

Augusta Regional Transportation Study

CONGESTION MANAGEMENT PROCESS



2010 REPORT

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CONGESTION MANAGEMENT SYSTEM

2010 REPORT

Prepared by:

Augusta-Richmond County Planning Commission

In Cooperation With:

Aiken County Planning & Development Department

Federal Highway Administration

Georgia Department of Transportation

South Carolina Department of Transportation

November 2010

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INTRODUCTION

This document is the Augusta Regional Transportation Study (ARTS) 2010 Congestion Management Process (CMP) report. The CMP is completed annually in accordance with federal regulation implementing the Safe, Accountable, Flexible Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This report contains a description of the geographical boundary of the ARTS CMP area, the statutory basis of this report, travel time data used to pinpoint congestion levels on major travel corridors in the ARTS area, and appendices with detailed information on the results of the 2010 travel time survey.

CMP AREA

The Augusta Regional Transportation Study (ARTS) area includes all of Richmond County, Georgia and the urbanized parts of Columbia County, Georgia and Edgefield and Aiken Counties in South Carolina (see Figure 1). Regional transportation is coordinated by the Augusta-Richmond County Planning Commission, the designated metropolitan planning organization (MPO) for the ARTS area.

METROPOLITAN PLANNING ORGANIZATION

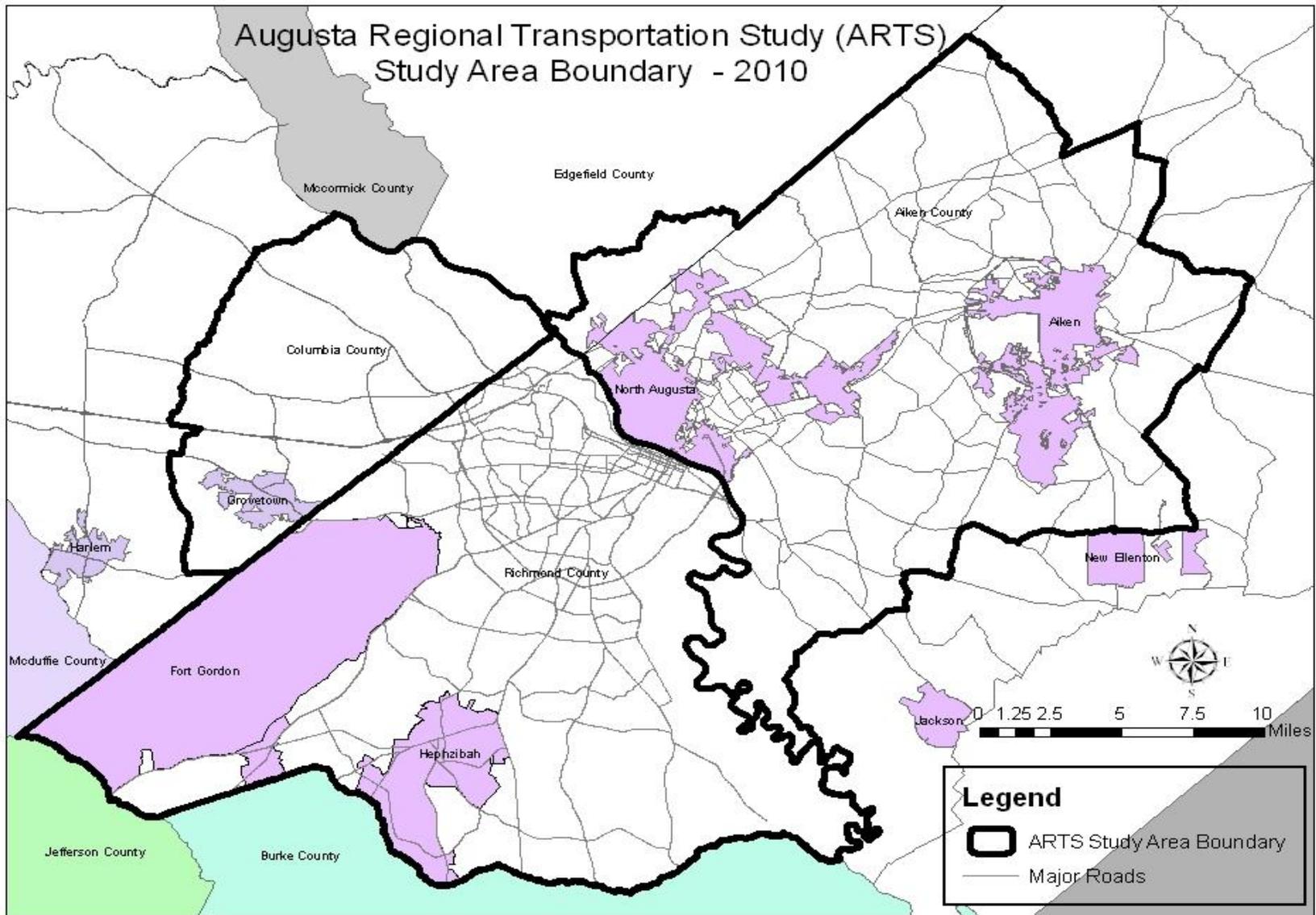
A metropolitan planning organization is a transportation policy-making organization made up of representatives from local government and transportation authorities. The Federal Aid Highway Act of 1962 required the formation of an MPO for any urbanized area with a population greater than 50,000. MPOs were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a comprehensive, cooperative, and continuing planning process. Federal funding for transportation projects and programs is channeled through this planning process.

TRANSPORTATION MANAGEMENT AREA

The ARTS area is a transportation management area (TMA). Any urban area with population over 200,000 is automatically a Transportation Management Area, which subjects it to additional planning requirements under federal law, but also entitles it to funds earmarked for large urbanized areas under the Surface Transportation Program. Areas may be designated TMA's if the governor and the MPO or affected local officials request designation. Such designation would entitle them to greater local project selection authority through their MPOs and to STP funds earmarked for large urban areas. TMAs must also prepare the Congestion Management Process. 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 requires that appropriate demand and operational management strategies also be implemented to increase the efficiency of the corridor and extend the life of the improvement.

ARTS CMP WORK PLAN

ARTS prepared its first CMS (now CMP) work plan in August 1994 in cooperation with the Georgia Department of Transportation (GDOT) and the South Carolina Department of Transportation (SC DOT). Since then this 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 Augusta-Richmond County Planning Commission coordinates the CMP process and the work on the annual CMP report. Appendix A contains a history and details of the CMP work plan.



DATA COLLECTION METHODOLOGY

Presently 52 corridors are included in the travel time survey. Of those, sixteen (16) are located in Aiken County, South Carolina, twenty-two (22) in Richmond County and nine (9) in Columbia County. An additional five (5) corridors cross jurisdictional lines between Richmond and Columbia Counties: Bobby Jones Expressway, SR 223, Wrightsboro Road, Fury’s Ferry Road, and Davis Road/Walton Way Extension/Jackson Road.

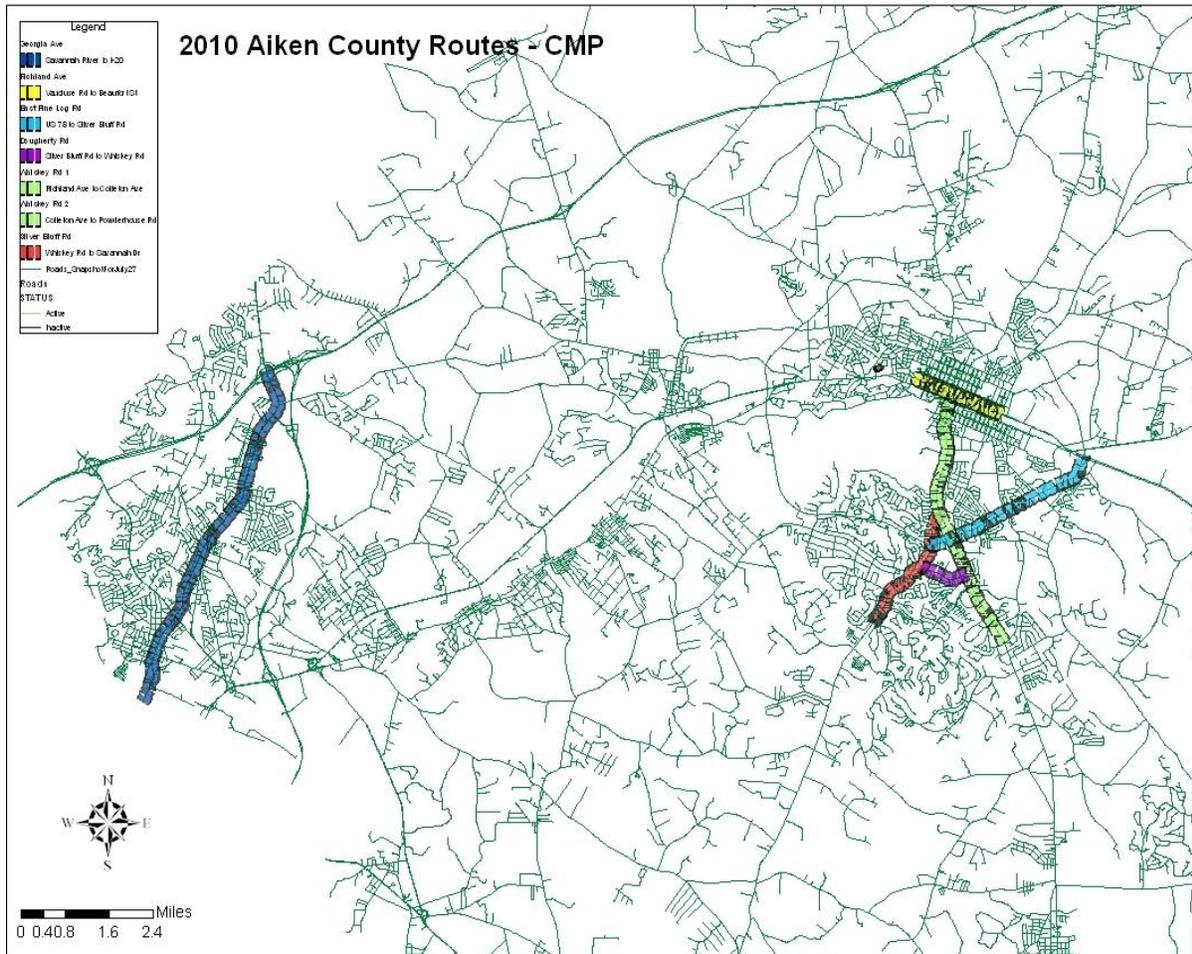
According to the CMP work plan, each corridor is divided into links, which corresponds with major signalized intersections. The length of, and the time taken to travel, each link is measured. The deviation from the posted speed limit is the measure of congestion on each corridor. The travel times for six runs are collected on each route. Corridors are run in both directions during AM peak hour and PM peak hour on three separate days (2 runs per day x 3 days = 6 total runs). Some corridors are timed during noon, school release and on Saturday peak shopping times (2:00 pm to 4:00 pm). The run begins approximately from the starting point. The recording unit is turned on and the driver drives the length of the corridor while keeping pace with the traffic. The files from each run are then exported to excel format where each link of the route is timed and recorded. The average speed on each link and corridor is calculated. Appendix B contains the corridor segment sheets. The corridors are rated based on the performance measures listed in Table 1 below:

Table 1	
Performance Measures	
ARTS Congestion Management System	
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 2010 TRAVEL TIME SURVEY

The 2010 CMP travel time data was collected using GPS units. Most of the twenty (23) routes studied were combinations of one or more of the CMP routes as defined by the ARTS CMP work plan. The following paragraphs summarize the results of the survey.

AIKEN COUNTY ROUTES



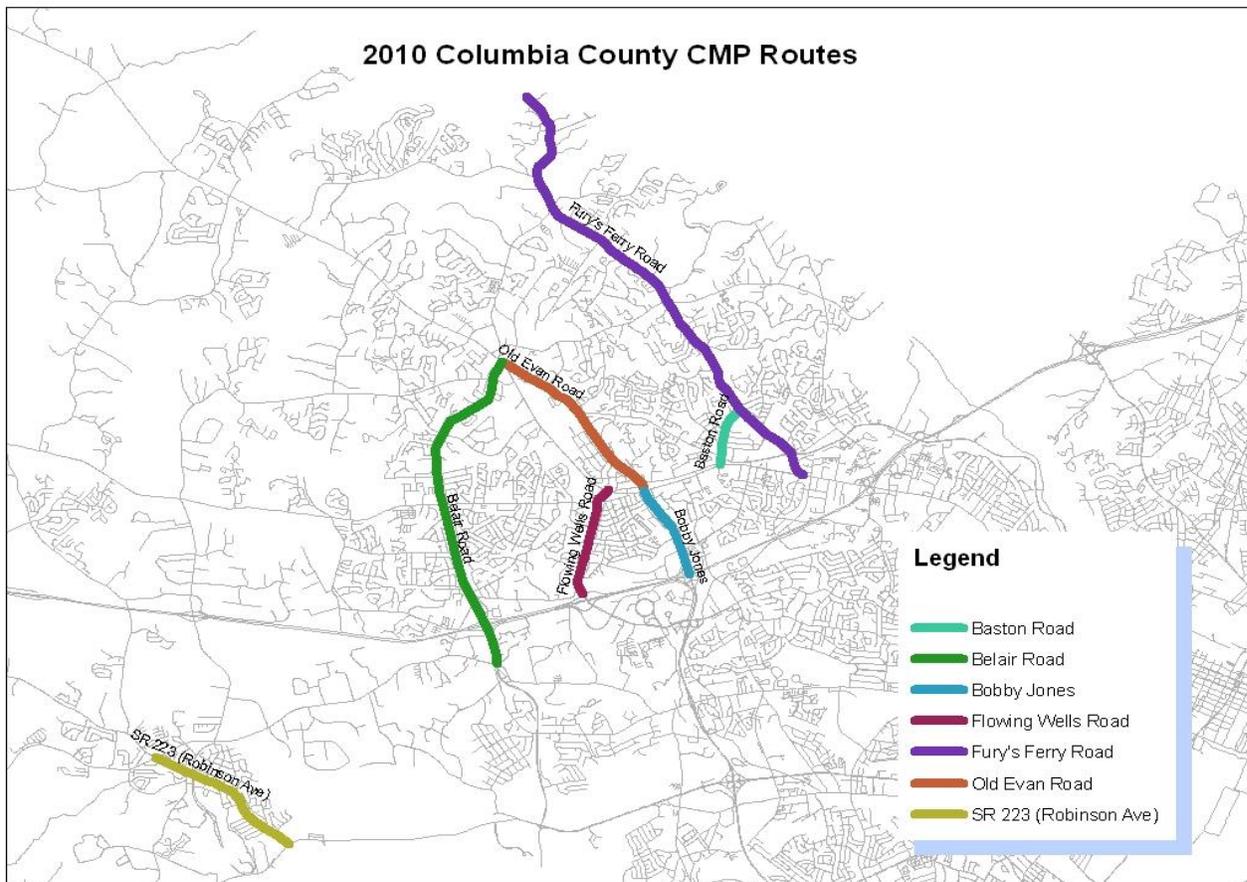
The average speed and deviation from the speed limit for the six (6) Aiken County corridors run during 2010 are summarized in Table 2.

1. **Georgia Avenue** was determined to be borderline congested during the northbound **AM and southbound** PM run. It was found to be at risk for congestion during the Southbound AM run and marginally congested during the Northbound PM run.
2. **Dougherty Road** was determined to be severely congested during the eastbound AM and PM runs. It was found to be marginally congested during the westbound PM run and at risk for congestion during the westbound AM run.
3. **Pine Log Road (East end)** was determined to be borderline congested during the westbound and eastbound AM runs. PM runs were completed between 3:00-3:15 PM. The eastbound PM run was found to be marginally congested while the westbound PM run was found to be borderline congested.
4. **Richland Avenue** was determined to be severely congested during both the eastbound and westbound noon runs.
5. **Silver Bluff Road** is an urban-minor arterial road that was found to be at risk for congestion during the southbound AM run, but was severely congested during all other times.
6. **Whiskey Road** was determined to be borderline congested during the northbound AM run, but marginally congested during the southbound AM run. Both the southbound and northbound PM runs were found to be severely congested.

TABLE 2
2010 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	EB NOON	WB NOON	EB 3:00/3:15 PM	WB 3:00/3:15 PM	SB/WB PM	NB/EB PM	
Georgia Avenue	From To	Savannah River I-20 Category	30/45	33 -12.00% ARC	31 -17.33% BC						29 -22.67% BC	27 -28.00% MC
Dougherty Road	From	Silver Bluff Whiskey Road Category	35	31 -11.43% ARC	19 -45.71% SC						26 -25.71% MC	20 -42.86% SC
E. Pine Log Road	From	Silver Bluff Road US 78 Category	35/45	32 -20.00% BC	34 -15.00% BC			29 -27.50% MC	31 -22.50% BC			
Richland Avenue	From To	Vaucluse Road Beaufort Street Category	25/35			20 -33.33% SC	19 -36.67% SC					
Silverbluff Road	To	Whiskey Road Savannah Drive Category	35	33 -5.71% ARC	19 -45.71% SC						23 -34.29% SC	19 -45.71% SC
Whiskey Road	From To	Richland Avenue Powderhouse Road Category	30/45	28 -25.33% MC	30 -20.00% BC						23 -38.67% SC	24 -36.00% SC

COLUMBIA COUNTY ROUTES



The average speed and deviation from the speed limit for the seven (7) corridors located in Columbia County is summarized in Table 3.

1. **Baston Road** is a four-lane urban minor arterial, with a flush median turn lane, connecting Washington Road (SR 104) and Fury's Ferry Road (SR 28). Land uses fronting the road include a mix of residential, commercial and institutional land uses. Most commercial land uses are concentrated at the major intersections with Washington Road, River Watch Parkway / Old Petersburg Road and Fury's Ferry Road.

Based on the 2010 travel time survey, Baston Road was determined to be seriously congested during the westbound and eastbound AM runs and the westbound PM run. It was at risk of congestion during the eastbound PM run. Travel time delays are due in part to delays at the major signalized intersections and the presence of a school zone.

2. **Belair Road** (SR 383) 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 along the corridor include a mix of suburban residences, professional offices, health care institutions and commercial establishments.

Based on the 2010 travel time survey, Belair Road was determined to be severely congested during the southbound AM run and the southbound and northbound PM runs. It was marginally congested during the northbound AM run. Heavy traffic volumes and the presence of many commercial establishments, especially at major intersections and the I-20 interchange, are a couple of factors contributing to the congestion.

3. **Bobby Jones Expressway** is an urban principal arterial that connects I-520 in Richmond County to Washington Road and Old Evans Road in Columbia County.

The year 2010 marked the first time Bobby Jones Expressway was run since the completion of the I-20 / I-520 interchange reconstruction project. The interchange reconstruction project replaced the at-grade signalized intersection at Scott Nixon Memorial Blvd with a grade separated, half-diamond interchange. Based on the 2010 travel time survey, Bobby Jones Expressway was determined to be not presently congested during the westbound and eastbound AM traffic runs. The corridor was found to be severely congested during the westbound PM run, and at risk for congestion during the eastbound PM run.

4. **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 2010 travel time survey, Flowing Wells Road was determined to be severely congested at all times. School and commuter traffic contribute to congestion during the AM peak

period. Heavy traffic volumes at the Columbia Road and Washington Road intersections contribute to congestion during the PM peak period.

5. ***Fury's Ferry Road*** is classified as an urban minor arterial that is connected to Washington Road and the River Watch Parkway in Richmond County and terminates at the Savannah River in Columbia County. Adjoining land uses include residential subdivisions, professional offices, commercial establishments and institutional uses. Most of the commercial development is concentrated at the major signalized intersections.

Based on the 2010 travel time survey, Fury's Ferry Road was determined to be at risk for congestion on the northbound AM and PM runs. It was marginally congested during the southbound AM run and borderline congested during the southbound PM run. Traffic delays were noted traveling northbound due to backup at the West Lake subdivision entrance gate. Additionally, delays were also noted due to the presence of a school zone at the North Belair / Mullikin Road intersection.

6. ***Old Evans Road*** is a two-lane urban minor arterial connecting Washington Road and the Bobby Jones Expressway in Martinez with Washington Road in Evans. Old Evans Road is essentially a parallel route to Washington Road between Martinez and Evans. It also provides access to / from River Watch Parkway via its intersection with Old Petersburg Road. Adjoining land uses include a mix of suburban residential subdivisions, some apartments, commercial establishments and some industrial uses. Commercial establishments are most concentrated at the Washington Road and Old Petersburg Road intersections.

Based on the 2010 travel time survey, Old Evans Road was determined to be severely congested at all times. Heavy traffic volumes, left turn movements, long waits at major signalized intersections and the presence of school zones are some of the factors contributing to the congestion along the corridor.

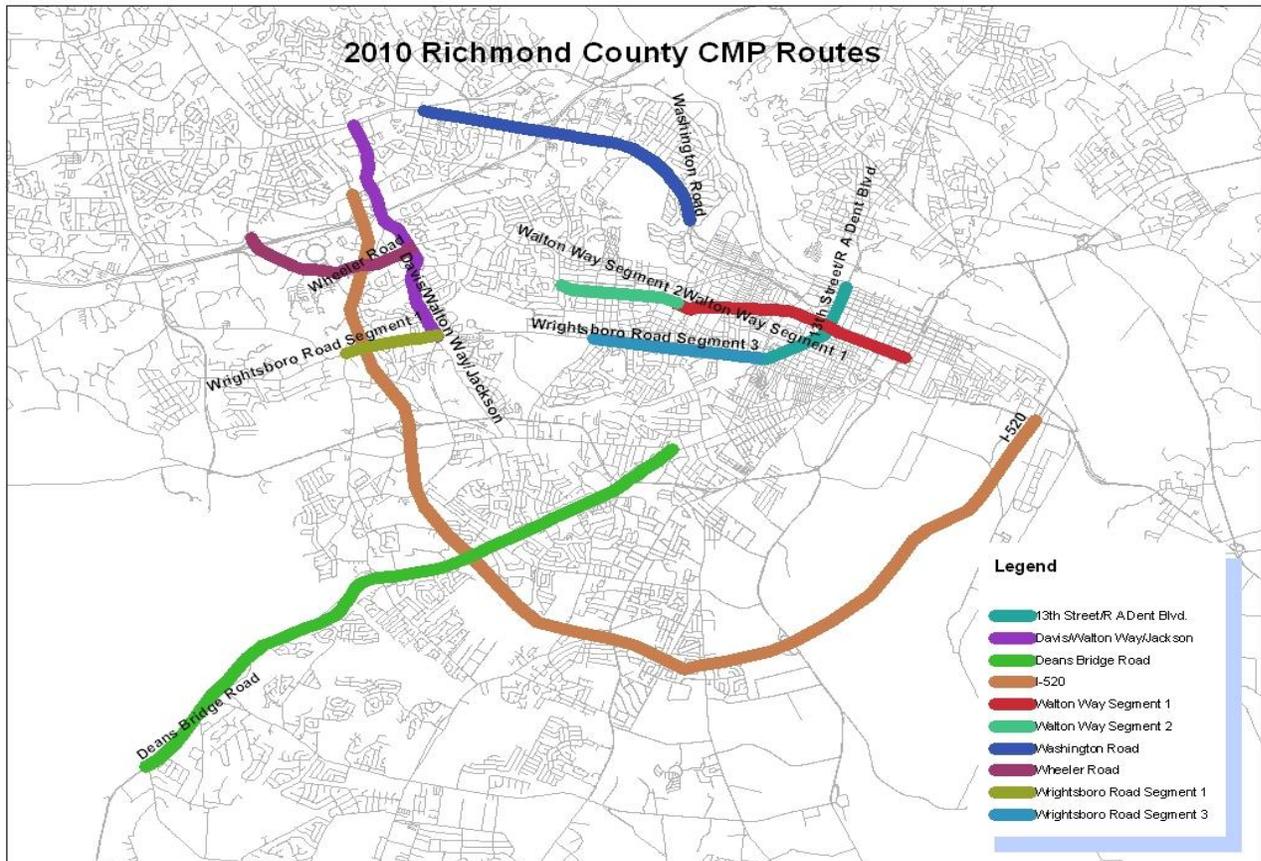
7. ***Robinson Avenue (SR223)*** is a two-lane road connecting downtown Grovetown with Gordon Highway and the Gate #2 entrance to Fort Gordon. Adjoining land uses include a mix of residential, commercial and institutional land uses. Newer residential subdivisions are located nearest the Gordon Highway end of the road.

Based on the 2010 travel time survey, Robinson Avenue was determined to be severely congested during the eastbound AM and PM traffic runs. The traffic was marginally congested during the westbound AM and PM runs. Traffic delays were created primarily due to school zones along the route and commuters traveling to the Fort Gordon entrance located at the intersection of Gordon Highway and Robinson Avenue.

**TABLE 3
2010 COLUMBIA COUNTY TRAVEL TIME SURVEY RESULTS**

Columbia County CMP Routes			Posted Speed MPH	Average Speed (MPH)			
				% Deviation from Posted Speed Limit			
				<i>SB/WB AM</i>	<i>NB/EB AM</i>	<i>SB/WB PM</i>	<i>NB/EB PM</i>
Baston Road	From	Furys Ferry Road	45	29	27	31	39
	To	Washington Road		-35.55%	-40.00%	-31.11%	-13.33%
	Category			SC	SC	SC	ARC
Belair Road	From	Washington Road	45	27	32	29	26
	To	Wrightsboro Road		-40.00%	-28.88%	-35.55%	-42.22%
	Category			SC	MC	SC	SC
Bobby Jones Expressway	From	Washington Road	45	48	54	28	39
	To	I-20		6.66%	20.00%	-37.77%	-13.33%
	Category			NPC	NPC	SC	ARC
Flowing Wells Road	From	Washington Road	45	19	23	28	26
	To	Wheeler Road		-57.77%	-48.88%	-37.77%	-42.22%
	Category			SC	SC	SC	SC
Furys Ferry Road	From	Savannah River	45	33	39	35	39
	To	Washington Road		-26.66%	-13.33%	-22.22%	-13.33%
	Category			MC	ARC	BC	ARC
Old Evans Road	From	Washington Road	45	28	27	26	32
	To	Washington Road/Bobby Jones		-37.77%	-40.00%	-42.22%	-28.88%
	Category			SC	SC	SC	MC
Robinson Avenue (SR 223)	From	Wrightsboro Road	45	33	30	33	29
	To	Gordon Highway		-26.66%	-33.33%	-26.66%	-35.55%
	Category			MC	SC	MC	SC

RICHMOND COUNTY ROUTES



The average speed and deviation from the speed limit for the ten (10) corridors located in Richmond County is summarized in Table 4.

1. **Deans Bridge Road** is an urban principal arterial that provides a major traffic connection to South Augusta residential and commercial areas. It begins at Milledgeville Road, borders a portion of Fort Gordon property and continues into Jefferson County. Land uses along the corridor include a mix of residential, commercial, light industrial and institutional uses. The profile changes from urban to semi-rural as one travels from north to south along the corridor.

Based on the 2010 travel time survey, Deans Bridge Road was determined to be not presently congested on the southbound AM traffic run. It was determined to be at risk for congestion during the northbound AM and PM runs and the southbound PM run. Some factors contributing to congestion include at-grade railroad crossings, traffic access to Fort Gordon, and substantial residential developments in south Augusta.

2. ***I-520*** - Also known as Bobby Jones Expressway in Georgia, and the Palmetto Parkway in South Carolina, I-520 is a circumferential route extending from Scott Nixon Memorial Blvd. in Richmond County to I-20 in North Augusta and provides interstate access to and from all parts of the urbanized area. The Bobby Jones expressway part of I-520 was the focus of these travel time runs.

Based on the 2010 travel time survey, I-520 was determined to be not presently congested at all times. The year 2010 marked the first time that I-520 (Bobby Jones Expressway) was run since the completion of the I-20 / I-520 interchange reconstruction project in the fall of 2009. The interchange reconstruction project replaced two loop ramps with two flyover ramps at I-20 / I-520, added collector / distributor lanes along I-20, created a grade separated interchange at I-520 and Scott Nixon Memorial Blvd., reconstructed the I-520 / Wheeler Road interchange and installed numerous sound barrier walls.

3. ***13th Street (SR 4) / 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. Commercial, industrial and institutional land uses predominate along the corridor.

Based on the 2010 travel time survey, 13th Street (SR 4) / R. A. Dent Boulevard was determined to be severely congested at all times. Heavy traffic volumes, left turn movements, the presence of an at-grade railroad crossing and long waits at major signalized intersections are some of the factors contributing to the congestion along the corridor.

4. ***Jackson Road/ Walton Way Extension/ Davis Road*** are three urban minor arterials that form a corridor stretching from Washington Road on the north to Wrightsboro Road on the south. Jackson Road has two-travel lanes and a flush median turn lane. Walton Way Ext. and Davis have four travel lanes and a flush median turn lane, though raised concrete medians are located on the section of Walton Way Ext. between Skinner Mill Road and Toucan Road. Left turn lanes are located at all major intersections along the corridor. Land uses range from predominantly residential along Jackson Road to a mix of commercial and professional office uses along Walton Way Ext. and Davis Road. Walton Way Ext. and Davis Road were the focus of a recent widening

project. In addition, a half-diamond interchange was completed in early 2008 where Walton Way Ext. crosses Interstate 20.

Based on the 2010 travel time survey, Jackson Road/ Walton Way Extension/Davis Road was determined to be marginally congested in the southbound AM and PM runs and borderline congested on the northbound AM and PM traffic runs. Traffic delays were primarily caused by school zones and heavy trip generators located between Wheeler Road and Robert C. Daniel Parkway.

5. ***Walton Way Segment #1*** is that part of Walton Way extending from Gordon Highway (US 78, US 1) on the east to Milledge Road on the west. The road is classified as an urban minor arterial, except that between 13th and 15th Streets it carries Georgia state route #4 and is classified as an urban principal arterial. The road has four travel lanes throughout, but the median varies from a landscaped median on the east end to a flush median between the 15th Street and Heard Avenue segment of the corridor. Turn lanes are located at all major intersections. This segment of Walton Way is a major commuter route, especially for people going to the mid-town medical complex, Paine College and the Medical College of Georgia. There are also numerous businesses located along the corridor.

Based on the 2010 travel time survey, Walton Way Segment #1 was determined to be marginally congested during the westbound and eastbound AM runs and seriously congested during the westbound and eastbound PM traffic runs. Factors contributing to the congestion include high traffic volumes, especially at major intersections and the presence of land uses (e.g. hospitals, colleges, professional offices, restaurants, etc.) that attract many trips.

6. ***Walton Way Segment #2*** includes that 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 Augusta State University and two private schools. On weekdays Walton Way functions as a major east-west commuter route.

Based on the 2010 travel time survey, Walton Way Segment #2 was determined to be marginally congested during the westbound AM run. This roadway was determined to be seriously congested during the eastbound AM run and the eastbound and westbound PM runs. High traffic volumes and signalized intersections close to one another are a couple of factors contributing to the congestion.

7. **Washington Road** is an urban principal arterial and serves as a major east-west corridor connecting Columbia and Richmond Counties. The basic road profile is four travel lanes with a flush median turn lane. 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. Washington Road carries Georgia State Route #28 from Fury's Ferry Road to the Calhoun Expressway.

The Richmond County segment of Washington Road was determined to be at risk for congestion during the westbound AM run, marginally congested during the eastbound AM run, seriously congested during the westbound PM run, and borderline congested during the eastbound PM run. Heavy traffic volumes, numerous cut cuts and the presence of many traffic generators are among the factors contributing to congestion on the corridor.

8. **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 also 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 2010 travel time survey, Wheeler Road was determined to be seriously congested at all times. The level of congestion reflects the combination of heavy commuter traffic and the presence of many traffic generators along and near this corridor.

- 9. *Wrightsboro Road Segment #1 (Saturday)*** Wrightsboro Road is an urban principal arterial and serves as a major east-west corridor connecting Columbia and Richmond Counties. The segment of Wrightsboro Road between Jackson Road and Barton Chapel Road includes four travel lanes and a flush median turn lane. Turn lanes are present at major signalized intersections and the interchange with I-520 (Bobby Jones Expressway). Commercial land uses predominate along this part of the corridor especially in the vicinity of Augusta Mall.

In 2010, travel time surveys of this segment of Wrightsboro Road were conducted between 2:00 PM and 4:00 PM on Saturday. The survey results indicated that this segment of Wrightsboro Road is seriously congested in both the eastbound and westbound directions on a typical Saturday afternoon. High traffic volumes, the presence of Augusta Mall and other commercial establishments and the close proximity of signalized intersections are among the factors contributing to the congestion.

- 10. *Wrightsboro Road (Segment #1)*** As described above, Wrightsboro Road is an urban principal arterial and serves as a major east-west corridor connecting Columbia and Richmond Counties.

The 2010 travel time survey determined that this segment of Wrightsboro Road was borderline congested during the westbound AM traffic run. However, the survey indicated that the roadway was seriously congested during the eastbound AM and PM run and also during the westbound PM run. As stated above, High traffic volumes, the presence of Augusta Mall and other commercial establishments and the close proximity of signalized intersections are among the factors contributing to the congestion.

- 11. *Wrightsboro Road (Segment #3)*** is an urban principal arterial and serves as a major east-west corridor connecting Columbia and Richmond Counties. Wrightsboro Road Segment #3 includes the part of the corridor between the 15th Street Overpass on the east and Highland Avenue on the west. This segment of the road includes two travel lanes bordered by curb, gutter and sidewalks. Left turn lanes are present at signalized intersections. The corridor is characterized by a mix of

residential, commercial, professional office and institutional land uses. Trinity Hospital and the Uptown Division of the Charlie Norwood VA Hospital are the two largest institutions on the corridor.

Based on the 2010 travel time survey, Wrightsboro Road Segment #3 was determined to be marginally congested during the eastbound AM traffic run, but seriously congested during the westbound AM and PM runs and the eastbound PM run. The fact that this segment of Wrightsboro Road has only one travel lane in each direction, serves as a commuter route and the presence of Trinity Hospital and related professional offices are some of the factors contributing to congestion. A school zone is also located along this segment of Wrightsboro.

**TABLE 4
2010 RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS**

Richmond County CMP Routes			Posted Speed MPH	Actual Speed (MPH)			
				% Deviation from Posted Speed Limit			
				<i>SB/WB AM</i>	<i>NB/EB AM</i>	<i>SB/WB PM</i>	<i>NB/EB PM</i>
Deans Bridge Road	From	MLK Boulevard	45/55	50	48	47	47
	To	Willis Foreman		0.00%	-4.00%	-6.00%	-6.00%
				NPC	ARC	ARC	ARC
I-520	From	Laney Walker	55	63	63	61	61
	To	I-20		14.45%	14.45%	10.90%	10.90%
				NPC	NPC	NPC	NPC
Thirteen Street/RA Dent Boulevard	From	Reynolds Street	35	20	23	19	21
	To	Wrightsboro Road		-42.28%	-31.42%	-45.71%	-40.00%
				SC	SC	SC	SC
Jackson Road / Walton Way/ Davis	From	Washington Road	40	29	31	28	27
	To	Wrightsboro Road		-27.50%	-22.50%	-30.00%	-32.50%
				MC	BC	MC	SC
Walton Way Segment 1	From	Gordon Highway	35	26	26	24	24
	To	Milledge Road		-25.71%	-25.71%	-31.42%	-31.42%
				MC	MC	SC	SC
Walton Way Segment 2	From	Milledge Road	35	26	21	17	19
	To	Brasford Road		-25.71%	-40.00%	-51.14%	-45.71%
				MC	SC	SC	SC
Washington Road	From	Pleasant Home Road	45	30	33	25	34
	To	John C. Calhoun Expressway		-33.33%	-26.66%	-44.44%	-24.44%
				SC	MC	SC	BC
Wheeler Road	From	Walton Way Extension	45	30	29	26	26
	To	Flowing Wells		-33.33%	-35.55%	-42.22%	-42.22%
				SC	SC	SC	SC

TABLE 4
2010 RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS

Richmond County CMP Routes			Posted Speed MPH	Actual Speed (MPH)			
				% Deviation from Posted Speed Limit			
				<i>SB/WB AM</i>	<i>NB/EB AM</i>	<i>SB/WB PM</i>	<i>NB/EB PM</i>
Wrightsboro Road Segment 1 (Saturday 2:00 p.m. - 4:00 p.m.)	From	Barton Chapel Road	45	N/A	N/A	33	19
	To	Jackson Road				-26.66%	-57.77%
						MC	SC
Wrightsboro Road Segment 1	From	Barton Chapel Road	45	35	29	23	17
	To	Jackson Road		-22.22%	-35.55%	-48.88%	-62.22%
				BC	SC	SC	SC
Wrightsboro Road Segment 3	From	Highland Avenue	35	24	26	22	26
	To	Fifteenth Street		-31.14%	-25.71%	-37.14%	-25.71%
				SC	MC	SC	MC

STRATEGIES FOR CONGESTION RELIEF 1996-2010

Table 5 lists the congestion mitigation incorporated into the CMP work plan. As corridors or parts of corridors are identified as being seriously congested, a matrix is used to identify which mitigation strategies are most appropriate for each corridor. Table 6 applies these strategies to the seriously congested 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. Some of the major studies include the following:

1. **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. To date, the St. Sebastian/Greene Street Extension project has been implemented in the vicinity of the medical center. The road, railroad crossing, bus terminal, and traffic signal improvements should help to alleviate congestion in that area. Pedestrian related improvements have been made at the intersection of 15th Street and Walton Way and additional pedestrian improvements are being designed for the 15th Street corridor.
2. **Augusta Regional Advanced Transportation Management System (ATMS) Master Plan (April 2002)** - This report outlines a phased, 20-year plan for implementing a regional Intelligent Transportation System (ITS). Major ITS components include regional transportation control centers in Augusta and Aiken, field equipment (fiber optic cable, traffic signal controller upgrades, CCTV cameras, radar speed /volume detectors, and dynamic message signs), and deployment of GDOT Highway Emergency Response Operators (HERO) and SCDOT State Highway Emergency Program (SHEP) units on area freeways.
3. **ARTS Regional Bicycle and Pedestrian Plan (January 2003)** - The plan included background research on existing conditions and routes within the region, identified routes that create a connected network of bicycle and pedestrian facilities linking major destinations, and prioritized future projects based on regional needs and desires. The document is a phased action plan with specific policies, strategies, and projects with cost estimates and identified funding opportunities.

TABLE 5
CONGESTION MITIGATION STRATEGIES

As a part of the ongoing transportation planning process, ARTS has incorporated the congestion mitigation strategies listed below into the CMP work plan. As corridors or parts of corridors are identified as being seriously congested, a matrix is used to identify which mitigation strategies are most appropriate for each 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. Transportation demand management measures such as, carpooling, van pooling, alternative work hours, telecommuting, and parking management;
2. Traffic operation improvements such as, intersection and roadway widening, alternate route development, channelization, traffic surveillance and control systems, motorist information systems, ramp metering, traffic control centers, and computerized signal systems;
3. Measures to encourage high occupancy vehicle (HOV) use such as, HOV lanes, HOV by-pass lanes, guaranteed ride home programs, and employer trip reduction ordinances;
4. Public transit capital improvements such as exclusive rights of way, bus by-pass ramps, park and ride and mode change facilities, and Para transit services;
5. Public transit operational improvements such as, service enhancement or expansion, traffic signal preemption, fare reductions, and transit information systems;
6. Measures to encourage the use of nontraditional modes such as bicycle facilities, pedestrian facilities, and ferry systems;
- 7. Congestion pricing;**^A This concept, also known as value pricing or peak-period pricing, involves charging relatively higher prices for travel during peak periods. Fees are typically assessed electronically to eliminate delays associated with manual toll collection facilities.
8. Growth management and activity center strategies;
9. Access management techniques; Access Management is the proactive management of vehicular access points to land parcels adjacent to all manner of roadways. Good access management promotes safe and efficient use of the transportation network. Access Management encompasses a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways.
- 10. Incident management;**^B Traffic Incident Management is a planned and coordinated process to detect, respond to, and remove traffic incidents and restore traffic capacity as safely and quickly as possible. This coordinated process involves a number of public and private sector partners, including: Law Enforcement, Fire and Rescue, Emergency Medical Services, Transportation, Public Safety Communications, Emergency Management, Towing and Recovery, Hazardous Materials Contractors, and Traffic Information Media.
- 11. Intelligent vehicle transportation system technologies;**^B and
12. The addition of general purpose lanes (also covered by road widening in Strategy #2).

^A. Congestion Pricing is not applicable in the ARTS area in the foreseeable future.

^B. Incident Management and Intelligent Vehicle Transportation System Technologies will be available at the time of establishment of an Intelligent Transportation System (ITS) in the ARTS area. The availability of the necessary technology is required for these two strategies to be feasible.

TABLE 6
2010 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													
Atomic Road	Buena Vista Avenue to Silver Bluff Road	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Bettis Academy	Ascauga Lake Road to Field Cemetery	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Buena Vista Avenue	Martintown Road to Georgia Avenue	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Clearwater Road	US 25 to US 1/US 78	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Dougherty Road	Whiskey Road to Silver Bluff Road	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Georgia Avenue	Savannah River to I-20	Y	Y	Y	Y	Y	Y	N	Y	Y	N	N	Y
Knox Avenue	Martintown Road to Georgia Avenue	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Laurens Street	South Boundary to I-20	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Pine Log Road	US 78 to Silver Bluff Road	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
SC 118	US 78 to Silver Bluff Road	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
US 1	York Street to I-20	Y	Y	N	Y	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
US 1/ US 78	Martintown Road to Pine Log Road	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													
Baston Road	Fury's Ferry Road to Washington Road	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
Belair Road	Washington Road to Wrightsboro Road	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
Bobby Jones Expressway	Washington Road to I-20	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
Columbia Road	Washington Road to Hereford Farm 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
Old Evans Road	Bobby Jones Exprway to Washington Road	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
Old Petersburg Road	Riverwatch Parkway to Old Evans Road	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
SR223 (Robinson Avenue)	Wrightsboro Road to Gordon Highway	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
Washington Road	Hardy McManus Road and Pleasant Home Road	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y
Wrightsboro Road	Barton Chapel Road to Robinson Avenue	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y

TABLE 6

2010 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 ore more **time periods**.

ROAD	TERMINI	STRATEGY											
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12
<i>RICHMOND COUNTY</i>													
Deans Bridge Road	MLK Boulevard/Willis Foreman	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Doug Barnard Parkway/New Savannah Road	Gordon Highway to Tobacco Road	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Fifteenth Street	Reynolds Street to MLK Boulevard	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Green Street	East Bountdary Street to 12th Street	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Gordon Highway	Savannah River to SR 223	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
I-520	Laney Walker/I-20	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y
Jackson Road/Walton Way/Davis	Washington Road/Wrightsboro Road	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
John C. Calhoun Expressway	Washington Road to 12th Street	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	N
Peach Orchard Road	Tubman Home Road to SR 88	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Riverwatch Parkway	Pleasant Home Road to Fifteenth Street	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
SR 56/Mike Padgett	Lumpkin Road to SR 56 Loop	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Thirteenth Street/RA Dent Boulevard	Reynolds Street/Wrightsboro Road	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Tobacco Road	Deans Bridge Road to Doug Barnard Parkway	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Walton Way Extension	Bransford Road to Jackson Road	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Walton Way Segment 1	Gordon Highway/Milledge Road	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Walton Way Segment 2	Millege Road/Bransford Road	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Washington Road	Pleasant Home Road /John C. Calhoun Expway	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Wheeler Road	Walton Way Extension/Flowing Wells Road	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Windsor Spring Road	Peach Orchard Road to SR 88	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Wrightsboro Road Segment 1	Barton Chapel Road/Jackson Road	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Wrightsboro Road Segment 2	Jackson Road to Hightland Avenue	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Wrightsboro Road Segment 3	Highland Avenue/Fifteenth Street	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y

ARTS CONGESTION MITIGATION STRATEGIES AND PROJECTS

The 2010 strategy matrix identifies appropriate strategies for relieving congestion on each corridor in the study area, especially those designated as seriously congested. A congestion mitigation strategy table was developed for each corridor studied (see Tables 7, 8, 9). The mitigation strategies establish viable options for reducing congestion and identifies the agencies responsible for implementing measures to reduce congestion on these corridors.

Mitigation strategies are the basis for developing roadway improvements. Projects can be planned for roadways and corridors without mitigation projects, through the ARTS Transportation Improvement Program (TIP), the Aiken, Columbia and Richmond County Special 1% Sales Tax Projects Construction Work Programs, or the Long Range Transportation Plan. Projects in the TIP are considered active development projects. Tables summarizing the congestion mitigation projects implemented between 1995 and 2009 are located in Appendix C. Tables 7, 8 and 9 list all existing and planned projects along the CMP corridors studied.

2010 Corridor Projects:

Table 7 – Aiken County Congestion Mitigation Projects

Table 8 – Columbia County Congestion Mitigation Projects

Table 9 – Richmond County Congestion Mitigation Projects

**Table 7
Aiken County
2010 Congestion Mitigation Projects**

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
ATOMIC ROAD (Buena Vista Avenue to Silver Bluff Road)	# 2 Operation Improvements	Atomic Road Corridor Improvements	Widen Atomic Rd. from 2/3 lanes to 5 lanes from Martintown Rd. to Old Edgefield Rd., and improve Atomic Rd. intersection at Martintown Rd. and Old Edgefield Rd. (See Buena Vista Ave. section below)	SCDOT, City of North Augusta	Project Engineering, Right-of-Way, and Construction programmed in FY 2011 - FY 2014.
BETTIS ACADEMY ROAD (Ascagua Lake Road to Fields Cemetery Road)	# 2 Operation Improvements	Bettis Academy Intersection Improvements	Dedicated turn lanes are being considered at sage Creek Blvd. (Sage Creek Housing Development) and at Weldon Way (Ieavelle McCambell Middle School and Byrd Elementary	SCDOT, Aiken County	Programmed for FY 2011
BUENA VISTA AVENUE (Martintown Road to Georgia Avenue)	# 2 Operation Improvements	East Buena Vista Avenue Cooridor Improvements	Widen E. Buena Vista to 2 thru lanes w/ a median and turn lanes from Brookside Ave to Barton Rd. Narrow the 2 lane section of Atomic from E. Buena Vista to Martintown Rd. to 2 lanes, improve operations and install pavement marking for parking and bike lanes. (See Atomic Rd. section above.)	SCDOT, City of North Augusta	Project Engineering, Right-of-Way, and Construction programmed in FY 2011 - FY 2014.

ROADS SHADED IN GREY HAVE 2010 TRAVEL TIME SURVEY DATA AVAILABLE.

**Table 7
Aiken County
2010 Congestion Mitigation Projects**

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
CLEARWATER ROAD (US 25 to US 1)	# 2 Operation Improvements	Belvedere/Clearwater Road widening	Widen Belvedere/Clearwater Rd. (SC 126) from 2 to 4 lanes from US1/78 to I-520 with full landscape medians and turn lanes as needed. Also install a bike lane or multi-use path.	SCDOT, City of North Augusta, Town of Burnetown	The area near the I-520 interchange was widened from 2 to 5 lanes up to Old Sudlow Lake Rd. The remainder of the corridor from Old Sudlow Lake to US1 has project engineering and right-of-way programmed for FY 2011 FY 2014 to include a 4 lane widening. SCDOT completed an APPR in Spring 2010.
DOUGHERTY ROAD (Whiskey Road to Silver Bluff Road)	# 2 Operation Improvements	a) Dougherty Road @ Silver Bluff Road b) Dougherty Road @ Whiskey Road	a) Add a continuous flush median (3rd lane) on Dougherty Rd. from Whiskey Rd. to Silver Bluff Road. Insall a dedicated right turn lane onto Dougherty from Silver Bluff Rd. b) Install signalized dual left turn lane onto Whiskey Rd.	a) & b) SCDOT, City of Aiken	a) SCDOT has completed the design with additiona right-of-way pending. Construction programmed for 2011. b) Rebuilding of Dougherty Road/Whiskey Road intersection is scheduled to begin in September 2010 as part of the traffic signal and street light upgrade project. Project is ARRA funded.
GEORGIA AVENUE (Savannah River to I-20)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				
KNOX AVENUE (Martintown Road to Georgia Avenue)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				

ROADS SHADED IN GREY HAVE 2010 TRAVEL TIME SURVEY DATA AVAILABLE.

**Table 7
Aiken County
2010 Congestion Mitigation Projects**

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
MARTINTOWN ROAD (Jefferson Davis Highway/US 1 to I-20)	#2 Operation Improvements	Martintown Road Intersection Improvements	a) Design and improvements to Martintown Rd. at US 1/78 interchange. (See US 1/78 section below) and b) West Martintown Rd./Knobcone Ave. intersection improvements with add'l turn lanes, signals, and minor realignment.	a) SCDOT, City of North Augusta b) SCDOT, City of North Augusta, Aiken County	Project Engineering, right-of-way, and construction are programmed in FY 2015 to 2024 and FY 2025 to FY 2035. If the Capital Project Sales and Use Tax is adopted, projects could be moved to FY 2011 to FY 2014.
PINE LOG ROAD (US 78 to Silverbluff Road)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				
RICHLAND AVENUE (Vaucluse Road to Beaufort Street)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				
LAURENS STREET/SC 19 (South Boundary to I-20)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				

ROADS SHADED IN GREY HAVE 2010 TRAVEL TIME SURVEY DATA AVAILABLE.

**Table 7
Aiken County
2010 Congestion Mitigation Projects**

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
SC 118 (US 78 to Silverbluff Road)	# 2 Operation Improvements	a) Hitchcock Parkway widening (Phase I of II only) and b)University Parkway Widening	a) Widen from 2 to 4 between Huntsman Dr. to SC 302 (Silver Bluff Road) with full landscaped median and turn lanes as needed. Install multi-use path along the entire project limits. b) Improve intersection and widen to 4 lanes with full landscaped median and turn lanes as needed. Install multi-use path.	a) & b) SCDOT, City of Aiken, Aiken County	Both projects are not currently funded. However, projects may be programmed for FY 2011 to FY 2014 if the Capital Project Sales and Use Tax is adopted. The APPR for the Hitchcock Parkway widening was completed in 2006. The City of Aiken has requested that SCDOT update the APPR.
SILVER BLUFF ROAD (Whiskey Road to Savannah Drive)	#2 Operation Improvements	Silver Bluff Road Corridor Improvements	a) Install third lanes for turn lanes, center lanes and median as well as signal improvements between Indian Creek Trail and Richardsons Lane Road. b) Install a dedicated right turn lane onto Dougherty from Silver Bluff.	SCDOT, City of Aiken	a) The project is moving forward pending final adjustments to the design at various intersections. Construction programmed for 2012. b) The Dougherty Rd. intersection project was added to the STIP in May 2008. Construction programmed for FY 2011.
US 1 (York Street to I-20)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				

ROADS SHADED IN GREY HAVE 2010 TRAVEL TIME SURVEY DATA AVAILABLE.

**Table 7
Aiken County
2010 Congestion Mitigation Projects**

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
US 1/US 78 (Martintown Road to Pine Log Road)	N/A	US 1/US 78 (Jefferson Davis Highway)	Aiken County has hired a consultant to perform a corridor study who will exam flow, capacity land use, aesthetics, access management, intermodal planning, etc. The study will cover from the Savannah River to the Hitchcock Parkway.	SCDOT, City of North Augusta, Town of Burnetown, City of Aiken, Aiken County	Notice-to-proceed anticipated September 2010. Project study duration is approximately 14 months. In September 2010, Aiken County recommended this project to SCDOT for an APPR.
WHISKEY ROAD (Richland Avenue to Powderhouse Road)	#2 Operation Improvements	a) Whiskey Road Corridor Improvements b) Whiskey Road/Silver Bluff Connector Road c) Whiskey Road/Powder House Connector Road (Phase I, II, and III)	a) Upgrade traffic signals and improve intersections. b) Install new connector between Whiskey Road and Silver Bluff Rd. c) Ph. I - install new road parallel to Whiskey from Centennial Dr. to East Gate Dr. extension at Athol with full landscaped median and turn lanes as needed. Ph. II - Install new 2 lane road connecting East Gate to Athol with full landscaped median and turn lanes as needed. Ph. III - Install a new 2 lane facility with full landscaped median and turn lanes as needed.	a) SCDOT, City of Aiken b) SCDOT, City of Aiken, Aiken County c) SCDOT, City of Aiken, Aiken County	a) Funded under ARRA, Notice to proceed issued to Contractor on July 2010 to upgrade traffic signals from South Boundary Ave. to Powderhouse Rd. Expected completion November 2010. A rebuilding of Whiskey Road/Dougherty Road intersection is scheduled to begin September 2010 as part of the Traffic signal upgrade project. b) Construction began March 2008. Project is 95% complete with project now broken into two phases instead of four. c) Currently listed as an unfunded priority project. this project may be programmed for FY 2011 to FY 2014 if the Capital Project Sales and Use Tax is adopted.

ROADS SHADED IN GREY HAVE 2010 TRAVEL TIME SURVEY DATA AVAILABLE.

**Table 8
Columbia County
2010 Congestion Mitigation Projects**

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
I-20 (Euchee Creek to Columbia/Richmond County Line)	NO PROJECTS SCHEDULED WITHIN FY 2011- FY 2014				
SR 223 (Wrightsboro Road to Gordon Highway)	NO PROJECTS SCHEDULED WITHIN FY 2011- FY 2014				
BASTON ROAD (Fury's Ferry Road to Washington Road)	NO PROJECTS SCHEDULED WITHIN FY 2011- FY 2014				
BELAIR ROAD* (Washington Road to Wrightsboro Road)	#2 Operation Improvement	Columbia Road (SR 232) Project	The Columbia Road Project includes widening to four lanes with turn lanes at Belair Road.	GDOT	Right-of-way programmed for FY 2011
BOBBY JONES EXPRESSWAY (Washington Road to I-20)	NO PROJECTS SCHEDULED WITHIN FY 2011- FY 2014				
COLUMBIA ROAD (Washington Road to Hereford Farm Road)	#2 Operation Improvement	Columbia Road (SR 232)	Widen to four lanes with turn lanes as needed from CR 221 (Old Belair Road) to SR 383 (Belair Road)	GDOT	Right-of-way programmed for FY 2011
EVANS-TO-LOCKS ROAD (Stevens Creek Road to Washington Road)	NO PROJECTS SCHEDULED WITHIN FY 2011- FY 2014				

ROADS SHADED IN GREY HAVE 2010 TRAVEL TIME SURVEY DATA AVAILABLE.

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

Columbia County
2010 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
FLOWING WELLS ROAD (Wheeler Road to Washington Road)	#2 Operation Improvement	Flowing Wells Road	Widen to four lanes with turn lanes as needed from Washington Road to I-20	Columbia County (Design and ROW) GDOT (Construction)	Design 95% complete. Right-of-way programmed for FY 2014.
FURY'S FERRY ROAD (Savannah River to Washington Road)	NO PROJECTS SCHEDULED WITHIN FY 2011- FY 2014				
OLD EVANS ROAD* (Bobby Jones to Washington Road)	#2 Operation Improvement	Old Petersburg Road	Widen to four lanes with turn lanes as needed from Old Evans Road to Baston Road. Extend from Old Evans Road on new alignment to Washington Road	GDOT	<i>This project will provide an extension to Riverwatch Parkway which will alleviate congestion along the Old Evans Road corridor.</i>
OLD PETERSBURG ROAD (Riverwatch Parkway to Old Evans Road)	#2 Operation Improvement	Old Petersburg Road	Widen to four lanes with turn lanes as needed from Old Evans Road to Baston Road. Extend from Old Evans Road on new alignment to Washington Road	GDOT	This project will provide an extension to Riverwatch Parkway which will alleviate congestion along the Old Evans Road corridor. Right-of Way programmed for FY 2011
WASHINGTON ROAD (Hardy McManus Road to Pleasant Home Road)	#2 Operation Improvement	Washington Road (SR 104)	Widen to four lanes with a center turn lane as needed. From Belair Road (SR 383) to east of CR 515. Gibs Road to William Few Parkway section includes bike lanes and sidewalks on both sides.	GDOT	Design is 50% complete. Right-of-way is programmed for FY 2011
WRIGHTSBORO ROAD (Barton Chapel Road to Robinson Avenue)	NO PROJECTS SCHEDULED WITHIN FY 2011- FY 2014				

**Table 9
Richmond County
2010 Congestion Mitigation Projects**

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
I-520 (I-20 to Laney Walker)	2	Bobby Jones Expressway and I-20 @ I-520 Interchange	Widen from Deans Bridge Road (US 1/SR4) to Gordon Highway. Widen from four to six lanes. Also, reconstruct interstate interchange including the addition of collector-distributor lanes along eastbound and westbound I-520	GDOT	Construction is planned for FY 2010 for the Bobby Jones Expressway project. The I-20 @ I-520 Interchange project was completed in 2009.
DAVIS ROAD/PLEASANT HOME ROAD/JACKSON ROAD (Washington Road to Wrightsboro Road)			NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014		
DEANS BRIDGE ROAD (MLK Boulevard to Willis Foreman)			NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014		
DOUG BARNARD PARKWAY (Gordon Highway to Tobacco Road)			NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014		
FIFTEENTH STREET (Reynolds Street to MLK Boulevard)	2	SR 4/ 15 th Street and SR4/15 @ Central Avenue	Widen to four lanes/six lanes, with turn lanes as needed, from Milledgeville Road to Government Road. Add turn lanes and signal improvements at Central Avenue.	GDOT- (Widening project) Augusta-Richmond County- (Central Avenue)	Widening project Right-of-Way is programmed for FY 2012. Central Avenue intersection improvements were completed in March 2010.
GORDON HIGHWAY (Savannah River to SR 223)	2	Gordon Highway (US 278/78, SR 415) and Adaptive Traffic Control System.	Construct median barrier from Peach Orchard Road to Walton Way. Also, an Adaptive Traffic Control System installed at Fort Gordon Gates 1 and 2. Systems utilize state-of-the-art sensor technology, image processing to automatically optimize local traffic signals and provide coordination for the arterial according to real-time traffic demand, thus, eliminating the need for static signal timing and coordination plans. They will improve the efficiency and progression along each of these roads, reduce stops, and result in fuel savings	GDOT	PE programmed for FY 2011. Adaptive Traffic Control System completion FY 2011

ROADS SHADED IN GREY HAVE BEEN IDENTIFIED IN THE CURRENT YEAR'S ANALYSIS AS SEVERELY CONGESTED IN TWO OR MORE TIME PERIODS.

**Table 9
Richmond County
2010 Congestion Mitigation Projects**

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
GREENE STREET (East Boundary Street to 12th Street)	2	ST. Seabston Way/Greene Street	Widen to fours lanes with 20' median and bridge over canal.	Augusta-Richmond County/GDOT	Completion scheduled for FY 2010
JOHN C. CALHOUN EXPRESSWAY (Washington Road to 12th Street)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				
PEACH ORCHARD* ROAD (Tubman Home Road to SR 88)	2	<i>Windsor Spring Road Improvements</i>	<i>Improved Windsor Spring approach to Peach Orchard and brought both approaches of Windsor Spring into alignment with each other.</i>	<i>Augusta-Richmond County</i>	<i>Completed in 2009</i>
RIVERWATCH PARKWAY* (Pleasant Home Road to Fifteenth Street)	2	<i>Alexander Drive</i>	<i>Widen and reconstruct to four lanes with a 20' median from Washington Road to Riverwatch Parkway</i>	<i>GDOT/Augusta- Richmond County</i>	<i>Project currently under construction</i>
SR56/MIKE PADGETT HIGHWAY (Lumpkin Road to SR 56 Loop)	2	SR56/Mike Padgett Highway	Add raised median with turn lanes as needed (two left-turn lanes, 1 right turn lane, and 1 signal replacement)	GDOT	ROW programed for FY 2011. Construction programed for FY 2013
THIRTEENTH STREET/RA DENT BOULEVARD (Reynolds Street to Wrightsboro Road)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				
TOBACCO ROAD (Deans Bridge Road to Doug Barnard Parkway)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				
WALTON WAY SEGMENT 1 (Gordon Highway to Milledge Road)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				

ROADS SHADED IN GREY HAVE BEEN IDENTIFIED IN THE CURRENT YEAR'S ANALYSIS AS SEVERELY CONGESTED IN TWO OR MORE TIME PERIODS.

**Table 9
Richmond County
2010 Congestion Mitigation Projects**

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
WALTON WAY SEGMENT 2 (Millege Road to Bransford Road)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				
WALTON WAY EXTENSION (Bransford Road to Jackson Road)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				
WASHINGTON ROAD (Pleasant Home Road to John C. Calhoun Expressway)	# 2 Operation Improvement	Washington Road Intersection Improvements and Washington Road Adaptive Control System	Lanes added to Boy Scout Road/Center West Parkway approaches. New jupdated signal cabinets and signal heads installed. Adaptive Traffic Control System installed between Pleasant Home Road and Woodbine Road. Systems utilize state-of-the-art sensor technology, image processing to automatically optimize local traffic signals and provide corrditionation for the arterial according to real- time traffic demand, thus, eliminating the need for static signal timing and coordination plans. They will improve the efficiency and progression along each of these roads, reduce stops, and result in fuel savings	Augusta-Richmond County	Completed FY 2010 and FY 2011
WINDSOR SPRING ROAD (Peach Orchard Road to SR 88)	# 2 Operation Improvement	Windsor Spring Road Phase IV and Windsor Spring at Spirit Creek	Widen to four lanes as needed from willis Foreman Road to Tobacco Road and widen bridge over Spirit Creek	GDOT/Augusta- Richmond County	Right-of-Way acquisition programmed for FY 11 and Construction programmed for FY 13. Construction of bridge programmed for FY 13.

ROADS SHADED IN GREY HAVE BEEN IDENTIFIED IN THE CURRENT YEAR'S ANALYSIS AS SEVERELY CONGESTED IN TWO OR MORE TIME PERIODS.

**Table 9
Richmond County
2010 Congestion Mitigation Projects**

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
WHEELER ROAD* (Walton Way Extension to Flowing Wells Road)	# 2 Operation Improvement	<i>Marks Church @ Wheeler Road/I-520 (Portion of the I-20 @ I-520 Project)</i>	<i>Due to frequent traffic accidents, the westbound Wheeler Road approach ramp from Wheeler Road to Westbound I-520 was removed. A new exit was created from I-520 to Marks Church. Lanes were added to all approaches.</i>	<i>GDOT, Augusta-Richmond County</i>	<i>Completed 2009</i>
WRIGHTSBORO* ROAD SEGMENT 1 (Barton Chapel to Jackson Road)	# 2 Operation Improvement	<i>Wrightsboro Road between I-520 and Jimmy Dyess Parkway and Wrightsboro Road Adaptive Traffic Control System</i>	<i>Widen to four lanes with left-turn lanes where needed. Project also includes realigning Barton Chapel Road to Augusta West Parkway and installation of traffic signal at Belair Road. Adaptive Traffic Control System installed between Jackson Road and Barton Chapel. Systems utilize state-of-the-art sensor technology, image processing to automatically optimize local traffic signals and provide coordination for the arterial according to real-time traffic demand, thus, eliminating the need for static signal timing and coordination plans. They will improve the efficiency and progression along each of these roads, reduce stops, and result in fuel savings</i>	<i>GDOT, Augusta-Richmond County</i>	<i>80% of Right-of-Way Acquired. Construction is programmed for FY 2015. Adaptive Traffic Control System to be completed 2011</i>
WRIGHTSBORO ROAD SEGMENT 2 (Jackson Road to Highland Avenue)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				
WRIGHTSBORO ROAD SEGMENT 3 (Highland Avenue to Fifteenth Street)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2014				

ROADS SHADED IN GREY HAVE BEEN IDENTIFIED IN THE CURRENT YEAR'S ANALYSIS AS SEVERELY CONGESTED IN TWO OR MORE TIME PERIODS

SUMMARY OF RESULTS AND FUTURE SCHEDULE

The ARTS Congestion Management System (now CMP) has been in use since 1995. Based on the CMP, congestion mitigation strategies have been developed and several of the strategies have been implemented. The CMP process is changing as the staff gains more experience with the process. For example, two Saturday routes were added to the study to monitor congestion on busy weekend corridors. Wrightsboro Road was divided into three segments in 1998 to address the differences in roadway type and traffic generators along the corridor. Walton Way was divided into two 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 to Washington Road from Belair 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 (ITS) 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. Throughout the study area traffic signals are replaced, timed, and coordinated with one another on a regular basis. Intersection improvements, such as the addition of left and right turn lanes, are aiding in congestion relief throughout the ARTS area. Documents such as the Intersection Accident Analysis and the Congestion Management System 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 this year is found in Tables 11-13. Tables 1 and 10 contain the ARTS CMP corridor classification criteria. Some roads have more than one classification, according to the time of day and direction. For example, in 2010 Aiken's Dougherty Road was designated as ARC-WBAM; SC-EBAM; MC-WBPM; SC-EBPM. Using the information in Table 10, this means that Dougherty Road was "Severely Congested" traveling eastbound in the morning and evening. It was "At Risk for

Congestion” going westbound in the morning, and “Marginally Congestion” in the evening going westbound. It is important to make this distinction because improvements may only be needed on one side of the road or to accommodate heavy traffic at a particular time of the day. The data provided in these tables will be useful in completing Task 6 which involves developing a process to evaluate the CMP . A schedule outlining the corridors to be run in future years is also included in the tables. The following information is helpful when examining the results and future schedule tables.

Table 10
ARTS CMP RUN SCHEDULE

Classification	Description	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

In 2001, changes were made to the CMP run schedule that resulted in the addition of the Borderline Congested (BC) category and the redefinition of the Not Presently Congested (NPC) category. 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 will be studied every five years.

In addition to adding the Borderline Congested (BC) category, the schedule for studying corridors was altered in 2001. 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 roads have been deleted from the CMP.

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 deviation criteria than in 2000 or earlier. Roads with split category classifications 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. In the event that a corridor has three or four designations, the ARTS staff and area engineers will determine how often it shall be studied.

Table 11
ARTS Congestion Management System Classifications and Future Schedule
Aiken County

Aiken County CMP Routes			2006	2007	2008	2009	2010	2011	2012	2013
Bettis Academy	From To	Ascagua Lake Road Fields Cemetery				ARC at all times				DUE
Dougherty Road	From To	Whiskey Road Silver Bluff Road	BC-WBAM ARC-EBAM MC-WBPM SC-EBPM	BC-WBAM NPC-EBAM SC-WBPM SC-EBPM			ARC-WBAM SC-EBAM MC-WBPM SC-EBPM			DUE
Dougherty Road 3:00 PM	From To	Whiskey Road Silver Bluff Road				MC-EBPM ARC-WBPM				
Laurens Street / SC 19	From	South Boundary	SC at all times	NPC at all times					DUE	
Pine Log Road	From To	US 78 Silver Bluff Road (Eastern End)	ARC-WBAM ARC-EBAM ARC-WBPM BC-EBPM				BC-WBAM BC-EBAM			
Pine Log Road 3:15 PM	From To	US 78 Silver Bluff Road (Eastern End)				SC at all times	MC-EBPM BC-WBPM			
Richland Avenue 12:00 PM	From To	Vaclude Road Beaufort Street	SC at all times		SC- EB NOON MC- WB NOON	SC at all times	SC at all times			
SC 118	From To	US 78 Silver Bluff Road			ARC at all times				DUE	
Silver Bluff Road	From To	Whiskey Road Savannah Drive	MC-SBAM SC-NBAM SC-SBPM SC-NBPM	ARC-SBAM SC-NBAM SC-SBPM SC-NBPM	SC at all times	SC at all times	ARC-SBAM SC-NBAM SC-WBPM SC-NBPM	DUE	DUE	DUE
US1	From To	York Street I-20	NPC-SBAM NPC-NBAM ARC-SBPM NPC-NBPM					DUE		
US 1 / US 78	From To	Martintown Road Pine Log Road			SC at all times	ARC-WBAM ARC-EBAM BC-WBPM ARC-EBPM		DUE	DUE	DUE
Whiskey Road	From To	Richland Avenue Powderhouse Road	BC-SBAM SC-NBAM SC-SBPM SC-NBPM	BC-SBAM BC-NBAM SC-SBPM MC-NBPM	BC- SB AM MC- NB AM SC- SB PM MC- NB PM	SBAM-BC NBAM-BC SBPM-SC NBPM-SC	MC-SBAM BC-NBAM SC-SBPM SC-NBPM	DUE	DUE	DUE

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

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Table 11

ARTS Congestion Management System Classifications and Future Schedule

Aiken County

North Augusta CMP Routes			2006	2007	2008	2009	2010	2011	2012	2013
Atomic Road	From To	Buena Vista Avenue Silver Bluff Road	NPC at all times					DUE		
Buena Vista Avenue	From To	Martintown Road Georgia Avenue	ARC-WBAM MC-EBAM BC-WBPM BC-EBPM			BC at all times			DUE	
Clearwater Road	From To	US 25 US 1			DUE / CONSTRUCTION	DUE / CONSTRUCTION		DUE		
Georgia Avenue	From To	Savannah River I-20		BC-SBAM BC-NBAM ARC-SBPM BC-NBPM			ARC-SBAM BC-NBAM BC-SBPM MC-NBPM			DUE
Knox Avenue	From To	Martintown Road Georgia Avenue			SC-SBAM BC-NB AM MC-SBPM SC-NBPM	MC-SBAM BC-NBAM BC-SBPM SC-NBPM		DUE	DUE	DUE
Martintown Road	From To	Jeff Davis/US 1 I-20		ARC-WBAM ARC-EBAM BC-WBPM BC-EBPM						DUE

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

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Table 12
ARTS Congestion Management System Classifications and Future Schedule
Columbia County

Columbia County CMP Routes			2006	2007	2008	2009	2010	2011	2012	2013
I-20	From To	Etchee Creek Columbia/Richmond County Line	NPC at all times					DUE		
SR 223	From To	Wrightsboro Road Gordon Highway			MC-WBAM SC-EBAM SC-WBPM SC-EBPM	SC at all times	MC-WBAM SC-EBAM MC-WBPM SC-EBPM	DUE	DUE	DUE
Baston Road	From To	Fury's Ferry Road Washington Road			MC-WBAM SC-EBAM MC-WBPM SC-EBPM	SC-WBAM SC-EBAM SC-WBPM BC-EBPM	SC-SBAM SC-EBAM SC-SBPM ARC-NBPM	DUE	DUE	DUE
Belair Road	From To	Washington Road Wrightsboro Road			SC-SBAM SC-NBAM SC-SBPM SC-NBPM	SC-SBAM MC-NBAM SC-SBPM SC-NBPM	SC-SBAM MC-NBAM SC-SBPM SC-NBPM	DUE	DUE	DUE
Bobby Jones Expressway	From To	Washington Road I-20		SC-WBAM BC-EBAM SC-WBPM SC-EBPM	Due/Construction	Due/Construction	NPC-WBAM NPC-EBAM SC-WBPM ARC-EBPM	DUE	DUE	DUE
Columbia Road	From To	Washington Road Hereford Farm Road			BC-WBAM ARC-EBAM SC-WBPM ARC-EBPM				DUE	
Evans-to-Locks Road	From To	Stevens Creek Road Washington Road		SC-WBAM SC-EBAM MC-WBPM BC-EBPM		ARC-WBAM BC-EBAM ARC-WBPM NPC-EBPM				DUE
Flowing Wells Road	From To	Wheeler Road Washington Road		SC at all times	SC-SBAM SC-NBAM SC-SBPM SC-NBPM	SC at all times	SC at all times	DUE	DUE	DUE
Fury's Ferry Road	From To	Savannah River Washington Road		SC-SBAM BC-NBAM BC-SBPM BC-NBPM			MC-SBAM ARC-NBAM BC-SBPM ARC-NBPM			
Old Evans Road	From To	Bobby Jones Washington Road			SC-WBAM SC-EBAM SC-WBPM SC-EBPM	SC at all times	SC-WBAM SC-EBAM SC-WBPM MC-EBPM	DUE	DUE	DUE

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

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Table 12
ARTS Congestion Management System Classifications and Future Schedule
Columbia County

Columbia County CMP Routes			2006	2007	2008	2009	2010	2011	2012	2013
Old Petersburg Road	From To	Riverwatch Parkway Old Evans Road		SC-WBAM SC-EBAM MC-WBPM MC-EBPM		BC-WBAM MC-EBAM MC-WBPM MC-EBPM		DUE		
Washington Road	From To	Hardy McManus Road Pleasant Home Road	MC-WBAM ARC-EBAM MC-WBPM BC-EBPM			ARC-WBAM ARC-EBAM SC-WBPM MC-EBPM		DUE		
Wrightsboro Road	From To	Barton Chapel Road Robinson Avenue				BC-WBAM MC-EBAM BC-WBPM BC-EBPM			DUE	

WBAM – Westbound AM Peak SBAM – Southbound AM Peak EBAM – Eastbound NBAM – Northbound AM Peak
 WBPM – Westbound PM Peak SBPM – Southbound PM Peak EBPM- Eastbound FNBPM – Northbound PM Peak

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Table 13
ARTS Congestion Management Process Classifications and Future Schedule
Richmond County

Richmond County CMP Routes			2006	2007	2008	2009	2010	2011	2012	2013
I-20	From To	Richmond Co. Line River Watch Pkwy	NPC at all times					DUE		
I-520	From To	I-20 Laney Walker Blvd.				Due / Construction	NPC at all times			
13th Street/ RA Dent Boulevard	From To	Reynolds Street Wrightsboro Road			SC-SBAM SC-NBAM SC-SBPM SC-NBPM	SC-SBAM BC-NBAM SC-SBPM SC-NBPM	SC at all times	DUE	DUE	DUE
15th Street	From To	Reynolds Street MLK Boulevard		SC-SBAM SC-NBAM SC-SBPM MC-NBPM	SC-SBAM SC-NBAM SC-SBPM SC-NBPM	MC-SBAM SC-NBAM BC-SBPM MC-NBPM		DUE		DUE
SR 56/ Mike Padgett Hwy	From To	Lumpkin Road SR 56 Loop	ARC-SBAM NPC-NBAM NPC-SBPM ARC-NBPM					DUE		
Deans Bridge Road	From To	MLK Boulevard Willis Foreman Rd	ARC-SBAM ARC-NBAM BC-SBPM BC-NBPM				NPC-SBAM ARC-NBAM ARC-SBPM ARC-NBPM			
Doug Barnard Pkwy/ New Savannah Rd	From To	Gordon Highway Tobacco Road	NPC at all times	NPC at all times					DUE	
Greene Street	From To	E. Boundary Street 12th Street			SC-SBAM ARC-NBAM BC-SBPM ARC-NBPM			DUE		
Gordon Highway	From To	Savannah River SR 223	NPC-SBAM ARC-NBAM NPC-SBPM ARC-NBPM					DUE		
Jackson Road/ Walton Way Ext. Davis Road	From To	Washington Road Wrightsboro Road			BC-SBAM MC-NBAM SC-SBPM MC-NBPM		MC-SBAM BC-NBAM MC-SBPM SC-NBPM			
John C. Calhoun Expressway	From To	Washington Road 12th Street	NPC at all times					DUE		
Peach Orchard Road	From To	Tubman Home Road SR 88	ARC-SBAM ARC-NBAM SC-SBPM BC-NBPM	NPC at all times					DUE	

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

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Table 13
ARTS Congestion Management Process Classifications and Future Schedule
Richmond County

Richmond County CMP Routes			2006	2007	2008	2009	2010	2011	2012	2013
River Watch Pkwy	From To	Pleasant Home Rd Fifteenth Street	NPC-SBAM NPC-NBAM ARC--SBPM NPC-NBPM					DUE		
Tobacco Road	From To	Deans Bridge Road Doug Barnard Pkwy			SC-SBAM BC-NBAM ARC--SBPM BC-NBPM			DUE		
Walton Way Segment #1	From To	Gordon Highway Milledge Road			MC-SBAM SC-NBAM MC--SBPM MC-NBPM		MC-WBAM MC-EBAM SC-WBPM SC-EBPM			
Walton Way Segment #2	From To	Milledge Road Bransford Road			SC-SBAM MC-NBAM MC--SBPM MC-NBPM		MC-WBAM SC-EBAM SC-WBPM SC-EBPM			
Walton Way Ext.	From To	Bransford Road Jackson Road		ARC-WBAM NPC-EBAM NPC-WBPM NPC-EBPM					DUE	
Washington Road	From To	Pleasant Home Rd John C. Calhoun Expressway		SC-WBAM SC-EBAM SC-WBPM MC-EBPM	ARC-WBAM MC-EBAM SC-WBPM BC-EBPM		SC-WBAM MC-EBAM SC-WBPM BC-EBPM			
Wheeler Road	From To	Flowing Wells Road Walton Way Ext.		SC at all times	MC-WBAM SC-EBAM SC-WBPM BC-EBPM		SC at all times		DUE	
Windsor Spring Rd	From To	Peach Orchard Rd SR 88	NPC at all times					DUE		
Wrightsboro Road Segment 1	From To	Barton Chapel Road Jackson Road		NPC-WBAM BC-EBAM BC-WBPM ARC-EBPM			BC-WBAM SC-EBAM SC-WBPM SC-EBPM			
Wrightsboro Road Segment 2	From To	Jackson Road Highland Avenue			ARC-WBAM NPC-EBAM BC-WBPM ARC-EBPM			DUE		
Wrightsboro Road Segment 3	From To	Highland Avenue Fifteenth Street	SC-WBAM SC-EBAM ARC-WBPM SC-EBPM	MC-WBAM SC-EBAM SC-WBPM BC-EBPM		SC-WBAM MC-EBAM SC-WBPM SC-EBPM	SC-WBAM MC-EBAM SC-WBPM MC-EBPM	DUE	DUE	DUE
Wrightsboro Road * Segment 1 (Saturday)	From To	Barton Chapel Road Jackson Road			SC-WBPM SC-EBPM	SC-WBPM SC-EBPM	MC-WBPM SC-EBPM	DUE	DUE	DUE

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

Due/Construction – Roadway was not run because it was under construction at the time of the study.

Appendix A

CMP WORK PLAN HISTORY

APPENDIX A

CONGESTION MANAGEMENT PLAN WORK PLAN HISTORY

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 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 metropolitan area boundary of the ARTS area was adopted as the physical boundary of the CMP. The study first identified all the major travel corridors. Travel corridors were selected based on an inventory of existing traffic counts, past travel time surveys, socioeconomic data and MPO committees' discussions to identify possible areas of concern. All the major travel corridors that were identified were selected along with any collectors and arterials that demonstrated a potential for congestion. All the base year CMP corridors were included in the 1995 time travel study.

Task 2: Define CMP Performance Measures

Performance measures determine data requirements during the planning process and are the means to identify problems. The ARTS CMP sub-committee devised the CMP performance measures after studying the base year (1995) time travel data. The performance measures 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 performance measures were amended in 2001 to include a new category "Borderline Congestion (BC)."

Table A-1 Performance Measures 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 that are still in use. The ARTS data collection needs were tailored to its performance measures. The data collection strategy is regional and has a multi-year perspective. But the process itself is simple and inexpensive and the frequency of collection is determined by the roadway performance measure. Table A-2 contains 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 unit. In 2008 and in subsequent years, travel time data collection was again collected using the GPS equipment. The GPS method is far more accurate and requires minimum transcription than the manual method that had been used before.

**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 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 as an SAFETEA-LU Management System

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.

Appendix B

AIKEN COUNTY

2010 SEGMENT SPEED WORKSHEETS

SEGMENT SPEED CALCULATION WORK SHEET

SOUTHBOUND AM

2010	STREET	CONTROL POINT	OVERALL AVERAGE SPEED (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
			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*			
	Georgia Avenue	I-20												
		Ascauga Lake Rd	56	64	66	186	62	0.50	0.008064516	29	3	30	-3.23	
		Clearwater	194	168	184	546	182	1.90	0.01043956	38	13	35	7.38	
		Knox Ave	98	98	103	299	99.66666667	0.85	0.008528428	31	5	35	-12.28	
		Martintown	142	169	200	511	170.33333333	1.56	0.009158513	33	9	40	-17.57	
		Carolina Ave	46	46	52	144	48	0.45	0.009375	34	3	40	-15.63	
		Buena Vista	42	42	62	146	48.66666667	0.32	0.006575342	24	1	45	-47.40	
								5.58			33			

SEGMENT SPEED CALCULATION WORK SHEET

SOUTHBOUND PM

2010	STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
			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*		
	Georgia Avenue	I-20											
		Ascauga Lake Rd	74	62	54	190	63.33333333	0.50	0.007894737	28	3	45	-36.84
		Clearwater	247	253	145	645	215	1.90	0.008837209	32	11	40	-20.47
		Knox Ave	148	118	98	364	121.33333333	0.85	0.007005495	25	4	40	-36.95
		Martintown	179	206	166	551	183.66666667	1.56	0.008493648	31	9	35	-12.64
		Carolina Ave	63	52	47	162	54	0.45	0.008333333	30	2	30	0.00
		Buena Vista	104	48	64	216	72	0.32	0.004444444	16	1	45	-64.44
								5.58			29		

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

SEGMENT SPEED CALCULATION WORK SHEET

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEED (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		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*			
Georgia Avenue	I-20												
	Ascauga Lake Rd	56	64	66	186	62	0.50	0.008064516	29	3	30	-3.23	
	Clearwater	194	168	184	546	182	1.90	0.01043956	38	13	35	7.38	
	Knox Ave	98	98	103	299	99.66666667	0.85	0.008528428	31	5	35	-12.28	
	Martintown	142	169	200	511	170.3333333	1.56	0.009158513	33	9	40	-17.57	
	Carolina Ave	46	46	52	144	48	0.45	0.009375	34	3	40	-15.63	
	Buena Vista	42	42	62	146	48.66666667	0.32	0.006575342	24	1	45	-47.40	
							5.58			33			

SEGMENT SPEED CALCULATION WORK SHEET

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		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*			
Georgia Avenue	I-20												
	Ascauga Lake Rd	74	62	54	190	63.33333333	0.50	0.007894737	28	3	45	-36.84	
	Clearwater	247	253	145	645	215	1.90	0.008837209	32	11	40	-20.47	
	Knox Ave	148	118	98	364	121.3333333	0.85	0.007005495	25	4	40	-36.95	
	Martintown	179	206	166	551	183.6666667	1.56	0.008493648	31	9	35	-12.64	
	Carolina Ave	63	52	47	162	54	0.45	0.008333333	30	2	30	0.00	
	Buena Vista	104	48	64	216	72	0.32	0.004444444	16	1	45	-64.44	
							5.58			29			

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

SEGMENT SPEED CALCULATION SHEET

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		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*			
Dougherty Rd.	Silver Bluff												
	Whiskey Rd.	158	168	168	494	165	0.89	0.00540	19	19	35	-44.41	
							0.89			19			

SEGMENT SPEED CALCULATION WORK SHEET

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
		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*		
Dougherty	Silver Bluff											
	Whiskey Rd.	152	137	185	474	158	0.89	0.00563	20	20	35	-42.06
							0.89			20		

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

SEGMENT SPEED CALCULATION SHEET

WESTBOUND AM

2010 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		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*			
Dougherty Rd.	Whiskey Rd.												
	Silver Bluff Rd	108	102	102	312	104	0.89	0.00856	31	31	35	-11.98	
							0.89			31			

SEGMENT SPEED CALCULATION WORK SHEET

WESTBOUND PM

2010 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
		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*		
Dougherty	Whiskey Rd.											
	Silver Bluff	132	120	116	368	123	0.89	0.00726	26	26	35	-25.37
							0.89			26		

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

SEGMENT SPEED CALCULATION WORK SHEET

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGS SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		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*			
Pine Log Rd.	Silver Bluff Rd.												
	Whiskey Rd.	110	176	126	412	137	0.41	0.00299	11	1.28	35	-69.29	
	Powderhouse Rd.	133	104	113	350	117	1.10	0.00943	34	10.82	45	-24.57	
	Banks Mill Rd.	86	64	56	206	69	0.68	0.00990	36	7.03	45	-20.78	
	US 78	124	106	104	334	111	1.26	0.01132	41	14.88	45	-9.46	
							3.45				34		

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

SEGMENT SPEED CALCULATION WORK SHEET

EASTBOUND 3:15 PM (SCHOOL)

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		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*			
Pine Log Rd.	Silver Bluff Rd.												
	Whiskey Rd.	174	124	142	440	147	0.41	0.00280	10	1.20	35	-71.25	
	Powderhouse Rd.	126	140	140	406	135	1.10	0.00813	29	9.33	45	-34.98	
	Banks Mill Rd.	96	82	70	248	83	0.68	0.00823	30	5.84	45	-34.19	
	US 78	178	110	112	400	133	1.26	0.00945	34	12.42	45	-24.40	
							3.45				29		

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

SEGMENT SPEED CALCULATION WORK SHEET

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGS SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		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*			
Pine Log Rd.	US 78												
	Banks Mill Rd.	132	100	102	334	111	1.26	0.01132	41	14.88	45	-9.46	
	Powderhouse Rd.	88	55	60	203	68	0.68	0.01005	36	7.13	45	-19.61	
	Whiskey Rd.	191	178	152	521	174	1.10	0.00633	23	7.27	45	-49.33	
	Silver Bluff Rd.	58	46	116	220	73	0.41	0.00559	20	2.39	35	-42.49	
							3.45			32			

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

SEGMENT SPEED CALCULATION WORK SHEET

WESTBOUND 3:15 PM (SCHOOL)

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
		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*		
Pine Log Rd.	US 78											
	Banks Mill Rd.	120	129	135	384	128	1.26	0.00984	35	12.94	45	-21.25
	Powderhouse Rd.	72	70	72	214	71	0.68	0.00953	34	6.76	45	-23.74
	Whiskey Rd.	178	116	138	432	144	1.10	0.00764	28	8.77	45	-38.89
	Silver Bluff Rd.	66	116	64	246	82	0.41	0.00500	18	2.14	35	-48.57
							3.45			31		

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

SEGMENT SPEED CALCULATION WORK SHEET

EASTBOUND NOON

STREET	CONTROL POINT	OVERALL AVERAGS SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		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*			
Richland Ave.	Vaucluse Rd.												
	Greenville St.	54	56	44	154	51	0.36	0.00701	25.24675325	4.33	35	-27.87	
	Laurens St.	42	22	34	98	33	0.17	0.00520	19	1.52	25	-25.06	
	Chesterfield St.	48	32	40	120	40	0.20	0.00500	18	1.71	25	-28.00	
	York St.	10	12	12	34	11	0.09	0.00794	29	1.23	30	-4.71	
	Williamsburg St.	72	78	66	216	72	0.59	0.00819	30	8.29	35	-15.71	
	Beaufort St.	60	32	30	122	41	0.25	0.00615	22	2.63	35	-36.77	
							1.66			20			

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

SEGMENT SPEED CALCULATION WORK SHEET

WESTBOUND NOON

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		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*			
Richland Ave.	Beaufort St.												
	Williamsburg St.	43	68	29	140	47	0.25	0.00536	19	2.30	35	-44.90	
	York St.	78	72	108	258	86	0.59	0.00686	25	6.94	35	-29.44	
	Chesterfield St.	14	14	12	40	13	0.09	0.00675	24	1.04	30	-19.00	
	Laurens St.	30	90	36	156	52	0.20	0.00385	14	1.32	25	-44.62	
	Greenville St.	24	26	22	72	24	0.17	0.00708	26	2.06	25	2.00	
	Vaucluse St.	42	44	38	124	41	0.36	0.00871	31	5.38	35	-10.41	
							1.66			19			

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

SEGMENT SPEED CALCULATION WORK SHEET

SOUTHBOUND AM

2010 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		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*			
Silverbluff Rd.	Whiskey Rd.												
	Hitchcock Pkwy.	120	114	88	322	107	0.62	0.00578	21	4.21	35	-40.59	
	Dougherty Rd.	48	44	46	138	46	0.42	0.00913	33	4.51	35	-6.09	
	Pine Log Rd.	22	19	28	69	23	0.44	0.01913	69	9.90	35	96.77	
	Savannah Dr.	129	124	132	385	128	1.24	0.00966	35	14.10	35	-0.62	
							2.72			33			

SEGMENT SPEED CALCULATION WORK SHEET

SOUTHBOUND PM

2010 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
		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*		
Silverbluff Rd.	Whiskey Rd.											
	Hitchcock Pkwy.	88	96	194	378	126	0.62	0.00492	18	3.59	35	-49.39
	Dougherty Rd.	50	44	44	138	46	0.42	0.00913	33	4.51	35	-6.09
	Pine Log Rd.	16	16	12	44	15	0.16	0.01091	39	2.05	35	12.21
	Savannah Dr.	144	140	140	424	141	1.24	0.00877	32	12.80	35	-9.76
							2.44			23		

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

SEGMENT SPEED CALCULATION WORK SHEET

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT	
		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*			
Silverbluff Rd.	Savannah Dr.												
	Pine Log Rd.	152	144	157	453	151	1.24	0.00821	30	11.98	35	-15.53	
	Dougherty Rd.	24	94	64	182	61	0.16	0.00264	9	0.50	35	-72.87	
	Hitchcock Pkwy.	116	42	52	210	70	0.42	0.00600	22	2.96	35	-38.29	
	Whiskey Rd.	125	87	140	352	117.3	0.62	0.00528	19	3.85	35	-45.65	
							2.44			19			

SEGMENT SPEED CALCULATION WORK SHEET

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)									POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
		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*		
Silverbluff Rd.	Savannah Dr.											
	Pine Log Rd.	190	154	134	478	159	1.24	0.00778	28	11.35	35	-19.95
	Dougherty Rd.	88	24	132	244	81	0.16	0.00197	7	0.37	35	-79.77
	Hitchcock Pkwy.	74	68	114	256	85	0.42	0.00492	18	2.43	35	-49.38
	Whiskey Rd.	83	84	94	261	87	0.62	0.00713	26	5.20	35	-26.70
							2.44			19		

COLUMBIA COUNTY

2010 SEGMENT SPEED WORKSHEETS

**BASTON ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Baston Road	Fury's Ferry Road									
	Old Ferry Road/Cedar Lane	69	66	72	207	69	0.68	0.0099	35	27
	Old Petersburg Road	72	45	75	192	64	0.10	0.0016	6	1
	Washington Road	24	132	18	174	58	0.10	0.0017	6	1
							0.88			29

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	
Baston Road	Fury's Ferry Road									
	Old Ferry Road/Cedar Lane	75	57	60	192	64	0.68	0.0106	38	30
	Old Petersburg Road	42	12	48	102	34	0.10	0.0029	11	1
	Washington Road	57	111	45	213	71	0.10	0.0014	5	1
							0.88			31

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

**BASTON ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Baston Road	Washington Road									
	Old Petersburg Road	45	24	15	84	28	0.10	0.0036	13	1.5
	Old Ferry Road/Cedar Lane	12	12	15	39	13	0.10	0.0077	28	3.1
	Fury's Ferry Road	75	93	81	249	83	0.68	0.0082	29	22.8
							0.88			27

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	
Baston Road	Washington Road									
	Old Petersburg Road	48	60	36	144	48	0.10	0.0021	8	0.9
	Old Ferry Road/Cedar Lane	12	15	15	42	14	0.10	0.0071	26	2.9
	Fury's Ferry Road	54	54	54	162	54	0.68	0.0126	45	35.0
							0.88			39

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

**FLOWING WELLS ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	102	96	102	300	100	0.20	0.0020	7	1.0
	West Old Trail Road (Augusta Prep Day School)	105	162	147	414	138	0.60	0.0043	16	6.7
	Wheeler Road	66	93	96	255	85	0.60	0.0071	25	10.9
							1.40			19

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	144	18	36	198	66	0.20	0.0030	11	1.6
	West Old Trail Road (Augusta Prep Day School)	54	63	72	189	63	0.60	0.0095	34	14.7
	Wheeler Road	78	90	60	228	76	0.60	0.0079	28	12.2
							1.40			28

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

**FLOWING WELLS ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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									
	West Old Trail Road (Augusta Prep Day School)	81	102	75	258	86	0.60	0.0070	25	10.8
	Columbia Road	72	159	135	366	122	0.60	0.0049	18	7.6
	Washington Road	18	21	21	60	20	0.20	0.0100	36	5.1
							1.40			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	
Flowing Wells Road	Wheeler Road									
	West Old Trail Road (Augusta Prep Day School)	40	60	75	175	58	0.60	0.0103	37	15.9
	Columbia Road	99	159	66	324	108	0.60	0.0056	20	8.6
	Washington Road	54	21	75	150	50	0.20	0.0040	14	2.1
							1.40			26

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

**SR 223: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	51	51	45	147	49	0.50	0.0102	37	8.0
	Gordon Highway	222	285	195	702	234	1.80	0.0077	28	21.7
							2.30			30

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	45	48	45	138	46	0.50	0.0109	39	8.5
	Gordon Highway	225	297	213	735	245	1.80	0.0073	26	20.7
							2.30			29

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

**SR 223: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	216	192	186	594.00	198	1.80	0.0091	33	26
	Wrightsboro Road	48	48	57	153.00	51	0.50	0.0098	35	8
							2.30			33

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	
SR 223	Gordon Highway									
	Newmantown Road	213	234	177	624.00	208	1.80	0.0087	31	24
	Wrightsboro Road	42	48	45	135.00	45	0.50	0.0111	40	9
							2.30			33

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

**OLD EVANS ROAD: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Old Evans Road	Washington Road/Bobby Jones									
	Martinez Boulevard	30	27	27	84	28	0.30	0.0107	39	4.3
	Old Petersburg Road	180	144	144	468	156	1.20	0.0077	28	12.3
	Blue Ridge Drive	9	36	33	78	26	0.10	0.0038	14	0.5
	Columbia Industrial Boulevard	51	57	45	153	51	0.50	0.0098	35	6.5
	Washington Road	159	63	90	312	104	0.60	0.0058	21	4.6
							2.70			28

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	
Old Evans Road	Washington Road/Bobby Jones									
	Martinez Boulevard	17	24	33	74	25	0.30	0.0122	44	4.9
	Old Petersburg Road	195	495	180	870	290	1.20	0.0041	15	6.6
	Blue Ridge Drive	9	15	12	36	12	0.10	0.0083	30	1.1
	Columbia Industrial Boulevard	45	39	54	138	46	0.50	0.0109	39	7.2
	Washington Road	72	99	66	237	79	0.60	0.0076	27	6.1
							2.70			26

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

**OLD EVANS ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Old Evans Road	Washington Road									
	Columbia Industrial Boulevard	90	96	63	249	83	0.60	0.01	26.02	5.8
	Blue Ridge Drive	63	45	57	165	55	0.50	0.01	32.73	6.1
	Old Petersburg Road	21	24	24	69	23	0.10	0.00	15.65	0.6
	Martinez Boulevard	123	153	158	434	145	1.20	0.01	29.86	13.3
	Washington Road/Bobby Jones	93	123	71	287	96	0.30	0.00	11.29	1.3
							2.70			27

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	
Old Evans Road	Washington Road									
	Columbia Industrial Boulevard	75	60	69	204	68	0.60	0.0088	32	7.1
	Blue Ridge Drive	81	42	51	174	58	0.50	0.0086	31	5.7
	Old Petersburg Road	9	9	6	24	8	0.10	0.0125	45	1.7
	Martinez Boulevard	135	99	126	360	120	1.20	0.0100	36	16.0
	Washington Road/Bobby Jones	33	54	138	225	75	0.30	0.0040	14	1.6
							2.70			32

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

**BELAIR ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	15	15	51	81	27	0.15	0.01	0	0.6
	Hereford Farm Road	54	24	15	93	31	0.15	0.00	0	0.5
	Cox Road/ Owens Road	165	114	150	429	143	1.20	0.01	30	7.3
	Columbia Road	156	132	105	393	131	1.00	0.01	27	5.5
	Oakley Pirkle Road	60	96	47	203	68	0.70	0.01	37	5.2
	Wheeler Road	87	120	165	372	124	0.80	0.01	23	3.7
	I-20 WB	33	114	129	276	92	0.35	0.00	14	1.0
	I-20 EB	3	3	3	9	3	0.03	0.01	36	0.2
	Park West Drive	39	12	51	102	34	0.12	0.00	13	0.3
	Wrightsboro Road	45	72	90	207	69	0.50	0.01	26	2.6
							5.00			27

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	12	15	15	42	14	0.15	0.01	39	1.2
	Hereford Farm Road	15	96	93	204	68	0.15	0.00	8	0.2
	Cox Road/ Owens Road	135	108	96	339	113	1.20	0.01	38	9.2
	Columbia Road	177	108	213	498	166	1.00	0.01	22	4.3
	Oakley Pirkle Road	72	102	78	252	84	0.70	0.01	30	4.2
	Wheeler Road	111	60	123	294	98	0.80	0.01	29	4.7
	I-20 WB	42	84	33	159	53	0.35	0.01	24	1.7
	I-20 EB	3	3	3	9	3	0.03	0.01	36	0.2
	Park West Drive	69	9	104	182	61	0.12	0.00	7	0.2
	Wrightsboro Road	60	51	45	156	52	0.50	0.01	35	3.5
							5.00			29

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

**BELAIR ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	60	81	51	192.00	64	0.50	0.01	28	2.8
	I-20 EB	12	27	12	51.00	17	0.12	0.01	25	0.6
	I-20 WB	3	3	3	9.00	3	0.03	0.01	36	0.2
	Wheeler Road	33	27	33	93.00	31	0.35	0.01	41	2.8
	Oakley Pirkle Road	87	60	60	207.00	69	0.80	0.01	42	6.7
	Columbia Road	153	120	54	327.00	109	0.70	0.01	23	3.2
	Cox Road/ Owens Road	93	138	120	351.00	117	1.00	0.01	31	6.2
	Hereford Farm Road	114	153	141	408.00	136	1.20	0.01	32	7.6
	Peachtree Road	15	21	15	51.00	17	0.15	0.01	32	1.0
	Washington Road	18	21	18	57.00	19	0.15	0.01	28	0.9
							5.00			32

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	144	195	123	462.00	154	0.50	0.00	12	1.2
	I-20 EB	18	18	27	63.00	21	0.12	0.01	21	0.5
	I-20 WB	3	3	3	9.00	3	0.03	0.01	36	0.2
	Wheeler Road	54	141	57	252.00	84	0.35	0.00	15	1.1
	Oakley Pirkle Road	87	65	66	218.00	73	0.80	0.01	40	6.3
	Columbia Road	218	168	102	488.00	163	0.70	0.00	15	2.2
	Cox Road/ Owens Road	84	93	162	339.00	113	1.00	0.01	32	6.4
	Hereford Farm Road	192	156	99	447.00	149	1.20	0.01	29	7.0
	Peachtree Road	30	21	21	72.00	24	0.15	0.01	23	0.7
	Washington Road	99	102	93	294.00	98	0.15	0.00	6	0.2
							5.00			26

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

**FURY'S FERRY ROAD: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	159	207	248	614	205	1.82	0.0089	32	8.3
	Evans-to-Locks Road	158	191	201	550	183	2.10	0.0115	41	12.3
	Park Lane/Inverness Way	90	93	72	255	85	0.87	0.0102	37	4.5
	The Pass	24	51	57	132	44	0.28	0.0064	23	0.9
	Baston Road	93	129	87	309	103	0.65	0.0063	23	2.1
	River Watch Parkway	120	120	132	372	124	1.03	0.0083	30	4.4
	Washington Road	123	36	78	237	79	0.30	0.0038	14	0.6
							7.05			33

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	243	243	210	696	232	1.82	0.0078	28	7.3
	Evans-to-Locks Road	168	252	114	534	178	2.10	0.0118	42	12.7
	Park Lane/Inverness Way	72	69	66	207	69	0.87	0.0126	45	5.6
	The Pass	51	21	21	93	31	0.28	0.0090	33	1.3
	Baston Road	87	84	66	237	79	0.65	0.0082	30	2.7
	River Watch Parkway	96	120	165	381	127	1.03	0.0081	29	4.3
	Washington Road	39	30	45	114	38	0.30	0.0079	28	1.2
							7.05			35

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

**FURY'S FERRY ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	57	57	120	234	78	0.30	0.0038	14	0.6
	Baston Road	75	87	75	237	79	1.03	0.0130	47	6.9
	The Pass	51	54	45	150	50	0.65	0.0130	47	4.3
	Park Lane/Inverness Way	48	24	33	105	35	0.28	0.0080	29	1.1
	Evans-to-Locks Road	108	66	72	246	82	0.87	0.0106	38	4.7
	N. Belair Road/Mullikin	189	180	207	576	192	2.10	0.0109	39	11.7
	Savannah Road	165	204	168	537	179	1.82	0.0102	37	9.4
							7.05			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	51	69	39	159	53	0.30	0.0057	20	0.9
	Baston Road	84	96	81	261	87	1.03	0.0118	43	6.2
	The Pass	45	54	63	162	54	0.65	0.0120	43	4.0
	Park Lane/Inverness Way	30	39	36	105	35	0.28	0.0080	29	1.1
	Evans-to-Locks Road	83	59	75	217	72	0.87	0.0120	43	5.3
	N. Belair Road/Mullikin	195	228	195	618	206	2.10	0.0102	37	10.9
	Savannah Road	171	117	192	480	160	1.82	0.0114	41	10.6
							7.05			39

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

**BOBBY JONES EXPRESSWAY: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Bobby Jones Expressway	Washington Road									
	Rose Lane	21	27	39	87	29	0.17	0.01	21	2.7
	Old Trail Road	69	51	63	183	61	0.61	0.01	36	16.5
	Scott Nixon Memorial Drive	15	15	15	45	15	0.20	0.01	48	7.2
	I-20	12	12	12	36	12	0.35	0.03	105	27.6
							1.33			54

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	
Bobby Jones Expressway	Washington Road									
	Rose Lane	18	54	18	90	30	0.17	0.01	20	2.6
	Old Trail Road	141	78	96	315	105	0.61	0.01	21	9.6
	Scott Nixon Memorial Drive	18	15	12	45	15	0.20	0.01	48	7.2
	I-20	15	21	15	51	17	0.35	0.02	74	19.5
							1.33			39

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

**BOBBY JONES EXPRESSWAY: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Bobby Jones Expressway	I-20									
	Scott Nixon Memorial Drive	12	15	15	42	14	0.35	0.03	90	23.7
	Old Trail Road	48	15	12	75	25	0.20	0.01	29	4.3
	Rose Lane	54	57	60	171	57	0.61	0.01	39	17.7
	Washington Road	33	21	75	129	43	0.17	0.00	14	1.8
							1.33			48

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	
Bobby Jones Expressway	I-20									
	Scott Nixon Memorial Drive	15	24	15	54	18	0.35	0.0194	70	18.4
	Old Trail Road	36	33	63	132	44	0.20	0.0045	16	2.5
	Rose Lane	99	233	135	467	156	0.61	0.0039	14	6.5
	Washington Road	57	165	138	360	120	0.17	0.0014	5	0.7
							1.33			28

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

RICHMOND COUNTY

2010 SEGMENT SPEED WORKSHEETS

**THIRTEENTH STREET: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	48	9	108	165	55	0.08	0.0015	5	0.3
	Broad Street	6	15	9	30	10	0.10	0.0100	36	2.3
	Greene Street	24	54	21	99	33	0.10	0.0030	11	0.7
	Telfair Street	9	24	63	96	32	0.10	0.0031	11	0.7
	Walton Way	189	60	93	342	114	0.30	0.0026	9	1.8
	University Pl / R A Dent Blvd	27	42	24	93	31	0.20	0.0065	23	2.9
	Laney Walker Boulevard	39	60	69	168	56	0.30	0.0054	19	3.7
	Wrightsboro Road (no signal)	48	51	39	138	46	0.40	0.0087	31	7.9
							1.58			20

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	6	27	33	66	22	0.08	0.0036	13	0.7
	Broad Street	39	15	12	66	22	0.10	0.0045	16	1.0
	Greene Street	18	42	21	81	27	0.10	0.0037	13	0.8
	Telfair Street	6	63	39	108	36	0.10	0.0028	10	0.6
	Walton Way	87	177	69	333	111	0.30	0.0027	10	1.8
	University Pl / R A Dent Blvd	27	24	51	102	34	0.20	0.0059	21	2.7
	Laney Walker Boulevard	39	57	72	168	56	0.30	0.0054	19	3.7
	Wrightsboro Road (no signal)	42	48	45	135	45	0.40	0.0089	32	8.1
							1.58			19

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

**THIRTEENTH STREET: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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)									
	Laney Walker Boulevard	96	84	81	261	87	0.40	0.0046	17	4.2
	University Pl / R A Dent Blvd	30	30	42	102	34	0.30	0.0088	32	6.0
	Walton Way	87	84	60	231	77	0.20	0.0026	9	1.2
	Telfair Street	66	39	39	144	48	0.30	0.0063	23	4.3
	Greene Street	9	6	9	24	8	0.10	0.0125	45	2.8
	Broad Street	18	57	66	141	47	0.10	0.0021	8	0.5
	Jones Street	6	9	9	24	8	0.10	0.0125	45	2.8
	Reynolds Street	9	12	9	30	10	0.08	0.0080	29	1.5
							1.58			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	
13th Street / RA Dent Blvd	Wrightsboro Road (no signal)									
	Laney Walker Boulevard	51	69	60	180	60	0.40	0.0067	24	6.1
	University Pl / R A Dent Blvd	36	33	30	99	33	0.30	0.0091	33	6.2
	Walton Way	87	96	78	261	87	0.20	0.0023	8	1.0
	Telfair Street	66	69	81	216	72	0.30	0.0042	15	2.8
	Greene Street	12	18	21	51	17	0.10	0.0059	21	1.3
	Broad Street	24	24	39	87	29	0.10	0.0034	12	0.8
	Jones Street	6	6	66	78	26	0.10	0.0038	14	0.9
	Reynolds Street	9	9	15	33	11	0.08	0.0073	26	1.3
							1.58			21

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

**WRIGHTSBORO ROAD SEGMENT #1 : SATURDAY
SEGMENT SPEED CALCULATION WORKSHEET**

EASTBOUND

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)							WEIGHTED AVERAGE ROUTE SPEED
		SAT RUN IN SECONDS				SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Wrightsboro Road Segment #1	Barton Chapel Road								
	Augusta West Parkway	12		12	4	0.10	0.0083	30	2.5
	Bobby Jones EB	72		72	24	0.10	0.0014	5	0.4
	Bobby Jones WB	27		27	9	0.10	0.0037	13	1.1
	Augusta Mall #1 West	12		12	4	0.10	0.0083	30	2.5
	Augusta Mall #2 East	54		54	18	0.10	0.0019	7	0.6
	Marks Church Road	12		12	4	0.10	0.0083	30	2.5
	Jackson Road	114		114	38	0.60	0.0053	19	9.5
						1.20			19

WESTBOUND

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)							WEIGHTED AVERAGE ROUTE SPEED
		SAT RUN IN SECONDS				SEGMENT DISTANCE (MI)	DISTANCE/TIME CALCULATION	AVERAGE SPEED MPH	
Wrightsboro Road Segment #1	Jackson Road								
	Mark Church Road	54		54	18	0.60	0.0111	40	20.0
	Augusta Mall #2 East	9		9	3	0.10	0.0111	40	3.3
	Augusta Mall #1 West	6		6	2	0.10	0.0167	60	5.0
	Bobby Jones WB	45		45	15	0.10	0.0022	8	0.7
	Bobby Jones EB	24		24	8	0.10	0.0042	15	1.3
	Augusta West Parkway	15		15	5	0.10	0.0067	24	2.0
	Barton Chapel Road	48		48	16	0.10	0.0021	8	0.6
						1.20			33

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

**WRIGHTSBORO ROAD SEGMENT #3 : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Wrightsboro Road Segment #3										
	Highland Avenue									
	Monte Sano Avenue	51	24	42	117	39.00	0.20	0.0051	18	1.7
	Schley Street/ Freedom Way	33	24	30	87	29.00	0.18	0.0062	22	1.8
	Johns Road	63	45	36	144	48.00	0.28	0.0058	21	2.7
	Winter Street	18	27	18	63	21.00	0.13	0.0062	22	1.3
	Troupe Street	30	24	27	81	27.00	0.20	0.0074	27	2.4
	Heard Avenue	27	27	54	108	36.00	0.23	0.0064	23	2.4
	Jordan Street/ Wilson Street	42	57	42	141	47.00	0.42	0.0089	32	6.2
	Fifteenth Street (no signal)	75	54	57	186	62.00	0.54	0.0087	31	7.8
							2.18			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	
Wrightsboro Road Segment #3										
	Highland Avenue									
	Monte Sano Avenue	42	27	30	99.00	33	0.20	0.0061	22	2.0
	Schley Street/ Freedom Way	51	24	27	102.00	34	0.18	0.0053	19	1.6
	Johns Road	42	36	36	114.00	38	0.28	0.0074	27	3.4
	Winter Street	15	27	33	75.00	25	0.13	0.0052	19	1.1
	Troupe Street	24	45	27	96.00	32	0.20	0.0063	23	2.1
	Heard Avenue	30	51	54	135.00	45	0.23	0.0051	18	1.9
	Jordan Street/ Wilson Street	42	63	75	180.00	60	0.42	0.0070	25	4.9
	Fifteenth Street (no signal)	41	57	60	158.00	53	0.54	0.0103	37	9.1
							2.18			26

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

**WRIGHTSBORO ROAD SEGMENT #3 : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Wrightsboro Road										
Segment #3	Fifteenth Street (no signal)									
	Jordan Street/ Wilson Street	78	66	57	201.00	67	0.54	0.0081	29	7.2
	Heard Avenue	60	45	45	150.00	50	0.42	0.0084	30	5.8
	Troupe Street	45	78	27	150.00	50	0.23	0.0046	17	1.7
	Winter Street	30	24	36	90.00	30	0.20	0.0067	24	2.2
	Johns Road	15	15	18	48.00	16	0.13	0.0081	29	1.7
	Schley Street/ Freedom Way	54	48	39	141.00	47	0.28	0.0060	21	2.8
	Monte Sano Avenue	24	69	24	117.00	39	0.18	0.0046	17	1.4
	Highland Avenue	51	24	51	126.00	42	0.20	0.0048	17	1.6
							2.18			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	
Wrightsboro Road										
Segment #3	Fifteenth Street (no signal)									
	Jordan Street/ Wilson Street	105	68	90	263.00	88	0.54	0.0062	22	5.5
	Heard Avenue	48	51	48	147.00	49	0.42	0.0086	31	5.9
	Troupe Street	42	48	24	114.00	38	0.23	0.0061	22	2.3
	Winter Street	39	33	42	114.00	38	0.20	0.0053	19	1.7
	Johns Road	39	18	24	81.00	27	0.13	0.0048	17	1.0
	Schley Street/ Freedom Way	16	69	48	133.00	44	0.28	0.0063	23	2.9
	Monte Sano Avenue	21	51	27	99.00	33	0.18	0.0055	20	1.6
	Highland Avenue	57	105	81	243.00	81	0.20	0.0025	9	0.8
							2.18			22

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

**DEAN BRIDGE ROAD : SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Deans Bridge Road	MLK Boulevard									
	Gordon Highway	168	96	141	405	135	0.80	0.0059	21	1.9
	Richmond Hill	18	18	18	54	18	0.20	0.0111	40	0.9
	Richmond Hill West	18	45	42	105	35	0.60	0.0171	62	4.2
	Wheeless Road	33	33	30	96	32	0.50	0.0156	56	3.2
	Golden Camp Road	45	24	87	156	52	0.40	0.0077	28	1.3
	Lumpkin Road	27	21	27	75	25	0.30	0.0120	43	1.5
	Glenn Hills Drive	9	9	6	24	8	0.10	0.0125	45	0.5
	Bobby Jones West	18	18	21	57	19	0.30	0.0158	57	1.9
	Bobby Jones East	3	3	3	9	3	0.03	0.0100	36	0.1
	Georgetown	54	57	36	147	49	0.37	0.0076	27	1.1
	Meadowbrook	81	93	105	279	93	0.90	0.0097	35	3.6
	Morgan Road	60	60	63	183	61	0.90	0.0148	53	5.4
	Tobacco Road	99	108	111	318	106	1.90	0.0179	65	13.9
	Willis Foreman	75	81	99	255	85	1.50	0.0176	64	10.8
							8.80			50

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	
Deans Bridge Road	MLK Boulevard									
	Gordon Highway	300	240	339	879	293	0.80	0.0027	10	0.9
	Richmond Hill	18	18	12	48	16	0.20	0.0125	45	1.0
	Richmond Hill West	42	42	42	126	42	0.60	0.0143	51	3.5
	Wheeless Road	30	90	30	150	50	0.50	0.0100	36	2.0
	Golden Camp Road	24	27	21	72	24	0.40	0.0167	60	2.7
	Lumpkin Road	75	96	45	216	72	0.30	0.0042	15	0.5
	Glenn Hills Drive	69	48	9	126	42	0.10	0.0024	9	0.1
	Bobby Jones West	21	21	18	60	20	0.30	0.0150	54	1.8
	Bobby Jones East	3	3	3	9	3	0.03	0.0100	36	0.1
	Georgetown	84	108	60	252	84	0.37	0.0044	16	0.7
	Meadowbrook	93	87	177	357	119	0.90	0.0076	27	2.8
	Morgan Road	66	63	75	204	68	0.90	0.0132	48	4.9
	Tobacco Road	108	108	102	318	106	1.90	0.0179	65	13.9
	Willis Foreman	75	78	72	225	75	1.50	0.0200	72	12.3
							8.80			47

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

**DEAN BRIDGE ROAD :NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Deans Bridge Road	Willis Foreman									
	Tobacco Road	81	78	78	237	79	1.50	0.0190	68	11.7
	Morgan Road	117	117	95	329	110	1.90	0.0173	62	13.5
	Meadowbrook	69	120	72	261	87	0.90	0.0103	37	3.8
	Georgetown	93	75	57	225	75	0.90	0.0120	43	4.4
	Bobby Jones East	33	24	21	78	26	0.37	0.0142	51	2.2
	Bobby Jones West	3	3	3	9	3	0.03	0.0100	36	0.1
	Glenn Hills Drive	75	21	18	114	38	0.30	0.0079	28	1.0
	Lumpkin Road	12	66	45	123	41	0.10	0.0024	9	0.1
	Golden Camp Road	21	24	27	72	24	0.30	0.0125	45	1.5
	Wheeless Road	51	54	63	168	56	0.40	0.0071	26	1.2
	Richmond Hill West	36	33	33	102	34	0.50	0.0147	53	3.0
	Richmond Hill	45	51	42	138	46	0.60	0.0130	47	3.2
	Gordon Highway	81	162	9	252	84	0.20	0.0024	9	0.2
	MLK Boulevard	153	168	102	423	141	0.80	0.0057	20	1.9
							8.80			48

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	
Deans Bridge Road	Willis Foreman									
	Tobacco Road	78	90	81	249	83	1.50	0.0181	65	11.1
	Morgan Road	147	111	102	360	120	1.90	0.0158	57	12.3
	Meadowbrook	63	75	87	225	75	0.90	0.0120	43	4.4
	Georgetown	60	63	69	192	64	0.90	0.0141	51	5.2
	Bobby Jones East	21	24	21	66	22	0.37	0.0168	61	2.5
	Bobby Jones West	3	3	3	9	3	0.03	0.0100	36	0.1
	Glenn Hills Drive	60	18	24	102	34	0.30	0.0088	32	1.1
	Lumpkin Road	90	9	12	111	37	0.10	0.0027	10	0.1
	Golden Camp Road	24	27	21	72	24	0.30	0.0125	45	1.5
	Wheeless Road	24	75	21	120	40	0.40	0.0100	36	1.6
	Richmond Hill West	69	36	81	186	62	0.50	0.0081	29	1.6
	Richmond Hill	42	39	51	132	44	0.60	0.0136	49	3.3
	Gordon Highway	15	51	27	93	31	0.20	0.0065	23	0.5
	MLK Boulevard	192	147	141	480	160	0.80	0.0050	18	1.6
							8.80			47

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

**JACKSON ROAD/WALTON WAY EXTENSION/DAVIS ROAD : SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Jackson Rd/Walton Way Ext./	Washington Road									
Davis Rd	Oak Drive	36	72	60	168	56	0.38	0.0068	24	2.7
	Camilla Avenue/Toucan Drive	21	24	24	69	23	0.26	0.0113	41	3.1
	Pleasant Home Road	60	48	69	177	59	0.36	0.0061	22	2.3
	I-20 (on ramp)	39	45	36	120	40	0.38	0.0095	34	3.8
	I-20 (off ramp)	9	9	3	21	7	0.02	0.0029	10	0.1
	Robert C. Daniel	15	15	57	87	29	0.20	0.0069	25	1.4
	Skinner Mill Road	15	12	15	42	14	0.10	0.0071	26	0.7
	Wheeler Road	81	39	51	171	57	0.35	0.0061	22	2.2
	Walton Way	45	27	24	96	32	0.25	0.0078	28	2.0
	Wrightsboro Road	132	129	117	378	126	1.15	0.0091	33	11.0
							3.45			29

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	
Jackson Rd/Walton Way Ext./	Washington Road									
Davis Rd	Oak Drive	48	36	41	125	42	0.38	0.0091	33	3.6
	Camilla Avenue/Toucan Drive	24	63	27	114	38	0.26	0.0068	25	1.9
	Pleasant Home Road	120	93	114	327	109	0.36	0.0033	12	1.2
	I-20 (on ramp)	33	30	33	96	32	0.38	0.0119	43	4.7
	I-20 (off ramp)	6	6	3	15	5	0.02	0.0040	14	0.1
	Robert C. Daniel	15	15	57	87	29	0.20	0.0069	25	1.4
	Skinner Mill Road	12	12	15	39	13	0.10	0.0077	28	0.8
	Wheeler Road	126	54	75	255	85	0.35	0.0041	15	1.5
	Walton Way	27	27	27	81	27	0.25	0.0093	33	2.4
	Wrightsboro Road	198	117	72	387	129	1.15	0.0089	32	10.7
							3.45			28

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

**JACKSON ROAD/WALTON WAY EXTENSION/DAVIS ROAD : NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Jackson Rd/Walton Way Ext./	Wrightsboro Road									
Davis Rd	Walton Way	129	165	153	447	149	1.15	0.0077	28	9.3
	Wheeler Road	93	45	30	168	56	0.25	0.0045	16	1.2
	Skinner Mill Road	36	33	36	105	35	0.35	0.0100	36	3.7
	Robert C. Daniel	66	9	42	117	39	0.10	0.0026	9	0.3
	I-20 (off ramp)	15	15	18	48	16	0.20	0.0125	45	2.6
	I-20 (on ramp)	6	6	3	15	5	0.02	0.0040	14	0.1
	Pleasant Home Road	78	21	3	102	34	0.38	0.0112	40	4.4
	Camilla Avenue/Toucan Drive	33	33	27	93	31	0.36	0.0116	42	4.4
	Oak Drive	21	30	24	75	25	0.26	0.0104	37	2.8
	Washington Road	51	21	96	168	56	0.38	0.0068	24	2.7
							3.45			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	
Jackson Rd/Walton Way Ext./	Wrightsboro Road									
Davis Rd	Walton Way	123	162	123	408	136	1.15	0.0085	30	10.1
	Wheeler Road	78	75	27	180	60	0.25	0.0042	15	1.1
	Skinner Mill Road	36	39	24	99	33	0.35	0.0106	38	3.9
	Robert C. Daniel	75	78	3	156	52	0.10	0.0019	7	0.2
	I-20 (off ramp)	15	15	18	48	16	0.20	0.0125	45	2.6
	I-20 (on ramp)	6	6	3	15	5	0.02	0.0040	14	0.1
	Pleasant Home Road	48	30	96	174	58	0.38	0.0066	24	2.6
	Camilla Avenue/Toucan Drive	36	33	54	123	41	0.36	0.0088	32	3.3
	Oak Drive	51	57	27	135	45	0.26	0.0058	21	1.6
	Washington Road	54	48	141	243	81	0.38	0.0047	17	1.9
							3.45			27

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

**WALTON WAY SEGMENT 1 : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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 Segment 1	Gordon Highway									
	5th Street	9	9	18	36	12	0.05	0.0042	15	0.2
	7th Street	30	27	33	90	30	0.28	0.0093	34	3.0
	9th Street	57	48	27	132	44	0.26	0.0059	21	1.8
	11th Street	33	24	21	78	26	0.21	0.0081	29	2.0
	12th Street	15	12	12	39	13	0.11	0.0085	30	1.1
	13th Street	39	24	39	102	34	0.16	0.0047	17	0.9
	St. Sebastian Way	30	33	36	99	33	0.27	0.0082	29	2.5
	15th Street	30	45	90	165	55	0.30	0.0055	20	1.9
	Crawford Avenue	60	93	69	222	74	0.57	0.0077	28	5.0
	Eve Steet	18	18	18	54	18	0.16	0.0089	32	1.6
	Baker Avenue	33	9	33	75	25	0.10	0.0040	14	0.5
	Heard Avenue	33	36	30	99	33	0.30	0.0091	33	3.1
	Milledge Road	38	78	60	176	59	0.36	0.0061	22	2.5
							3.13			26

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 Segment 1	Gordon Highway									
	5th Street	9	15	2	26	9	0.05	0.0058	21	0.3
	7th Street	27	45	27	99	33	0.28	0.0085	31	2.7
	9th Street	60	30	45	135	45	0.26	0.0058	21	1.7
	11th Street	20	24	27	71	24	0.21	0.0089	32	2.1
	12th Street	9	12	12	33	11	0.11	0.0100	36	1.3
	13th Street	50	57	30	137	46	0.16	0.0035	13	0.6
	St. Sebastian Way	30	33	30	93	31	0.27	0.0087	31	2.7
	15th Street	123	78	90	291	97	0.30	0.0031	11	1.1
	Crawford Avenue	81	99	96	276	92	0.57	0.0062	22	4.1
	Eve Steet	18	24	24	66	22	0.16	0.0073	26	1.3
	Baker Avenue	12	30	42	84	28	0.10	0.0036	13	0.4
	Heard Avenue	33	33	30	96	32	0.30	0.0094	34	3.2
	Milledge Road	78	39	51	168	56	0.36	0.0064	23	2.7
							3.13			24

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

**WALTON WAY SEGMENT 1 : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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 Segment 1	Milledge Road									
	Heard Avenue	72	48	39	159	53	0.36	0.0068	24	2.8
	Baker Avenue	33	27	36	96	32	0.30	0.0094	34	3.2
	Eve Steet	9	12	12	33	11	0.10	0.0091	33	1.0
	Crawford Avenue	18	18	21	57	19	0.16	0.0084	30	1.5
	15th Street	63	153	75	291	97	0.57	0.0059	21	3.9
	St. Sebastian Way	42	36	78	156	52	0.30	0.0058	21	2.0
	13th Street	33	33	36	102	34	0.27	0.0079	29	2.5
	12th Street	48	42	18	108	36	0.16	0.0044	16	0.8
	11th Street	12	15	12	39	13	0.11	0.0085	30	1.1
	9th Street	24	36	24	84	28	0.21	0.0075	27	1.8
	7th Street	30	27	27	84	28	0.26	0.0093	33	2.8
	5th Street	57	48	27	132	44	0.28	0.0064	23	2.0
	Gordon Highway	12	84	6	102	34	0.05	0.0015	5	0.1
							3.13			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	
Walton Way Segment 1	Milledge Road									
	Heard Avenue	69	51	63	183	61	0.36	0.0059	21	2.4
	Baker Avenue	30	45	33	108	36	0.30	0.0083	30	2.9
	Eve Steet	12	12	15	39	13	0.10	0.0077	28	0.9
	Crawford Avenue	18	21	18	57	19	0.16	0.0084	30	1.5
	15th Street	78	69	66	213	71	0.57	0.0080	29	5.3
	St. Sebastian Way	42	48	63	153	51	0.30	0.0059	21	2.0
	13th Street	30	39	36	105	35	0.27	0.0077	28	2.4
	12th Street	42	402	36	480	160	0.16	0.0010	4	0.2
	11th Street	15	21	12	48	16	0.11	0.0069	25	0.9
	9th Street	33	42	27	102	34	0.21	0.0062	22	1.5
	7th Street	30	27	27	84	28	0.26	0.0093	33	2.8
	5th Street	111	36	54	201	67	0.28	0.0042	15	1.3
	Gordon Highway	93	99	99	291	97	0.05	0.0005	2	0.0
							3.13			24

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

**WALTON WAY SEGMENT 2 : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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 Segment 2	Milledge Road									
	John's Road	27	27	60	114	38	0.22	0.0058	21	2.8
	Fleming Avenue (ASU)	48	30	63	141	47	0.37	0.0079	28	6.5
	Monte Sano Avenue	30	17	30	77	26	0.24	0.0094	34	5.0
	Highland Avenue	48	54	39	141	47	0.22	0.0047	17	2.3
	Lake Forest Drive	45	60	45	150	50	0.42	0.0084	30	7.8
	Bransford Road	36	66	24	126	42	0.15	0.0036	13	1.2
							1.62			26

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 Segment 2	Milledge Road									
	John's Road	54	42	48	144	48	0.22	0.0046	17	2.2
	Fleming Avenue (ASU)	75	51	78	204	68	0.37	0.0054	20	4.5
	Monte Sano Avenue	30	138	30	198	66	0.24	0.0036	13	1.9
	Highland Avenue	38	177	117	332	111	0.22	0.0020	7	1.0
	Lake Forest Drive	51	60	54	165	55	0.42	0.0076	27	7.1
	Bransford Road	39	63	102	204	68	0.15	0.0022	8	0.7
							1.62			17

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

**WALTON WAY SEGMENT 2 : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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 Segment 2	Bransford Road									
	Lake Forest Drive	24	21	36	81	27	0.15	0.0056	20	1.9
	Highland Avenue	51	48	138	237	79	0.42	0.0053	19	5.0
	Monte Sano Avenue	27	78	21	126	42	0.22	0.0052	19	2.6
	Fleming Avenue (ASU)	51	36	39	126	42	0.24	0.0057	21	3.0
	John's Road	51	39	63	153	51	0.37	0.0073	26	6.0
	Milledge Road	30	24	51	105	35	0.22	0.0063	23	3.1
							1.62			21

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 Segment 2	Milledge Road									
	John's Road	102	21	21	144	48	0.15	0.0031	11	1.0
	Fleming Avenue (ASU)	51	78	105	234	78	0.42	0.0054	19	5.0
	Monte Sano Avenue	36	48	39	123	41	0.22	0.0054	19	2.6
	Highland Avenue	45	45	33	123	41	0.24	0.0059	21	3.1
	Lake Forest Drive	57	69	45	171	57	0.37	0.0065	23	5.3
	Bransford Road	51	57	39	147	49	0.22	0.0045	16	2.2
							1.62			19

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

**WASHINGTON ROAD : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	57	54	63	174	58	0.66	0.0114	41	6.3
	Warren Road	15	12	27	54	18	0.17	0.0094	34	1.3
	Patriots Way	24	27	30	81	27	0.32	0.0119	43	3.2
	Stevens Creek Road	30	54	57	141	47	0.27	0.0057	21	1.3
	I-20 Westbound	18	15	18	51	17	0.17	0.0100	36	1.4
	I-20 Eastbound	6	6	27	39	13	0.03	0.0023	8	0.1
	Boy Scout Road	30	24	102	156	52	0.28	0.0054	19	1.3
	Bertram Road	33	24	36	93	31	0.25	0.0081	29	1.7
	Alexander Drive/Stanley Drive	54	36	39	129	43	0.33	0.0077	28	2.1
	Berckmans Road	93	42	42	177	59	0.35	0.0059	21	1.7
	Azalea Drive	24	36	21	81	27	0.23	0.0085	31	1.6
	Eisenhower Drive	18	21	15	54	18	0.18	0.0100	36	1.5
	East Vineland Road/Woodbine Road	39	39	48	126	42	0.45	0.0107	39	4.0
	John C. Calhoun Expressway	36	101	39	176	59	0.62	0.0106	38	5.5
							4.31			33

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	
Washington Road	Pleasant Home Road									
	Fury's Ferry Road	63	57	123	243	81	0.66	0.0081	29	4.5
	Warren Road	15	27	21	63	21	0.17	0.0081	29	1.1
	Patriots Way	36	63	33	132	44	0.32	0.0073	26	1.9
	Stevens Creek Road	51	30	54	135	45	0.27	0.0060	22	1.4
	I-20 Westbound	15	15	18	48	16	0.17	0.0106	38	1.5
	I-20 Eastbound	6	3	6	15	5	0.03	0.0060	22	0.2
	Boy Scout Road	84	111	120	315	105	0.28	0.0027	10	0.6
	Bertram Road	30	27	24	81	27	0.25	0.0093	33	1.9
	Alexander Drive/Stanley Drive	30	33	27	90	30	0.33	0.0110	40	3.0
	Berckmans Road	33	30	27	90	30	0.35	0.0117	42	3.4
	Azalea Drive	21	21	21	63	21	0.23	0.0110	39	2.1
	Eisenhower Drive	21	27	33	81	27	0.18	0.0067	24	1.0
	East Vineland Road/Woodbine Road	15	45	42	102	34	0.45	0.0132	48	5.0
	John C. Calhoun Expressway	96	39	30	165	55	0.62	0.0113	41	5.8
							4.31			34

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

**WASHINGTON ROAD : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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									
	East Vineland Road/Woodbine Road	120	66	96	282	94	0.62	0.0066	24	3.4
	Eisenhower Drive	42	42	36	120	40	0.45	0.0113	41	4.2
	Azalea Drive	15	15	18	48	16	0.18	0.0113	41	1.7
	Berckmans Road	69	30	27	126	42	0.23	0.0055	20	1.1
	Alexander Drive/Stanley Drive	33	33	72	138	46	0.35	0.0076	27	2.2
	Bertram Road	30	48	42	120	40	0.33	0.0083	30	2.3
	Boy Scout Road	24	27	27	78	26	0.25	0.0096	35	2.0
	I-20 Eastbound	24	21	42	87	29	0.28	0.0097	35	2.3
	I-20 Westbound	3	3	6	12	4	0.03	0.0075	27	0.2
	Stevens Creek Road	72	75	15	162	54	0.17	0.0031	11	0.4
	Patriots Way	27	27	42	96	32	0.27	0.0084	30	1.9
	Warren Road	45	24	30	99	33	0.32	0.0097	35	2.6
	Fury's Ferry Road	36	51	15	102	34	0.17	0.0050	18	0.7
	Pleasant Home Road	99	54	48	201	67	0.66	0.0099	35	5.4
							4.31			30

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									
	East Vineland Road/Woodbine Road	99	96	36	231	77	0.62	0.0081	29	4.2
	Eisenhower Drive	45	42	174	261	87	0.45	0.0052	19	1.9
	Azalea Drive	45	39	57	141	47	0.18	0.0038	14	0.6
	Berckmans Road	90	87	123	300	100	0.23	0.0023	8	0.4
	Alexander Drive/Stanley Drive	45	60	132	237	79	0.35	0.0044	16	1.3
	Bertram Road	39	87	57	183	61	0.33	0.0054	19	1.5
	Boy Scout Road	72	33	36	141	47	0.25	0.0053	19	1.1
	I-20 Eastbound	33	27	42	102	34	0.28	0.0082	30	1.9
	I-20 Westbound	6	6	6	18	6	0.03	0.0050	18	0.1
	Stevens Creek Road	27	18	15	60	20	0.17	0.0085	31	1.2
	Patriots Way	36	24	27	87	29	0.27	0.0093	34	2.1
	Warren Road	30	36	36	102	34	0.32	0.0094	34	2.5
	Fury's Ferry Road	15	39	12	66	22	0.17	0.0077	28	1.1
	Pleasant Home Road	93	78	57	228	76	0.66	0.0087	31	4.8
							4.31			25

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

**WHEELER ROAD : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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 Extension									
	Agerton Lane	24	27	27	78	26	0.26	0.0100	36	3.9
	Robert C. Daniel Parkway	21	57	69	147	49	0.26	0.0053	19	2.1
	I-520 NB ramp	15	18	12	45	15	0.07	0.0047	17	0.5
	I-520 SB ramp	18	18	15	51	17	0.24	0.0141	51	5.1
	George C. Wilson Drive	36	60	12	108	36	0.12	0.0033	12	0.6
	Augusta West Parkway	42	27	57	126	42	0.15	0.0036	13	0.8
	Interstate Parkway	69	101	69	239	80	0.68	0.0085	31	8.7
	I-20 EB	30	39	30	99	33	0.30	0.0091	33	4.1
	I-20 WB	15	18	15	48	16	0.19	0.0119	43	3.4
	Flowing Wells Road	30	30	30	90	30	0.12	0.0040	14	0.7
							2.39			30

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 Extension									
	Agerton Lane	36	57	27	120	40	0.26	0.0065	23	2.5
	Robert C. Daniel Parkway	51	69	111	231	77	0.26	0.0034	12	1.3
	I-520 NB ramp	15	15	15	45	15	0.07	0.0047	17	0.5
	I-520 SB ramp	21	18	18	57	19	0.24	0.0126	45	4.6
	George C. Wilson Drive	48	24	36	108	36	0.12	0.0033	12	0.6
	Augusta West Parkway	45	15	66	126	42	0.15	0.0036	13	0.8
	Interstate Parkway	84	105	99	288	96	0.68	0.0071	26	7.3
	I-20 EB	27	45	33	105	35	0.30	0.0086	31	3.9
	I-20 WB	18	15	15	48	16	0.19	0.0119	43	3.4
	Flowing Wells Road	18	18	39	75	25	0.12	0.0048	17	0.9
							2.39			26

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

**WHEELER ROAD : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	Flowing Wells Road									
	I-20 WB	27	18	24	69	23	0.12	0.0052	19	0.9
	I-20 EB	15	18	15	48	16	0.19	0.0119	43	3.4
	Interstate Parkway	30	99	93	222	74	0.30	0.0041	15	1.8
	Augusta West Parkway	63	81	87	231	77	0.68	0.0088	32	9.0
	George C. Wilson Drive	21	57	66	144	48	0.15	0.0031	11	0.7
	I-520 SB ramp	18	24	24	66	22	0.12	0.0055	20	1.0
	I-520 NB ramp	18	21	15	54	18	0.24	0.0133	48	4.8
	Robert C. Daniel Parkway	27	36	27	90	30	0.07	0.0023	8	0.2
	Agerton Lane	21	24	27	72	24	0.26	0.0108	39	4.2
	Walton Way Extension	60	66	51	177	59	0.26	0.0044	16	1.7
							2.39			28

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	Flowing Wells Road									
	I-20 WB	18	6	15	39	13	0.12	0.0092	33	1.7
	I-20 EB	18	15	18	51	17	0.19	0.0112	40	3.2
	Interstate Parkway	33	33	84	150	50	0.30	0.0060	22	2.7
	Augusta West Parkway	126	141	102	369	123	0.68	0.0055	20	5.7
	George C. Wilson Drive	45	15	30	90	30	0.15	0.0050	18	1.1
	I-520 SB ramp	48	60	54	162	54	0.12	0.0022	8	0.4
	I-520 NB ramp	21	24	18	63	21	0.24	0.0114	41	4.1
	Robert C. Daniel Parkway	102	81	90	273	91	0.07	0.0008	3	0.1
	Agerton Lane	24	24	21	69	23	0.26	0.0113	41	4.4
	Walton Way Extension	60	30	36	126	42	0.26	0.0062	22	2.4
							2.39			26

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

**WRIGHTSBORO ROAD SEGMENT 1 : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Wrightsboro Road Segment 1	Jackson Road									
	Marks Church Road	63	69	38	170	57	0.60	0.0106	38	19.1
	Augusta Mall #2 East	9	9	12	30	10	0.10	0.0100	36	3.0
	Augusta Mall #1 West	9	9	9	27	9	0.10	0.0111	40	3.3
	Bobby Jones WB	12	9	12	33	11	0.12	0.0109	39	3.9
	Bobby Jones EB	3	3	6	12	4	0.03	0.0075	27	0.7
	Augusta West Parkway	27	12	18	57	19	0.15	0.0079	28	3.6
	Barton Chapel Road	15	9	42	66	22	0.10	0.0045	16	1.4
							1.20			35

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	
Wrightsboro Road Segment 1	Jackson Road									
	Marks Church Road	77	63	69	209	70	0.60	0.0086	31	15.5
	Augusta Mall #2 East	12	51	9	72	24	0.10	0.0042	15	1.3
	Augusta Mall #1 West	18	42	9	69	23	0.10	0.0043	16	1.3
	Bobby Jones WB	39	42	12	93	31	0.12	0.0039	14	1.4
	Bobby Jones EB	3	21	9	33	11	0.03	0.0027	10	0.2
	Augusta West Parkway	24	15	102	141	47	0.15	0.0032	11	1.4
	Barton Chapel Road	21	9	27	57	19	0.10	0.0053	19	1.6
							1.20			23

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

**WRIGHTSBORO ROAD SEGMENT 1 : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET**

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	
Wrightsboro Road Segment 1	Barton Chapel Road									
	Augusta West Parkway	21	18	12	51	17	0.10	0.0059	21	1.8
	Bobby Jones EB	18	18	18	54	18	0.12	0.0067	24	2.4
	Bobby Jones WB	3	3	3	9	3	0.03	0.0100	36	0.9
	Augusta Mall #1 West	12	12	12	36	12	0.15	0.0125	45	5.6
	Augusta Mall #2 East	9	9	9	27	9	0.10	0.0111	40	3.3
	Marks Church Road	42	9	12	63	21	0.10	0.0048	17	1.4
	Jackson Road	57	108	66	231	77	0.60	0.0078	28	14.0
							1.20			29

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	
Wrightsboro Road Segment 1	Barton Chapel Road									
	Augusta West Parkway	15	9	27	51	17	0.10	0.0059	21	1.8
	Bobby Jones EB	60	15	90	165	55	0.12	0.0022	8	0.8
	Bobby Jones WB	3	3	3	9	3	0.03	0.0100	36	0.9
	Augusta Mall #1 West	12	39	63	114	38	0.15	0.0039	14	1.8
	Augusta Mall #2 East	39	12	12	63	21	0.10	0.0048	17	1.4
	Marks Church Road	39	9	72	120	40	0.10	0.0025	9	0.8
	Jackson Road	150	123	78	351	117	0.60	0.0051	18	9.2
							1.20			17

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

Appendix C

TABLES AND INFORMATION

1997-2010

This appendix provides the history of the ARTS CMP. It contains travel time summaries and road construction improvements by corridor.

Table C-1
AIKEN COUNTY
CONGESTION MITIGATION PROJECTS 1997-2010

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	Computerized signals	Completed 2001
	Transit Stop	Added Transit stop	Completed 2001
Pine Log Road - US 78 to Silver Bluff Road	Signal Improvement	Computerized signals	Completed 2001
Richland Avenue - Vaucluse Road to Beaufort Street	Signal Installation	Computerized signals	Completed 2001
Laurens Street - Richland to Rutland	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	Signal Improvements and Widening	Completed 2005
	Widening		
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 intersection	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-2
COLUMBIA COUNTY
CONGESTION MITIGATION PROJECTS 1997-2010**

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 Industrial Drive	Intersection Improvement	Improved radius at intersection	Completed 1997
Flowing Wells Road and Old Trail/Augusta Prep driveway	Intersection Improvement and Signal Installation	New left turn lanes added New signals installed	Completed 1998
Fury's Ferry Road @ The Pass	Intersection Improvement and Signal Installation	New left turn lanes added New signals installed	Completed 1998
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 Intersection Improvement	Central Median with cuts New signals installed	Completed 2002
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
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

**Table C-3
RICHMOND COUNTY
CONGESTION MITIGATION PROJECTS 1997-2010**

LOCATION	PROJECT	DESCRIPTION	STATUS
Wrightsboro Road - Barton Chapel Rd to Marks Church Rd	Signal Timing and Coordination Improvement	Timing and coordination improvements for PM peak and Saturday	Completed 1997
Fifteenth Street - John C. Calhoun Expwy to Reynolds St.	Signal Timing and Coordination Improvement	Timing and coordination improvements for all peak travel times	Completed 1997
Thirteenth Street - Broad St to Reynolds St	Signal Timing and Coordination Improvement	Timing and coordination improvements for all peak travel times.	Completed 1997
Washington Road - Woodbine Rd to Stevens Creek Rd	Signal Timing and Coordination Improvement	Timing and coordination improvements for PM peak	Completed 1997
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 RR crossing. Implement Medical Center Study suggestions. Signal Upgrade at five intersections between Walton Way & Reynolds Streets.	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	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 bo9th 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
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 rom Columbia County to Woodbine Dr./East Vineland Road.	Completed 2010
Fifteenth Street	Intersection improvement and Traffic Signal Upgrades	Turn lanes and signal improvements and Fifteenth Street and Central Avenue.	Completed 2010

TRAVEL TIME SURVEY SUMMARIES

1995-2010

**Table C-4
1995-2010 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	
Atomic Road		Buena Vista Avenue Silver Bluff Road	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 To Ascagua Lake Fields Cemetery	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 To Martintown Road Georgia Avenue	2009 Average	35/40	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		34 -2.86%	35 0.00%	36 2.86%	38 8.57%
Clearwater Road		From To US 25 US 1	2009 Average	45			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		47 4.44%	47 4.44%	42 -6.67%	45 0.00%
Dougherty Road		From To Whiskey Road Silver Bluff Road	2010 Average	35	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%
			1995 Average		39 11.43%	35 0.00%	19 -45.71%	27 -22.86%

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		
Dougherty Road 3:00 PM		Whiskey Road Silver Bluff Road	2009 Average	35	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	2010 Average	35/45	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%	
Knox Avenue	From To	Martintown Road Georgia Avenue	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 To	Jeff Davis Hwy/US 1 I-20	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%	

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	From To	US 78 Silver Bluff Road	2010 Average	35	32	34	N/A	N/A
					-20.00%	-15.00%		
			2006 Average		34	32	31	29
					-2.86%	-8.57%	-11.43%	-17.14%
			2002 Average		31	35	31	32
					-11.43%	0.00%	-11.43%	-8.57%
			1999 Average		28	30	26	26
					-20.00%	-14.29%	-25.71%	-25.71%
1998 Average	28	25	26	27				
	-20.00%	-28.57%	-25.71%	-22.86%				
1997 Average	30	23	31	24				
	-14.29%	-34.29%	-11.43%	-31.43%				
1996 Average	31	34	32	36				
	-11.43%	-2.86%	-8.57%	2.86%				
1995 Average	33	35	28	27				
	-5.71%	0.00%	-20.00%	-22.86%				
Pine Log Road 3:15 PM	From To	US 78 Silver Bluff Road	2010 Average	35	N/A	N/A	29	31
							-27.50%	-22.50%
			2009 Average		N/A	N/A	25	30
							-40.00%	-37.78%
2002 Average	N/A	N/A	27	33				
			-22.86%	-5.71%				
1999 Average	N/A	N/A	27	29				
			-22.86%	-17.14%				
Richland Ave 12:00 PM	From To	Vaulcluse Road Beaufort Street	2010 Average	25/35	N/A	N/A	20	19
							-33.33%	-36.67%
			2009 Average		N/A	N/A	17	17
							-43.33%	-43.33%
			2008 Average		N/A	N/A	20	22
							-33.33%	-26.67%
			2004 Average		N/A	N/A	36	31
			2.86%	-11.43%				
2003 Average	N/A	N/A	36	31				
			2.86%	-11.43%				
2002 Average	N/A	N/A	36	31				
			2.86%	-11.43%				
1999 Average	N/A	N/A	36	31				
			2.86%	-11.43%				
Laurens St./SC 19	From To	Richland Avenue Rutland Avenue	2007 Average	30/45	38	40	37	38
					-5.00%	0.00%	-7.50%	-5.00%
			2006 Average		19	15	19	30
				-52.50%	-62.50%	-52.50%	-25.00%	
			2003 Average	26	15	29	32	
				-25.71%	-57.14%	-17.14%	-8.57%	
			2000 Average	31	28	31	30	
				-22.50%	-30.00%	-22.50%	-25.00%	
			1998 Average	30	30	28	29	
	-14.29%	-14.29%	-20.00%	-17.14%				
1997 Average	30	31	25	33				
	-14.29%	-11.43%	-28.57%	-5.71%				
1996 Average	43	45	42	43				
	22.86%	28.57%	20.00%	22.86%				
1995 Average	27	27	26	29				
	-22.86%	-22.86%	-25.71%	-17.14%				

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	2008 Average	40/55	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%
			1995 Average		36 -20.00%	39 -13.33%	36 -20.00%	36 -20.00%
Silver Bluff Road	From To	Whiskey Road Savannah Drive	2010 Average	35	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%
			1995 Average		37 -7.50%	31 -22.50%	26 -35.00%	26 -35.00%
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%
US 1/US 78	From To	Martintown Road Pine Log Road	2009 Average	35/50	39 -8.24%	37 -12.94%	36 -15.29%	37 -12.94%
			2008 Average	45/50	28 -37.78%	30 -33.33%	28 -37.78%	29 -35.56%
	From To	Martintown Road Pine Log Road	2004 Average	30/55	43 -4.44%	41 -8.89%	44 -2.22%	35 -22.22%
			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%
			1995 Average		43 -4.44%	40 -11.11%	37 -17.78%	40 -11.11%

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
Whiskey Road From Richland Avenue To Powderhouse Road	2010 Average		30/45	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%	

Table C-5

1995-2010 COLUMBIA COUNTY TRAVEL TIME SURVEY RESULTS								
Columbia 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
Baston Rd	From To	Fury's Ferry Rd Washington Rd	2010 Average	45	29 -35.55	27 -40.00	31 -31.11	39 -13.33%
			2009 Average		26 -42.22	24 -46.66	31 -31.11	35 -22.22%
			2008 Average		34 -24.44%	28 -37.77	32 -28.89	24 -46.66%
			2005 Average		29 -35.56%	28 -37.78%	31 -31.11%	25 -44.44%
			2004 Average		28 -37.78%	28 -37.78%	40 -11.11%	25 -44.44%
			2003 Average		21 -53.33%	25 -44.44%	26 -42.22%	30 -33.33%
			1999 Average		30 -33.33%	26 -42.22%	16 -64.44%	20 -55.56%
			1998 Average		9 -80.00%	21 -53.33%	20 -55.56%	19 -57.78%
			1996 Average		26 -42.22%	27 -40.00%	22 -51.11%	26 -42.22%
			1995 Average		34 -24.44%	27 -40.00%	22 -51.11%	15 -66.67%
Belair Road	From To	Washington Road Gordon Highway	2010 Average	45	27 -40.00%	32 -28.88%	29 -35.55%	26 -42.22%
			2009 Average		29 -35.55%	32 -28.88%	31 -31.11%	31 -31.11%
			2008 Average		28 -37.77%	30 -33.33%	27 -40.00%	26 -42.22%
			2004 Average	40/45	37 -17.78%	36 -20.00%	41 -8.89%	49 8.89%
			2003 Average		32 -28.89%	28 -37.78%	35 -22.22%	32 -28.89%
			2001 Average		32 -28.89%	36 -20.00%	39 -13.33%	36 -20.00%
			1999 Average	45	32 -28.89%	35 -22.22%	32 -28.89%	33 -26.67%
	1997 Average		34 -24.44%	33 -26.67%	36 -20.00%	36 -20.00%		
	1995 Average		35 -22.22%	36 -20.00%	33 -26.67%	34 -24.44%		
		From To	Washington Road Wrightsboro Road					

Columbia County CMP Routes				Posted Speed MPH	Actual Speed (MPH)			
					% Deviation from Posted Speed Limit			
					<i>SB/WB AM</i>	<i>NB/EB AM</i>	<i>SB/WB PM</i>	<i>NB/EB PM</i>
Bobby Jones Expressway	From To	Washington Road I-20	2010 Average	45	48 6.66%	54 20.00%	28 -37.77%	26 -13.33%
			2007 Average		27 -40.00%	34 -24.44%	16 -64.44%	14 -68.89%
			2005 Average		35 -22.22%	27 -40.00%	24 -46.67%	23 -48.89%
			2004 Average		54 -28.89%	43 -40.00%	19 -60.00%	31 -62.22%
			2003 Average		27 -40.00%	37 -17.78%	14 -68.89%	20 -55.56%
			2001 Average		32 -28.89%	27 -40.00%	18 -60.00%	17 -62.22%
			1999 Average		N/A	N/A	28 -37.78%	29 -35.56%
			1998 Average		N/A	N/A	30 -33.33%	15 -66.67%
			1997 Average		N/A	N/A	16 -64.44%	14 -68.89%
			1996 Average		N/A	N/A	21 -53.33%	16 -64.44%
1995 Average				43 -4.44%	40 -11.11%	26 -42.22%	21 -53.33%	

Columbia County CMP Routes			Posted Speed MPH	Actual Speed (MPH)				
	From To			% Deviation from Posted Speed Limit				
				SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
Columbia Road		Washington Road Hereford Farm Road	2008 Average	55	43 -21.18%	52 -5.45%	38 -30.09%	51 -7.27%
			2005 Average	55	46 15.00%	56 40.00%	45 12.50%	43 7.50%
			2001 Average	45/55	50 0.00%	47 -6.00%	46 -8.00%	44 -12.00%
			1998 Average		52 4.00%	47 -6.00%	46 -8.00%	42 -16.00%
			1995 Average		50 0.00%	46 -8.00%	43 -14.00%	48 -4.00%
Evans-to-Locks Road	From To	Stevens Creek Road Washington Road	2009 Average	45	42 -6.66%	37 -17.77%	42 -6.66%	49 -11.25%
			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%
			2000 Average		36 -20.00%	32 -28.89%	36 -20.00%	39 -13.33%
			1998 Average		33 -26.67%	37 -17.78%	35 -22.22%	36 -20.00%
			1995 Average		36 -20.00%	41 -8.89%	41 -8.89%	39 -13.33%
			Flowing Wells Road	From To	Wheeler Road Washington Road	2010 Average	45	19 -57.77%
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%
1999 Average		24 -46.67%				25 -44.44%	25 -44.44%	22 -51.11%
1998 Average		25 -44.44%				19 -57.78%	25 -44.44%	25 -44.44%
1997 Average		22 -51.11%				17 -62.22%	25 -44.44%	18 -60.00%
1996 Average		24 -46.67%				27 -40.00%	28 -37.78%	27 -40.00%
1995 Average		28 -37.78%				34 -24.44%	21 -53.33%	27 -40.00%

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	2010 Average	45	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%
			1995 Average		41 -18.00%	45 -10.00%	38 -24.00%	40 -20.00%
I-20	From To	Euchee Creek Columbia / Richmond	2006 Average	55/65	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%
			1998 Average		66 10.00%	66 10.00%	65 8.33%	64 6.67%
			1995 Average		62 22.86%	61 28.57%	61 20.00%	67 22.86%
			1995 Average		27 -22.86%	27 -22.86%	26 -25.71%	29 -17.14%
Old Evans Road	From To	Belair Road Washington Road	2010 Average	45	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%
			1999 Average		37 -17.78%	33 -26.67%	32 -28.89%	34 -24.44%
			1998 Average		36 -20.00%	30 -33.33%	31 -31.11%	31 -31.11%
			1995 Average		44 -2.22%	32 -28.89%	45 0.00%	43 -4.44%
Old Petersburg Road	From To	Riverwatch Parkway Old Evans Road	2009 Average	45	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%
			1997 Average		41 -8.89%	42 -6.67%	34 -24.44%	38 -15.56%
			1995 Average		36 -20.00%	37 -17.78%	34 -24.44%	37 -17.78%

Columbia 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	
SR 223	From To	Wrightsboro Road Gordon Highway	2010 Average	45	33	30	33	29	
					-26.66%	-33.33%	-26.66%	-35.55%	
			2009 Average		28	17	24	27	
					-37.77%	-62.22%	-46.66%	-40.00%	
			2008 Average		32	15	30	31	
					-28.89%	-66.67%	-33.33%	-31.11%	
			2005 Average		36	22	31	35	
					-20.00%	-51.11%	-31.11%	-22.22%	
			2001 Average		30/45	33	32	35	33
						-12.00%	-14.67%	-6.67%	-12.00%
1998 Average	30	34	38	38					
	-20.00%	-9.33%	1.33%	1.33%					
1997 Average	19	28	36	36					
	-49.33%	-25.33%	-4.00%	-4.00%					
1996 Average	26	32	26	19					
	-30.67%	-14.67%	-30.67%	-49.33%					
1995 Average	21	31	37	40					
	-44.00%	-17.33%	-1.33%	6.67%					
Washington Road	From To	Hardy McManus Road Pleasant Home Road	2009 Average	45	40	43	29	33	
					-11.11%	-4.44%	-35.55%	-26.60%	
			2007 Average		36	32	29	32	
					-20.00%	-28.89%	-35.56%	-28.89%	
			2006 Average		33	40	33	38	
					-26.67%	-11.11%	-26.67%	-15.56%	
			2002 Average		45	42	41	44	
					0.00%	-6.67%	-8.89%	-2.22%	
			1999 Average		47	43	40	40	
					4.44%	-4.44%	-11.11%	-11.11%	
1997 Average	42	40	36	34					
	-6.67%	-11.11%	-20.00%	-24.44%					
1996 Average	38	36	32	36					
	-15.56%	-20.00%	-28.89%	-20.00%					
1995 Average	41	42	31	37					
	-8.89%	-6.67%	-31.11%	-17.78%					
Wrightsboro Road	From To	Barton Chapel Road Robinson Ave	2009 Average	45/55	38	36	39	40	
					-24.00%	-28.00%	-22.00%	-20.00%	
			2002 Average		38	36	39	42	
					-24.00%	-28.00%	-22.00%	-16.00%	
			1999 Average		37	38	39	37	
	-26.00%	-24.00%	-22.00%	-26.00%					
1997 Average	41	39	37	41					
	-18.00%	-22.00%	-26.00%	-18.00%					
1995 Average	41	37	38	41					
	-18.00%	-26.00%	-24.00%	-18.00%					

**Table C-6
1995-2010 RICHMOND COUNTY TRAVEL TIME SURVEY RESULTS**

Richmond 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
I-20	From To	Richmond Co. Line Riverwatch Pkwy	2006 Average	55	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%
			1998 Average		60 9.09%	61 10.91%	57 3.64%	60 9.09%
			1995 Average		60 9.09%	65 18.18%	58 5.45%	63 14.55%
I-520	From To	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%
			1998 Average		57 3.64%	61 10.91%	60 9.09%	58 5.45%
			1995 Average		54 -1.82%	58 5.45%	58 5.45%	56 1.82%
Fifteenth Street	From To	Reynolds Street MLK Boulevard	2009 Average	35	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%
			1999 Average		27 -22.86%	21 -40.00%	26 -25.71%	24 -31.43%
			1998 Average		24 -31.43%	20 -42.86%	21 -40.00%	20 -42.86%
			1997 Average		25 -28.57%	24 -31.43%	23 -34.29%	16 -54.29%
			1996 Average		20 -42.86%	26 -25.71%	17 -51.43%	23 -34.29%
1995 Average	18 -48.57%	25 -28.57%	15 -57.14%	21 -40.00%				

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	
Deans Bridge Road	From Milledgeville Road To Willis Foreman Rd	2010 Average	45/55	50 0.00%	48 -4.00%	47 -6.00%	47 -6.00%	
		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%	
		1999 Average		43 -14.00%	40 -20.00%	43 -14.00%	41 -18.00%	
		1997 Average		25 -20.00%	24 -30.00%	23 -20.00%	16 -22.00%	
		1995 Average		40 -20.00%	45 -10.00%	35 -30.00%	39 -22.00%	
Doug Barnard Pkwy	From Gordon Hwy To Tobacco Rd	2007 Average	45	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%	
		1998 Average		51 13.33%	48 6.67%	49 8.89%	49 8.89%	
		1995 Average		40 -11.11%	44 -2.22%	43 -4.44%	47 4.44%	
Gordon Highway	From Savannah River To SR 223	2006 Average	45/55	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%	
		1999 Average		43 -14.00%	42 -16.00%	44 -12.00%	46 -8.00%	
		1995 Average		46 -8.00%	45 -10.00%	42 -16.00%	39 -22.00%	
Greene Street	From E. Boundary Street To 12th Street	2008 Average	35	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 -28.57%	29 -17.14%	29 -17.14%	29 -17.14%	
		1997 Average		31 -11.43%	31 -11.43%	29 -17.14%	30 -14.29%	
1995 Average		29 -17.14%	27 -22.86%	33 -5.71%	29 -17.14%			

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
SR 56/ Mike Padgett Hwy		Lumpkin Rd SR 56 Loop	2006 Average	35/45/55	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%
			1998 Average	45/55	45 -10.00%	47 -6.00%	43 -14.00%	49 -2.00%
			1995 Average		51 2.00%	49 -2.00%	48 -4.00%	50 0.00%
Riverwatch Pkwy	From To	Pleasant Home Rd Fifteenth St	2006 Average	35/45/55	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%
			1998 Average	45/55	49 -2.00%	46 -8.00%	45 -10.00%	50 0.00%
			1995 Average		51 2.00%	55 10.00%	44 -12.00%	51 2.00%
Walton Way	From To	Gordon Hwy Bransford Rd	1997 Average	35	31 -11.43%	28 -20.00%	25 -28.57%	29 -17.14%
			1995 Average		28 -20.00%	25 -28.57%	26 -25.71%	26 -25.71%
Walton Way Segment 1	From To	Gordon Hwy Milledge Rd	2010 Average	35	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%
			1999 Average		28 -20.00%	29 -17.14%	25 -28.57%	26 -25.71%
Walton Way Segment 2	From To	Milledge Rd Bransford Rd	2010 Average	35	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%
			1999 Average		28 -20.00%	29 -17.14%	25 -28.57%	26 -25.71%
Walton Way Ext.	From To	Bransford Rd Jackson Rd	2007 Average	35	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%
			1998 Average		40 14.29%	23 -34.29%	37 5.71%	41 17.14%
			1995 Average		38 8.57%	38 8.57%	35 0.00%	37 5.71%

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	
Washington Rd	From Pleasant Home Rd To John C. Calhoun Expwy	2010 Average	45	30	33	25	34	
				-33.33%	-26.66%	-44.44%	-24.44%	
		2008 Average		40	35	26	37	
				-11.11%	-22.22%	-42.22%	-17.77%	
		2007 Average		30	28	28	33	
				-33.33%	-37.78%	-37.78%	-26.67%	
		2004 Average		40	45	31	42	
				-11.11%	0.00%	-31.11%	-6.67%	
		2001 Average		36	47	29	38	
				-20.00%	4.44%	-35.56%	-15.56%	
2000 Average	36	40	26	35				
	-20.00%	-11.11%	-42.22%	-22.22%				
1998 Average	36	36	28	34				
	-20.00%	-20.00%	-37.78%	-24.44%				
1997 Average	37	34	26	31				
	-17.78%	-24.44%	-42.22%	-31.11%				
1995 Average	38	33	32	34				
	-15.56%	-26.67%	-28.89%	-24.44%				
John C. Calhoun Expressway	From Washington Road To 12th St.	2006 Average	40/50	53	55	51	59	
				17.78%	22.22%	13.33%	31.11%	
		2001 Average		51	50	53	53	
				13.33%	11.11%	17.78%	17.78%	
1998 Average	60	58	62	57				
	20.00%	16.00%	24.00%	14.00%				
1995 Average	53	54	54	57				
	6.00%	8.00%	8.00%	14.00%				
Wheeler Road	From Flowing Wells Rd To Walton Way Ext.	2010 Average	45	30	29	26	26	
				-33.33%	-35.55	-42.22	-42.22	
		2008 Average		33	30	26	24	
				-26.67%	-33.33	-42.22	-17.77	
		2007 Average		25	27	20	28	
				-44.44%	-40.00%	-55.56%	-37.78%	
		2005 Average		34	37	32	31	
				-24.44%	-17.78%	-28.89%	-31.11%	
		2004 Average		40	30	39	33	
				-11.11%	-33.33%	-13.33%	-26.67%	
2001 Average	44	34	39	38				
	-2.22%	-24.44%	-13.33%	-15.56%				
2000 Average	36	30	27	36				
	-20.00%	-33.33%	-40.00%	-20.00%				
1999 Average	34	26	34	27				
	-24.44%	-42.22%	-24.44%	-40.00%				
1996 Average	36	36	32	27				
	-20.00%	-20.00%	-28.89%	-40.00%				
1995 Average	32	36	29	27				
	-28.89%	-20.00%	-35.56%	-40.00%				

Richmond County CMP Routes			Posted Speed MPH	Actual Speed (MPH)				
	From To			% Deviation from Posted Speed Limit				
				SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM	
Wrightsboro Rd Segment 1		Barton Chapel Rd Jackson Rd	2010 Average	45	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%
			1999 Average		33 -26.67%	31 -31.11%	23 -48.89%	25 -44.44%
			1998 Average		28 -37.78%	29 -35.56%	23 -48.89%	25 -44.44%
Wrightsboro Rd Segment 2		Jackson Rd Highland Ave	2008 Average	35	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%
			1999 Average		37 5.71%	37 5.71%	30 -14.29%	38 8.57%
			1998 Average		37 5.71%	38 8.57%	31 -11.43%	31 -11.43%
Wrightsboro Rd Segment 3		Highland Ave Fifteenth St	2010 Average	35	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%
			1998 Average		24 -31.43%	26 -25.71%	19 -45.71%	27 -22.86%
Wrightsboro Rd Saturday		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%
			1999 Average	45	N/A	N/A	20 -55.56%	27 -40.00%
			1998 Average		N/A	N/A	25 -44.44%	29 -35.56%
			1997 Average		N/A	N/A	15 -66.67%	25 -44.44%

Richmond 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	
Davis Rd/ Walton Way /Jackson Rd	From To	Washington Rd Wrightsboro Rd	2010 Average	40	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%
			1999 Average		31 -22.50%	28 -30.00%	24 -40.00%	27 -32.50%
			1997 Average		31 -22.50%	31 -22.50%	28 -30.00%	25 -37.50%
			1995 Average		32 -20.00%	32 -20.00%	24 -40.00%	33 -17.50%
Peach Orchard Road	From To	Tubman Home Road SR 88	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%
			1999 Average		52 4.00%	50 0.00%	49 -2.00%	48 -4.00%
			1996 Average		42 -16.00%	43 -14.00%	42 -16.00%	45 -10.00%
			1995 Average		44 -12.00%	48 -4.00%	31 -38.00%	41 -18.00%

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				
13th Street/ RA Dent Boulevard	From To	Reynolds Street Wrightsboro Road	2010 Average	35	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		23 -34.29%	29 -17.14%	25 -28.57%	26 -25.71%			
			1999 Average		24 -31.43%	20 -42.86%	21 -40.00%	20 -42.86%			
			1998 Average		22 -37.14%	20 -42.86%	20 -42.86%	23 -34.29%			
			1996 Average		22 -37.14%	32 -8.57%	23 -34.29%	24 -31.43%			
			1995 Average		26 -25.71%	33 -5.71%	26 -25.71%	22 -37.14%			
			Windsor Spring Rd	From To	Peach Orchard Rd SR 88	2006 Average	45	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%			
1997 Average		37 -8.64%				34 -16.05%	35 -13.58%	39 -3.70%			
1995 Average		39 -3.70%				36 -11.11%	34 -16.05%	40 -1.23%			
Tobacco Rd	From To	Deans Bridge Rd Doug Barnard Pkwy	2008 Average	45	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%			
			1997 Average		38 -15.56%	41 -8.89%	40 -11.11%	41 -8.89%			
			1995 Average		36 -20.00%	35 -22.22%	35 -22.22%	32 -28.89%			

