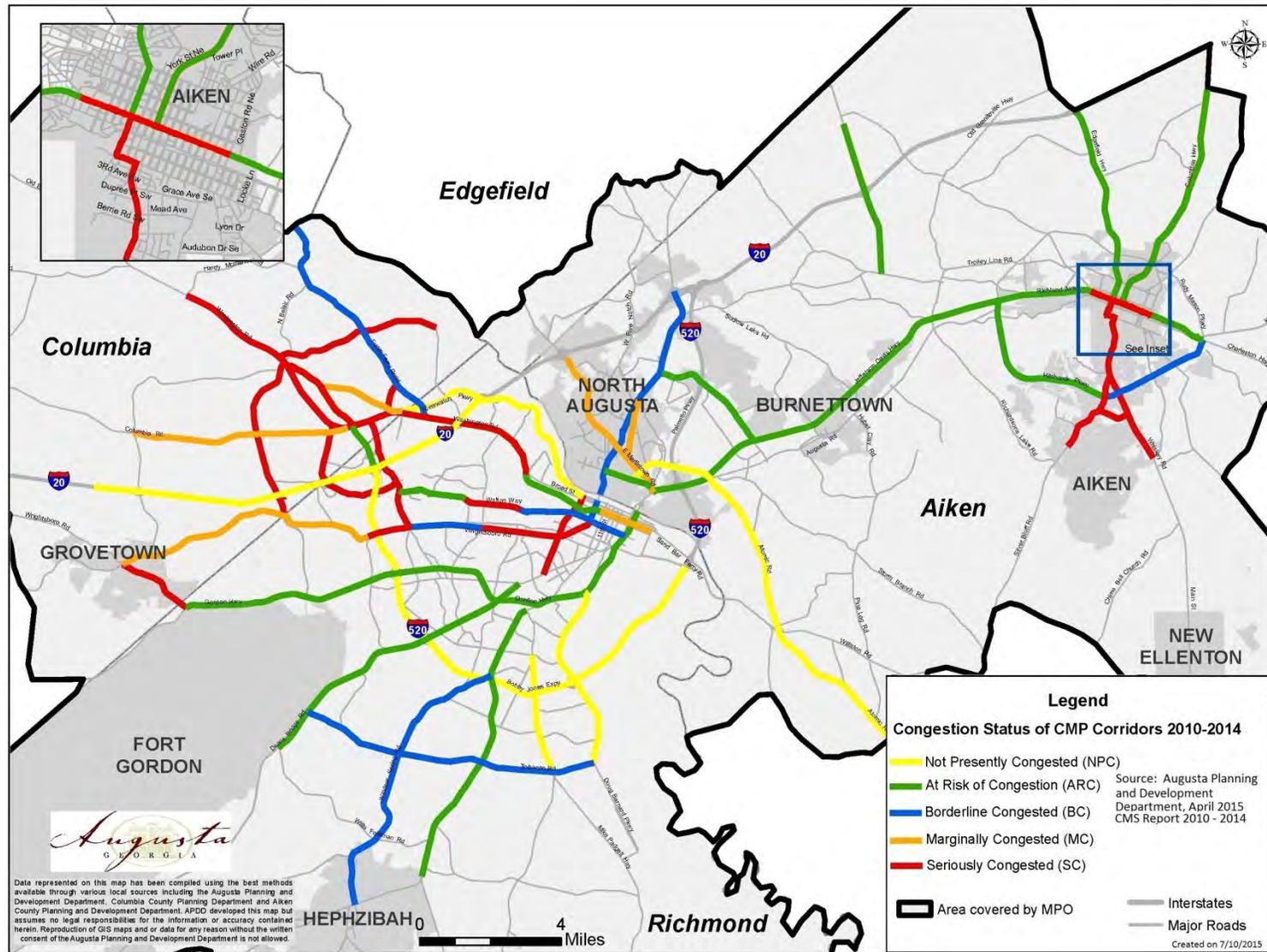


Table 14 - Top 10 Seriously Congested Links Aiken County CMP Survey 2014

#	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	Sp Dev
1	Martintown Rd.	Westbound	AM	Byrnes Rd.	I-20	339	1.02	10.83	43	-0.75
2	Silver Bluff Rd.	Northbound	PM	Pine Log Rd.	Dougherty Rd.	58	0.16	9.87	35	-0.72
3	Martintown Rd.	Westbound	PM	Byrnes Rd.	I-20	306	1.02	12.00	43	-0.72
4	Silver Bluff Rd.	Northbound	AM	Pine Log Rd.	Dougherty Rd.	56	0.16	10.29	35	-0.71
5	Martintown Rd.	Westbound	PM	Knox Ave.	Georgia Ave.	125	0.45	12.96	43	-0.70
6	Whiskey Rd.	Southbound	AM	Richland Ave.	South Boundary	119	0.44	13.27	38	-0.65
7	Whiskey Rd.	Northbound	PM	South Boundary	Richland Ave.	118	0.44	13.42	38	-0.64
8	Richland Ave.	Westbound	NOON	York St.	Chesterfield St.	29	0.09	11.05	30	-0.63
9	Whiskey Rd.	Northbound	AM	East Gate Dr.	Pine Log Rd.	223	0.94	15.15	38	-0.60
10	Whiskey Rd.	Southbound	PM	Richland Ave.	South Boundary	100	0.44	15.84	38	-0.58

Table 155 - Top 10 Seriously Congested Links Columbia County CMP Survey 2014

#	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	Sp Dev
1	Belair Road	Southbound	PM	Washington Road	Peachtree Road	286	0.14	1.76	45	-0.96
2	Belair Road	Southbound	AM	Washington Road	Peachtree Road	284	0.14	1.78	45	-0.96
3	Flowing Wells Road	Southbound	PM	Washington Road	Columbia Road	245	0.21	3.09	45	-0.93
4	Belair Road	Southbound	PM	I-20 EB	Park West Drive	52	0.07	4.85	45	-0.89
5	Evans-To-Locks Rd	Eastbound	PM	Evans Town Center Blvd.	N. Belair Rd	140	0.22	5.66	45	-0.87

6	Flowing Wells Road	Northbound	PM	Columbia Road	Washington Road	128	0.21	5.91	45	-0.87
7	Evans-To-Locks Rd	Westbound	PM	Columbia Industrial Blvd	N. Belair Rd	334	0.59	6.36	45	-0.86
8	Fury's Ferry Road	Northbound	AM	Washington Road	River Watch Parkway	162	0.3	6.67	45	-0.85
9	Flowing Wells Road	Southbound	AM	Washington Road	Columbia Road	112	0.21	6.75	45	-0.85
10	Fury's Ferry Road	Southbound	PM	River Watch Parkway	Washington Road	150	0.3	7.20	45	-0.84

Table 166 - Top 10 Seriously Congested Links Richmond County CMP Survey 2014

#	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	Sp Dev
1	13th Street / Ra Dent Blvd	Northbound	AM	Jones Street	Reynolds Street	61	0.05	2.95	35	-0.92
2	13th Street / Ra Dent Blvd	Northbound	PM	Jones Street	Reynolds Street	50	0.05	3.60	35	-0.90
3	13th Street / Ra Dent Blvd	Southbound	PM	Reynolds Street	Jones Street	41	0.05	4.39	35	-0.87
4	13th Street / Ra Dent Blvd	Southbound	PM	Greene Street	Telfair Street	43	0.06	5.02	35	-0.86
5	Fifteenth St	Southbound	PM	Reynolds Street	Jones Street	51	0.08	5.65	35	-0.84
6	Wheeler Road	Westbound	PM	I-20 WB	Wheeler / Mason McKnight	54	0.11	7.33	45	-0.84
7	Walton Way Seg 2	Westbound	PM	Milledge Road	Johns Road	116	0.22	6.85	35	-0.80
8	13th Street / Ra Dent Blvd	Northbound	PM	Wrightsboro Road (no signal)	John Wesley Gilbert Dr.	50	0.1	7.20	35	-0.79
9	Washington Road	Westbound	AM	I-20 WB	Stevens Creek Road	31	0.08	9.29	45	-0.79
10	13th Street / Ra Dent Blvd	Northbound	PM	Broad Street	Jones Street	24	0.05	7.50	35	-0.79

BEFORE AND AFTER COMPARISON

CMP while identifying congested corridors also provides results that may indicate the effectiveness of congestion mitigation interventions. A before-and-after analysis of CMP results may help in determining the effectiveness of congestion mitigation projects as presented in Tables 8, 9 and 10. In this section comparison will be made between CMP survey results in 2012 and 2014. In order to achieve this knowing any congestion mitigation related projects completed in the intervening year (i.e., 2013) on each of the 2014 CMP corridors would be useful. Table 17 presents the 2014 CMP corridors and associated congestion mitigation projects completed in 2013.

Of the 15 CMP corridors surveyed in 2014, six of these corridors had congestion mitigation interventions completed during 2013. The six (6) corridors were: Martintown Road and Richland Avenue in Aiken county; Fury's Ferry Road and SR 223/Robinson Avenue in Columbia County; and 13th Street/RA Dent Blvd and 15th Street in Richmond County. Of the six (6) corridors that had congestion mitigation interventions completed during 2013 only three (3) of these corridors were included in the 2012 CMP surveys. A before-and-after analysis (i.e., comparing results from 2012 CMP with 2014 CMP) of these 3 corridors is presented in Table 18.

A summary of key findings comparing 2012 CMP and 2014 CMP are presented as follows:

1. SR.223/E. Robinson Avenue

- No change in overall congestion during any period or any direction between 2012 and 2014
- Increase in average speed evident in Northbound AM (from 21 MPH in 2012 to 23 MPH in 2014) and PM Peak periods (from 24 MPH in 2012 to 27 MPH in 2014)
- Decrease in average speed evident in Southbound AM (from 29 MPH in 2012 to 28 MPH in 2014) and Southbound PM Peak (from 22 MPH in 2012 to 17 MPH in 2014)

Table 17 - 2014 CMP Local Traffic Improvement Projects 2013

CMP 2014 Corridor	County	Project	Project Type	Date Complete	Congestion Related	CMP Survey 2012	Last Surveyed pre 2012
Dougherty Road	Aiken	No				No	2010
Martintown Road	Aiken	Yes	Signing	10/31/2013	Yes - Channelization	No	2011
		Yes	Signing	10/31/2013	Yes - Channelization		
Richland Avenue	Aiken	Yes	Signal	7/17/2013	Yes - Operational	No	2010
		Yes	Signal	7/17/2013	Yes - Operational		
Silver Bluff Road	Aiken	No				Yes	na
Whiskey Road	Aiken	No				Yes	na
Belair Road	Columbia	No				No	2011
Evans-to-Locks Road	Columbia	No				No	2009
Flowing Wells Road	Columbia	No				No	2011
Fury's Ferry Road	Columbia	Yes	Signal	2013	Yes - Operational	No	2010
SR 223/Robinson Avenue	Columbia	Yes	Signal	8/6/2013	Yes - Operational	Yes	na
13th Street/RA Dent Blvd	Richmond	Yes	Signal	2013-2014	Yes - Operational	Yes	na
15th Street	Richmond	Yes	Signal	2013-2014	Yes - Operational	Yes	na
Walton Way Seg #2	Richmond	No				Yes	na
Washington Road/SR 28	Richmond	No				Yes	na
Wheeler Road	Richmond	No				Yes	na

Sources: Augusta-Richmond County; GDOT; Columbia County & Aiken County

Table 18 - Before-and-After Comparison between CMP 2012 and CMP 2014

CMP Corridor	From/To	Start Intersection/End Intersection	Posted Speed MPH	Average Speed (MPH)			
				% Deviation from Posted Speed Limit			
				SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM
SR 223 / Robinson Ave. Year 2012	From To	Wrightsboro Road Gordon Highway Category	35/45	29 -27.50% MC	21 -47.50% SC	22 -45.00% SC	24 -40.00% SC
SR 223 / Robinson Ave. Year 2014	From To	Wrightsboro Road Gordon Highway Category	35/45	28 -30.00% MC	23 -42.50% SC	17 -57.50% SC	27 -32.50% SC
13th Street/RA Dent Boulevard Year 2012	From To	Reynolds Street Wrightsboro Road Category	35	23 -34.29% SC	25 -28.57% MC	21 -40.00% SC	21 -40.00% SC
13th Street/RA Dent Boulevard Year 2014	From To	Reynolds Street Wrightsboro Road Category	35	24 -31.43% SC	19 -45.71% SC	27 -22.86% BC	17 -51.43% SC
Fifteenth Street Year 2012	From To	Reynolds Street MLK Jr. Blvd. Category	35	29 -17.14% BC	23 -34.29% SC	25 -28.57% MC	26 -25.71% MC
Fifteenth Street Year 2014	From To	Reynolds Street MLK Jr. Blvd. Category	35	23 -34.29% SC	23 -34.29% SC	26 -25.71% MC	22 -37.14% SC

Key to Abbreviations:
 NPC = Not Presently Congested
 ARC = At Risk of Congestion
 BC = Borderline Cogested
 MC = Marginally Congested
 SC = Seriously Congested

2. 13th Street/RA Dent Boulevard

- No change in overall congestion level in Southbound AM Peak and Northbound PM peak between 2012 and 2014
- Worsening of overall congestion level in Northbound AM peak from MC in 2012 to Seriously Congested (SC) in 2014
- Lessening of overall congestion level in Southbound PM Peak from Seriously Congested (SC) in 2012 to borderline congested (BC) in 2014
- Increase in average speed evident Southbound AM Peak (from 23 MPH in 2012 to 24 MPH in 2014) and Southbound PM Peak (from 21 MPH in 2012 to 27 MPH in 2014)
- Decrease in average speed evident in Northbound AM Peak (from 25 MPH in 2012 to 19 MPH in 2014) and Northbound PM Peak (from 21 MPH in 2012 to 17 MPH in 2014)

3. Fifteenth Street

- No change in overall congestion level in Northbound AM Peak and Northbound PM Peak between 2012 and 2014
- Worsening of congestion level in Southbound AM Peak and Southbound PM Peak
- No change in average speed evident in Northbound AM Peak (from 23 MPH in 2012 to 23 MPH in 2014)
- Increase in average speed evident in Southbound PM Peak (from 25 MPH in 2012 to 26 MPH in 2014)
- Decrease in average speed evident in Southbound AM Peak (from 29 MPH in 2012 to 23 MPH in 2014) and Northbound PM Peak (from 26 MPH in 2012 to 22 MPH in 2014)

CONGESTION MANAGEMENT PROCESS FUTURE SCHEDULE

The relative level of congestion on a route also determines how frequently it is surveyed. The higher the congestion, the more frequently a route is surveyed (see Table 19). Measures of effectiveness have changed slightly over the years. In 2001, the Borderline Congested (BC) category was added and the Not Presently Congested (NPC) category was redefined. Under the new definition, Not Presently Congested applies to corridors whose average speed is equal to or above the posted speed limit. Previously, these roads would have been classified in the same

category as roads with speeds up to 15% slower than the posted speed limit. Roads that are Not Presently Congested are surveyed every five years. The schedule for surveying corridors was altered in the same year (i.e., 2001).

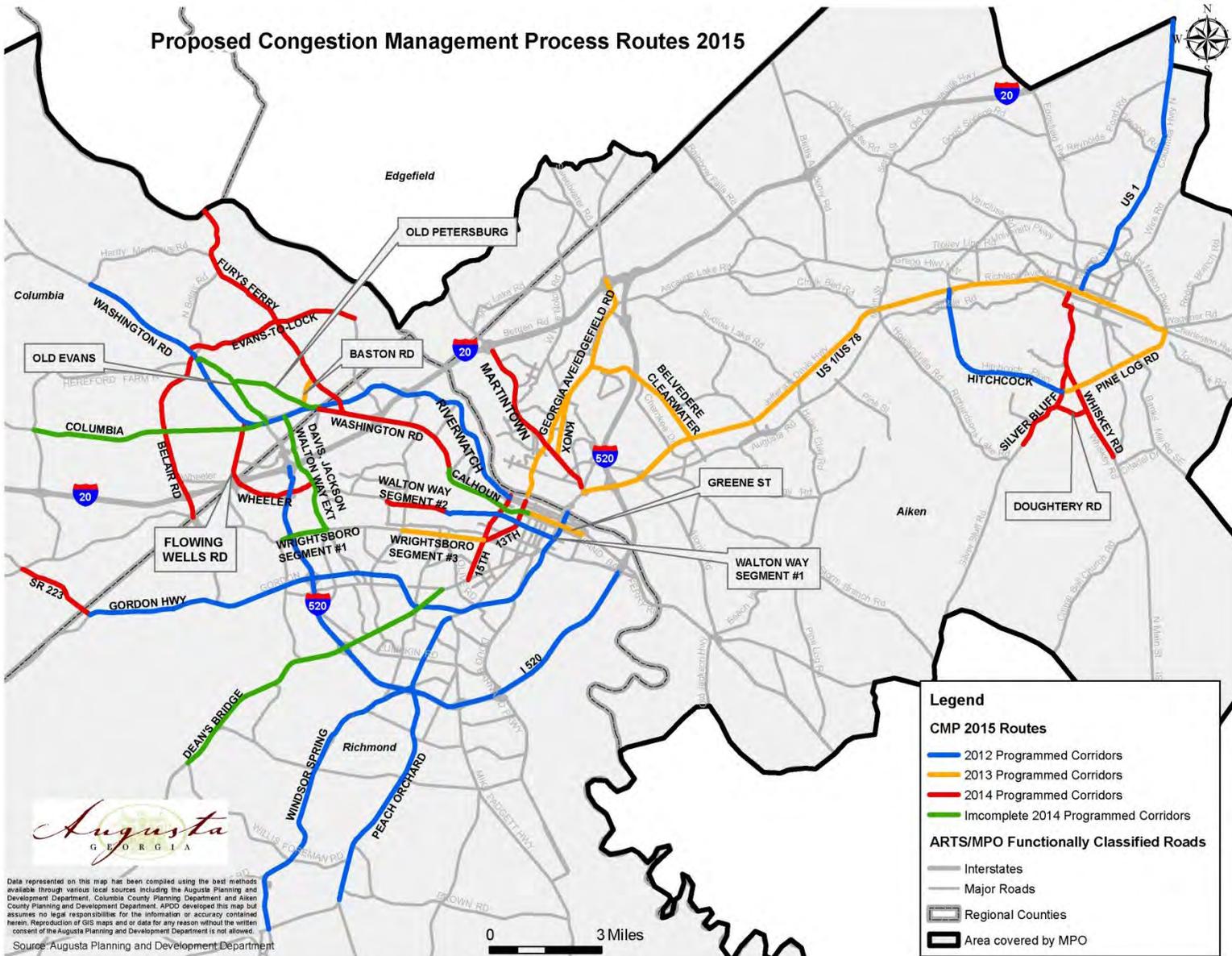
Table 19 - ARTS CMP Measures of Effectiveness and Run Schedule

Performance Classification	Measure of Congestion	Run Schedule
Not Presently Congested (NPC)	> = Posted Speed Limit.	Every 5 Years
At Risk of Congestion (ARC)	1% - 15% below the Posted Speed Limit.	Every 4 Years
Borderline Congested (BC)	15% to 25% below the Posted Speed Limit.	Every 3 Years
Marginally Congested (MC)	25% to 30% below the Posted Speed Limit.	Every 2 Years
Seriously Congested (SC)	> 30% below the Posted Speed Limit.	Every Year

Seriously congested (SC) roads will continue to be studied every year, Marginally Congested (MC) roads every two years, Borderline Congested (BC) roads every three years, roads At Risk of Congestion (ARC) every four years, and roads Not Presently Congested (NPC) will be studied every five years. No routes have been deleted from the CMP since its inception. Using this methodology a total of 37 corridors are recommended for CMP survey in 2015. Of the 37 corridors, nine (9) corridors were programmed from 2012 CMP; nine (9) corridors were programmed from 2013 CMP; 11 corridors were programmed from 2014 CMP; and 8 corridors were programmed for 2014 but were not undertaken in that year. The full listing of proposed 2015 CMP corridors are presented in Appendix F and mapped in Figure 8.

It is important to note these changes when comparing 2001 road designations to those studied in previous years. For example, roads designated ARC in 2001 have different speed limits deviatio

Figure 8 - Proposed Congestion Management Process Routes 2015



criteria than in 2000 or earlier. Roads with split category classifications will follow the schedule with the more congested designation. For example, a road with two (2) ARC periods and two (2) MC periods would follow the MC schedule and be run every other year. In the event that a corridor has three or four designations, the ARTS staff and area engineers will determine how often it will be surveyed.

SUMMARY OF 2014 CONGESTION MANAGEMENT PROCESS SURVEYS

The 2014 CMP survey found that of the 15 corridors surveyed 11 were SC in two or more periods. The 15 corridors comprised 396 links and of these links, 238 (60%) experienced Seriously Congested (SC) conditions during at least any one of the time periods surveyed. With the update of the 2035 Long Range Transportation Plan during the first six months of 2015 (i.e., now becoming Transportation Vision 2040) and accessible quantitative outputs from the ARTS travel demand model (base year 2010) it is proposed that future CMP surveys utilize the Travel Time Index (TTI) together with roadway Level of Service (LOS) as the preferred congestion measures. Used together TTI and LOS will permit: 1) ranking of congested corridors or intersections as potential projects for congestion mitigation; and, 2) measurement of the effectiveness of congestion mitigation interventions.

APPENDIX A

CONGESTION MANAGEMENT PROCESS

WORK PLAN HISTORY

(Left Blank Intentionally)

APPENDIX A

CONGESTION MANAGEMENT PLAN WORK PLAN

HISTORY AND BACKGROUND

The ARTS CMP work plan was designed to focus on major travel corridors in the urbanized area. The work plan is divided into four sections. Each of the four sections detailed the tasks and sub-tasks required in order to have a fully implemented CMP. These tasks are:

- Role of the CMP
- CMP development tasks
- Implementation Schedule
- Organizational Responsibilities

TASK IDENTIFICATION

Task 1: Identify CMP Boundaries and Corridors for the ARTS Area

The Augusta Regional Transportation Study (ARTS) Congestion Management Process (CMP) work plan was completed in 1995 (base year). The ARTS area was adopted as the physical boundary of the CMP. Travel corridors considered for the CMP were selected based on existing traffic counts, past travel time surveys, socioeconomic data and input from ARTS committees. All the interstates, freeways and principal arterials were selected for inclusion, along with any minor arterials and collectors that demonstrated a potential for congestion. All of the CMP corridors were included in the base year 1995 time travel study.

Task 2: Define CMP Measures of Effectiveness

The ARTS CMP sub-committee developed the CMP Measures of effectiveness after analyzing the results of the base year 1995 travel time survey. The Measures of effectiveness rated roads based on the difference between driving speed and the posted speed limit. The measures were designed to make the data collection process systematic and effective without making them too difficult or expensive to implement (see Table A-1). The Measures of effectiveness were amended in 2001 to include the Borderline Congested (BC) category.

**Table A-1
Measures of Effectiveness
ARTS Congestion Management Process**

Category	Average Speed
Not Presently Congested (NPC)	>= Posted speed limit.
At Risk of Congestion (ARC)	1% - 15% below the posted speed limit
Borderline Congested (BC)	15% - 25% below the posted speed limit
Marginally Congested (MC)	25% - 30 % below the posted speed limit
Seriously Congested (SC)	> 30% below the posted speed limit

Task 3: Develop Data Collection Process

The CMP subcommittee developed data collection guidelines designed to capture travel time data in the AM and PM peak periods on weekdays. While the technology used to capture the data has changed, the basic collection guidelines have remained constant over the years. Table A-2 summarizes the data collection schedule of roadways based on their designation. Between 1995 and 2007 travel time data was collected manually, except that in 2003 data was collected using a Global Positioning System (GPS) unit. In 2008 and in subsequent years, travel time data collection was again collected using the GPS equipment.

**TABLE A-2
ARTS CMP Data Collection Schedule**

Not Presently Congested (in 3 or more periods)	Every 5 Years
At Risk of Congestion (in 3 or more periods)	Every 4 Years
Borderline Congested (in 3 or more periods)	Every 3 Years
Marginally Congested (in 3 or more periods)	Every 2 Years
Seriously Congested (in 2 or more periods)	Every Year

*Roads with split designation will follow the schedule with the more congested designation. Example: a road with 2 ARC periods and 2 MC periods would follow the MC schedule and be run every other year.

Task 4: Develop Analytical Framework for Evaluating CMP Strategies

The goal of this task was to develop appropriate congestion reduction strategies that could be integrated into the ARTS area transportation planning process. A secondary goal was to analyze and evaluate selected CMP strategies to improve system performance. Since 1996, supplemental data on Seriously Congested (SC) corridors was also collected. This data was evaluated in a matrix against congestion mitigation strategies. The results from this matrix are presented to the ARTS committees. The 1996 CMP Report contains a full description of the work on this task.

Task 5: Implement the CMP

Under this task the collected data is utilized to identify system deficiencies and develop response strategies on a continuing basis. This ensures that the CMP is integrated into the continuous ARTS transportation planning process.

Task 6: Develop Process to Evaluate CMP

The staff developed a standard CMP evaluation process that has been used over time to assess effectiveness and improve performance. This evaluation is incorporated into the yearly reports through a summary of current conditions and change in conditions due to improvements. An example of CMP process improvement is the addition of two Saturday routes to study congestion on busy commercial corridors during the weekend.

(Left Blank Intentionally)

APPENDIX B

TRAVEL TIME SPEED CALCULATION WORKSHEETS

AIKEN COUNTY 2014 SEGMENT SPEED WORKSHEETS

COLUMBIA COUNTY 2014 SEGMENT SPEED WORKSHEETS

RICHMOND COUNTY 2014 SEGMENT SPEED WORKSHEETS

(Left Blank Intentionally)

**AIKEN COUNTY - DOUGHERTY ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

WESTBOUND AM

2014	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	
Dougherty Rd.	Whiskey Rd.									
	Silver Bluff Rd	108	135	102	345	115	0.89	0.00774	28	28
							0.89			28

WESTBOUND PM

2014	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	
Dougherty	Whiskey Rd.									
	Silver Bluff	132	120	120	372	124	0.89	0.00718	26	26
							0.89			26

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

**AIKEN COUNTY - DOUGHERTY ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

EASTBOUND AM

2014 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)		
Dougherty Rd.	Silver Bluff										
	Whiskey Rd.	158	165	168	491	164	0.89	0.0054	20	20	
							0.89			20	

EASTBOUND PM

2014 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	
Dougherty	Silver Bluff									
	Whiskey Rd.	152	137	182	471	157	0.89	0.0057	20	20
							0.89			20

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

**AIKEN COUNTY - MARTINTOWN ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

WESTBOUND AM

2014	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	
STREET										
Martintown Rd.	Buena Vista									
	Atomic Rd.	48	51	49	148	49	0.55	0.0111	40	5
	Knox Ave.	43	46	45	134	45	0.53	0.0119	43	5
	Georgia Ave.	57	92	74	223	74	0.45	0.0061	22	2
	Byrnes Rd.	201	230	226	657	219	2.18	0.0100	36	17
	I-20	337	341	339	1017	339	1.02	0.0030	11	2
							4.73			30

WESTBOUND PM

2014	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	
STREET										
Martintown Rd.	Buena Vista									
	Atomic Rd..	64	81	48	193	64	0.55	0.0085	31	4
	Knox Ave.	45	54	97	196	65	0.53	0.0081	29	3
	Georgia Ave.	156	143	76	375	125	0.45	0.0036	13	1
	Byrnes Rd.	239	225	241	705	235	2.18	0.0093	33	15
	I-20	305	293	320	918	306	1.02	0.0033	12	3
							4.73			26

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

**AIKEN COUNTY - MARTINTOWN ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

2014 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	
Martintown Rd.	I-20									
	Byrnes Rd.	90	91	89	270	90	1.02	0.0113	41	9
	Georgia Ave.	337	383	360	1080	360	3.2	0.0089	32	22
	Knox Ave.	49	47	48	144	48	0.45	0.0094	34	3
	Atomic Rd.	45	44	45	134	45	0.53	0.0119	43	5
	Buena Vista	47	49	49	145	48	0.55	0.0114	41	5
							5.75			43

EASTBOUND PM

2014 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	
Martintown Rd.	I-20									
	Byrnes Rd.	87	87	87	261	87	1.02	0.0117	42	9
	Georgia Ave.	333	390	329	1052	351	3.2	0.0091	33	22
	Knox Ave.	53	84	57	194	65	0.45	0.0070	25	2
	Atomic Rd.	45	110	82	237	79	0.53	0.0067	24	3
	Buena Vista	44	51	50	145	48	0.55	0.0114	41	5
							5.75			41

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

**AIKEN COUNTY - RICHLAND AVENUE: WESTBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

WESTBOUND NOON

2014 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)		
Richland Ave.	Beaufort St.										
	Williamsburg St.	25	29	35	89	30	0.25	0.0084	30	4	
	York St.	62	61	73	196	65	0.59	0.0090	33	9	
	Chesterfield St.	43	34	11	88	29	0.09	0.0031	11	0	
	Laurens St.	37	43	76	156	52	0.20	0.0038	14	1	
	Greenville St.	30	24	26	80	27	0.17	0.0064	23	2	
	Vaucluse St.	41	40	42	123	41	0.36	0.0088	32	5	
							1.66			22	

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

**AIKEN COUNTY - RICHLAND AVENUE: EASTBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

EASTBOUND NOON

2014 STREET	CONTROL POINT	OVERALL AVERAGS SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)		
Richland Ave.	Vaucluse Rd.										
	Greenville St.	54	56	48	158	53	0.36	0.0068	25	4	
	Laurens St.	42	22	34	98	33	0.17	0.0052	19	2	
	Chesterfield St.	48	35	40	123	41	0.20	0.0049	18	2	
	York St.	11	12	12	35	12	0.09	0.0077	28	1	
	Williamsburg St.	72	75	66	213	71	0.59	0.0083	30	8	
	Beaufort St.	58	32	32	122	41	0.25	0.0061	22	3	
							1.66			20	

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

**AIKEN COUNTY - SILVER BLUFF ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

NORTHBOUND AM

2014 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*
Silver Bluff Rd.	Savannah Dr.									
	Pine Log Rd.	127	158	125	410	137	1.24	0.00907	33	13
	Dougherty Rd.	47	86	35	168	56	0.16	0.00286	10	1
	Hitchcock Pkwy.	114	91	93	298	99	0.42	0.00423	15	2
	Whiskey Rd.	72	72	89	233	77.7	0.62	0.00798	29	6
							2.44			22

NORTHBOUND PM

2014 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*
Silver Bluff Rd.	Savannah Dr.									
	Pine Log Rd.	146	137	187	470	157	1.24	0.00791	28	12
	Dougherty Rd.	33	38	104	175	58	0.16	0.00274	10	1
	Hitchcock Pkwy.	62	70	133	265	88	0.42	0.00475	17	2
	Whiskey Rd.	149	92	97	338	113	0.62	0.00550	20	4
							2.44			18

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

**AIKEN COUNTY - SILVER BLUFF ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

SOUTHBOUND AM

2014	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	
STREET										
Silver Bluff Rd.	Whiskey Rd.									
	Hitchcock Pkwy.	142	104	76	322	107	0.62	0.0058	21	4
	Dougherty Rd.	46	117	59	222	74	0.42	0.0057	20	3
	Pine Log Rd.	18	32	39	89	30	0.16	0.0054	19	1
	Savannah Dr.	121	122	121	364	121	1.24	0.0102	37	15
							2.44			23

SOUTHBOUND PM

2014	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	
STREET										
Silver Bluff Rd.	Whiskey Rd.									
	Hitchcock Pkwy.	70	81	91	242	81	0.62	0.0077	28	6
	Dougherty Rd.	83	48	81	212	71	0.42	0.0059	21	3
	Pine Log Rd.	18	16	39	73	24	0.16	0.0066	24	1
	Savannah Dr.	249	158	143	550	183	1.24	0.0068	24	10
							2.44			20

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

**AIKEN COUNTY - WHISKEY ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

NORTHBOUND AM

2014 STREET	CONTROL POINT	OVERALL AVERAGS SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)		
Whiskey Rd.	Powderhouse Rd.										
	Brookhaven Dr.	50	49	66	165	55	0.58	0.0105	38	5	
	East Gate Dr.	68	49	53	170	57	0.58	0.0102	37	4	
	Pine Log Rd.	234	306	130	670	223	0.94	0.0042	15	3	
	South Boundary	312	384	302	998	333	2.26	0.0068	24	12	
	Richland Ave.	86	122	69	277	92	0.44	0.0048	17	2	
							4.8			25	

NORTHBOUND PM

2014 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	
Whiskey Rd.	Powderhouse Rd.									
	Brookhaven Dr.	65	50	46	161	54	0.58	0.0108	39	5
	East Gate Dr.	69	86	105	260	87	0.58	0.0067	24	3
	Pine Log Rd.	142	167	234	543	181	0.94	0.0052	19	4
	South Boundary	273	300	277	850	283	2.26	0.0080	29	14
	Richland Ave.	127	82	145	354	118	0.44	0.0037	13	1
							4.8			26

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

**AIKEN COUNTY - WHISKEY ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

SOUTHBOUND AM

2014 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*	
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)		
Whiskey Rd.	Richland Ave.										
	South Boundary	104	160	94	358	119	0.44	0	13	1	
	Pine Log Rd.	296	304	280	880	293	2.26	0	28	13	
	East Gate Dr.	96	114	150	360	120	0.94	0	28	6	
	Brookhaven Dr.	50	51	53	154	51	0.58	0	41	5	
	Powderhouse Rd.	58	97	64	219	73	0.58	0	29	3	
							4.8			28	

SEGMENT SPEED CALCULATION WORK SHEET

SOUTHBOUND PM

2014 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								TOTAL AVERAGE MPH*
		RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	
Whiskey Rd.	Richland Ave.									
	South Boundary	69	70	161	300	100	0.44	0	16	1
	Pine Log Rd.	336	382	331	1049	350	2.26	0	23	11
	East Gate Dr.	166	183	151	500	167	0.94	0	20	4
	Brookhaven Dr.	53	84	71	208	69	0.58	0	30	4
	Powderhouse Rd.	125	89	74	288	96	0.58	0	22	3
							4.8			23

TOTAL AVERAGE MPH=MPH(SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA COUNTY - BELAIR ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Belair Road	Wrightsboro Road									
	Park West Drive	288	45	108	441	147	0.46	0.00	11	1.1
	I-20 EB	45	6	42	93	31	0.07	0.00	8	0.1
	I-20 WB	15	12	15	42	14	0.11	0.01	28	0.6
	Wheeler Road	27	33	24	84	28	0.29	0.01	37	2.2
	Oakley Pirkle Road	114	63	63	240	80	0.78	0.01	35	5.7
	Columbia Road	156	149	82	387	129	0.70	0.01	20	2.8
	Cox Road/ Owens Road	143	90	108	341	114	1.04	0.01	33	7.1
	Hereford Farm Road	105	90	99	294	98	1.10	0.01	40	9.2
	Peachtree Road	18	12	18	48	16	0.14	0.01	32	0.9
	Washington Road	9	12	18	39	13	0.14	0.01	39	1.1
							4.83			31

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Belair Road	Wrightsboro Road									
	Park West Drive	102	102	132	336	112	0.46	0.00	15	1.4
	I-20 EB	24	9	18	51	17	0.07	0.00	15	0.2
	I-20 WB	12	15	15	42	14	0.11	0.01	28	0.6
	Wheeler Road	63	36	150	249	83	0.29	0.00	13	0.8
	Oakley Pirkle Road	75	66	66	207	69	0.78	0.01	41	6.6
	Columbia Road	180	309	95	584	195	0.70	0.00	13	1.9
	Cox Road/ Owens Road	108	153	177	438	146	1.04	0.01	26	5.5
	Hereford Farm Road	168	129	150	447	149	1.10	0.01	27	6.1
	Peachtree Road	21	27	15	63	21	0.14	0.01	24	0.7
	Washington Road	12	15	150	177	59	0.14	0.00	9	0.2
							4.83			24

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA COUNTY - BELAIR ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Belair Road	Washington Road									
	Peachtree Road	806	9	36	851	284	0.14	0.00	0	0.1
	Hereford Farm Road	15	57	84	156	52	0.14	0.00	0	0.3
	Cox Road/ Owens Road	27	141	99	267	89	1.10	0.01	44	10.1
	Columbia Road	171	195	87	453	151	1.04	0.01	25	5.3
	Oakley Pirkle Road	90	75	87	252	84	0.70	0.01	30	4.3
	Wheeler Road	96	132	84	312	104	0.78	0.01	27	4.4
	I-20 WB	171	99	87	357	119	0.29	0.00	9	0.5
	I-20 EB	93	15	12	120	40	0.11	0.00	10	0.2
	Park West Drive	18	78	6	102	34	0.07	0.00	7	0.1
	Wrightsboro Road	6	39	111	156	52	0.46	0.01	32	3.0
							4.83			28

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Belair Road	Washington Road									
	Peachtree Road	794	18	45	857	286	0.14	0.00	2	0.1
	Hereford Farm Road	12	18	15	45	15	0.14	0.01	34	1.0
	Cox Road/ Owens Road	18	120	120	258	86	1.10	0.01	46	10.5
	Columbia Road	183	159	180	522	174	1.04	0.01	22	4.6
	Oakley Pirkle Road	147	69	66	282	94	0.70	0.01	27	3.9
	Wheeler Road	69	153	144	366	122	0.78	0.01	23	3.7
	I-20 WB	78	22	189	289	96	0.29	0.00	11	0.7
	I-20 EB	30	6	15	51	17	0.11	0.01	23	0.5
	Park West Drive	15	69	72	156	52	0.07	0.00	5	0.1
	Wrightsboro Road	45	39	69	153	51	0.46	0.01	32	3.1
							4.83			28

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA COUNTY - EVANS-TO-LOCKS: WESTBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
EVANS-TO-LOCKS RD	Stevens Creek Rd									
	Fury's Ferry Rd	255	291	279	825	275	2.15	0.0078	28	12.8
	Blue Ridge Dr	96	96	93	285	95	1.10	0.0116	42	9.7
	Columbia Industrial Blvd	42	48	45	135	45	0.53	0.0118	42	4.8
	North Belair	105	138	147	390	130	0.59	0.0045	16	2.0
	Evans Town Ctr. Blvd.	51	39	33	123	41	0.22	0.0054	19	0.9
	Washington Rd	30	60	42	132	44	0.13	0.0030	11	0.3
							4.72			31

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
EVANS-TO-LOCKS RD	Stevens Creek Rd									
	Fury's Ferry Rd	228	180	309	717	239	2.15	0.0090	32	14.8
	Blue Ridge Dr	138	108	90	336	112	1.10	0.0098	35	8.2
	Columbia Industrial Blvd	45	66	45	156	52	0.53	0.0102	37	4.1
	N. Belair Rd	174	474	354	1002	334	0.59	0.0018	6	0.8
	Evans Town Center Blvd.	93	57	33	183	61	0.22	0.0036	13	0.6
	Washington Rd	12	24	57	93	31	0.13	0.0042	15	0.4
							4.72			29

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA COUNTY - EVANS-TO-LOCKS: EASTBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
EVANS-TO-LOCKS RD	Washington Rd									
	Evans Town Center Blvd.	39	33	27	99	33	0.13	0.0039	14	0.4
	N. Belair Rd	48	147	24	219	73	0.22	0.0030	11	0.5
	Columbia Industrial Blvd	54	51	34	139	46	0.59	0.0127	46	5.7
	Blue Ridge Dr	45	63	42	150	50	0.53	0.0106	38	4.3
	Fury's Ferry Rd	237	189	228	654	218	1.10	0.0050	18	4.2
	Stevens Creek Rd	180	222	222	624	208	2.15	0.0103	37	17.0
							4.72			32

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
EVANS-TO-LOCKS RD	Washington Rd									
	Evans Town Center Blvd.	33	48	27	108	36	0.13	0.0036	13.00	0.4
	N. Belair Rd	87	237	96	420	140	0.22	0.0016	5.66	0.3
	Columbia Industrial Blvd	360	57	57	474	158	0.59	0.0037	13.44	1.7
	Blue Ridge Dr	45	45	48	138	46	0.53	0.0115	41.48	4.7
	Fury's Ferry Rd	111	216	219	546	182	1.10	0.0060	21.76	5.1
	Stevens Creek Rd	204	186	174	564	188	2.15	0.0114	41.17	18.8
							4.72			31

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA COUNTY - FLOWING WELLS ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Flowing Wells Road	Wheeler Road / Mason McKnight, Jr. Pkwy.									
	Bussey Ln / Old Trail Road West	117	84	84	285	95	0.67	0.0071	25	11.6
	Columbia Road	120	66	141	327	109	0.59	0.0054	19	7.8
	Washington Road	93	51	105	249	83	0.21	0.0025	9	1.3
							1.47			21

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Flowing Wells Road	Wheeler Road / Mason McKnight, Jr. Pkwy.									
	Bussey Ln / Old Trail Road West	141	99	141	381	127	0.67	0.0053	19	8.7
	Columbia Road	114	270	138	522	174	0.59	0.0034	12	4.9
	Washington Road	168	36	180	384	128	0.21	0.0016	6	0.8
							1.47			14

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA COUNTY - FLOWING WELLS ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Flowing Wells Road	Washington Road									
	Columbia Road	135	27	174	336	112	0.21	0.0019	7	1.0
	Bussey Ln / Old Trail Road West	117	117	219	453	151	0.59	0.0039	14	5.6
	Wheeler Road / Mason McKnight, Jr. Pkwy.	90	108	99	297	99	0.67	0.0068	24	11.1
							1.47			18

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Flowing Wells Road	Washington Road									
	Columbia Road	195	372	168	735	245	0.21	0.0009	3	0.4
	Bussey Ln / Old Trail Road West	54	84	114	252	84	0.59	0.0070	25	10.1
	Wheeler Road / Mason McKnight, Jr. Pkwy.	66	69	72	207	69	0.67	0.0097	35	15.9
							1.47			27

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA COUNTY - FURY'S FERRY ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET - 2014**

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Fury's Ferry Road	Washington Road									
	River Watch Parkway	243	120	123	486	162	0.30	0.0019	7	0.3
	Prattwood Drive	15	15	15	45	15	0.14	0.0093	34	0.7
	Baston Road	105	69	105	279	93	0.84	0.0090	33	3.9
	The Pass	54	54	72	180	60	0.66	0.0110	40	3.7
	Park Lane/Inverness Way	30	30	24	84	28	0.28	0.0100	36	1.4
	Evans-to-Locks Road	81	87	69	237	79	0.86	0.0109	39	4.8
	North Belair Road/Mullikin	165	204	225	594	198	2.11	0.0107	38	11.6
	Savannah River	141	135	129	405	135	1.81	0.0134	48	12.5
							7.00			39

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Fury's Ferry Road	Washington Road									
	River Watch Parkway	93	30	93	216	72	0.30	0.0042	15	0.6
	Prattwood Drive	36	30	30	96	32	0.14	0.0044	16	0.3
	Baston Road	117	96	78	291	97	0.84	0.0087	31	3.7
	The Pass	51	60	51	162	54	0.66	0.0122	44	4.1
	Park Lane/Inverness Way	21	24	21	66	22	0.28	0.0127	46	1.8
	Evans-to-Locks Road	78	106	123	307	102	0.86	0.0084	30	3.7
	North Belair Road/Mullikin	213	213	201	627	209	2.11	0.0101	36	11.0
	Savannah River	129	141	138	408	136	1.81	0.0133	48	12.4
							7.00			38

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA COUNTY - FURY'S FERRY ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET - 2014**

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Fury's Ferry Road	Savannah River									
	North Belair Road/Mullikin	189	195	177	561	187	1.81	0.0097	35	9.0
	Evans-to-Locks Road	225	159	243	627	209	2.11	0.0101	36	11.0
	Park Lane/Inverness Way	111	90	69	270	90	0.86	0.0096	34	4.2
	The Pass	24	24	24	72	24	0.28	0.0117	42	1.7
	Baston Road	81	111	72	264	88	0.66	0.0075	27	2.5
	Prattwood Drive	49	72	99	220	73	0.84	0.0115	41	4.9
	River Watch Parkway	24	15	60	99	33	0.14	0.0042	15	0.3
	Washington Road	87	99	105	291	97	0.30	0.0031	11	0.5
							7.00			34

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Fury's Ferry Road	Savannah River									
	North Belair Road/Mullikin	210	210	138	558	186	1.81	0.0097	35	9.1
	Evans-to-Locks Road	249	249	225	723	241	2.11	0.0088	32	9.5
	Park Lane/Inverness Way	66	63	69	198	66	0.86	0.0130	47	5.8
	The Pass	39	24	24	87	29	0.28	0.0097	35	1.4
	Baston Road	60	99	96	255	85	0.66	0.0078	28	2.6
	Prattwood Drive	69	102	66	237	79	0.84	0.0106	38	4.6
	River Watch Parkway	15	15	57	87	29	0.14	0.0048	17	0.3
	Washington Road	90	48	312	450	150	0.30	0.0020	7	0.3
							7.00			34

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA COUNTY - SR 223: WESTBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
SR 223	Gordon Highway									
	Newmantown Road	252	178	225	655	218	1.77	0.0081	29	23
	Wrightsboro Road	105	51	48	204	68	0.48	0.0071	25	5
							2.25			28

WESTBOUND PM

STREET	CONTROL POINT									WEIGHTED AVERAGE ROUTE SPEED
					TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
SR 223	Gordon Highway									
	Newmantown Road	327	351	327	1005	335	1.77	0.0053	19	15
	Wrightsboro Road	231	196	123	550	183	0.48	0.0026	9	2
							2.25			17

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**COLUMBIA COUNTY- SR 223: EASTBOUND
SEGMENT SPEED CALCULATION WORK SHEET - 2014**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
SR 223	Wrightsboro Road									
	Newmantown Road	63	57	60	180	60	0.48	0.0080	29	6
	Gordon Highway	306	255	349	910	303	1.77	0.0058	21	17
							2.25			23

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
SR 223	Wrightsboro Road									
	Newmantown Road	54	126	78	258	86	0.48	0.0056	20	4
	Gordon Highway	210	204	244	658	219	1.77	0.0081	29	23
							2.25			27

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**RICHMOND COUNTY - THIRTEENTH STREET: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET - 2014**

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
13th Street / RA Dent Blvd	Wrightsboro Road (no signal)									
	John Wesley Gilbert Dr.	18	54	54	126	42	0.10	0.0024	9	1
	Laney Walker Boulevard	56	78	75	209	70	0.35	0.0050	18	4
	University Hospital/Caring Lane	15	18	18	51	17	0.14	0.0082	30	3
	Walton Way	123	54	31	208	69	0.36	0.0052	19	4
	Telfair Street	45	54	36	135	45	0.30	0.0067	24	5
	Greene Street	9	9	9	27	9	0.06	0.0067	24	1
	Broad Street	18	18	42	78	26	0.13	0.0050	18	2
	Jones Street	6	9	12	27	9	0.05	0.0056	20	1
	Reynolds Street	12	27	144	183	61	0.05	0.0008	3	0
							1.54			19

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
13th Street / RA Dent Blvd	Wrightsboro Road (no signal)									
	John Wesley Gilbert Dr.	51	39	60	150	50	0.10	0.0020	7	0
	Laney Walker Boulevard	90	45	102	237	79	0.35	0.0044	16	4
	University Hospital/Caring Lane	15	15	18	48	16	0.14	0.0088	32	3
	Walton Way	96	42	129	267	89	0.36	0.0040	15	3
	Telfair Street	42	36	72	150	50	0.30	0.0060	22	4
	Greene Street	12	9	27	48	16	0.06	0.0038	14	1
	Broad Street	18	18	24	60	20	0.13	0.0065	23	2
	Jones Street	6	60	6	72	24	0.05	0.0021	8	0
	Reynolds Street	57	18	75	150	50	0.05	0.0010	4	0
							1.54			17

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**RICHMOND COUNTY - THIRTEENTH STREET: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET - 2014**

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
13th Street / RA Dent Blvd	Reynolds Street									
	Jones Street	9	12	27	48	16	0.05	0.0031	11	0
	Broad Street	12	9	12	33	11	0.05	0.0045	16	1
	Greene Street	12	18	15	45	15	0.13	0.0087	31	3
	Telfair Street	6	9	6	21	7	0.06	0.0086	31	1
	Walton Way	114	78	90	282	94	0.30	0.0032	11	2
	University Hospital/Caring Lane	39	42	63	144	48	0.36	0.0075	27	6
	Laney Walker Boulevard	45	44	63	152	51	0.14	0.0028	10	1
	John Wesley Gilbert Dr.	33	36	36	105	35	0.35	0.0100	36	8
	Wrightsboro Road (no signal)	18	21	21	60	20	0.10	0.0050	18	1
							1.54			24

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
13th Street / RA Dent Blvd	Reynolds Street									
	Jones Street	45	39	39	123	41	0.05	0.0012	4	0
	Broad Street	9	12	45	66	22	0.05	0.0023	8	0
	Greene Street	15	12	15	42	14	0.13	0.0093	33	3
	Telfair Street	45	42	42	129	43	0.06	0.0014	5	0
	Walton Way	89	25	36	150	50	0.30	0.0060	22	4
	University Hospital/Caring Lane	39	39	9	87	29	0.36	0.0124	45	10
	Laney Walker Boulevard	45	18	18	81	27	0.14	0.0052	19	2
	John Wesley Gilbert Dr.	36	54	60	150	50	0.35	0.0070	25	6
	Wrightsboro Road (no signal)	12	18	18	48	16	0.10	0.0063	23	1
							1.54			27

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**RICHMOND COUNTY - FIFTEENTH STREET : NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET - 2014**

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Fifteenth St.	Martin Luther King Boulevard									
	Essie McIntyre / Sunset Avenue	60	87	102	249	83	0.41	0.0049	18	3
	Castleberry Lane	45	39	36	120	40	0.31	0.0078	28	3
	Carver Street / Government Street	24	18	36	78	26	0.14	0.0054	19	1
	Wrightsboro Road (middle of overpass)	27	24	27	78	26	0.23	0.0088	32	3
	Central Avenue	15	15	15	45	15	0.17	0.0113	41	3
	Laney Walker Boulevard	36	24	66	126	42	0.22	0.0052	19	2
	Harper Street / Pope Avenue	63	45	72	180	60	0.19	0.0032	11	1
	Walton Way	30	27	27	84	28	0.23	0.0082	30	3
	John C. Calhoun Expressway	48	27	33	108	36	0.20	0.0056	20	2
	Greene Street	18	48	27	93	31	0.15	0.0048	17	1
	Broad Street	81	18	15	114	38	0.13	0.0034	12	1
	Jones Street	9	6	9	24	8	0.05	0.0063	23	0
	Reynolds Street	12	9	9	30	10	0.05	0.0050	18	0
							2.48			23

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Fifteenth St.	Martin Luther King Boulevard									
	Essie McIntyre / Sunset Avenue	78	84	69	231	77	0.41	0.0053	19	3
	Castleberry Lane	33	39	33	105	35	0.31	0.0089	32	4
	Carver Street / Government Street	18	24	24	66	22	0.14	0.0064	23	1
	Wrightsboro Road (middle of overpass)	24	30	24	78	26	0.23	0.0088	32	3
	Central Avenue	15	27	18	60	20	0.17	0.0085	31	2
	Laney Walker Boulevard	27	93	72	192	64	0.22	0.0034	12	1
	Harper Street / Pope Avenue	45	45	39	129	43	0.19	0.0044	16	1
	Walton Way	30	33	30	93	31	0.23	0.0074	27	2
	John C. Calhoun Expressway	45	51	30	126	42	0.20	0.0048	17	1
	Greene Street	81	18	75	174	58	0.15	0.0026	9	1
	Broad Street	21	78	15	114	38	0.13	0.0034	12	1
	Jones Street	9	9	0	18	6	0.05	0.0083	30	1
	Reynolds Street	12	18	0	30	10	0.05	0.0050	18	0
							2.48			22

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**RICHMOND COUNTY - FIFTEENTH STREET : SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET - 2014**

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Fifteenth St	Reynolds Street									
	Jones Street	33	12	6	51	17	0.05	0.0029	11	0
	Broad Street	9	18	9	36	12	0.05	0.0042	15	0
	Greene Street	102	39	21	162	54	0.13	0.0024	9	0
	John C. Calhoun Expressway	51	66	45	162	54	0.15	0.0028	10	1
	Walton Way	21	27	60	108	36	0.20	0.0056	20	2
	Harper Street / Pope Avenue	69	39	87	195	65	0.23	0.0035	13	1
	Laney Walker Boulevard	84	68	75	227	76	0.19	0.0025	9	1
	Central Avenue	24	18	24	66	22	0.22	0.0100	36	3
	Wrightsboro Road (middle of overpass)	21	27	12	60	20	0.17	0.0085	31	2
	Carver Street / Government Street	16	15	27	58	19	0.23	0.0119	43	4
	Castleberry Lane	12	51	28	91	30	0.14	0.0046	17	1
	Essie McIntyre / Sunset Avenue	39	66	27	132	44	0.31	0.0070	25	3
	Martin Luther King Boulevard	81	0	72	153	51	0.41	0.0080	29	5
							2.48			23

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Fifteenth St	Reynolds Street									
	Jones Street	36	54	63	153	51	0.08	0.0016	6	0
	Broad Street	9	9	9	27	9	0.08	0.0089	32	1
	Greene Street	15	15	18	48	16	0.14	0.0088	32	2
	John C. Calhoun Expressway	16	21	24	61	20	0.14	0.0069	25	1
	Walton Way	21	21	54	96	32	0.24	0.0075	27	2
	Harper Street / Pope Avenue	27	24	24	75	25	0.23	0.0092	33	3
	Laney Walker Boulevard	81	42	60	183	61	0.20	0.0033	12	1
	Central Avenue	24	43	45	112	37	0.20	0.0054	19	1
	Wrightsboro Road (middle of overpass)	15	6	18	39	13	0.17	0.0131	47	3
	Carver Street / Government Street	33	42	33	108	36	0.20	0.0056	20	2
	Castleberry Lane	15	21	18	54	18	0.20	0.0111	40	3
	Essie McIntyre / Sunset Avenue	75	54	42	171	57	0.30	0.0053	19	2
	Martin Luther King Boulevard	78	84	67	229	76	0.43	0.0056	20	4
							2.61			26

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**RICHMOND COUNTY - WALTON WAY SEGMENT 2 (MILLEDGE TO BRANSFORD)
SEGMENT SPEED CALCULATION WORKSHEET -2014**

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Walton Way	Milledge Road									
Segment 2	Johns Road	78	222	47	347	116	0.22	0.0019	7	0.9
	Fleming Avenue (ASU)	63	51	60	174	58	0.36	0.0062	22	5.1
	Monte Sano Avenue	34	51	72	157	52	0.25	0.0048	17	2.7
	Highland Avenue	30	78	78	186	62	0.25	0.0040	15	2.3
	Lake Forest Drive	39	63	45	147	49	0.38	0.0078	28	6.7
	Bransford Road	15	15	21	51	17	0.13	0.0076	28	2.3
							1.59			20

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Walton Way	Milledge Road									
Segment 2	Johns Road	45	39	51	135	45	0.22	0.0049	18	2.4
	Fleming Avenue (ASU)	45	57	48	150	50	0.36	0.0072	26	5.9
	Monte Sano Avenue	51	30	54	135	45	0.25	0.0056	20	3.1
	Highland Avenue	69	39	135	243	81	0.25	0.0031	11	1.7
	Lake Forest Drive	48	60	66	174	58	0.38	0.0066	24	5.6
	Bransford Road	15	21	15	51	17	0.13	0.0076	28	2.3
							1.59			21

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**RICHMOND COUNTY - WALTON WAY SEGMENT 2 (MILLEDGE TO BRANSFORD)
SEGMENT SPEED CALCULATION WORKSHEET -2014**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Walton Way	Bransford Road									
Segment 2	Lake Forest Drive	21	21	21	63	21	0.13	0.0062	22	1.8
	Highland Avenue	54	243	168	465	155	0.38	0.0025	9	2.1
	Monte Sano Avenue	42	27	36	105	35	0.25	0.0071	26	4.0
	Fleming Avenue (ASU)	54	30	39	123	41	0.25	0.0061	22	3.5
	Johns Road	51	42	90	183	61	0.36	0.0059	21	4.8
	Milledge Road	36	75	66	177	59	0.22	0.0037	13	1.9
							1.59			18

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Walton Way	Bransford Road									
Segment 2	Lake Forest Drive	18	45	21	84	28	0.13	0.0046	17	1
	Highland Avenue	84	45	93	222	74	0.38	0.0051	18	4
	Monte Sano Avenue	42	51	24	117	39	0.25	0.0064	23	4
	Fleming Avenue (ASU)	27	69	24	120	40	0.25	0.0063	23	4
	Johns Road	33	48	54	135	45	0.36	0.0080	29	7
	Milledge Road	63	15	60	138	46	0.22	0.0048	17	2
							1.59			22

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**RICHMOND COUNTY - WASHINGTON ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET - 2014**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Washington Road	John C.Calhoun Expressway (no signal)									
	E. Vineland Road / Woodbine Road	42	78	45	165	55	0.46	0.0084	30	3
	Eisenhower Drive	45	48	42	135	45	0.45	0.0100	36	4
	Azalea Drive	15	18	21	54	18	0.18	0.0100	36	2
	Berckmans Road	51	33	30	114	38	0.23	0.0061	22	1
	Alexander Drive /Stanley Drive	39	33	33	105	35	0.33	0.0094	34	3
	Bertram Road	39	66	30	135	45	0.32	0.0071	26	2
	Boy Scout Road	30	27	27	84	28	0.24	0.0086	31	2
	I-20 EB	21	21	21	63	21	0.20	0.0095	34	2
	I-20 WB	21	18	54	93	31	0.18	0.0058	21	1
	Stevens Creek Road	9	6	78	93	31	0.08	0.0026	9	0
	Patriots Way	30	27	27	84	28	0.26	0.0093	33	2
	Warren Road	33	30	27	90	30	0.32	0.0107	38	3
	Fury's Ferry Road	18	15	15	48	16	0.16	0.0100	36	1
	Pleasant Home Road	63	76	103	242	81	0.65	0.0081	29	5
							4.06			27

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Washington Road	John C.Calhoun Expressway (no signal)									
	E. Vineland Road / Woodbine Road	42	39		81	27	0.46	0.0170	61	7
	Eisenhower Drive	75	63		138	46	0.45	0.0098	35	4
	Azalea Drive	24	18		42	14	0.18	0.0129	46	2
	Berckmans Road	60	30		90	30	0.23	0.0077	28	2
	Alexander Drive /Stanley Drive	97	78		175	58	0.33	0.0057	20	2
	Bertram Road	63	88		151	50	0.32	0.0064	23	2
	Boy Scout Road	36	30		66	22	0.24	0.0109	39	2
	I-20 EB	27	24		51	17	0.20	0.0118	42	2
	I-20 WB	24	27		51	17	0.18	0.0106	38	2
	Stevens Creek Road	9	9		18	6	0.08	0.0133	48	1
	Patriots Way	30	30		60	20	0.26	0.0130	47	3
	Warren Road	30	30		60	20	0.32	0.0160	58	5
	Fury's Ferry Road	15	15		30	10	0.16	0.0160	58	2
	Pleasant Home Road	123	132		255	85	0.65	0.0077	28	4
							4.06			39

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**RICHMOND COUNTY - WASHINGTON ROAD : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET - 2014**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Washington Road	Pleasant Home Road									
	Fury's Ferry Road	66	69	63	198	66	0.65	0.0099	36	6
	Warren Road	15	18	15	48	16	0.16	0.0100	36	1
	Patriots Way	33	30	27	90	30	0.32	0.0107	38	3
	Stevens Creek Road	27	195	24	246	82	0.26	0.0032	11	1
	I-20 WB	9	9	9	27	9	0.08	0.0089	32	1
	I-20 EB	66	21	18	105	35	0.18	0.0051	19	1
	Boy Scout Road	42	18	18	78	26	0.20	0.0077	28	1
	Bertram Road	27	27	21	75	25	0.24	0.0096	35	2
	Alexander Drive /Stanley Drive	36	33	33	102	34	0.32	0.0094	34	3
	Berckmans Road	33	87	30	150	50	0.33	0.0066	24	2
	Azalea Drive	24	24	18	66	22	0.23	0.0105	38	2
	Eisenhower Drive	15	18	15	48	16	0.18	0.0113	41	2
	E. Vineland Road / Woodbine Road	39	39	36	114	38	0.45	0.0118	43	5
	John C.Calhoun Expressway (no signal)	42	42	39	123	41	0.46	0.0112	40	5
							4.06			34

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/2	SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Washington Road	Pleasant Home Road									
	Fury's Ferry Road	93	90		183	92	0.65	0.0071	26	4
	Warren Road	21	18		39	20	0.16	0.0082	30	1
	Patriots Way	36	54		90	45	0.32	0.0071	26	2
	Stevens Creek Road	69	60		129	65	0.26	0.0040	15	1
	I-20 WB	9	9		18	9	0.08	0.0089	32	1
	I-20 EB	18	21		39	20	0.18	0.0092	33	1
	Boy Scout Road	24	30		54	27	0.20	0.0074	27	1
	Bertram Road	60	54		114	57	0.24	0.0042	15	1
	Alexander Drive /Stanley Drive	60	36		96	48	0.32	0.0067	24	2
	Berckmans Road	117	102		219	110	0.33	0.0030	11	1
	Azalea Drive	24	24		48	24	0.23	0.0096	35	2
	Eisenhower Drive	18	18		36	18	0.18	0.0100	36	2
	E. Vineland Road / Woodbine Road	39	36		75	38	0.45	0.0120	43	5
	John C.Calhoun Expressway (no signal)	39	39		78	39	0.46	0.0118	42	5
							4.06			28

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**RICHMOND COUNTY - WHEELER ROAD : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET - 2014**

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Wheeler Road	Walton Way Ext									
	Agerton Ln	114	60	30	204	68	0.25	0.0037	13	1
	Robert C. Daniel/Marks Church	21	30	24	75	25	0.25	0.0100	36	4
	I-520 EB ramp	30	66	69	165	55	0.31	0.0056	20	3
	George C. Wilson Dr	1	33	72	106	35	0.11	0.0031	11	1
	Augusta West Pkwy	12	24	18	54	18	0.15	0.0083	30	2
	West Wheeler Parkway	63	39	36	138	46	0.36	0.0078	28	4
	Interstate Pkwy	33	105	93	231	77	0.33	0.0043	15	2
	I-20 EB	24	27	22	73	24	0.29	0.0119	43	5
	I-20 WB	51	45	24	120	40	0.19	0.0048	17	1
	Wheeler / Mason McKnight	15	42	9	66	22	0.11	0.0050	18	1
							2.35			24

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Wheeler Road	Walton Way Ext									
	Agerton Ln	60	30	60	150	50	0.25	0.0050	18	2
	Robert C. Daniel/Marks Church	30	76	39	145	48	0.25	0.0052	19	2
	I-520 EB ramp	63	129	63	255	85	0.31	0.0036	13	2
	George C. Wilson Dr	36	9	48	93	31	0.11	0.0035	13	1
	Augusta West Pkwy	24	18	18	60	20	0.15	0.0075	27	2
	West Wheeler Parkway	39	81	50	170	57	0.36	0.0064	23	4
	Interstate Pkwy	105	99	66	270	90	0.33	0.0037	13	2
	I-20 EB	27	33	30	90	30	0.29	0.0097	35	4
	I-20 WB	45	102	18	165	55	0.19	0.0035	12	1
	Wheeler / Mason McKnight	42	72	48	162	54	0.11	0.0020	7	0
							2.35			19

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

**RICHMOND COUNTY - WHEELER ROAD : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET - 2014**

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Wheeler Road	Wheeler / Mason McKnight									
	I-20 WB	72	12	12	96	32	0.11	0.0034	12	1
	I-20 EB	24	18	24	66	22	0.19	0.0086	31	3
	Interstate Pkwy	84	39	30	153	51	0.29	0.0057	20	3
	West Wheeler Parkway	33	39	48	120	40	0.33	0.0083	30	4
	Augusta West Pkwy	48	81	87	216	72	0.36	0.0050	18	3
	George C. Wilson Dr	21	15	18	54	18	0.15	0.0083	30	2
	I-520 EB ramp	12	9	12	33	11	0.11	0.0100	36	2
	Robert C. Daniel/Marks Church	54	45	27	126	42	0.31	0.0074	27	4
	Agerton Ln	27	36	24	87	29	0.25	0.0086	31	3
	Walton Way Extension	36	33	42	111	37	0.25	0.0068	24	3
							2.35			26

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Wheeler Road	Wheeler / Mason McKnight									
	I-20 WB	12	15	60	87	29	0.11	0.0038	14	1
	I-20 EB	42	18	18	78	26	0.19	0.0073	26	2
	Interstate Pkwy	99	54	57	210	70	0.29	0.0041	15	2
	West Wheeler Parkway	42	93	81	216	72	0.33	0.0046	17	2
	Augusta West Pkwy	84	108	81	273	91	0.36	0.0040	14	2
	George C. Wilson Dr	18	24	18	60	20	0.15	0.0075	27	2
	I-520 EB ramp	9	12	9	30	10	0.11	0.0110	40	2
	Robert C. Daniel/Marks Church	36	51	30	117	39	0.31	0.0079	29	4
	Agerton Ln	42	27	39	108	36	0.25	0.0069	25	3
	Walton Way Extension	84	45	78	207	69	0.25	0.0036	13	1
							2.35			21

* TOTAL AVERAGE MPH = MPH * (SEGMENT DISTANCE/TOTAL DISTANCE)

APPENDIX C

CONGESTION MITIGATION PROJECTS

TABLE C-1 - AIKEN COUNTY, 1998 – 2014

TABLE C-2 - COLUMBIA COUNTY, 1997 – 2014

TABLE C-3 - RICHMOND COUNTY, 1998 – 2014

(Left Blank Intentionally)

Table C-1
AIKEN COUNTY
CONGESTION MITIGATION PROJECTS 1997-2014

LOCATION	PROJECT	DESCRIPTION	STATUS
Richland Ave - Florence St. to York Street	Signal Installation	New signals installed along corridor	Completed 1998
Park Avenue - Laurens to Chesterfield Street	Signal Installation	New signals installed along corridor	Completed 1998
Laurens Street - Richland to Rutland	Signal Improvement	Signal improvements	Completed 2000
Whiskey Road - Richland to Powderhouse Road	Signal Improvement Transit Stop	Computerized signals Added Transit stop	Completed 2001 Completed 2001
Pine Log Road - US 78 to Silver Bluff Road	Signal Improvement	Computerized signals	Completed 2001
Richland Avenue - Vauluse Road to Beaufort Street	Signal Installation	Computerized signals	Completed 2001
Laurens Street - Richland to Rutland	Road Improvement	Resurfaced and added a 3 foot paved shoulder	Completed 2002
Pine Log Road (SC 302)	Widening	Widened from two to five lanes	Completed 2004
Knox Avenue (US 25)	Widening	Widened to five lanes	Completed 2004
Pine Log Road	Signal Improvement Widening	Signal Improvements and Widening	Completed 2005
SC 19 / Laurens Street	Signal Improvement	Signal Improvements	Completed 2006
Knox Avenue (US 25)	Signal Improvement	Three (3) New signals installed along corridor	Completed 2006
SC 118	Intersection Improvement	New turn lane installed	Completed 2006
Georgia Avenue	Access Improvements	Georgia Ave. extended to Savannah River.	Completed 2008
Georgia Avenue	New intesection	The construction of the Municipal Building resulted in the installation of a new signalized intersection at Center Street.	Completed 2009
I-520 (Palmetto Parkway)	Construction of new section of interstate	Phase II of Palmetto Parkway from Jefferson Davis Highway to I-20	Completed 2009

Table C-1
AIKEN COUNTY
CONGESTION MITIGATION PROJECTS 1997-2014

LOCATION	PROJECT	DESCRIPTION	STATUS
E. Martintown Rd	Signing	Fabricating, furnishing, and erecting new ground mounted and overhead mounted signs, and overhead sign structures. Removal of signs and supports that are being replaced.	Completed 2013
Jefferson Davis Hwy/US 1	Signing	Fabricating, furnishing, and erecting new ground mounted and overhead mounted signs, and overhead sign structures. Removal of signs and supports that are being replaced.	Completed 2013
Richland Avenue	Signal Improvement	District 1 Federal Traffic Signal Upgrade Project	Completed 2013

**Table C-2
COLUMBIA COUNTY
CONGESTION MITIGATION PROJECTS 1997-2014**

LOCATION	PROJECT	DESCRIPTION	STATUS
North Belair Road @ SR 28	Signal Installation	New signals installed	Completed 1997
Fury's Ferry Road	Intersection Improvement	New right turn lane added	
William Few Parkway @ SR 104	Signal Installation	New signals installed	Completed 1997
Washington Road	Intersection Improvement	New right turn lane added	
Wrightsboro Road @ Horizon South Parkway	Signal Installation	New signals installed	Completed 1997
Old Evans Road @ Martinez	Intersection Improvement	Improved radius at intersection	Completed 1997
Industrial Drive			
Flowing Wells Road and Old	Intersection Improvement and	New left turn lanes added	Completed 1998
Trail/Augusta Prep driveway	Signal Installation	New signals installed	
Fury's Ferry Road @ The Pass	Intersection Improvement and	New left turn lanes added	Completed 1998
Inverness Way/Park Lane	Signal Installation	New signals installed	
Baston Road - Fury's Ferry Road to Washington Road	Intersection Improvement	Intersection realigned at Fury's Ferry and Vaughn Rd	Completed 1998
Old Evans Road - Washington to Martinez Blvd	Widen to 4 lanes with turn lanes as required	Widened the road 2 feet on either side	Completed 2000
Baston Road	Road Widening from 2 to 4 lanes w/ turn lanes	Central Median with cuts	Completed 2002
	Intersection Improvement	New signals installed	
Evans to Locks Road	Signal Installation	New signals installed	Completed 2004
Columbia Industrial Blvd.	Intersection relocation	New right turn lane added	
Washington Road @ Halali Farm Rd.	Intersection Improvement	Additional lane separation for WB traffic between the thru lane and right turn lane at the intersection.	Completed 2006
Columbia Road @ Crawford Creek	Bridge Improvement/Intersection Improvement	Reconstruction of approaches and installation of a new bridge crossing on Columbia Road @ Crawford Creek. Project include turn lanes for Maple Creek Drive and Shepherd Way.	Completed 2007
Washington Road @ Gibbs Rd.	Signal installation/Intersection Improvement	Addition of a stop and go signal, to include left turn lane for WB and right turn lane for EB Washington Road.	Completed 2007
Washington Road @ Old Evans Road	Signal installation/Intersection Improvement	Addition of a stop and go signal, to include left turn lane for EB Washington Road traffic.	Completed 2007

**COLUMBIA COUNTY
CONGESTION MITIGATION PROJECTS 1997-2014**

LOCATION	PROJECT	DESCRIPTION	STATUS
Fury's Ferry Road - Riverwatch Pkwy to Blackstone Camp Road	Widening and Intersection Improvements	Widen the road to 4 lanes from Riverwatch Pkwy to Blackstone Camp Road.	Completed 2007
Washington Road	Signal Timing and Coordination Improvement	Upgrade 11 signalized intersections along the Washington Road corridor.	Completed 2007
Belair Rd.	Signal Equipment Upgrade	Replaced or upgraded signal equipment at eight intersections along the SR383 corridor.	Completed 2008
Furys Ferry/North Belair/Mullikin Road	Signal Equipment Upgrade		Completed 2013-2014
Columbia Road/Hereford Farm/Lewiston Road	Signal Equipment Upgrade		Completed 2013-2015

**Table C-3
RICHMOND COUNTY
CONGESTION MITIGATION PROJECTS 1998-2014**

LOCATION	PROJECT	DESCRIPTION	STATUS
Wheeler Rd - I-20 to Medical Center Drive	Road Widening	Widen from 2 to 4 lanes with turn lanes as needed.	Completed 1998
Thirteenth Street - Savannah River to Wrightsboro Road	Signal Coordination Improvements	Signal coordination at Greene and Telfair Streets	Completed 1999
Wrightsboro Road - Barton Chapel Road to Jackson Road	Ramp Improvements	Added 300 foot deceleration lane at I-520 WB on ramp.	Completed 1999
Bobby Jones Expressway - I-20 to Washington Road	Road Widening	Widen to 3 lanes each direction between I-20 and Old Trail with intersection improvements at Scott Nixon Memorial Blvd. to improve safety.	Completed 1999
Wheeler Rd-Walton Way Ext.to I-20	Intersection Improvements	Left turn lane lengthened - Wheeler Rd SB/EB I-520 on/off ramp.	Completed 2000
15th Street - Reynolds Street to MLK Boulevard	Intersection Improvements	Added pedestrian crossing at Harper Street, Walton Way and Laney Walker Blvd.	Completed 2003
Fifteenth Street	Crosswalk Project	Pedestrian Crossings with ped buttons and crosswalks installed at Walton Way, Harper Street and Laney Walker	Completed 2003
Fifteenth Street	ATMS	Traffic Surveillance cameras at JC Calhoun Expressway	Completed 2003
Tobacco Road @ Deans Bridge	Intersection Improvement	Intersection Improvement project at Deans Bridge Road	Completed 2003
Tobacco Road @ Mike Padgett	Traffic Signal Upgrade	East and west bound turn phasing were constructed at Mike Padgett Highway	Completed 2003
Thirteenth Street	Traffic Signal Upgrade	Employ ITS strategies at KK crossing. Implement Medical Center Study suggestions. Signal Upgrade at five intersections between Walton Way & Reynolds Street.	Completed 2004
Wrightsboro Road @ Druid Park	Traffic Signal Upgrade	New traffic Signal Installed. Previously had stop sign for traffic on Druid Park Ave.	Completed 2006
Deans Bridge Road	Intersection Improvement	A second southbound left-turn lane and a single northbound right-turn lane was added.	Completed 2006
Gordon Highway @ North Leg Road	Intersection Improvement	Increased storage has been added for the eastbound left-turn movement. A right-turn lane was added for the SB North Leg Road.	Completed 2007
Peach Orchard Road	Intersection Improvements	Improved Windsor Spring approach to Peach Orchard and brought both approaches of Windsor Spring into alignment with each other.	Completed 2009
I-520	Interchange project	Interstate interchange reconstruction with the addition of collector-distributor lane along eastbound and westbound I-520	Completed 2009
Fifteenth Street	Intersection Improvements	Add turn lanes and traffic signals at Central Ave. intersection	Completed 2010
Fifteenth Street	Intersection improvement and Traffic Signal Upgrades	Turn lanes and signal improvements and Fifteenth Street and Central Avenue.	Completed 2010

**Table C-3
RICHMOND COUNTY
CONGESTION MITIGATION PROJECTS 1998-2014**

LOCATION	PROJECT	DESCRIPTION	STATUS
Washington Road - Boy Scout to Center West Parkway	Intersection Improvements	Lanes added to intersection of Boy Scout Road and Center West Parkway. Traffic signal upgrades at each intersection from Columbia County to Woodbine Dr./East Vineland Road.	Completed 2010-2011
Gordon Highway - Savannah River to SR 223	Traffic Signal Upgrades	Adaptive Traffic Control System installed at intersections with Fort Gordon Gates 1 and 2.	Completed 2011
Wrightsboro Road Segment 1 - Barton Chapel Rd. to Jackson Rd.	Traffic Signal Upgrades	Adaptive Traffic Control System installed at signalized intersections.	Completed 2011
Washington Road - Pleasant Home Rd. to Calhoun Expressway	Traffic Signal Upgrades	Adaptive Traffic Control System installed at signalized intersections.	Completed 2011
Alexander Drive - Washington Road to Riverwatch Parkway	Road widening and intersection improvements	Widen to four lanes with raised, landscaped median, sidewalks and bike lanes. Includes intersection realignment at Riverwatch Parkway	Completed 2012
St. Sebastian / Greene St. Extension	Road extensions and new intersections	Extension of St. Sebastian Way and Greene St. to create additional connections to Riverwatch Parkway. Includes new bridges and intersections	Completed 2012
SR 121/Hwy. 25 Peach Orchard Rd/Phinizy Road	Traffic Signal Upgrades	Upgrading the ped accommodations and traffic signal equipment at intersections. Signal interconnect where spacing allows.	Completed 2013
SR 121/Hwy. 25 Peach Orchard Rd/Phinizy Road	Traffic Signal Upgrades	Upgrading the ped accommodations and traffic signal equipment at intersections. Signal interconnect where spacing allows.	Completed 2013
SR 121/Hwy. 25 Peach Orchard Rd/Phinizy Road	Traffic Signal Upgrades	Upgrading the ped accommodations and traffic signal equipment at intersections. Signal interconnect where spacing allows.	Completed 2013
SR 121/Hwy. 25 Peach Orchard Rd/Phinizy Road	Traffic Signal Upgrades	Upgrading the ped accommodations and traffic signal equipment at intersections. Signal interconnect where spacing allows.	Completed 2013
CR 1503 Tobacco Road/Gracewood Drive	Traffic Signal Upgrades	Upgrading the ped accommodations and traffic signal equipment at intersections. Signal interconnect where spacing allows.	Completed 2013
SR 223/Wrightsboro Road SR 388	Traffic Signal Upgrades	Upgrading the ped accommodations and traffic signal equipment at intersections. Signal interconnect where spacing allows.	Completed 2013
Windsor Spring Road	Operational Improvements		Completed 2013
St. Sebastian/15th Street/Green Street	Operational Improvements		Completed 2013
Augusta Canal	Operational Improvement	Construction of Augusta Canal Multi-Use Trail, Phase III Te-Bike/Ped Facility	Completed 2014
I-520 from US 1 to SR 10/Gordon Highway	Operational Improvement	Add additional lane in each direction to the inside of I-520. Gordon Highway and Deans Bridge Road interchanges reconstructed as partial cloverleaf/partial diamond interchanges.	Completed 2014
Windsor Spring Road @ Spirit Creek	Operational Improvement	Existing two-lane bridge over Spirit Creek replaced with four through lanes including a left and right turn lane separated by a median. Eight-foot wide sidewalks constructed on both sides of the bridge.	Completed 2014

Table C-3
RICHMOND COUNTY
CONGESTION MITIGATION PROJECTS 1998-2014

LOCATION	PROJECT	DESCRIPTION	STATUS
SR 56/Doug Barnard Pkway/Tobacco Road	Traffic Signal Upgrades	New Traffic Signal Cabinet Upgrade	Completed 2013 - 2014
13th Street/Walton Way	Traffic Signal Upgrades	New Traffic Signal Cabinet Upgrade	Completed 2013 - 2014
SR 10/Gordon Hwy/Dan Bowles Rd to SR 10/Gordon Hwy/North Leg	Traffic Signal Upgrades	Traffic Signal Equipment Upgrade	Completed 2013 - 2014
SR 25/Peach Orchard Road	Traffic Signal Upgrades	Traffic Signal Timing Upgrades	Completed 2013 - 2014
SR 56/Doug Barnard Pkway	Traffic Signal Upgrades	Traffic Signal Timing Upgrades	Completed 2013 - 2014
SR 10/Gordon Hwy	Traffic Signal Upgrades	Traffic Signal Timing Upgrades	Completed 2013 - 2014
US 25/Peach Orchard Road	Traffic Signal Upgrades	Traffic Signal Timing Upgrades	Completed 2013 - 2014
Wrightsboro Road @ Walmart/Forest Hills	Intersection Improvements	Installation of new traffic signal	Completed 2013 - 2014

(Left Blank Intentionally)

APPENDIX D

TRAVEL TIME SURVEY SUMMARIES, 1996-2014

(Left Blank Intentionally)

APPENDIX D-1

AIKEN COUNTY

TRAVEL TIME SURVEY SUMMARIES

1995 – 2014

(Corridors shaded in grey were surveyed in 2014)

(Left Blank Intentionally)

**Table D-1
1995-2014 AIKEN COUNTY TRAVEL TIME SURVEY RESULTS**

Aiken County CMP Routes				Posted Speed MPH	Actual Speed (MPH)					
					% Deviation from Posted Speed Limit					
					SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM		
Atomic Road	From	Buena Vista Avenue	To	Silver Bluff Road	2011 Average	35/55	50 11.11%	51 13.33%	50 11.11%	50 11.11%
					2001 Average	45	53 17.78%	53 17.78%	56 24.44%	52 15.56%
					1998 Average		46 2.22%	46 2.22%	46 2.22%	48 6.67%
					1995 Average		50 11.11%	49 8.89%	49 8.89%	51 13.33%
Bettis Academy Road	From	Ascagua Lake	To	Fields Cemetery	2013 Average	45/55	43 -14.00%	46 -8.00%	44 -12.00%	45 -10.00%
					2009 Average	45/55	44 -12.00%	46 -8.22%	44 -12.00%	45 -10.00%
					2005 Average	45	39 -29.09%	43 -21.82%	41 -25.45%	21 -61.82%
					2001 Average	55	47 -14.55%	48 -12.73%	49 -10.91%	45 -18.18%
					1999 Average		45 -18.18%	45 -18.18%	45 -18.18%	46 -16.36%
					1998 Average		46 -16.36%	47 -14.55%	38 -30.91%	49 -10.91%
Buena Vista Avenue	From	Martintown Road	To	Georgia Avenue	2012 Average	35/40	34 -9.33%	37 -1.33%	33 -12.00%	30 -20.00%
					2009 Average		30 -20.00%	30 -37.33%	31 -17.33%	29 -22.67%
					2006 Average	40	37 -7.50%	30 -25.00%	34 -15.00%	33 -17.50%
					2003 Average	35	31 -11.43%	38 8.57%	26 -25.71%	26 -25.71%
					2000 Average		37 5.71%	36 2.86%	31 -11.43%	35 0.00%
					1997 Average		38 8.57%	37 5.71%	38 8.57%	32 -8.57%
					1995 Average		38 8.57%	37 5.71%	38 8.57%	32 -8.57%
Belvedere -Clearwater Road	From	US 25	To	US 1	2011 Average	45	44 10.00%	39 -2.50%	43 7.50%	38 -5.00%
					2009 Average			Due/Construction		
					2008 Average			Due/Construction		
					2005 Average		36 -20.00%	38 -15.56%	35 -22.22%	36 -20.00%
					2001 Average		41 -8.89%	39 -13.33%	44 -2.22%	43 -4.44%
					1998 Average		43 -4.44%	39 -13.33%	45 0.00%	43 -4.44%
					1995 Average		43 -4.44%	39 -13.33%	45 0.00%	43 -4.44%

**Table D-1
1995-2014 AIKEN COUNTY TRAVEL TIME SURVEY RESULTS**

Aiken County CMP Routes			Posted Speed MPH	Actual Speed (MPH)				
				% Deviation from Posted Speed Limit				
From To	Whiskey Road Silver Bluff Road		SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM		
Dougherty Road	From To	Whiskey Road Silver Bluff Road	2014 Average	35	28 -20.00%	20 -42.86%	26 -25.71%	20 -42.86%
			2013 Average		25 -28.57%	19 -45.71%	25 -28.57%	20 -42.86%
			2010 Average		31 -11.43%	19 -45.71%	26 -25.71%	20 -42.86%
			2007 Average		29 -17.14%	36 2.86%	18 -48.57%	23 -34.29%
			2006 Average		27 -22.86%	30 -14.29%	25 -28.57%	17 -51.43%
			2005 Average		18 -48.57%	22 -37.14%	25 -28.57%	32 -8.57%
			2002 Average		31 -11.43%	33 -5.71%	30 -14.29%	31 -11.43%
			1999 Average		34 -2.86%	33 -5.71%	22 -37.14%	32 -8.57%
			1998 Average		32 -8.57%	32 -8.57%	32 -8.57%	27 -22.86%
			1997 Average		33 -5.71%	32 -8.57%	31 -11.43%	29 -17.14%
			1996 Average		38 8.57%	39 11.43%	32 -8.57%	35 0.00%
Dougherty Road 3:00 PM	From To	Whiskey Road Silver Bluff Road	2013 Average	35	N/A	N/A	26 -25.71%	25 -28.57%
			2009 Average		N/A	N/A	25 -28.57%	30 -14.29%
			2004 Average		N/A	N/A	29 -17.14%	26 -25.71%
			2003 Average		N/A	N/A	29 -17.14%	26 -25.71%
			2002 Average		N/A	N/A	23 -34.29%	29 -17.14%
			1999 Average		N/A	N/A	29 -17.14%	34 -2.86%
			Georgia Avenue	From To	Savannah River I-20	2013 Average	35/45	33 -12.00%
			2010 Average		33 -12.00%	31 -17.33%	29 -22.67%	27 -28.00%
			2007 Average		32 -20.00%	30 -25.00%	35 -12.50%	32 -20.00%
			2003 Average		32 -8.57%	34 -2.86%	32 -8.57%	31 -11.43%
			2000 Average		37 -7.50%	35 -12.50%	37 -7.50%	21 -47.50%
			1997 Average	35	33 -5.71%	32 -8.57%	33 -5.71%	26 -25.71%
			1995 Average		34 -2.86%	34 -2.86%	37 5.71%	30 -14.29%

**Table D-1
1995-2014 AIKEN COUNTY TRAVEL TIME SURVEY RESULTS**

Aiken County CMP Routes				Posted Speed MPH	Actual Speed (MPH)			
					% Deviation from Posted Speed Limit			
	From To			SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
Knox Avenue	From Martintown Road To Georgia Avenue	2013 Average	35/40	28 -25.33%	29 -22.67%	28 -25.33%	25 -28.57%	
		2011 Average		27 -28.00%	30 -20.00%	29 -22.67%	27 -28.00%	
		2009 Average	40	27 -28.00%	30 -20.00%	29 -22.67%	24 -36.00%	
		2008 Average		24 -31.43%	29 -17.14%	26 -25.71%	22 -37.14%	
		2005 Average		30 -25.00%	30 -25.00%	30 -25.00%	32 -20.00%	
		2001 Average		39 -2.50%	38 -5.00%	36 -10.00%	41 2.50%	
		1998 Average		40 0.00%	37 -7.50%	36 -10.00%	37 -7.50%	
		1995 Average		41 2.50%	39 -2.50%	40 0.00%	34 -15.00%	
		Martintown Road	From Jeff Davis Hwy/US 1 To I-20	2014 Average	40/45	30 -29.41%	43 1.18%	26 -38.82%
2011 Average				36 -15.29%	35 -17.65%	31 -27.06%	33 -22.35%	
2007 Average	40			36 -10.00%	36 -10.00%	32 -20.00%	33 -17.50%	
2004 Average				35 -12.50%	34 -15.00%	34 -15.00%	32 -20.00%	
2001 Average				31 -22.50%	35 -12.50%	32 -20.00%	33 -17.50%	
1999 Average				34 -15.00%	32 -20.00%	33 -17.50%	34 -15.00%	
1997 Average				35 -12.50%	32 -20.00%	29 -27.50%	32 -20.00%	
1995 Average				34 -15.00%	34 -15.00%	35 -12.50%	35 -12.50%	
Pine Log Road	From US 78 To Silver Bluff Road	2013 Average	35/45	31 -22.50%	34 -15.00%	N/A	N/A	
		2010 Average		32 -20.00%	34 -15.00%	N/A	N/A	
		2006 Average		34 -2.86%	32 -8.57%	31 -11.43%	29 -17.14%	
		2002 Average		31 -11.43%	35 0.00%	31 -11.43%	32 -8.57%	
		1999 Average		28 -20.00%	30 -14.29%	26 -25.71%	26 -25.71%	
		1998 Average		28 -20.00%	25 -28.57%	26 -25.71%	27 -22.86%	
		1997 Average		30 -14.29%	23 -34.29%	31 -11.43%	24 -31.43%	
		1996 Average		31 -11.43%	34 -2.86%	32 -8.57%	36 2.86%	

**Table D-1
1995-2014 AIKEN COUNTY TRAVEL TIME SURVEY RESULTS**

Aiken County CMP Routes			Posted Speed MPH	Actual Speed (MPH)				
				% Deviation from Posted Speed Limit				
From	To		SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM		
Pine Log Road 3:15 PM	US 78 Silver Bluff Road	2013 Average	35/45	N/A	N/A	30 -25.00%	29 -27.50%	
		2010 Average		N/A	N/A	29 -27.50%	31 -22.50%	
		2009 Average		N/A	N/A	25 -40.00%	30 -37.78%	
		2002 Average		N/A	N/A	27 -22.86%	33 -5.71%	
		1999 Average		N/A	N/A	27 -22.86%	29 -17.14%	
Richland Ave 12:00 PM	Vauluse Road Beaufort Street	2014 Average	25/35	N/A	N/A	22 -26.67%	20 -33.33%	
		2013 Average		N/A	N/A	18 -40.00%	19 -36.67%	
		2010 Average		N/A	N/A	20 -33.33%	19 -36.67%	
		2009 Average		N/A	N/A	17 -43.33%	17 -43.33%	
		2008 Average		N/A	N/A	20 -33.33%	22 -26.67%	
		2004 Average		N/A	N/A	36 2.86%	31 -11.43%	
		2003 Average		N/A	N/A	36 2.86%	31 -11.43%	
		2002 Average		N/A	N/A	36 2.86%	31 -11.43%	
		2012 Average		25/55	38 -5.00%	40 0.00%	37 -7.50%	38 -5.00%
		2007 Average		30/45	38 -5.00%	40 0.00%	37 -7.50%	38 -5.00%
		2006 Average			19 -52.50%	15 -62.50%	19 -52.50%	30 -25.00%
		2003 Average			26 -25.71%	15 -57.14%	29 -17.14%	32 -8.57%
2000 Average			31 -22.50%	28 -30.00%	31 -22.50%	30 -25.00%		
1998 Average		25/45	30 -14.29%	30 -14.29%	28 -20.00%	29 -17.14%		
1997 Average			30 -14.29%	31 -11.43%	25 -28.57%	33 -5.71%		
1996 Average			43 22.86%	45 28.57%	42 20.00%	43 22.86%		
Laurens St./SC 19	From To	South Boundary I-20						
Laurens St./SC 19	From To	Richland Avenue Rutland Avenue						

**Table D-1
1995-2014 AIKEN COUNTY TRAVEL TIME SURVEY RESULTS**

Aiken County CMP Routes				Posted Speed MPH	Actual Speed (MPH)			
					% Deviation from Posted Speed Limit			
				SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
SC 118	From To	US 78 Silver Bluff Road	2012 Average	40/55	40 -15.79%	43 -9.47%	42 -11.58%	42 -11.58%
			2008 Average		41 -8.89%	44 -2.22%	43 -4.44%	43 -4.44%
			2005 Average	55	33 -40.00%	32 -41.82%	33 -40.00%	33 -40.00%
			2003 Average	45/55	40 -20.00%	41 -18.00%	43 -14.00%	40 -20.00%
			2002 Average		40 -20.00%	41 -18.00%	43 -14.00%	40 -20.00%
			2000 Average		39 -22.00%	39 -22.00%	39 -22.00%	39 -22.00%
			1997 Average	45	38 -15.56%	41 -8.89%	38 -15.56%	43 -4.44%
			Silver Bluff Road	From To	Whiskey Road Savannah Drive	2014 Average	35	23 -34.29%
			2013 Average		23 -34.29%	19 -45.71%	23 -34.29%	19 -45.71%
			2012 Average		32 -8.57%	19 -45.71%	24 -31.43%	19 -45.71%
			2011 Average		32 -8.57%	19 -45.71%	24 -31.43%	19 -45.71%
			2010 Average		33 -5.71%	19 -45.71%	23.00% -34.29%	19 -45.71%
			2009 Average		23 -34.29%	19 -45.71%	21 -40.00%	20 -42.86%
			2008 Average		23 -34.29%	22 -37.14%	20 -42.86%	18 -48.57%
			2007 Average	35/45	36 -10.00%	22 -45.00%	24 -40.00%	20 -50.00%
			2006 Average		29 -27.50%	16 -60.00%	25 -37.50%	21 -47.50%
			2001 Average		43 7.50%	38 -5.00%	40 0.00%	42 5.00%
			1998 Average	25/45	35 -12.50%	35 -12.50%	38 -5.00%	32 -20.00%
			1997 Average		42 5.00%	36 -10.00%	38 -5.00%	34 -15.00%
			1996 Average		35 -12.50%	32 -20.00%	32 -20.00%	30 -25.00%
US 1/York Street	From To	Park Avenue I-20	2011 Average	30/55	41 -3.53%	44 3.53%	39 -8.24%	43 1.18%
US 1	From To	York Street I-20	2001 Average	40	45 12.50%	45 12.50%	49 22.50%	49 22.50%
			1998 Average		38 -5.00%	38 -5.00%	47 17.50%	46 15.00%
			1995 Average		40 0.00%	42 5.00%	49 22.50%	47 17.50%

**Table D-1
1995-2014 AIKEN COUNTY TRAVEL TIME SURVEY RESULTS**

Aiken County CMP Routes				Posted Speed MPH	Actual Speed (MPH)				
					% Deviation from Posted Speed Limit				
					SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
US 1/US 78	From To	Martintown Road Pine Log Road	2011 Average	35/50	39 -8.24%	37 -12.94%	38 -10.59%	37 -12.94%	
			2009 Average		39 -8.24%	37 -12.94%	36 -15.29%	37 -12.94%	
	From To	Martintown Road SC118	2008 Average	45/50	28 -37.78%	30 -33.33%	28 -37.78%	29 -35.56%	
			2004 Average	30/55	43 -4.44%	41 -8.89%	44 -2.22%	35 -22.22%	
	From To	Martintown Road Pine Log Road	2003 Average		27 -40.00%	24 -46.67%	24 -46.67%	24 -46.67%	
			2000 Average		42 -11.58%	42 -11.58%	46 -3.16%	42 -11.58%	
				1997 Average	45	42 -6.67%	41 -8.89%	40 -11.11%	39 -13.33%
	Whiskey Road	From To	Richland Avenue Powderhouse Road	2014 Average	30/45	28 -25.33%	25 -33.33%	23 -38.67%	26 -30.67%
2013 Average					28 -25.33%	29 -22.67%	22 -41.33%	24 -36.00%	
				2012 Average		28 -25.33%	30 -20.00%	23 -38.67%	24 -31.43%
				2011 Average		30 20.00%	32 -14.67%	26 -30.67%	27 -28.00%
				2010 Average		28 -25.33%	30 -20.00%	23 -38.67%	24 -36.00%
				2009 Average		28 -20.00%	27 -22.86%	19 -45.71%	24 -31.43%
				2007 Average	35	27 -22.86%	29 -17.14%	23 -34.29%	25 -28.57%
				2006 Average		27 -22.86%	19 -45.71%	22 -37.14%	17 -51.43%
				2005 Average		25 -28.57%	16 -54.29%	30 -14.29%	28 -20.00%
				2004 Average	25/45	28 -20.00%	20 -42.86%	16 -54.29%	26 -25.71%
				2002 Average		26 -25.71%	30 -14.29%	26 -25.71%	25 -28.57%
				2001 Average		0 -100.00%	30 -14.29%	26 -25.71%	25 -28.57%
				2000 Average		34 -2.86%	33 -5.71%	28 -20.00%	28 -20.00%
				1998 Average		26 -25.71%	25 -28.57%	26 -25.71%	24 -31.43%
				1997 Average		24 -31.43%	28 -20.00%	23 -34.29%	24 -31.43%
				1996 Average		28 -20.00%	28 -20.00%	24 -31.43%	24 -31.43%
				1995 Average		29 -17.14%	29 -17.14%	23 -34.29%	25 -28.57%

APPENDIX D-2

COLUMBIA COUNTY

TRAVEL TIME SURVEY SUMMARIES

2000 – 2014

(Corridors shaded in grey were surveyed in 2014)

(Left Blank Intentionally)

**TABLE D-2
COLUMBIA COUNTY TRAVEL TIME SURVEY RESULTS 2000-2014**

Columbia County CMP Routes				Posted Speed MPH	Actual Speed (MPH)			
					% Deviation from Posted Speed Limit			
	From To				SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM
Baston Rd	From To	Fury's Ferry Rd Washington Rd	2010 Average	45	29	27	31	39
					-35.55	-40.00	-31.11	-13.33%
			2009 Average		26	24	31	35
					-42.22	-46.66	-31.11	-22.22%
			2008 Average		34	28	32	24
					-24.44%	-37.77	-28.89	-46.66%
	2005 Average	29	28	31	25			
		-35.56%	-37.78%	-31.11%	-44.44%			
	2004 Average	28	28	40	25			
		-37.78%	-37.78%	-11.11%	-44.44%			
	2003 Average	21	25	26	30			
		-53.33%	-44.44%	-42.22%	-33.33%			
Belair Road	From To	Washington Road Wrightsboro Road	2014 Average	45	28	31	28	24
					-37.78%	-31.11%	-37.78%	-46.67%
			2013 Average		28	35	30	28
					-37.78%	-22.22%	-33.33%	-37.78%
			2011 Average		31	31	26	25
					-31.11%	-31.11%	-42.22%	-44.44%
			2010 Average		27	32	29	26
					-40.00%	-28.88%	-35.55%	-42.22%
			2009 Average		29	32	31	31
					-35.55%	-28.88%	-31.11%	-31.11%
	2008 Average	28	30	27	26			
		-37.77%	-33.33%	-40.00%	-42.22%			
	2004 Average	37	36	41	49			
		-17.78%	-20.00%	-8.89%	8.89%			
	2003 Average	32	28	35	32			
		-28.89%	-37.78%	-22.22%	-28.89%			
	2001 Average	32	36	39	36			
		-28.89%	-20.00%	-13.33%	-20.00%			
Bobby Jones Expressway	From To	Washington Road I-20	2012 Average	45	40	41	32	43
					-11.11%	-8.89%	-28.89%	-4.44%
			2010 Average		48	54	28	26
					6.66%	20.00%	-37.77%	-13.33%
			2007 Average		27	34	16	14
					-40.00%	-24.44%	-64.44%	-68.89%
			2005 Average		35	27	24	23
	-22.22%	-40.00%	-46.67%	-48.89%				
	2004 Average	54	43	19	31			
		-28.89%	-40.00%	-60.00%	-62.22%			
	2003 Average	27	37	14	20			
		-40.00%	-17.78%	-68.89%	-55.56%			
	2001 Average	32	27	18	17			
		-28.89%	-40.00%	-60.00%	-62.22%			

**TABLE D-2
COLUMBIA COUNTY TRAVEL TIME SURVEY RESULTS 2000-2014**

Columbia County CMP Routes				Posted Speed MPH	Actual Speed (MPH)			
					% Deviation from Posted Speed Limit			
	From To			SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
Columbia Road		Washington Road Hereford Farm Road	2012 Average	45/55	41 -18.00%	37 -26.00%	44 -12.00%	35 -30.00%
			2008 Average		43 -21.18%	52 -5.45%	38 -30.09%	51 -7.27%
			2005 Average		46 15.00%	56 40.00%	45 12.50%	43 7.50%
			2001 Average		50 0.00%	47 -6.00%	46 -8.00%	44 -12.00%
Evans-to-Locks Road		Stevens Creek Road Washington Road	2014 Average	45	31 -31.11%	32 -28.89%	29 -35.56%	31 -31.11%
			2013 Average	45	28 -37.78%	35 -22.22%	30 -33.33%	28 -37.78%
			2009 Average		42 -6.67%	37 -17.78%	42 -6.67%	49 8.89%
			2007 Average		31 -31.11%	30 -33.33%	32 -28.89%	35 -22.22%
			2004 Average		39 -13.33%	36 -20.00%	32 -28.89%	35 -22.22%
			2003 Average		32 -28.89%	29 -35.56%	33 -26.67%	37 -17.78%
			2002 Average		34 -24.44%	30 -33.33%	36 -20.00%	37 -17.78%
Flowing Wells Road		Wheeler Road Washington Road	2014 Average	45	18 -60.00%	21 -53.33%	27 -40.00%	14 -68.89%
			2013 Average	45	17 -62.22%	18 -60.00%	27 -40.00%	20 -55.56%
			2011 Average		19 -57.77%	20 -55.55%	26 -42.22%	19 -57.77%
			2010 Average		19 -57.77%	23 -48.88%	28 -37.77%	26 -42.22%
			2009 Average		21 -53.33%	23 -48.88%	28 -37.77%	22 -51.11%
			2008 Average		18 -60.00%	25 -44.44%	25 -44.44%	15 -66.67%
			2007 Average		19 -57.78%	23 -48.89%	25 -44.44%	20 -55.56%
			2005 Average		20 -55.56%	30 -33.33%	26 -42.22%	17 -62.22%
			2004 Average		17 -62.22%	23 -48.89%	22 -51.11%	19 -57.78%
			2003 Average		25 -44.44%	29 -35.56%	30 -33.33%	23 -48.89%
2002 Average		16 -64.44%	21 -53.33%	25 -44.44%	22 -51.11%			

**TABLE D-2
COLUMBIA COUNTY TRAVEL TIME SURVEY RESULTS 2000-2014**

Columbia County CMP Routes			Posted Speed MPH	Actual Speed (MPH)				
				% Deviation from Posted Speed Limit				
	From To			SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
Fury's Ferry Road		Savannah River Washington Road	2014 Average	45	34 -24.44%	39 -13.33%	34 -24.44%	38 -15.56%
			2010 Average		33 -26.66%	39 -13.33%	35 -22.22%	39 -13.33%
			2007 Average		31 -31.11%	37 -17.78%	36 -20.00%	38 -15.56%
			2002 Average	45/55	38 -24.00%	40 -20.00%	38 -24.00%	38 -24.00%
			1999 Average		40 -20.00%	43 -14.00%	41 -18.00%	43 -14.00%
I-20	From To	Eucler Creek Columbia / Richmond	2011 Average	55/65	77 28.33%	74 23.33%	70 16.66%	73 21.66%
			2006 Average		69 15.00%	71 18.33%	73 21.67%	69 15.00%
			2001 Average		72 20.00%	74 23.33%	71 18.33%	73 21.67%
Old Evans Road	From To	Bobby Jones Expressway Washington Road	2012 Average	35/45	29 -27.50%	30 -25.00%	26 -35.00%	33 -17.50%
			2011 Average	45	31 -15.55%	27 -20.00%	30 -33.33%	33 -53.33%
			2010 Average		28 -37.77%	27 -40.00%	26 -42.22%	32 -28.88%
			2009 Average		27 -40.00%	29 -35.55%	27 -40.00%	30 -33.33%
			2008 Average		28 -37.78%	30 -33.33%	24 -46.67%	29 -35.55%
			2005 Average		26 -42.22%	21 -53.33%	31 -31.11%	31 -31.11%
			2004 Average		28 -37.78%	28 -37.78%	29 -35.56%	30 -33.33%
			2003 Average		24 -52.00%	25 -50.00%	25 -50.00%	21 -58.00%
			2001 Average		34 -24.44%	27 -40.00%	31 -31.11%	33 -26.67%
			Old Petersburg Road	From To	Riverwatch Parkway Old Evans Road	2011 Average	45	45 0.00%
2009 Average		35 -2.22%				32 -28.88%	33 -26.66%	32 -28.88%
2007 Average		31 -31.11%				30 -33.33%	33 -26.67%	33 -26.67%
2005 Average		37 -17.78%				33 -26.67%	36 -20.00%	30 -33.33%
2004 Average		19 -62.00%				19 -62.00%	21 -58.00%	18 -64.00%
2003 Average		32 -36.00%				32 -36.00%	40 -20.00%	35 -30.00%
2000 Average		16 -64.44%				18 -60.00%	16 -64.44%	17 -62.22%

**TABLE D-2
COLUMBIA COUNTY TRAVEL TIME SURVEY RESULTS 2000-2014**

Columbia County CMP Routes				Posted Speed MPH	Actual Speed (MPH)						
					% Deviation from Posted Speed Limit						
	From To			SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM				
SR 223	From To	Wrightsboro Road Gordon Highway	2014 Average	35/45	28 -30.00%	23 -42.50%	17 -57.50%	27 -32.50%			
			2013 Average	35/45	29 -27.50%	25 -37.50%	19 -52.50%	17 -57.50%			
			2012 Average		29 -27.50%	21 -47.50%	22 -45.00%	24 -40.00%			
			2010 Average	45	33 -26.66%	30 -33.33%	33 -26.66%	29 -35.55%			
			2009 Average		28 -37.77%	17 -62.22%	24 -46.66%	27 -40.00%			
			2008 Average		32 -28.89%	15 -66.67%	30 -33.33%	31 -31.11%			
			2005 Average		36 -20.00%	22 -51.11%	31 -31.11%	35 -22.22%			
			2001 Average	30/45	33 -12.00%	32 -14.67%	35 -6.67%	33 -12.00%			
			Washington Road	From To	William Few Parkway* Pleasant Home Road	2012 Average	45	40 -11.11%	37 -17.78%	34 -24.44%	38 -15.56%
			* Previously from Hardy McManus to Pleasant Home Rd.			2011 Average		38 -15.55%	36 -20.00%	30 -33.33%	21 -53.33%
			2009 Average		40 -11.11%	43 -4.44%	29 -35.55%	33 -26.60%			
			2007 Average		36 -20.00%	32 -28.89%	29 -35.56%	32 -28.89%			
			2006 Average		33 -26.67%	40 -11.11%	33 -26.67%	38 -15.56%			
			2002 Average		45 0.00%	42 -6.67%	41 -8.89%	44 -2.22%			
Wrightsboro Road	From To	Barton Chapel Road Robinson Ave.	2012 Average	45/55	40 -20.00%	38 -24.00%	36 -28.00%	37 -26.00%			
			2009 Average		38 -24.00%	36 -28.00%	39 -22.00%	40 -20.00%			
			2002 Average		38 -24.00%	36 -28.00%	39 -22.00%	42 -16.00%			

APPENDIX D-3

RICHMOND COUNTY

TRAVEL TIME SURVEY SUMMARIES

2000 – 2014

(Corridors shaded in grey were surveyed in 2014)

(Left Blank Intentionally)

**Table D-3
RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS 2000-2014**

Richmond County CMP Routes				Posted Speed MPH	Actual Speed (MPH)			
					% Deviation from Posted Speed Limit			
	From To			SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
I-20		Richmond Co. Line Riverwatch Pkwy	2011 Average	55	66 20.00%	68 23.63%	60 9.00%	62 12.72%
			2006 Average		69 25.45%	71 29.09%	73 32.73%	69 25.45%
			2001 Average		62 12.73%	60 9.09%	59 7.27%	61 10.91%
I-520		I-20 Laney Walker Blvd.	2010 Average	55	63 14.45%	63 14.45%	61 10.90%	61 10.90%
			2001 Average		59 7.27%	60 9.09%	61 10.91%	60 9.09%
Fifteenth Street / Ruth B. Crawford Hwy.		Reynolds Street MLK Boulevard	2014 Average	35	23 -34.29%	23 -34.29%	26 -25.71%	22 -37.14%
			2013 Average	35	23 -34.29%	24 -31.43%	26 -25.71%	25 -28.57%
			2012 Average		29 -17.14%	23 -34.29%	25 -28.57%	26 -25.71%
			2009 Average		26 -25.71%	24 -31.42%	27 -22.85%	25 -28.57%
			2008 Average		24 -31.43%	22 -37.14%	21 -40.00%	23 -34.29%
			2007 Average		24 -31.43%	23 -34.29%	21 -40.00%	25 -28.57%
			2005 Average		26 -25.71%	23 -34.29%	26 -25.71%	26 -25.71%
			2004 Average		24 -31.43%	21 -40.00%	22 -37.14%	26 -25.71%
			2003 Average		27 -22.86%	24 -31.43%	24 -31.43%	24 -31.43%
			2001 Average		30 -14.29%	25 -28.57%	29 -17.14%	25 -28.57%
			2000 Average		27 -22.86%	22 -37.14%	21 -40.00%	24 -31.43%
			Deans Bridge Road		Milledgeville Road Willis Foreman Rd	2010 Average	45/55	50 0.00%
2006 Average		47 -6.00%				46 -8.00%	41 -18.00%	40 -20.00%
2002 Average		46 -8.00%				46 -8.00%	44 -12.00%	46 -8.00%
Doug Barnard Pkwy		Gordon Hwy Tobacco Rd	2012 Average	45	52 15.56%	52 15.56%	50 11.11%	50 11.11%
			2007 Average		53 17.78%	56 24.44%	50 11.11%	55 22.22%
			2006 Average		50 11.11%	45 0.00%	49 8.89%	50 11.11%
			2001 Average		52 15.56%	53 17.78%	54 20.00%	53 17.78%

**Table D-3
RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS 2000-2014**

Richmond County CMP Routes				Posted Speed MPH	Actual Speed (MPH)			
					% Deviation from Posted Speed Limit			
	From To			SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
Gordon Highway		Savannah River SR 223	2011 Average	45/55	48 -4.00%	46 -8.00%	48 -2.00%	50 0.00%
			2006 Average		60 20.00%	48 -4.00%	64 28.00%	46 -8.00%
			2002 Average		49 -2.00%	48 -4.00%	40 -20.00%	43 -14.00%
Greene Street	From To	E. Boundary Street 12th Street	2013 Average	35	24 -31.43%	25 -28.57%	26 -25.71%	25 -28.57%
			2008 Average		24 -31.43%	30 -14.29%	27 -22.86%	31 -11.43%
			2005 Average		32 -8.57%	28 -20.00%	29 -17.14%	24 -31.43%
			2002 Average		27 -22.86%	29 -17.14%	27 -22.86%	26 -25.71%
			2000 Average		25	29	29	29
SR 56/ Mike Padgett Hwy	From To	Lumpkin Rd SR 56 Loop	2011 Average	35/45/55	46 2.22%	47 4.44%	47 4.44%	42 -6.66%
			2006 Average		46 -8.00%	50 0.00%	55 10.00%	49 -2.00%
			2001 Average		51 2.00%	50 0.00%	46 -8.00%	52 4.00%
Riverwatch Pkwy	From To	Pleasant Home Rd Fifteenth St	2011 Average	35/45/55	54 20.00%	54 20.00%	45 0.00%	53 17.11%
			2006 Average		48 6.67%	51 13.33%	44 -2.22%	49 8.89%
			2001 Average		51 13.33%	49 8.89%	51 13.33%	47 4.44%
Walton Way Segment 1	From To	Gordon Hwy Milledge Rd	2012 Average	35	30 -14.29%	27 -22.86%	24 -31.43%	27 -22.86%
			2010 Average		26 -25.71%	26 -25.71%	24 -31.42%	24 -31.42%
			2008 Average		26 -25.71%	21 -40.00%	25 -28.57%	26 -25.71%
			2004 Average		28 -20.00%	26 -25.71%	27 -22.86%	29 -17.14%
			2001 Average		33 -5.71%	36 2.86%	30 -14.29%	35 0.00%
John C. Calhoun Expressway	From To	Washington Road 12th St.	2011 Average	40/50	49 -8.88%	47 -4.44%	55 22.22%	47 4.44%
			2006 Average		53 17.78%	55 22.22%	51 13.33%	59 31.11%
			2001 Average		51 13.33%	50 11.11%	53 17.78%	53 17.78%

**Table D-3
RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS 2000-2014**

Richmond County CMP Routes			Posted Speed MPH	Actual Speed (MPH)			
				% Deviation from Posted Speed Limit			
From To	From To	From To		SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM
Walton Way Segment 2	Milledge Rd Bransford Rd	2014 Average	35	20 -50.00%	18 -55.00%	21 -47.50%	31 -22.50%
		2012 Average		25 -28.57%	25 -28.57%	26 -25.71%	27 -22.86%
		2010 Average		26 -25.71%	21 -40.00%	17 -51.14%	19 -45.71%
		2008 Average		26 -25.71%	25 -28.57%	25 -28.57%	22 -37.14%
		2004 Average		32 -8.57%	30 -14.29%	32 -8.57%	30 -14.29%
		2001 Average		33 -5.71%	28 -20.00%	26 -25.71%	28 -20.00%
		2001 Average		31 -11.43%	30 -14.29%	32 -8.57%	33 -5.71%
Walton Way Ext.	Bransford Rd Jackson Rd	2007 Average		33 -5.71%	37 5.71%	37 5.71%	35 0.00%
		2004 Average		39 11.43%	39 11.43%	40 14.29%	42 20.00%
		2001 Average		39 11.43%	35 0.00%	40 14.29%	40 14.29%
		2014 Average	45	27 -40.00%	34 -24.44%	39 -13.33%	43 -4.44%
		2013 Average		31 -31.11%	42 -6.67%	29 -35.56%	34 -24.44%
2012 Average		29 -35.56%	35 -22.22%	31 -31.11%	43 -4.44%		
2010 Average		30 -33.33%	33 -26.66%	25 -44.44%	34 -24.44%		
2008 Average		40 -11.11%	35 -22.22%	26 -42.22%	37 -17.77%		
2007 Average		30 -33.33%	28 -37.78%	28 -37.78%	33 -26.67%		
2004 Average		40 -11.11%	45 0.00%	31 -31.11%	42 -6.67%		
2001 Average		36 -20.00%	47 4.44%	29 -35.56%	38 -15.56%		
2000 Average		36 -20.00%	40 -11.11%	26 -42.22%	35 -22.22%		
Tobacco Rd	Deans Bridge Rd Doug Barnard Pkwy	2013 Average	45	39 -13.33%	35 -22.22%	37 -17.78%	38 -15.56%
		2011 Average		37 -17.77%	37 -17.77%	40 -11.11%	37 -17.77%
		2008 Average		31 -31.11%	37 -17.78%	41 -8.89%	38 -15.56%
		2003 Average		41 -8.89%	43 -4.44%	45 0.00%	45 0.00%
		2000 Average		38 -15.56%	37 -17.78%	38 -15.56%	39 -13.33%

**Table D-3
RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS 2000-2014**

Richmond County CMP Routes			2014 Average	Posted Speed MPH	Actual Speed (MPH)			
					% Deviation from Posted Speed Limit			
From To	From To	From To		SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
Wheeler Road	From To	Flowing Wells Rd Walton Way Ext.	2014 Average	45	24 -46.67%	26 -42.22%	19 -57.78%	21 -53.33%
			2013 Average		26 -42.22%	24 -46.67%	20 -55.56%	20 -55.56%
			2012 Average		27 -40.00%	28 -37.78%	21 -53.33%	27 -40.00%
			2011 Average		33 -26.66%	33 -26.66%	34 -24.44%	30 -33.33%
			2010 Average		30 -33.33%	29 -35.55%	26 -42.22%	26 -42.22%
			2008 Average		33 -26.67%	30 -33.33%	26 -42.22%	24 -17.77%
			2007 Average		25 -44.44%	27 -40.00%	20 -55.56%	28 -37.78%
			2005 Average		34 -24.44%	37 -17.78%	32 -28.89%	31 -31.11%
			2004 Average		40 -11.11%	30 -33.33%	39 -13.33%	33 -26.67%
			2001 Average		44 -2.22%	34 -24.44%	39 -13.33%	38 -15.56%
			2000 Average		36 -20.00%	30 -33.33%	27 -40.00%	36 -20.00%
Wrightsboro Rd Segment 3	From To	Highland Ave Fifteenth St	2013 Average	35	19 -45.71%	20 -42.86%	28 -20.00%	25 -28.57%
			2011 Average		21 -40.00%	22 -28.88%	20 -42.85%	26 -25.71%
			2010 Average		24 -31.14%	26 -25.71%	22 -37.14%	26 -25.71%
			2009 Average		21 -40.00%	25 -28.57%	19 -45.71%	23 -34.28%
			2007 Average		25 -28.57%	21 -40.00%	22 -37.14%	27 -22.86%
			2006 Average		23 -34.29%	19 -45.71%	30 -14.29%	24 -31.43%
			2001 Average		29 -17.14%	30 -14.29%	17 -51.43%	33 -5.71%
			1999 Average		43 22.86%	40 14.29%	43 22.86%	41 17.14%
Wrightsboro Rd Saturday	From To	Barton Chapel Rd Jackson Rd	2010 Average	35/40/45	N/A	N/A	33 -26.66%	19 -57.77%
			2009 Average		N/A	N/A	24 -40.00%	16 -60.00%
			2008 Average		N/A	N/A	28 -30.00%	26 -35.00%
			2004 Average		N/A	N/A	31 -11.43%	30 -14.29%
			2001 Average		N/A	32 20.00%	N/A	30 25.00%

**Table D-3
RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS 2000-2014**

Richmond County CMP Routes				Posted Speed MPH	Actual Speed (MPH)			
					% Deviation from Posted Speed Limit			
From	To			SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
Davis Rd/ Walton Way /Jackson Rd		Washington Rd Wrightsboro Rd	2013 Average	40	28 -30.00%	28 -30.00%	30 -25.00%	25 -37.50%
			2010 Average		29 -27.50%	31 -22.50%	28 -30.00%	27 -32.50%
			2008 Average		32 -20.00%	28 -30.00%	24 -40.00%	29 -27.00%
			2005 Average		26 -42.22%	25 -44.44%	20 -55.56%	19 -57.78%
			2004 Average		26 -42.22%	26 -42.22%	24 -46.67%	27 -40.00%
			2001 Average		34 -15.00%	32 -20.00%	26 -35.00%	32 -20.00%
			2000 Average					
Peach Orchard Road		Tubman Home Road SR 88	2012 Average	45	45 0.00%	45 0.00%	44 -2.22%	44 -2.22%
			2007 Average	30/45	46 15.00%	46 15.00%	42 5.00%	40 0.00%
			2006 Average	45/55	44 -12.00%	46 -8.00%	33 -34.00%	40 -20.00%
			2003 Average		50 0.00%	46 -8.00%	50 0.00%	46 -8.00%
			2002 Average		50 0.00%	46 -8.00%	50 0.00%	46 -8.00%
Thirteenth Street / R. A. Dent Blvd.		Reynolds Street Wrightsboro Road	2014 Average	35	24 -31.43%	19 -45.71%	27 -22.86%	17 -51.43%
			2013 Average		22 -37.14%	24 -31.43%	23 -34.29%	24 -31.43%
			2012 Average		23 -34.29%	25 -28.57%	21 -40.00%	21 -40.00%
			2011 Average		22 -34.14%	17 -51.42%	34 -2.85%	31 -40.00%
			2010 Average		20 -42.28%	23 -31.42%	19 -45.71%	21 -40.00%
			2009 Average		24 -31.14%	27 -22.85%	23 -34.28%	17 -51.14%
			2008 Average		23 -34.29%	23 -34.29%	21 -40.00%	20 -42.86%
			2004 Average		24 -31.43%	27 -22.86%	27 -22.86%	27 -22.86%
			2003 Average		25 -28.57%	23 -34.29%	26 -25.71%	20 -42.86%
			2002 Average		21 -40.00%	21 -40.00%	21 -40.00%	22 -37.14%
			2001 Average		25 -28.57%	23 -34.29%	21 -40.00%	22 -37.14%
			2000 Average					

**Table D-3
RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS 2000-2014**

Richmond County CMP Routes				Posted Speed MPH	Actual Speed (MPH)			
					% Deviation from Posted Speed Limit			
	From To			SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
Wrightsboro Rd Segment 1		Barton Chapel Rd Jackson Rd	2012 Average	45	33 -26.67%	30 -33.33%	28 -37.78%	26 -42.22%
			2011 Average		35 -22.22%	26 -42.22%	19 -57.77%	23 -48.88%
			2010 Average		35 -22.22%	29 -35.55%	23 -48.88%	17 -62.22%
			2007 Average		46 2.22%	38 -15.56%	35 -22.22%	43 -4.44%
			2004 Average		35 -22.22%	27 -40.00%	24 -46.67%	32 -28.89%
			2001 Average		36 -20.00%	31 -31.11%	33 -26.67%	23 -48.89%
Wrightsboro Rd Segment 2		Jackson Rd Highland Ave	2013 Average	35	32 -8.57%	29 -17.14%	28 -20.00%	31 -11.43%
			2008 Average		39 11.43%	35 0.00%	29 -17.14%	34 -2.86%
			2005 Average		29 -17.14%	39 11.43%	25 -28.57%	39 11.43%
			2001 Average		41 17.14%	40 14.29%	33 -5.71%	41 17.14%
Windsor Spring Rd		Peach Orchard Rd SR 88	2012 Average	45	35 -22.22%	38 -15.56%	34 -24.44%	39 -13.33%
			2006 Average		46 2.22%	60 33.33%	53 17.78%	61 35.56%
			2001 Average		52 15.56%	56 24.44%	55 22.22%	58 28.89%
			1998 Average	40/45	39 -3.70%	37 -8.64%	38 -6.17%	42 3.70%

APPENDIX E

SERIOUSLY CONGESTED LINKS

2014 CONGESTION MANAGEMENT PROCESS SURVEY

(Left Blank Intentionally)

#	County	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	MPH Check	Sp Dev
1	Columbia	Belair Road	SB	PM	Washington Road	Peachtree Road	286	0.14	1.76	45	2	-96.08%
2	Columbia	Belair Road	SB	AM	Washington Road	Peachtree Road	284	0.14	1.78	45	0	-96.05%
3	Columbia	Flowing Wells Road	SB	PM	Washington Road	Columbia Road	245	0.21	3.09	45	3	-93.14%
4	Richmond	13th Street / Ra Dent Blvd	NB	AM	Jones Street	Reynolds Street	61	0.05	2.95	35	3	-91.57%
5	Richmond	13th Street / Ra Dent Blvd	NB	PM	Jones Street	Reynolds Street	50	0.05	3.60	35	4	-89.71%
6	Columbia	Belair Road	SB	PM	I-20 EB	Park West Drive	52	0.07	4.85	45	5	-89.23%
7	Richmond	13th Street / Ra Dent Blvd	SB	PM	Reynolds Street	Jones Street	41	0.05	4.39	35	4	-87.46%
8	Columbia	Evans-To-Locks Rd	EB	PM	Evans Town Center Blvd.	N. Belair Rd	140	0.22	5.66	45	6	-87.43%
9	Columbia	Flowing Wells Road	NB	PM	Columbia Road	Washington Road	128	0.21	5.91	45	6	-86.88%
10	Columbia	Evans-To-Locks Rd	WB	PM	Columbia Industrial Blvd	N. Belair Rd	334	0.59	6.36	45	6	-85.87%
11	Richmond	13th Street / Ra Dent Blvd	SB	PM	Greene Street	Telfair Street	43	0.06	5.02	35	5	-85.65%
12	Columbia	Fury's Ferry Road	NB	AM	Washington Road	River Watch Parkway	162	0.30	6.67	45	7	-85.19%
13	Columbia	Flowing Wells Road	SB	AM	Washington Road	Columbia Road	112	0.21	6.75	45	7	-85.00%
14	Columbia	Fury's Ferry Road	SB	PM	River Watch Parkway	Washington Road	150	0.30	7.20	45	7	-84.00%
15	Richmond	Fifteenth St	SB	PM	Reynolds Street	Jones Street	51	0.08	5.65	35	6	-83.87%
16	Richmond	Wheeler Road	WB	PM	I-20 WB	Wheeler / Mason McKnight	54	0.11	7.33	45	7	-83.70%
17	Columbia	Belair Road	SB	AM	I-20 EB	Park West Drive	34	0.07	7.41	45	7	-83.53%
18	Columbia	Belair Road	NB	AM	Park West Drive	I-20 EB	31	0.07	8.13	45	8	-81.94%
19	Columbia	Belair Road	NB	PM	Peachtree Road	Washington Road	59	0.14	8.54	45	9	-81.02%
20	Columbia	Belair Road	SB	AM	Wheeler Road	I-20 WB	119	0.29	8.77	45	9	-80.50%
21	Richmond	Walton Way Seg 2	WB	PM	Milledge Road	Johns Road	116	0.22	6.85	35	7	-80.44%
22	Columbia	Flowing Wells Road	NB	AM	Columbia Road	Washington Road	83	0.21	9.11	45	9	-79.76%
23	Richmond	13th Street / Ra Dent Blvd	NB	PM	Wrightsboro Road (no signal)	John Wesley Gilbert Dr.	50	0.10	7.20	35	7	-79.43%
24	Richmond	Washington Road	WB	AM	I-20 WB	Stevens Creek Road	31	0.08	9.29	45	9	-79.35%
25	Richmond	13th Street / Ra Dent Blvd	NB	PM	Broad Street	Jones Street	24	0.05	7.50	35	8	-78.57%
26	Columbia	Belair Road	SB	AM	Peachtree Road	Hereford Farm Road	52	0.14	9.69	45	0	-78.46%
27	Columbia	Belair Road	SB	AM	I-20 WB	I-20 EB	40	0.11	9.90	45	10	-78.00%
28	Richmond	13th Street / Ra Dent Blvd	SB	PM	Jones Street	Broad Street	22	0.05	8.18	35	8	-76.62%
29	Columbia	Sr 224	WB	PM	Newmantown Road	Wrightsboro Road	183	0.48	9.43	40	9	-76.44%
30	Columbia	Evans-To-Locks Rd	WB	AM	Evans Town Ctr. Blvd.	Washington Rd	44	0.13	10.64	45	11	-76.36%
31	Columbia	Belair Road	SB	PM	Wheeler Road	I-20 WB	96	0.29	10.84	45	11	-75.92%
32	Columbia	Evans-To-Locks Rd	EB	AM	Evans Town Center Blvd.	N. Belair Rd	73	0.22	10.85	45	11	-75.89%
33	Richmond	Washington Road	EB	PM	Alexander Drive /Stanley Drive	Berckmans Road	110	0.33	10.85	45	11	-75.89%
34	Richmond	13th Street / Ra Dent Blvd	NB	AM	Wrightsboro Road (no signal)	John Wesley Gilbert Dr.	42	0.10	8.57	35	9	-75.51%
35	Columbia	Fury's Ferry Road	SB	AM	River Watch Parkway	Washington Road	97	0.30	11.13	45	11	-75.26%
36	Richmond	Fifteenth St	SB	AM	Broad Street	Greene Street	54	0.13	8.67	35	9	-75.24%
37	Richmond	Wheeler Road	WB	AM	I-520 EB ramp	George C. Wilson Dr	35	0.11	11.21	45	11	-75.09%
38	Columbia	Belair Road	NB	AM	Wrightsboro Road	Park West Drive	147	0.46	11.27	45	11	-74.97%
39	Richmond	Walton Way Seg 2	EB	AM	Lake Forest Drive	Highland Avenue	155	0.38	8.83	35	9	-74.78%
40	Richmond	Washington Road	EB	AM	Patriots Way	Stevens Creek Road	82	0.26	11.41	45	11	-74.63%

#	County	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	MPH Check	Sp Dev
41	Columbia	Belair Road	SB	PM	Washington Road	Peachtree Road	286	0.14	1.76	45	2	-96.08%
42	Columbia	Belair Road	SB	AM	Washington Road	Peachtree Road	284	0.14	1.78	45	0	-96.05%
43	Columbia	Flowing Wells Road	SB	PM	Washington Road	Columbia Road	245	0.21	3.09	45	3	-93.14%
44	Richmond	13th Street / Ra Dent Blvd	NB	AM	Jones Street	Reynolds Street	61	0.05	2.95	35	3	-91.57%
45	Richmond	13th Street / Ra Dent Blvd	NB	PM	Jones Street	Reynolds Street	50	0.05	3.60	35	4	-89.71%
46	Columbia	Belair Road	SB	PM	I-20 EB	Park West Drive	52	0.07	4.85	45	5	-89.23%
47	Richmond	13th Street / Ra Dent Blvd	SB	PM	Reynolds Street	Jones Street	41	0.05	4.39	35	4	-87.46%
48	Columbia	Evans-To-Locks Rd	EB	PM	Evans Town Center Blvd.	N. Belair Rd	140	0.22	5.66	45	6	-87.43%
49	Columbia	Flowing Wells Road	NB	PM	Columbia Road	Washington Road	128	0.21	5.91	45	6	-86.88%
50	Columbia	Evans-To-Locks Rd	WB	PM	Columbia Industrial Blvd	N. Belair Rd	334	0.59	6.36	45	6	-85.87%
51	Richmond	13th Street / Ra Dent Blvd	SB	PM	Greene Street	Telfair Street	43	0.06	5.02	35	5	-85.65%
52	Columbia	Fury's Ferry Road	NB	AM	Washington Road	River Watch Parkway	162	0.30	6.67	45	7	-85.19%
53	Columbia	Flowing Wells Road	SB	AM	Washington Road	Columbia Road	112	0.21	6.75	45	7	-85.00%
54	Columbia	Fury's Ferry Road	SB	PM	River Watch Parkway	Washington Road	150	0.30	7.20	45	7	-84.00%
55	Richmond	Fifteenth St	SB	PM	Reynolds Street	Jones Street	51	0.08	5.65	35	6	-83.87%
56	Richmond	Wheeler Road	WB	PM	I-20 WB	Wheeler / Mason McKnight	54	0.11	7.33	45	7	-83.70%
57	Columbia	Belair Road	SB	AM	I-20 EB	Park West Drive	34	0.07	7.41	45	7	-83.53%
58	Columbia	Belair Road	NB	AM	Park West Drive	I-20 EB	31	0.07	8.13	45	8	-81.94%
59	Columbia	Belair Road	NB	PM	Peachtree Road	Washington Road	59	0.14	8.54	45	9	-81.02%
60	Columbia	Belair Road	SB	AM	Wheeler Road	I-20 WB	119	0.29	8.77	45	9	-80.50%
61	Richmond	Walton Way Seg 2	WB	PM	Milledge Road	Johns Road	116	0.22	6.85	35	7	-80.44%
62	Columbia	Flowing Wells Road	NB	AM	Columbia Road	Washington Road	83	0.21	9.11	45	9	-79.76%
63	Richmond	13th Street / Ra Dent Blvd	NB	PM	Wrightsboro Road (no signal)	John Wesley Gilbert Dr.	50	0.10	7.20	35	7	-79.43%
64	Richmond	Washington Road	WB	AM	I-20 WB	Stevens Creek Road	31	0.08	9.29	45	9	-79.35%
65	Richmond	13th Street / Ra Dent Blvd	NB	PM	Broad Street	Jones Street	24	0.05	7.50	35	8	-78.57%
66	Columbia	Belair Road	SB	AM	Peachtree Road	Hereford Farm Road	52	0.14	9.69	45	0	-78.46%
67	Columbia	Belair Road	SB	AM	I-20 WB	I-20 EB	40	0.11	9.90	45	10	-78.00%
68	Richmond	13th Street / Ra Dent Blvd	SB	PM	Jones Street	Broad Street	22	0.05	8.18	35	8	-76.62%
69	Columbia	Sr 224	WB	PM	Newmantown Road	Wrightsboro Road	183	0.48	9.43	40	9	-76.44%
70	Columbia	Evans-To-Locks Rd	WB	AM	Evans Town Ctr. Blvd.	Washington Rd	44	0.13	10.64	45	11	-76.36%
71	Columbia	Belair Road	SB	PM	Wheeler Road	I-20 WB	96	0.29	10.84	45	11	-75.92%
72	Columbia	Evans-To-Locks Rd	EB	AM	Evans Town Center Blvd.	N. Belair Rd	73	0.22	10.85	45	11	-75.89%
73	Richmond	Washington Road	EB	PM	Alexander Drive /Stanley Drive	Berckmans Road	110	0.33	10.85	45	11	-75.89%
74	Richmond	13th Street / Ra Dent Blvd	NB	AM	Wrightsboro Road (no signal)	John Wesley Gilbert Dr.	42	0.10	8.57	35	9	-75.51%
75	Columbia	Fury's Ferry Road	SB	AM	River Watch Parkway	Washington Road	97	0.30	11.13	45	11	-75.26%
76	Richmond	Fifteenth St	SB	AM	Broad Street	Greene Street	54	0.13	8.67	35	9	-75.24%
77	Richmond	Wheeler Road	WB	AM	I-520 EB ramp	George C. Wilson Dr	35	0.11	11.21	45	11	-75.09%
78	Columbia	Belair Road	NB	AM	Wrightsboro Road	Park West Drive	147	0.46	11.27	45	11	-74.97%
79	Richmond	Walton Way Seg 2	EB	AM	Lake Forest Drive	Highland Avenue	155	0.38	8.83	35	9	-74.78%
80	Richmond	Washington Road	EB	AM	Patriots Way	Stevens Creek Road	82	0.26	11.41	45	11	-74.63%

#	County	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	MPH Check	Sp Dev
81	Columbia	Fury's Ferry Road	SB	AM	Prattwood Drive	River Watch Parkway	33	0.14	15.27	45	15	-66.06%
82	Richmond	Wheeler Road	WB	AM	West Wheeler Parkway	Interstate Pkwy	77	0.33	15.43	45	15	-65.71%
83	Columbia	Fury's Ferry Road	NB	PM	River Watch Parkway	Prattwood Drive	32	0.14	15.75	45	16	-65.00%
84	Richmond	Fifteenth St.	NB	AM	Greene Street	Broad Street	38	0.13	12.32	35	12	-64.81%
85	Richmond	Fifteenth St.	NB	PM	Greene Street	Broad Street	38	0.13	12.32	35	12	-64.81%
86	Richmond	Fifteenth St.	NB	PM	Central Avenue	Laney Walker Boulevard	64	0.22	12.38	35	12	-64.64%
87	Aiken	Whiskey Rd.	SB	AM	Richland Ave.	South Boundary	119	0.44	13.27	38	13	-64.60%
88	Aiken	Whiskey Rd.	NB	PM	South Boundary	Richland Ave.	118	0.44	13.42	38	13	-64.20%
89	Columbia	Evans-To-Locks Rd	WB	AM	Columbia Industrial Blvd	North Belair	130	0.59	16.34	45	16	-63.69%
90	Richmond	Fifteenth St	SB	AM	Walton Way	Harper Street / Pope Avenue	65	0.23	12.74	35	13	-63.60%
91	Richmond	Wheeler Road	EB	PM	Interstate Pkwy	West Wheeler Parkway	72	0.33	16.50	45	17	-63.33%
92	Aiken	Richland Ave.	WB	NOON	York St.	Chesterfield St.	29	0.09	11.05	30	11	-63.18%
93	Richmond	Wheeler Road	WB	AM	I-20 EB	I-20 WB	40	0.19	17.10	45	17	-62.00%
94	Richmond	Walton Way Seg 2	EB	AM	Johns Road	Milledge Road	59	0.22	13.42	35	13	-61.65%
95	Richmond	13th Street / Ra Dent Blvd	NB	PM	Telfair Street	Greene Street	16	0.06	13.50	35	14	-61.43%
96	Columbia	Fury's Ferry Road	SB	PM	Prattwood Drive	River Watch Parkway	29	0.14	17.38	45	17	-61.38%
97	Richmond	Wheeler Road	WB	AM	I-20 WB	Wheeler / Mason McKnight	22	0.11	18.00	45	18	-60.00%
98	Richmond	Wheeler Road	WB	PM	Walton Way Ext	Agerton Ln	50	0.25	18.00	45	18	-60.00%
99	Richmond	Wheeler Road	EB	AM	West Wheeler Parkway	Augusta West Pkwy	72	0.36	18.00	45	18	-60.00%
100	Columbia	Evans-To-Locks Rd	EB	AM	Blue Ridge Dr	Fury's Ferry Rd	218	1.10	18.17	45	18	-59.63%
101	Aiken	Whiskey Rd.	NB	AM	East Gate Dr.	Pine Log Rd.	223	0.94	15.15	38	15	-59.59%
102	Richmond	Washington Road	EB	AM	I-20 WB	I-20 EB	35	0.18	18.51	45	19	-58.86%
103	Richmond	Wheeler Road	WB	PM	Agerton Ln	Robert C. Daniel/Marks Church	48	0.25	18.62	45	19	-58.62%
104	Richmond	Walton Way Seg 2	WB	PM	Monte Sano Avenue	Highland Avenue	62	0.25	12.77	35	13	-58.53%
105	Richmond	13th Street / Ra Dent Blvd	NB	PM	University Hospital/Caring Lane	Walton Way	89	0.36	14.56	35	15	-58.39%
106	Columbia	Flowing Wells Road	NB	PM	Wheeler Road / Mason McKnight, Jr. Pkwy.	Bussey Ln / Old Trail Road West	127	0.67	18.99	45	19	-57.80%
107	Aiken	Whiskey Rd.	SB	PM	Richland Ave.	South Boundary	100	0.44	15.84	38	16	-57.76%
108	Richmond	Fifteenth St	SB	AM	Jones Street	Broad Street	12	0.05	15.00	35	15	-57.14%
109	Columbia	Evans-To-Locks Rd	WB	AM	North Belair	Evans Town Ctr. Blvd.	41	0.22	19.32	45	19	-57.07%
110	Columbia	Flowing Wells Road	NB	AM	Bussey Ln / Old Trail Road West	Columbia Road	109	0.59	19.49	45	19	-56.70%
111	Columbia	Belair Road	NB	AM	Oakley Pirkle Road	Columbia Road	129	0.70	19.53	45	20	-56.59%
112	Aiken	Silver Bluff Rd.	NB	AM	Dougherty Rd.	Hitchcock Pkwy.	99	0.42	15.22	35	15	-56.51%
113	Richmond	Wheeler Road	WB	AM	Robert C. Daniel/Marks Church	I-520 EB ramp	55	0.31	20.29	45	20	-54.91%
114	Richmond	Washington Road	WB	PM	Berckmans Road	Alexander Drive /Stanley Drive	58	0.33	20.37	45	20	-54.74%
115	Richmond	Fifteenth St.	NB	PM	Laney Walker Boulevard	Harper Street / Pope Avenue	43	0.19	15.91	35	16	-54.55%
116	Richmond	Wheeler Road	EB	AM	I-20 EB	Interstate Pkwy	51	0.29	20.47	45	20	-54.51%
117	Richmond	13th Street / Ra Dent Blvd	NB	PM	John Wesley Gilbert Dr.	Laney Walker Boulevard	79	0.35	15.95	35	16	-54.43%
118	Aiken	Whiskey Rd.	NB	AM	South Boundary	Richland Ave.	92	0.44	17.16	38	17	-54.25%
119	Aiken	Richland Ave.	WB	NOON	Chesterfield St.	Laurens St.	52	0.20	13.85	30	14	-53.85%
120	Richmond	Washington Road	WB	AM	I-20 EB	I-20 WB	31	0.18	20.90	45	21	-53.55%

#	County	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	MPH Check	Sp Dev
120	Richmond	13th Street / Ra Dent Blvd	SB	AM	Jones Street	Broad Street	11	0.05	16.36	35	16	-53.25%
121	Richmond	Fifteenth St	SB	AM	Carver Street / Government Street	Castleberry Lane	30	0.14	16.62	35	17	-52.53%
122	Columbia	Sr 223	WB	PM	Gordon Highway	Newmantown Road	335	1.77	19.02	40	19	-52.45%
123	Richmond	Walton Way Seg 2	EB	PM	Bransford Road	Lake Forest Drive	28	0.13	16.71	35	49	-52.24%
124	Columbia	Belair Road	SB	PM	Cox Road/ Owens Road	Columbia Road	174	1.04	21.52	45	22	-52.18%
125	Columbia	Evans-To-Locks Rd	EB	PM	Blue Ridge Dr	Fury's Ferry Rd	182	1.10	21.76	45	22	-51.65%
126	Richmond	Washington Road	WB	AM	Azalea Drive	Berckmans Road	38	0.23	21.79	45	22	-51.58%
127	Aiken	Silver Bluff Rd.	NB	PM	Dougherty Rd.	Hitchcock Pkwy.	88	0.42	17.12	35	17	-51.09%
128	Richmond	Fifteenth St.	NB	PM	Walton Way	John C. Calhoun Expressway	42	0.20	17.14	35	17	-51.02%
129	Richmond	Walton Way Seg 2	WB	PM	Fleming Avenue (ASU)	Monte Sano Avenue	52	0.25	18.57	35	19	-50.86%
130	Richmond	Walton Way Seg 2	EB	PM	Johns Road	Milledge Road	46	0.22	17.22	35	16	-50.81%
131	Richmond	Fifteenth St.	NB	AM	John C. Calhoun Expressway	Greene Street	31	0.15	17.42	35	17	-50.23%
132	Aiken	Whiskey Rd.	NB	PM	East Gate Dr.	Pine Log Rd.	181	0.94	18.70	38	19	-50.14%
133	Columbia	Sr 223	EB	AM	Wrightsboro Road	Newmantown Road	86	0.48	20.09	40	20	-49.77%
134	Richmond	Walton Way Seg 2	WB	PM	Milledge Road	Johns Road	45	0.22	17.60	35	18	-49.71%
135	Richmond	Fifteenth St.	NB	AM	Martin Luther King Boulevard	Essie McIntyre / Sunset Avenue	83	0.41	17.78	35	18	-49.19%
136	Richmond	Wheeler Road	WB	PM	Augusta West Pkwy	West Wheeler Parkway	57	0.36	22.87	45	23	-49.18%
137	Richmond	Washington Road	WB	PM	Alexander Drive /Stanley Drive	Bertram Road	50	0.32	22.89	45	23	-49.14%
138	Columbia	Belair Road	SB	PM	Oakley Pirkle Road	Wheeler Road	122	0.78	23.02	45	23	-48.85%
139	Aiken	Martintown Rd.	WB	AM	Knox Ave.	Georgia Ave.	74	0.45	21.79	43	22	-48.72%
140	Richmond	13th Street / Ra Dent Blvd	NB	AM	Greene Street	Broad Street	26	0.13	18.00	35	18	-48.57%
141	Richmond	13th Street / Ra Dent Blvd	SB	AM	John Wesley Gilbert Dr.	Wrightsboro Road (no signal)	20	0.10	18.00	35	18	-48.57%
142	Richmond	Fifteenth St.	NB	AM	Jones Street	Reynolds Street	10	0.05	18.00	35	18	-48.57%
143	Richmond	Fifteenth St.	NB	PM	Jones Street	Reynolds Street	10	0.05	18.00	35	18	-48.57%
144	Richmond	13th Street / Ra Dent Blvd	NB	AM	John Wesley Gilbert Dr.	Laney Walker Boulevard	70	0.35	18.09	35	18	-48.33%
145	Columbia	Belair Road	SB	PM	I-20 WB	I-20 EB	17	0.11	23.29	45	23	-48.24%
146	Columbia	Sr 224	EB	AM	Newmantown Road	Gordon Highway	303	1.77	21.01	40	21	-47.48%
147	Richmond	Washington Road	EB	AM	Alexander Drive /Stanley Drive	Berckmans Road	50	0.33	23.76	45	24	-47.20%
148	Richmond	Walton Way Seg 2	EB	PM	Lake Forest Drive	Highland Avenue	74	0.38	18.49	35	13	-47.18%
149	Columbia	Belair Road	NB	PM	Hereford Farm Road	Peachtree Road	21	0.14	24.00	45	24	-46.67%
150	Richmond	Washington Road	EB	PM	Bertram Road	Alexander Drive /Stanley Drive	48	0.32	24.00	45	24	-46.67%
151	Richmond	13th Street / Ra Dent Blvd	SB	PM	University Hospital/Caring Lane	Laney Walker Boulevard	27	0.14	18.67	35	19	-46.67%
152	Richmond	13th Street / Ra Dent Blvd	NB	AM	University Hospital/Caring Lane	Walton Way	69	0.36	18.69	35	19	-46.59%
153	Richmond	Fifteenth St.	NB	AM	Central Avenue	Laney Walker Boulevard	42	0.22	18.86	35	19	-46.12%
154	Richmond	Wheeler Road	EB	AM	Agerton Ln	Walton Way Extension	37	0.25	24.32	45	24	-45.95%
155	Richmond	Fifteenth St	SB	PM	Castleberry Lane	Essie McIntyre / Sunset Avenue	57	0.30	18.95	35	19	-45.86%
156	Columbia	Flowing Wells Road	SB	AM	Bussey Ln / Old Trail Road West	Wheeler Road / Mason McKnight, Jr. Pkwy.	99	0.67	24.36	45	24	-45.86%
157	Aiken	Whiskey Rd.	SB	PM	Pine Log Rd.	East Gate Dr.	167	0.94	20.30	38	20	-45.86%
158	Richmond	Fifteenth St.	NB	PM	Martin Luther King Boulevard	Essie McIntyre / Sunset Avenue	77	0.41	19.17	35	19	-45.23%
159	Columbia	Belair Road	SB	AM	Cox Road/ Owens Road	Columbia Road	151	1.04	24.79	45	25	-44.90%
160	Richmond	Fifteenth St	SB	PM	Laney Walker Boulevard	Central Avenue	37	0.20	19.29	35	19	-44.90%

#	County	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	MPH Check	Sp Dev
161	Richmond	Fifteenth St.	NB	AM	Castleberry Lane	Carver Street / Government Street	26	0.14	19.38	35	19	-44.62%
162	Aiken	Silver Bluff Rd.	SB	AM	Dougherty Rd.	Pine Log Rd.	30	0.16	19.42	35	19	-44.53%
163	Richmond	Wheeler Road	EB	PM	Robert C. Daniel /Marks Church	Agerton Ln	36	0.25	25.00	45	25	-44.44%
164	Aiken	Dougherty Rd.	EB	AM	Silver Bluff	Whiskey Rd.	164	0.89	19.58	35	20	-44.07%
165	Columbia	Flowing Wells Road	SB	PM	Columbia Road	Bussey Ln / Old Trail Road West	84	0.59	25.29	45	25	-43.81%
166	Columbia	Flowing Wells Road	NB	AM	Wheeler Road / Mason McKnight, Jr. Pkwy.	Bussey Ln / Old Trail Road West	95	0.67	25.39	45	25	-43.58%
167	Aiken	Silver Bluff Rd.	NB	PM	Hitchcock Pkwy.	Whiskey Rd.	113	0.62	19.81	35	20	-43.40%
168	Aiken	Martintown Rd.	EB	PM	Knox Ave.	Atomic Rd.	79	0.53	24.15	43	24	-43.17%
169	Richmond	Washington Road	EB	PM	Pleasant Home Road	Fury's Ferry Road	92	0.65	25.57	45	26	-43.17%
170	Richmond	Washington Road	WB	AM	Alexander Drive /Stanley Drive	Bertram Road	45	0.32	25.60	45	26	-43.11%
171	Richmond	Washington Road	EB	PM	Warren Road	Patriots Way	45	0.32	25.60	45	26	-43.11%
172	Columbia	Belair Road	NB	PM	Columbia Road	Cox Road/ Owens Road	146	1.04	25.64	45	26	-43.01%
173	Richmond	Walton Way Seg 2	WB	PM	Fleming Avenue (ASU)	Monte Sano Avenue	45	0.25	21.60	35	22	-42.86%
174	Richmond	13th Street / Ra Dent Blvd	NB	AM	Broad Street	Jones Street	9	0.05	20.00	35	20	-42.86%
175	Richmond	Fifteenth St	SB	AM	John C. Calhoun Expressway	Walton Way	36	0.20	20.00	35	20	-42.86%
176	Richmond	Fifteenth St	SB	PM	Wrightsboro Road (middle of overpass)	Carver Street / Government Street	36	0.20	20.00	35	20	-42.86%
177	Richmond	Fifteenth St.	NB	AM	Walton Way	John C. Calhoun Expressway	36	0.20	20.00	35	20	-42.86%
178	Richmond	Fifteenth St	SB	PM	Essie McIntyre / Sunset Avenue	Martin Luther King Boulevard	76	0.43	20.28	35	20	-42.06%
179	Aiken	Whiskey Rd.	SB	PM	Brookhaven Dr.	Powderhouse Rd.	96	0.58	21.75	38	22	-42.00%
180	Aiken	Dougherty	EB	PM	Silver Bluff	Whiskey Rd.	157	0.89	20.41	35	20	-41.69%
181	Aiken	Silver Bluff Rd.	SB	AM	Hitchcock Pkwy.	Dougherty Rd.	74	0.42	20.43	35	20	-41.62%
182	Richmond	Wheeler Road	EB	PM	I-20 WB	I-20 EB	26	0.19	26.31	45	26	-41.54%
183	Aiken	Richland Ave.	EB	NOON	Laurens St.	Chesterfield St.	41	0.20	17.56	30	18	-41.46%
184	Aiken	Martintown Rd.	EB	PM	Georgia Ave.	Knox Ave.	65	0.45	25.05	43	25	-41.06%
185	Richmond	Wheeler Road	EB	AM	I-520 EB ramp	Robert C. Daniel /Marks Church	42	0.31	26.57	45	27	-40.95%
186	Columbia	Belair Road	NB	PM	Cox Road/ Owens Road	Hereford Farm Road	149	1.10	26.58	45	27	-40.94%
187	Richmond	Washington Road	EB	PM	I-20 EB	Boy Scout Road	27	0.20	26.67	45	27	-40.74%
188	Aiken	Silver Bluff Rd.	SB	AM	Whiskey Rd.	Hitchcock Pkwy.	107	0.62	20.80	35	21	-40.59%
189	Columbia	Belair Road	SB	PM	Columbia Road	Oakley Pirkle Road	94	0.70	26.81	45	27	-40.43%
190	Columbia	Belair Road	SB	AM	Oakley Pirkle Road	Wheeler Road	104	0.78	27.00	45	27	-40.00%
191	Columbia	Fury's Ferry Road	SB	AM	The Pass	Bastona Road	88	0.66	27.00	45	27	-40.00%
192	Richmond	Wheeler Road	WB	PM	George C. Wilson Dr	Augusta West Pkwy	20	0.15	27.00	45	27	-40.00%
193	Richmond	Wheeler Road	EB	PM	Augusta West Pkwy	George C. Wilson Dr	20	0.15	27.00	45	27	-40.00%
194	Richmond	Walton Way Seg 2	EB	AM	Fleming Avenue (ASU)	Johns Road	61	0.36	21.25	35	21	-39.30%
195	Aiken	Silver Bluff Rd.	SB	PM	Hitchcock Pkwy.	Dougherty Rd.	71	0.42	21.40	35	21	-38.87%
196	Richmond	Washington Road	WB	PM	Fury's Ferry Road	Pleasant Home Road	85	0.65	27.53	45	28	-38.82%
197	Richmond	Washington Road	WB	PM	Azalea Drive	Berckmans Road	30	0.23	27.60	45	28	-38.67%
198	Richmond	Washington Road	EB	AM	I-20 EB	Boy Scout Road	26	0.20	27.69	45	28	-38.46%
199	Richmond	13th Street / Ra Dent Blvd	SB	PM	Telfair Street	Walton Way	50	0.30	21.60	35	22	-38.29%
200	Richmond	13th Street / Ra Dent Blvd	NB	PM	Walton Way	Telfair Street	50	0.30	21.60	35	22	-38.29%

#	County	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	MPH Check	Sp Dev
201	Aiken	Whiskey Rd.	SB	PM	South Boundary	Pine Log Rd.	350	2.26	23.27	38	23	-37.95%
202	Columbia	Fury's Ferry Road	SB	PM	The Pass	Baston Road	85	0.66	27.95	45	28	-37.88%
203	Aiken	Richland Ave.	EB	NOON	Greenville St.	Laurens St.	33	0.17	18.73	30	19	-37.55%
204	Columbia	Evans-To-Locks Rd	WB	AM	Stevens Creek Rd	Fury's Ferry Rd	275	2.15	28.15	45	28	-37.45%
205	Richmond	Wheeler Road	WB	AM	Augusta West Pkwy	West Wheeler Parkway	46	0.36	28.17	45	28	-37.39%
206	Richmond	Walton Way Seg 2	EB	AM	Monte Sano Avenue	Fleming Avenue (ASU)	41	0.25	23.71	35	24	-37.28%
207	Columbia	Belair Road	NB	AM	I-20 EB	I-20 WB	14	0.11	28.29	45	28	-37.14%
208	Columbia	Belair Road	NB	PM	I-20 EB	I-20 WB	14	0.11	28.29	45	28	-37.14%
209	Columbia	Sr 224	WB	AM	Newmantown Road	Wrightsboro Road	68	0.48	25.41	40	25	-36.47%
210	Richmond	Wheeler Road	EB	PM	I-520 EB ramp	Robert C. Daniel /Marks Church	39	0.31	28.62	45	29	-36.41%
211	Richmond	Walton Way Seg 2	EB	AM	Bransford Road	Lake Forest Drive	21	0.13	22.29	35	22	-36.33%
212	Richmond	Walton Way Seg 2	WB	PM	Johns Road	Fleming Avenue (ASU)	58	0.36	22.34	35	22	-36.16%
213	Aiken	Whiskey Rd.	NB	PM	Brookhaven Dr.	East Gate Dr.	87	0.58	24.09	38	24	-35.75%
214	Richmond	13th Street / Ra Dent Blvd	SB	PM	John Wesley Gilbert Dr.	Wrightsboro Road (no signal)	16	0.10	22.50	35	23	-35.71%
215	Richmond	Fifteenth St.	NB	AM	Broad Street	Jones Street	8	0.05	22.50	35	23	-35.71%
216	Richmond	Walton Way Seg 2	EB	PM	Monte Sano Avenue	Fleming Avenue (ASU)	40	0.25	22.50	35	34	-35.71%
217	Richmond	Washington Road	WB	AM	Fury's Ferry Road	Pleasant Home Road	81	0.65	29.01	45	29	-35.54%
218	Aiken	Whiskey Rd.	NB	AM	Pine Log Rd.	South Boundary	333	2.26	24.46	38	24	-34.78%
219	Richmond	Fifteenth St.	NB	PM	Castleberry Lane	Carver Street / Government Street	22	0.14	22.91	35	23	-34.55%
220	Richmond	Washington Road	EB	PM	Fury's Ferry Road	Warren Road	20	0.16	29.54	45	30	-34.36%
221	Richmond	Walton Way Seg 2	EB	PM	Highland Avenue	Monte Sano Avenue	39	0.25	23.08	35	33	-34.07%
222	Richmond	Wheeler Road	EB	AM	Interstate Pkwy	West Wheeler Parkway	40	0.33	29.70	45	30	-34.00%
223	Columbia	Belair Road	SB	AM	Columbia Road	Oakley Pirkle Road	84	0.70	30.00	45	30	-33.33%
224	Richmond	Wheeler Road	WB	AM	George C. Wilson Dr	Augusta West Pkwy	18	0.15	30.00	45	30	-33.33%
225	Richmond	Wheeler Road	EB	AM	Augusta West Pkwy	George C. Wilson Dr	18	0.15	30.00	45	30	-33.33%
226	Richmond	13th Street / Ra Dent Blvd	NB	PM	Greene Street	Broad Street	20	0.13	23.40	35	23	-33.14%
227	Richmond	Washington Road	WB	AM	John C. Calhoun Expressway (no signal)	E. Vineland Road / Woodbine Road	55	0.46	30.11	45	30	-33.09%
228	Columbia	Fury's Ferry Road	NB	PM	Park Lane/Inverness Way	Evans-to-Locks Road	102	0.86	30.25	45	30	-32.77%
229	Richmond	Walton Way Seg 2	WB	PM	Highland Avenue	Lake Forest Drive	58	0.38	23.59	35	24	-32.61%
230	Aiken	Silver Bluff Rd.	SB	PM	Dougherty Rd.	Pine Log Rd.	24	0.16	23.67	35	24	-32.37%
231	Richmond	13th Street / Ra Dent Blvd	NB	AM	Walton Way	Telfair Street	45	0.30	24.00	35	24	-31.43%
232	Richmond	13th Street / Ra Dent Blvd	NB	AM	Telfair Street	Greene Street	9	0.06	24.00	35	24	-31.43%
233	Richmond	Washington Road	WB	AM	Bertram Road	Boy Scout Road	28	0.24	30.86	45	31	-31.43%
234	Aiken	Martintown Rd.	WB	PM	Atomic Rd..	Knox Ave.	65	0.53	29.20	43	29	-31.28%
235	Richmond	Wheeler Road	EB	AM	Robert C. Daniel /Marks Church	Agerton Ln	29	0.25	31.03	45	31	-31.03%
236	Richmond	Wheeler Road	EB	AM	I-20 WB	I-20 EB	22	0.19	31.09	45	31	-30.91%
237	Columbia	Fury's Ferry Road	NB	PM	Prattwood Drive	Baston Road	97	0.84	31.18	45	31	-30.72%
238	Aiken	Silver Bluff Rd.	SB	PM	Pine Log Rd.	Savannah Dr.	183	1.24	24.35	35	24	-30.43%
239	Columbia	Belair Road	NB	AM	Hereford Farm Road	Peachtree Road	16	0.14	31.50	45	32	-30.00%
240	Columbia	Fury's Ferry Road	SB	PM	North Belair Road/Mullikin	Evans-to-Locks Road	241	2.11	31.52	45	32	-29.96%

#	County	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	MPH Check	Sp Dev
241	Columbia	Belair Road	SB	AM	Park West Drive	Wrightsboro Road	52	0.46	31.85	45	32	-29.23%
242	Richmond	Fifteenth St	SB	PM	Greene Street	John C. Calhoun Expressway	20	0.14	24.79	35	25	-29.18%
243	Richmond	Washington Road	EB	AM	Stevens Creek Road	I-20 WB	9	0.08	32.00	45	32	-28.89%
244	Richmond	Washington Road	EB	PM	Stevens Creek Road	I-20 WB	9	0.08	32.00	45	32	-28.89%
245	Columbia	Evans-To-Locks Rd	WB	PM	Stevens Creek Rd	Fury's Ferry Rd	239	2.15	32.38	45	32	-28.03%
246	Richmond	13th Street / Ra Dent Blvd	SB	PM	Laney Walker Boulevard	John Wesley Gilbert Dr.	50	0.35	25.20	35	25	-28.00%
247	Columbia	Sr 223	EB	AM	Wrightsboro Road	Newmantown Road	60	0.48	28.80	40	29	-28.00%
248	Columbia	Belair Road	SB	PM	Park West Drive	Wrightsboro Road	51	0.46	32.47	45	32	-27.84%
249	Columbia	Fury's Ferry Road	NB	AM	Prattwood Drive	Baston Road	93	0.84	32.52	45	33	-27.74%
250	Aiken	Martintown Rd.	WB	PM	Buena Vista	Atomic Rd..	64	0.55	30.78	43	31	-27.58%
251	Richmond	Fifteenth St	SB	AM	Castleberry Lane	Essie Mchtyre / Sunset Avenue	44	0.31	25.36	35	25	-27.53%
252	Columbia	Sr 224	EB	AM	Newmantown Road	Gordon Highway	219	1.77	29.05	40	29	-27.37%
253	Columbia	Sr 223	WB	AM	Gordon Highway	Newmantown Road	218	1.77	29.18	40	29	-27.04%
254	Columbia	Belair Road	NB	AM	Columbia Road	Cox Road/Owens Road	114	1.04	32.94	45	33	-26.80%
255	Richmond	Walton Way Seg 2	EB	AM	Highland Avenue	Monte Sano Avenue	35	0.25	22.63	35	23	-26.53%
256	Aiken	Richland Ave.	EB	NOON	Williamsburg St.	Beaufort St.	41	0.25	22.13	30	22	-26.23%
257	Aiken	Dougherty	WB	PM	Whiskey Rd.	Silver Bluff	124	0.89	25.84	35	26	-26.18%
258	Richmond	Washington Road	EB	PM	I-20 WB	I-20 EB	20	0.18	33.23	45	33	-26.15%
259	Aiken	Whiskey Rd.	SB	AM	South Boundary	Pine Log Rd.	293	2.26	27.74	38	28	-26.04%
260	Richmond	Walton Way Seg 3	WB	PM	Johns Road	Fleming Avenue (ASU)	50	0.36	25.92	35	26	-25.94%
261	Richmond	Washington Road	WB	AM	Stevens Creek Road	Patriots Way	28	0.26	33.43	45	33	-25.71%
262	Columbia	Belair Road	SB	PM	Peachtree Road	Hereford Farm Road	15	0.14	33.60	45	34	-25.33%
263	Columbia	Fury's Ferry Road	NB	AM	River Watch Parkway	Prattwood Drive	15	0.14	33.60	45	34	-25.33%
264	Aiken	Whiskey Rd.	SB	AM	Pine Log Rd.	East Gate Dr.	120	0.94	28.20	38	28	-24.80%
265	Aiken	Martintown Rd.	EB	AM	Byrnes Rd.	Georgia Ave.	360	3.2	32.00	43	32	-24.71%
266	Richmond	Washington Road	EB	AM	Bertram Road	Alexander Drive /Stanley Drive	34	0.32	33.88	45	34	-24.71%
267	Richmond	Washington Road	WB	AM	Berckmans Road	Alexander Drive /Stanley Drive	35	0.33	33.94	45	34	-24.57%
268	Richmond	Washington Road	WB	AM	Boy Scout Road	I-20 EB	21	0.20	34.29	45	34	-23.81%
269	Aiken	Whiskey Rd.	SB	AM	Brookhaven Dr.	Powderhouse Rd.	73	0.58	28.60	38	29	-23.73%
270	Richmond	Fifteenth St.	NB	PM	Harper Street / Pope Avenue	Walton Way	31	0.23	26.71	35	27	-23.69%
271	Columbia	Fury's Ferry Road	SB	AM	Evans-to-Locks Road	Park Lane/Inverness Way	90	0.86	34.40	45	34	-23.56%
272	Aiken	Richland Ave.	WB	NOON	Laurens St.	Greenville St.	27	0.17	22.95	30	23	-23.50%
273	Aiken	Whiskey Rd.	NB	PM	Pine Log Rd.	South Boundary	283	2.26	28.72	38	29	-23.43%
274	Richmond	Washington Road	EB	PM	Berckmans Road	Azalea Drive	24	0.23	34.50	45	35	-23.33%
275	Richmond	Washington Road	EB	AM	Boy Scout Road	Bertram Road	25	0.24	34.56	45	35	-23.20%
276	Richmond	13th Street / Ra Dent Blvd	SB	AM	Walton Way	University Hospital/Caring Lane	48	0.36	27.00	35	27	-22.86%
277	Richmond	Fifteenth St	SB	PM	John C. Calhoun Expressway	Walton Way	32	0.24	27.00	35	27	-22.86%
278	Columbia	Fury's Ferry Road	SB	PM	Park Lane/Inverness Way	The Pass	29	0.28	34.76	45	35	-22.76%
279	Aiken	Martintown Rd.	EB	PM	Byrnes Rd.	Georgia Ave.	351	3.2	32.85	43	33	-22.70%
280	Richmond	Wheeler Road	WB	PM	Interstate Pkwy	I-20 EB	30	0.29	34.80	45	35	-22.67%

#	County	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	MPH Check	Sp Dev
281	Columbia	Fury's Ferry Road	SB	AM	Savannah River	North Belair Road/Mullikin	187	1.81	34.84	45	35	-22.57%
282	Columbia	Flowing Wells Road	SB	PM	Bussey Ln / Old Trail Road West	Wheeler Road / Mason McKnight, Jr. Pkwy.	69	0.67	34.96	45	35	-22.32%
283	Columbia	Fury's Ferry Road	SB	PM	Savannah River	North Belair Road/Mullikin	186	1.81	35.03	45	35	-22.15%
284	Columbia	Belair Road	NB	AM	Wheeler Road	Oakley Pirkle Road	80	0.78	35.10	45	35	-22.00%
285	Richmond	Washington Road	WB	PM	E. Vineland Road / Woodbine Road	Eisenhower Drive	46	0.45	35.22	45	35	-21.74%
286	Columbia	Evans-To-Locks Rd	WB	PM	Fury's Ferry Rd	Blue Ridge Dr	112	1.10	35.36	45	35	-21.43%
287	Aiken	Martintown Rd.	WB	PM	Georgia Ave.	Byrnes Rd.	235	2.18	33.40	43	33	-21.42%
288	Richmond	Walton Way Seg 2	WB	PM	Lake Forest Drive	Bransford Road	17	0.13	27.53	35	28	-21.34%
289	Richmond	Walton Way Seg 2	WB	PM	Lake Forest Drive	Bransford Road	17	0.13	27.53	35	28	-21.34%
290	Richmond	Washington Road	EB	AM	Pleasant Home Road	Fury's Ferry Road	66	0.65	35.45	45	36	-21.21%
291	Aiken	Silver Bluff Rd.	SB	PM	Whiskey Rd.	Hitchcock Pkwy.	81	0.62	27.67	35	28	-20.94%
292	Aiken	Martintown Rd.	EB	AM	Georgia Ave.	Knox Ave.	48	0.45	33.75	43	34	-20.59%
293	Aiken	Dougherty Rd.	WB	AM	Whiskey Rd.	Silver Bluff Rd	115	0.89	27.86	35	28	-20.40%
294	Richmond	Fifteenth St.	NB	AM	Essie McIntyre / Sunset Avenue	Castleberry Lane	40	0.31	27.90	35	28	-20.29%
295	Richmond	Walton Way Seg 2	WB	PM	Highland Avenue	Lake Forest Drive	49	0.38	27.92	35	28	-20.23%
296	Richmond	Washington Road	WB	AM	E. Vineland Road / Woodbine Road	Eisenhower Drive	45	0.45	36.00	45	36	-20.00%
297	Richmond	Washington Road	WB	AM	Eisenhower Drive	Azalea Drive	18	0.18	36.00	45	36	-20.00%
298	Richmond	Washington Road	EB	PM	Azalea Drive	Eisenhower Drive	18	0.18	36.00	45	36	-20.00%
299	Richmond	Wheeler Road	WB	AM	Agerton Ln	Robert C. Daniel/Marks Church	25	0.25	36.00	45	36	-20.00%
300	Richmond	Wheeler Road	EB	AM	George C. Wilson Dr	I-520 EB ramp	11	0.11	36.00	45	36	-20.00%
301	Columbia	Fury's Ferry Road	NB	AM	The Pass	Park Lane/Inverness Way	28	0.28	36.00	45	36	-20.00%
302	Richmond	Washington Road	WB	AM	Warren Road	Fury's Ferry Road	16	0.16	36.00	45	36	-20.00%
303	Richmond	Washington Road	EB	AM	Fury's Ferry Road	Warren Road	16	0.16	36.00	45	36	-20.00%
304	Aiken	Whiskey Rd.	SB	PM	East Gate Dr.	Brookhaven Dr.	69	0.58	30.12	38	30	-19.69%
305	Columbia	Fury's Ferry Road	SB	AM	North Belair Road/Mullikin	Evans-to-Locks Road	209	2.11	36.34	45	36	-19.23%
306	Columbia	Fury's Ferry Road	NB	PM	Evans-to-Locks Road	North Belair Road/Mullikin	209	2.11	36.34	45	36	-19.23%
307	Aiken	Silver Bluff Rd.	NB	PM	Savannah Dr.	Pine Log Rd.	157	1.24	28.49	35	28	-18.59%
308	Columbia	Evans-To-Locks Rd	WB	PM	Blue Ridge Dr	Columbia Industrial Blvd	52	0.53	36.69	45	37	-18.46%
309	Aiken	Richland Ave.	EB	NOON	Vaocluse Rd.	Greenville St.	53	0.36	24.61	30	25	-17.97%
310	Aiken	Silver Bluff Rd.	NB	AM	Hitchcock Pkwy.	Whiskey Rd.	78	0.62	28.74	35	29	-17.89%
311	Richmond	Walton Way Seg 2	EB	PM	Fleming Avenue (ASU)	Johns Road	45	0.36	28.80	35	2	-17.71%
312	Richmond	Fifteenth St	SB	AM	Essie McIntyre / Sunset Avenue	Martin Luther King Boulevard	51	0.41	28.94	35	29	-17.31%
313	Columbia	Evans-To-Locks Rd	EB	AM	Fury's Ferry Rd	Stevens Creek Rd	208	2.15	37.21	45	37	-17.31%
314	Columbia	Belair Road	NB	AM	I-20 WB	Wheeler Road	28	0.29	37.29	45	37	-17.14%
315	Richmond	Washington Road	EB	AM	Berckmans Road	Azalea Drive	22	0.23	37.64	45	38	-16.36%
316	Aiken	Martintown Rd.	WB	AM	Georgia Ave.	Byrnes Rd.	219	2.18	35.84	43	36	-15.68%
317	Richmond	Fifteenth St.	NB	AM	Harper Street / Pope Avenue	Walton Way	28	0.23	29.57	35	30	-15.51%
318	Richmond	Washington Road	WB	PM	I-20 EB	I-20 WB	17	0.18	38.12	45	38	-15.29%
319	Richmond	13th Street / Ra Dent Blvd	NB	AM	Laney Walker Boulevard	University Hospital/Caring Lane	17	0.14	29.65	35	30	-15.29%
320	Columbia	Evans-To-Locks Rd	EB	AM	Columbia Industrial Blvd	Blue Ridge Dr	50	0.53	38.16	45	38	-15.20%

#	County	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	MPH Check	Sp Dev
321	Columbia	Fury's Ferry Road	SB	PM	Baston Road	Prattwood Drive	79	0.84	38.28	45	38	-14.94%
322	Columbia	Fury's Ferry Road	NB	AM	Evans-to-Locks Road	North Belair Road/Mullikin	198	2.11	38.36	45	38	-14.75%
323	Richmond	Washington Road	WB	AM	Patriots Way	Warren Road	30	0.32	38.40	45	38	-14.67%
324	Richmond	Washington Road	EB	AM	Warren Road	Patriots Way	30	0.32	38.40	45	38	-14.67%
325	Richmond	Fifteenth St.	NB	PM	Broad Street	Jones Street	6	0.05	30.00	35	30	-14.29%
326	Columbia	Belair Road	NB	AM	Peachtree Road	Washington Road	13	0.14	38.77	45	39	-13.85%
327	Columbia	Fury's Ferry Road	NB	AM	Park Lane/Inverness Way	Evans-to-Locks Road	79	0.86	39.19	45	39	-12.91%
328	Richmond	Washington Road	WB	PM	Bertram Road	Boy Scout Road	22	0.24	39.27	45	39	-12.73%
329	Richmond	Fifteenth St	SB	AM	Central Avenue	Wrightsboro Road (middle of overpass)	20	0.17	30.60	35	31	-12.57%
330	Richmond	Fifteenth St.	NB	PM	Wrightsboro Road (middle of overpass)	Central Avenue	20	0.17	30.60	35	31	-12.57%
331	Richmond	Wheeler Road	EB	PM	George C. Wilson Dr	I-520 EB ramp	10	0.11	39.60	45	40	-12.00%
332	Columbia	Fury's Ferry Road	NB	AM	Baston Road	The Pass	60	0.66	39.60	45	40	-12.00%
333	Richmond	13th Street / Ra Dent Blvd	SB	AM	Greene Street	Telfair Street	7	0.06	30.86	35	31	-11.84%
334	Richmond	13th Street / Ra Dent Blvd	SB	AM	Broad Street	Greene Street	15	0.13	31.20	35	31	-10.86%
335	Richmond	Washington Road	EB	AM	E. Vineland Road / Woodbine Road	John C.Calhoun Expressway (no signal)	41	0.46	40.39	45	40	-10.24%
336	Columbia	Belair Road	NB	AM	Cox Road/ Owens Road	Hereford Farm Road	98	1.10	40.41	45	40	-10.20%
337	Richmond	Washington Road	EB	AM	Azalea Drive	Eisenhower Drive	16	0.18	40.50	45	41	-10.00%
338	Richmond	13th Street / Ra Dent Blvd	NB	PM	Laney Walker Boulevard	University Hospital/Caring Lane	16	0.14	31.50	35	32	-10.00%
339	Richmond	Fifteenth St	SB	PM	Broad Street	Greene Street	16	0.14	31.50	35	32	-10.00%
340	Columbia	Belair Road	NB	PM	Wheeler Road	Oakley Pirkle Road	69	0.78	40.70	45	41	-9.57%
341	Richmond	Fifteenth St.	NB	AM	Carver Street / Government Street	Wrightsboro Road (middle of overpass)	26	0.23	31.85	35	32	-9.01%
342	Richmond	Fifteenth St.	NB	PM	Carver Street / Government Street	Wrightsboro Road (middle of overpass)	26	0.23	31.85	35	32	-9.01%
343	Richmond	Fifteenth St.	NB	PM	Essie McIntyre / Sunset Avenue	Castleberry Lane	35	0.31	31.89	35	32	-8.90%
344	Richmond	Fifteenth St	SB	PM	Jones Street	Broad Street	9	0.08	32.00	35	32	-8.57%
345	Columbia	Evans-To-Locks Rd	EB	PM	Fury's Ferry Rd	Stevens Creek Rd	188	2.15	41.17	45	41	-8.51%
346	Columbia	Fury's Ferry Road	SB	AM	Baston Road	Prattwood Drive	73	0.84	41.24	45	41	-8.36%
347	Columbia	Evans-To-Locks Rd	EB	PM	Columbia Industrial Blvd	Blue Ridge Dr	46	0.53	41.48	45	41	-7.83%
348	Aiken	Richland Ave.	EB	NOON	Chesterfield St.	York St.	12	0.09	27.77	30	28	-7.43%
349	Columbia	Evans-To-Locks Rd	WB	AM	Fury's Ferry Rd	Blue Ridge Dr	95	1.10	41.68	45	42	-7.37%
350	Aiken	Silver Bluff Rd.	NB	AM	Savannah Dr.	Pine Log Rd.	137	1.24	32.66	35	33	-6.68%
351	Columbia	Fury's Ferry Road	SB	AM	Park Lane/Inverness Way	The Pass	24	0.28	42.00	45	42	-6.67%
352	Richmond	Washington Road	WB	PM	Boy Scout Road	I-20 EB	17	0.20	42.35	45	42	-5.88%
353	Columbia	Evans-To-Locks Rd	WB	AM	Blue Ridge Dr	Columbia Industrial Blvd	45	0.53	42.40	45	42	-5.78%
354	Richmond	Washington Road	EB	PM	E. Vineland Road / Woodbine Road	John C.Calhoun Expressway (no signal)	39	0.46	42.46	45	42	-5.64%
355	Aiken	Martintown Rd.	WB	AM	Buena Vista	Atomic Rd.	49	0.55	40.14	43	40	-5.56%
356	Richmond	Fifteenth St	SB	PM	Walton Way	Harper Street / Pope Avenue	25	0.23	33.12	35	33	-5.37%
357	Richmond	Washington Road	EB	AM	Eisenhower Drive	E. Vineland Road / Woodbine Road	38	0.45	42.63	45	43	-5.26%
358	Richmond	Wheeler Road	WB	AM	Interstate Pkwy	I-20 EB	24	0.29	42.90	45	43	-4.66%
359	Richmond	13th Street / Ra Dent Blvd	SB	PM	Broad Street	Greene Street	14	0.13	33.43	35	33	-4.49%
360	Richmond	Washington Road	EB	PM	Eisenhower Drive	E. Vineland Road / Woodbine Road	38	0.45	43.20	45	43	-4.00%

#	County	Corridor	Direction	Time	From	To	Seconds	Distance	MPH	PSL	MPH Check	Sp Dev
361	Aiken	Martintown Rd.	EB	AM	I-20	Byrnes Rd.	90	1.02	40.80	43	41	-4.00%
362	Aiken	Martintown Rd.	EB	AM	Atomic Rd.	Buena Vista	48	0.55	40.97	43	41	-3.61%
363	Aiken	Martintown Rd.	EB	PM	Atomic Rd.	Buena Vista	48	0.55	40.97	43	41	-3.61%
364	Columbia	Fury's Ferry Road	NB	PM	Baston Road	The Pass	54	0.66	44.00	45	44	-2.22%
365	Aiken	Whiskey Rd.	NB	AM	Brookhaven Dr.	East Gate Dr.	57	0.58	36.85	38	37	-1.74%
366	Columbia	Belair Road	SB	AM	Hereford Farm Road	Cox Road/ Owens Road	89	1.10	44.49	45	44	-1.12%
367	Aiken	Martintown Rd.	EB	PM	I-20	Byrnes Rd.	87	1.02	42.21	43	42	-0.69%
368	Aiken	Richland Ave.	EB	NOON	York St.	Williamsburg St.	71	0.59	29.92	30	30	-0.28%
369	Aiken	Martintown Rd.	WB	AM	Atomic Rd.	Knox Ave.	45	0.53	42.72	43	43	0.51%
370	Aiken	Martintown Rd.	EB	AM	Knox Ave.	Atomic Rd.	45	0.53	42.72	43	43	0.51%
371	Aiken	Richland Ave.	WB	NOON	Beaufort St.	Williamsburg St.	30	0.25	30.34	30	30	1.12%
372	Aiken	Whiskey Rd.	NB	AM	Powderhouse Rd.	Brookhaven Dr.	55	0.58	37.96	38	38	1.24%
373	Columbia	Fury's Ferry Road	NB	PM	The Pass	Park Lane/Inverness Way	22	0.28	45.82	45	46	1.82%
374	Columbia	Evans-To-Locks Rd	EB	AM	N. Belair Rd	Columbia Industrial Blvd	46	0.59	45.84	45	46	1.87%
375	Columbia	Belair Road	SB	PM	Hereford Farm Road	Cox Road/ Owens Road	86	1.10	46.05	45	46	2.33%
376	Richmond	13th Street / Ra Dent Blvd	SB	AM	Laney Walker Boulevard	John Wesley Gilbert Dr.	35	0.35	36.00	35	36	2.86%
377	Richmond	Fifteenth St	SB	AM	Laney Walker Boulevard	Central Avenue	22	0.22	36.00	35	36	2.86%
378	Richmond	Washington Road	WB	PM	Eisenhower Drive	Azalea Drive	14	0.18	46.29	45	46	2.86%
379	Aiken	Whiskey Rd.	NB	PM	Powderhouse Rd.	Brookhaven Dr.	54	0.58	38.91	38	39	3.75%
380	Richmond	Washington Road	WB	PM	Stevens Creek Road	Patriots Way	20	0.26	46.80	45	47	4.00%
381	Columbia	Fury's Ferry Road	SB	PM	Evans-to-Locks Road	Park Lane/Inverness Way	66	0.86	46.91	45	47	4.24%
382	Aiken	Silver Bluff Rd.	SB	AM	Pine Log Rd.	Savannah Dr.	121	1.24	36.79	35	37	5.12%
383	Aiken	Richland Ave.	WB	NOON	Greenville St.	Vaocluse St.	41	0.36	31.61	30	32	5.37%
384	Columbia	Fury's Ferry Road	NB	PM	North Belair Road/Mullikin	Savannah River	136	1.81	47.91	45	48	6.47%
385	Richmond	Washington Road	WB	PM	I-20 WB	Stevens Creek Road	6	0.08	48.00	45	48	6.67%
386	Columbia	Fury's Ferry Road	NB	AM	North Belair Road/Mullikin	Savannah River	135	1.81	48.27	45	48	7.26%
387	Aiken	Richland Ave.	WB	NOON	Williamsburg St.	York St.	65	0.59	32.51	30	33	8.37%
388	Aiken	Whiskey Rd.	SB	AM	East Gate Dr.	Brookhaven Dr.	51	0.58	40.68	38	41	8.47%
389	Richmond	Fifteenth St	SB	PM	Carver Street / Government Street	Castleberry Lane	18	0.20	40.00	35	40	14.29%
390	Richmond	Fifteenth St.	NB	AM	Wrightsboro Road (middle of overpass)	Central Avenue	15	0.17	40.80	35	41	16.57%
391	Richmond	Fifteenth St	SB	AM	Wrightsboro Road (middle of overpass)	Carver Street / Government Street	19	0.23	42.83	35	43	22.36%
392	Richmond	13th Street / Ra Dent Blvd	SB	PM	Walton Way	University Hospital/Caring Lane	29	0.36	44.69	35	45	27.68%
393	Richmond	Washington Road	WB	PM	Patriots Way	Warren Road	20	0.32	57.60	45	58	28.00%
394	Richmond	Washington Road	WB	PM	Warren Road	Fury's Ferry Road	10	0.16	57.60	45	58	28.00%
395	Richmond	Fifteenth St	SB	PM	Central Avenue	Wrightsboro Road (middle of overpass)	13	0.17	47.08	35	47	34.51%
396	Richmond	Washington Road	WB	PM	John C. Calhoun Expressway (no signal)	E. Vineland Road / Woodbine Road	27	0.46	61.33	45	61	36.30%

APPENDIX F

2015 CONGESTION MANGEMENT PROCESS

PROPOSED CORRIDORS

(Left Blank Intentionally)

CMP 2015 Proposed Corridor Surveys

#	Corridor		Start Intersection/End Intersection	Year of Programming
1.	Gordon Highway	From To	Savannah River SR 223	2012
2.	I-520	From To	I-20 Laney Walker Blvd.	2012
3.	Peach Orchard Road	From To	Tubman Home Road SR 88	2012
4.	River Watch Pkwy	From To	Pleasant Home Rd Fifteenth Street	2012
5.	SC 118	From To	US 78 Silver Bluff Road	2012
6.	US1	From To	York Street I-20	2012
7.	Walton Way Segment #1	From To	Gordon Highway Milledge Road	2012
8.	Washington Road	From To	Hardy McManus Road Pleasant Home Road	2012
9.	Windsor Spring Rd	From To	Peach Orchard Rd SR 88	2012
10.	(East) Pine Log Road 3:15 PM	From To	US 78 Silver Bluff Road (Eastern End)	2013
11.	Baston Road	From To	Fury's Ferry Road Washington Road	2013
12.	Belvedere-Clearwater Road	From To	US 25 US 1	2013
13.	Dougherty Road 3:00 PM	From To	Whiskey Road Silver Bluff Road	2013
14.	Georgia Avenue	From To	Savannah River I-20	2013
15.	Greene Street	From To	E. Boundary Street 12th Street	2013
16.	Knox Avenue	From To	Martintown Road Georgia Avenue	2013
17.	US 1 / US 78	From To	Martintown Road Pine Log Road	2013
18.	Wrightsboro Road Segment #3	From To	Highland Avenue Fifteenth Street	2013
19.	Belair Road	From To	Washington Road Wrightsboro Road	2014
20.	Dougherty Road	From To	Whiskey Road Silver Bluff Road	2014
21.	Evans-to-Locks Road	From To	Stevens Creek Road Washington Road	2014
22.	Fifteenth Street	From To	Reynolds Street MLK Jr. Blvd.	2014
23.	Flowing Wells Road	From To	Wheeler Road Washington Road	2014
24.	Silver Bluff Road	From To	Whiskey Road Savannah Drive	2014
25.	SR 223 / Robinson Ave.	From To	Wrightsboro Road Gordon Highway	2014

#	Corridor		Start Intersection/End Intersection	Year of Programming
26.	Thirteen Street/RA Dent Boulevard	From To	Reynolds Street Wrightsboro Road	2014
27.	Walton Way Segment #2	From To	Washington Road Wrightsboro Road	2014
28.	Wheeler Road	From To	Walton Way Extension Flowing Wells Road	2014
29.	Whiskey Road	From To	Richland Avenue Powderhouse Road	2014
30.	Columbia Road	From To	Washington Road Hereford Farm Road	2014 Not Done
31.	Deans Bridge Road	From To	MLK Boulevard Willis Foreman Road	2014 Not Done
32.	Jackson Road/Walton Way Ext/Davis Road	From To	Washington Road Wrightsboro Road	2014 Not Done
33.	John C. Calhoun Expressway	From To	Washington Road 12 th Street	2014 Not Done
34.	Old Evans Road	From To	Bobby Jones Washington Road	2014 Not Done
35.	Old Petersburg Road	From To	Riverwatch Parkway Old Evans Road	2014 Not Done
36.	Wrightsboro Road Segment #1	From To	Barton Chapel Road Jackson Road	2014 Not Done
37.	Wrightsboro Road Segment 1 (Saturday)	From To	Barton Chapel Road Jackson Road	2014 Not Done