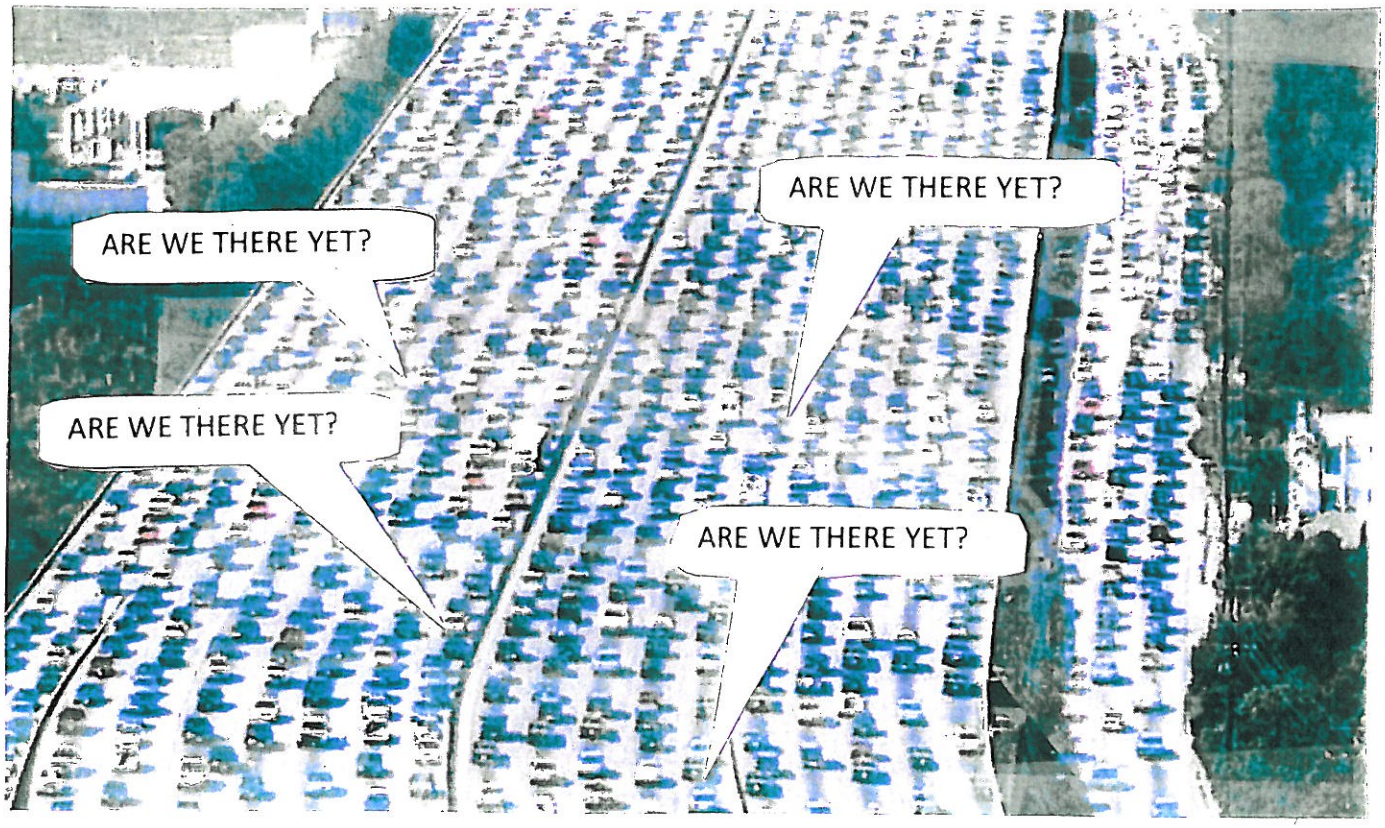
Augusta Regional Transportation Study

CONGESTION MANAGEMENT PROCESS



2011 REPORT

Augusta Regional Transportation Study

CONGESTION MANAGEMENT SYSTEM

2011 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

October 2011

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INTRODUCTION

This document is the Augusta Regional Transportation Study (ARTS) 2011 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 2011 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

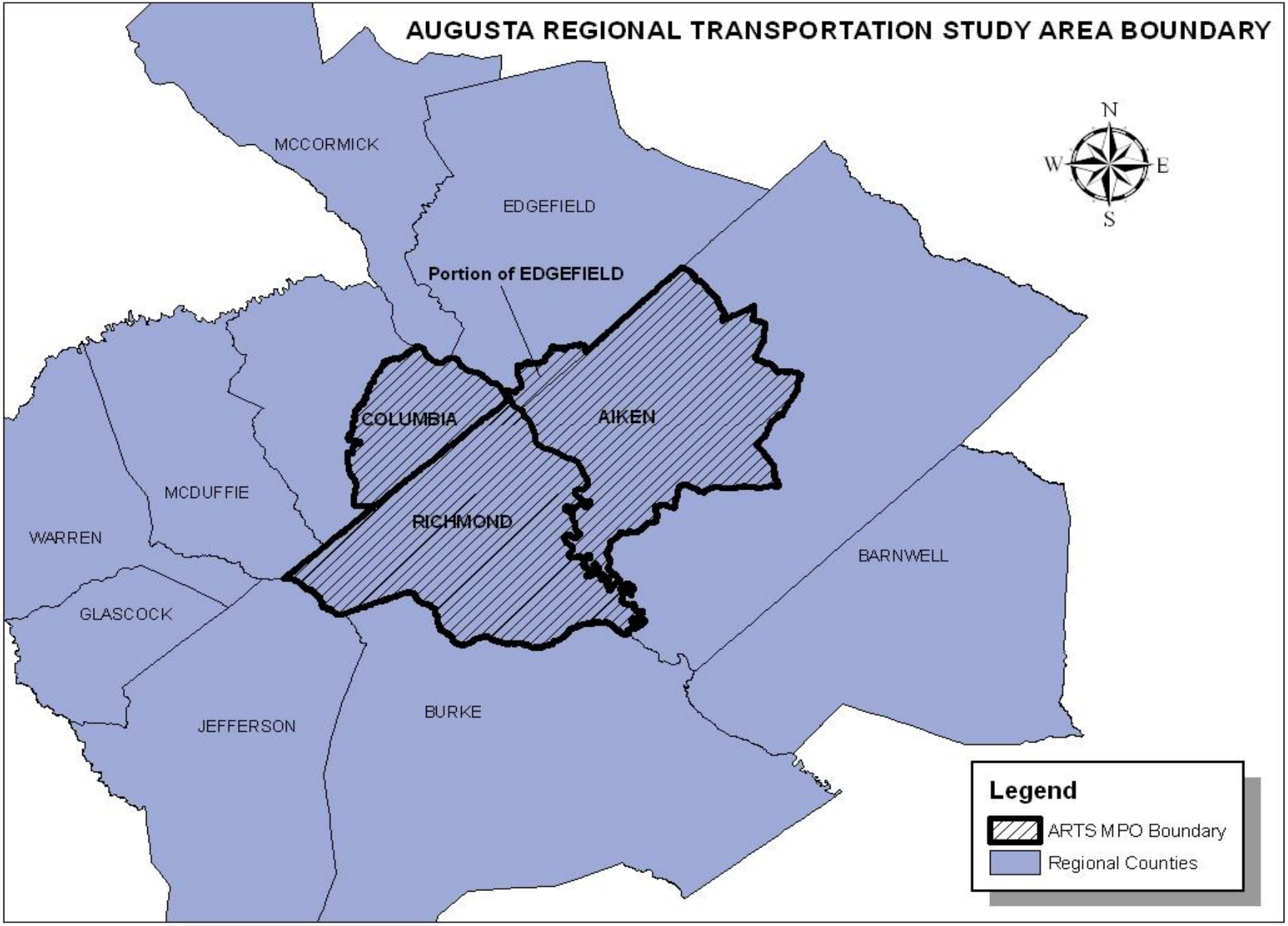
A metropolitan planning organization is a transportation policy-making organization made up of representatives from local government and transportation authorities. The Federal Aid Highway Act of 1962 required the formation of an MPO for any urbanized area with a population greater than 50,000. MPOs 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


AUGUSTA REGIONAL TRANSPORTATION STUDY AREA BOUNDARY
N
W
E
S
MCCORMICK
EDGEFIELD
Portion of EDGEFIELD
COLUMBIA
AIKEN
RICHMOND
MCDUFFIE
WARREN
GLASCOCK
JEFFERSON
BURKE
BARNWELL
Legend
ARTS MPO Boundary
Regional Counties

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:

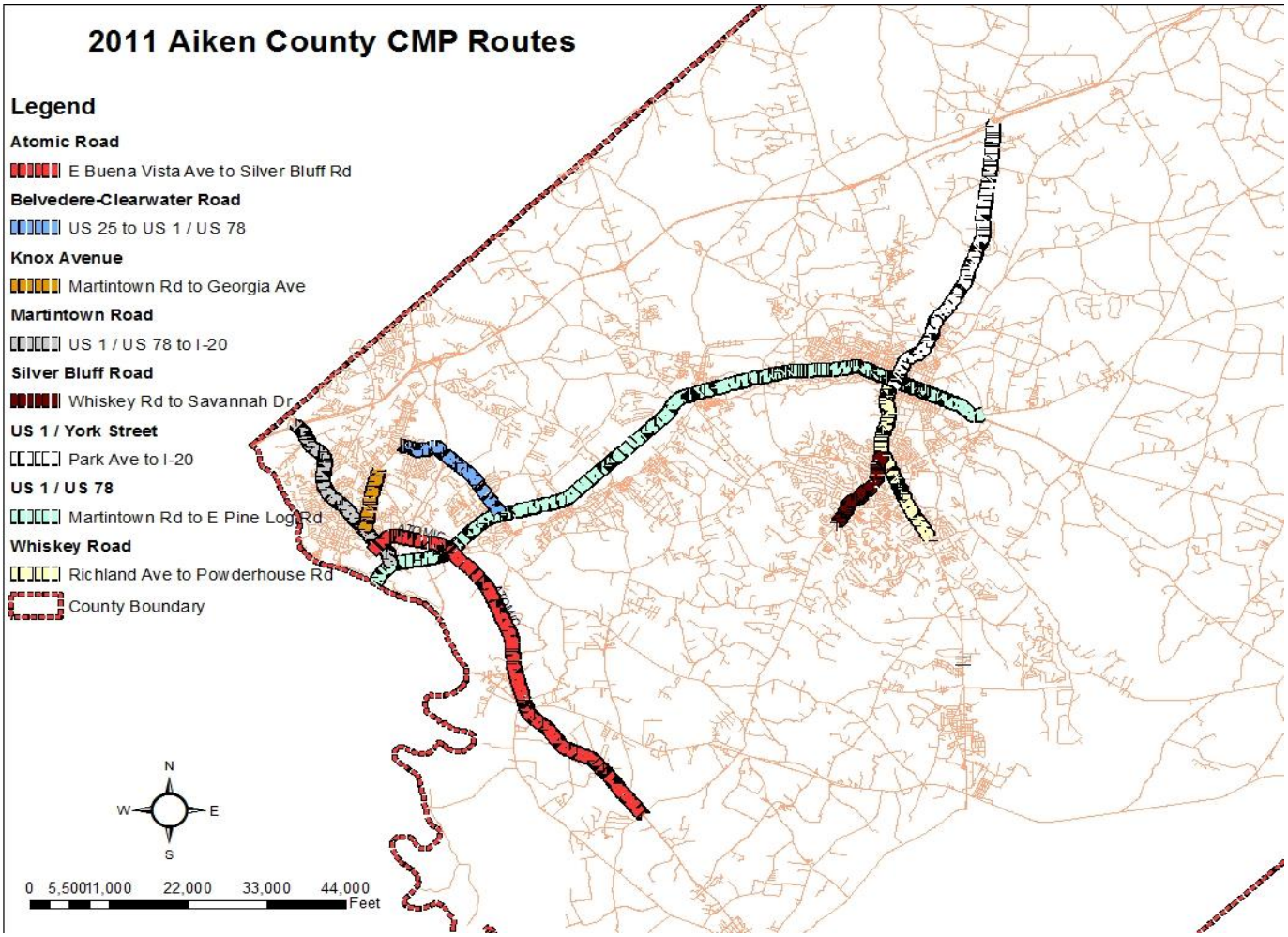
Table 1
Performance Measures
ARTS Congestion Management System

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 2011 TRAVEL TIME SURVEY

The 2011 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 eight (8) Aiken County corridors run during 2011 are summarized in Table 2.

Atomic Road was determined to be not presently congested for all westbound and eastbound AM and PM runs.

Belvedere-Clearwater Road was determined to be not presently congested during the westbound AM and PM runs. It was determined to be at risk for congestion for the eastbound AM and PM runs. 2011

marked the first time Belvedere-Clearwater Road was run since the completion of the I-520 Palmetto Parkway Project which opened in December 2009.

Knox Avenue was determined to be marginally congested during the southbound AM and northbound PM runs. It was found to be borderline congested during the northbound AM and southbound PM runs.

Martintown Road was determined to be borderline congested during the westbound and eastbound AM and eastbound PM runs. It was found to be marginally congested during the westbound PM run.

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. This corridor has become a corridor improvements project and is currently in the preliminary engineering phase by SCDOT. A third lane is being designed as well as signal improvements between Indian Creek Trail and Richardson Lake Road in order to alleviate congestion and increase safety.

US 1/York Street was determined to be at risk for congestion during the southbound AM and PM runs, and not presently congested for the northbound AM and PM runs.

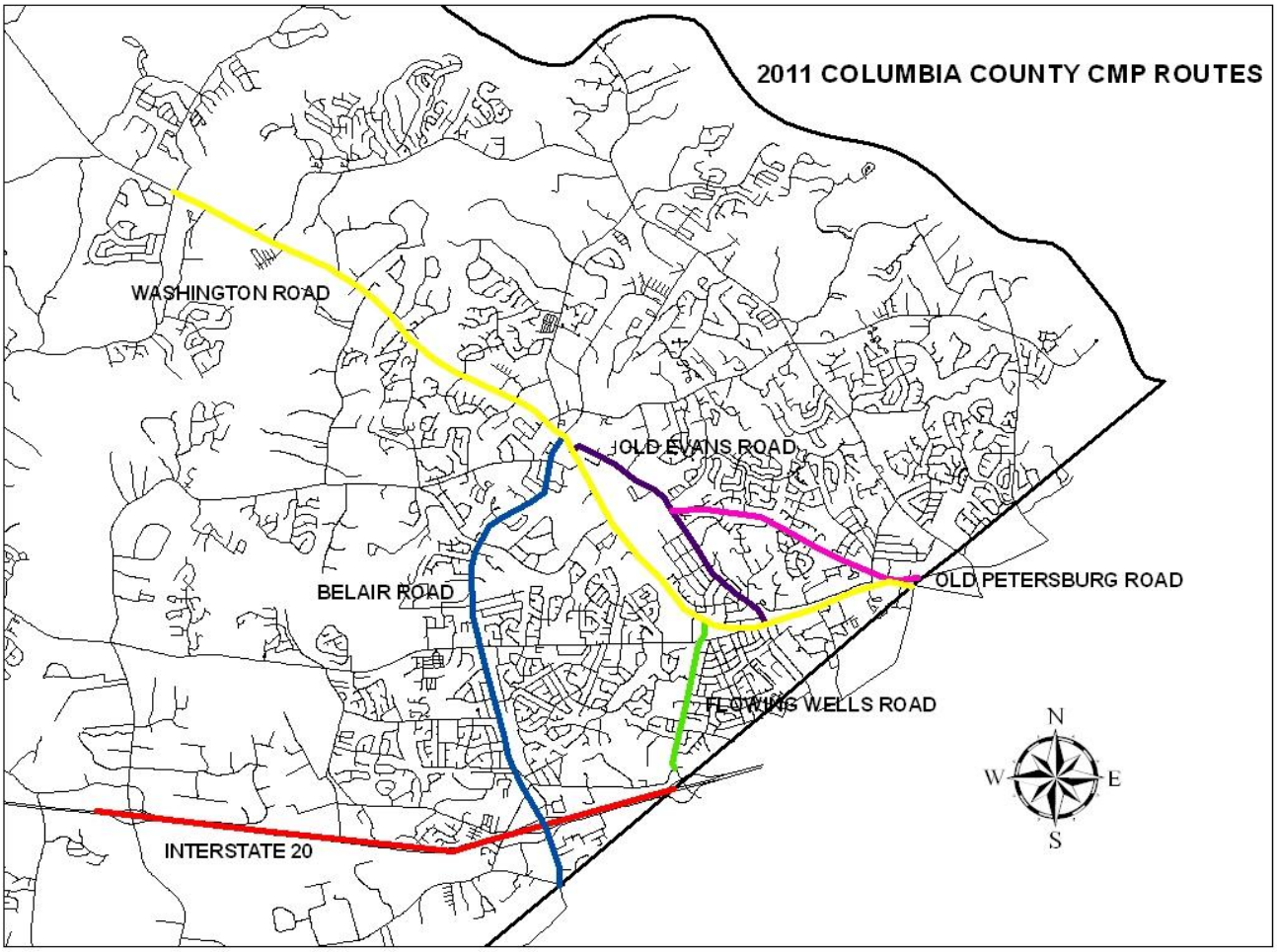
US 1/US 78 was determined to be at risk for congestion in all eastbound and westbound runs. A corridor study is in progress and the study area extends from the Savannah River to Highway SC-118. Several elements being studied include congestion management, land use, access management, and safety.

Whiskey Road received traffic operation improvements in 2011 which included the installation of an innovative, synchronized rhythmic, computerized signal system at 17 intersections starting at South Boundary Avenue and ending at Powderhouse Road. This corridor was determined to be borderline congested for the southbound AM run, at risk for congestion during the northbound AM run, severely congested for the southbound PM run, and marginally congested for the northbound PM run. The single, severely congested determination made in 2011 is an improvement from the two that were determined in 2010, most likely due to the improvements from this installation. Because the system is being continually tweaked, it is projected that Whiskey Road will not receive any severely congested determinations next year.

TABLE 2
2011 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*	*(SCHOOL) EB 3:00 - 3:15 PM*	*(SCHOOL) WB 3:00 - 3:15 PM*	*SB/WB PM*	*NB/EB PM*
Atomic Road	From	E Buena Vista Ave	35/55	50	51					50	50
	To	Silver Bluff Road		11.11%	13.33%					11.11%	11.11%
		Category		**NPC**	**NPC**					**NPC**	**NPC**
Belvedere-Clearwater Road	From	US 25	35/45	44	39					43	38
	To	US 1 / US 78		10.00%	-2.50%					7.50%	-5.00%
		Category		**NPC**	**ARC**					**NPC**	**ARC**
Knox Avenue	From	Martintown Road	35/40	27	30					29	27
	To	Georgia Avenue		-28.00%	-20.00%					-22.67%	-28.00%
		Category		**MC**	**BC**					**BC**	**MC**
Martintown Road	From	US 1 / US 78	40/45	36	35					31	33
	To	I-20		-15.29%	-17.65%					-27.06%	-22.35%
		Category		**BC**	**BC**					**MC**	**BC**
Silver Bluff Road	From	Whiskey Road	35	32	19					24	19
	to	Savannah Drive		-8.57%	-45.71%					-31.43%	-45.71%
		Category		**ARC**	**SC**					**SC**	**SC**
US 1/York Street	From	Park Avenue	30/55	41	44					39	43
	To	I-20		**-3.53%**	**3.53%**					**-8.24%**	**1.18%**
		Category		**ARC**	**NPC**					**ARC**	**NPC**
US 1 / US 78	From	Martintown Road	35/50	39	37					38	37
	To	E Pine Log Road		-8.24%	-12.94%					-10.59%	-12.94%
		Category		**ARC**	**ARC**					**ARC**	**ARC**
Whiskey Road	From	Richland Avenue	30/45	30	32					26	27
	To	Powderhouse Road		-20.00%	-14.67%					-30.67%	-28.00%
		Category		**BC**	**ARC**					**SC**	**MC**

COLUMBIA COUNTY ROUTES



The average speed and deviation from the speed limit for the six (6) corridors located in Columbia County is summarized in Table 3.

I-20 is classified as a principal urban interstate arterial, which provides critical east-west movement through Columbia County.

Based on the 2011 travel time survey, I-20 was determined to be not presently congested during all traffic runs.

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 2011 travel time survey, Belair Road was determined to be severely congested during all traffic runs. 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.

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 2011 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.

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 2011 travel time survey, Old Evans Road was determined to be severely congested during the westbound and eastbound AM and westbound PM traffic runs. It was determined to be marginally congested during the eastbound PM traffic run. 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.

Old Petersburg Road is classified as an urban principal arterial that provides access to River Watch Parkway from Old Evans Road.

Based on the 2011 travel time survey, Old Petersburg Road was determined to be not presently congested during the westbound AM traffic run, borderline congested during the eastbound AM traffic run, marginally congested during the westbound PM run, and severely congested during the eastbound PM traffic run.

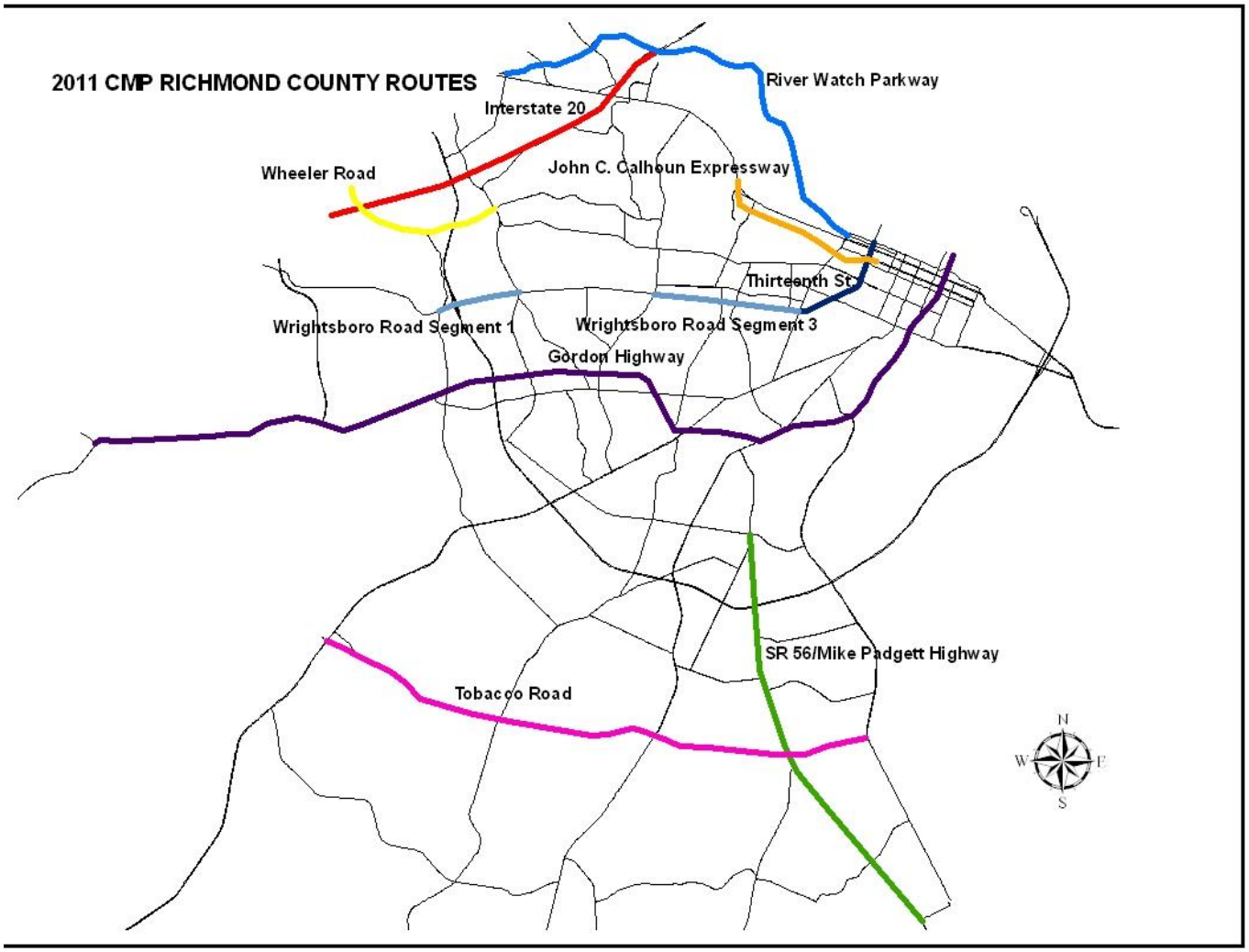
Washington Road is considered a principal urban arterial and is a heavily traveled and predominantly commercial corridor through Columbia County. The development that is occurring along Washington Road is a continuation of the heavy commercial development that is already entrenched along the Richmond County section of the corridor.

Based on the 2011 travel time survey, Washington Road was determined to be border line congested during the westbound and eastbound AM traffic runs, and severely congested during the westbound and eastbound PM traffic runs. Most of the congestion can be attributed to heavy traffic volumes, turning movements of vehicles accessing commercial establishments, and long waits at traffic signals.

TABLE 3
2011 COLUMBIA COUNTY TRAVEL TIME SURVEY RESULTS

Columbia County CMP Routes			**Posted Speed MPH**	**Average Speed (MPH) % Deviation from Posted Speed Limit**			
				SB/WB AM	***NB/EB AM***	***SB/WB PM***	***NB/EB PM***
I-20	From	Euchee Creek	55/65	77	74	70	73
	To	Columbia/Richmond County Line		28.33%	23.33%	16.66%	21.66%
		Category		**NPC**	**NPC**	**NPC**	**NPC**
Belair Road	From	Washington Road	45	31	31	26	25
	To	Wrightsboro Road		-31.11%	-31.11%	-42.22%	-44.44%
		Category		**SC**	**SC**	**SC**	**SC**
Flowing Wells Road	From	Washington Road	45	19	20	26	19
	To	Wheeler Road		-57.77%	-55.55%	-42.22%	-57.77%
		Category		**SC**	**SC**	**SC**	**SC**
Old Evans Road	From	Washington Road/Bobby Jones	45	31	27	30	33
	To	Washington Road		-31.11%	-40.00%	-33.33%	-26.66%
		Category		**SC**	**SC**	**SC**	**MC**
Old Petersburg	From	Old Evans Road	45	45	37	33	30
	To	River Watch Parkway		0.00%	-17.77%	-26.66%	-33.33%
		Category		**NPC**	**BC**	**MC**	**SC**
Washington Road	From	Willian Few Parkway	45	38	36	30	21
	To	Pleasant Home Road		-15.55%	-20.00%	-33.33%	-53.33%
		Category		**BC**	**BC**	**SC**	**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.

I-20 is an urban interstate principal arterial that provides east and west interstate access across the northern portion of Richmond County. I-20 enters Richmond County crossing the Savannah River from neighboring South Carolina and exits into Columbia County, Georgia. Throughout the Richmond County portion of I-20, there are four interstate exchanges that provide ample opportunities for commercial development and motorist access to interior Richmond County roadways.

Based on the 2011 travel time survey, I-20 was considered to be not presently congested in all traffic runs.

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 2011 travel time survey, 13th Street (SR 4) / R. A. Dent Boulevard was determined to be at risk for congestion on the southbound PM traffic runs and severely congested during the southbound AM and northbound AM and PM traffic runs. 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.

SR 56/Mike Padgett Highway is classified as an urban minor arterial that provides a north south connection to more rural and industrialized areas of south Augusta.

Based on the 2011 travel time survey, SR 56/Mike Padgett Highway was determined to be not presently congested during the southbound and northbound AM and northbound PM traffic runs. It was determined to be at risk for congestion during the northbound PM traffic run.

Gordon Highway is classified as an urban principal arterial and provides major north south connection from downtown to south Augusta.

Based on the 2011 travel time survey, Gordon Highway was determined to be at risk for congestion during the southbound and northbound AM and southbound PM traffic runs. It was determined to be not presently congested during the northbound PM run.

John C. Calhoun Expressway is classified as an urban freeway and expressway that connects downtown Augusta in Richmond County to Washington Road.

Based on the 2011 travel time survey, John C. Calhoun Expressway was considered to be at risk for congestion during the westbound and eastbound AM traffic runs and determined to be not presently congested during the westbound and eastbound PM runs.

River Watch Parkway is classified as an urban freeway and expressway 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.

Based on the 2011 travel time surveys, River Watch Parkway was determine to be not presently congested during all traffic runs.

Tobacco *Road* is a four-lane urban principal arterial, with a flush median turn lane, which extends from Augusta Regional Airport on the east to Fort Gordon's Gate #5 on the west. Land uses along the corridor include a mix of low-density residential subdivisions, apartment complexes, manufactured home parks, commercial establishments, industrial uses and institutional uses. Commercial uses are most concentrated at the intersections with Mike Padgett Highway (SR 56), Peach Orchard Road (US 25), Windsor Spring Road, Morgan Road and Deans Bridge Road (US Residential uses are most concentrated in the area between Windsor Spring Road and Deans Bridge Road. Turn lanes are located at these major intersections.

Based on the 2011 travel time survey, Tobacco Road was determined to be borderline congested during the westbound and eastbound AM and eastbound PM traffic runs. It was determined to be at risk for congestion during the westbound PM run.

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 2011 travel time survey, Wheeler Road was determined to be marginally congested during the westbound and eastbound AM traffic runs, borderline congested during the westbound PM, and seriously congested during the eastbound PM traffic run.

Wrightsboro Road Segment #1 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.

Based on the 2011 travel time runs, Wrightsboro Road Segment #1 was determined to be borderline congested during the westbound AM traffic runs, and seriously congested during all other times.

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 2011 travel time surveys, 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
2011 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	Columbia/Richmond County Line	55	66	68	60	62
	To	River Wach Parkway		20.00%	23.63%	9.00%	12.72%
		Category		**NPC**	**NPC**	**NPC**	**NPC**
Thirteen Street/RA Dent Boulevard	From	Reynolds Street	35	22	17	34	21
	To	Wrightsboro Road		-37.14%	-51.42%	-2.85%	-40.00%
		Category		**SC**	**SC**	**ARC**	**SC**
SR 56/Mike Padgett Highway	From	Lumpkin Road	35/45/55	46	47	47	42
	To	Doug Barnard		2.22%	4.44%	4.44%	-6.66%
		Category		**NPC**	**NPC**	**NPC**	**ARC**
Gordon Highway	From	Martintown Road	45/55	48	46	48	50
	To	SR 223/Robinson Avenue		-4.00%	-8.00%	-2.00%	0.00%
		Category		**ARC**	**ARC**	**ARC**	**NPC**
John C. Calhoun Expressway	From	Washington Road	40/50	49	47	55	47
	To	12th Street		-8.88%	-4.44%	22.22%	4.44%
		Category		**ARC**	**ARC**	**NPC**	**NPC**
River Watch Parkway	From	Pleasant Home Road	35/45/55	54	54	45	53
	To	15th Street		20.00%	20.00%	0.00%	17.11%
		Category		**NPC**	NPC	**NPC**	**NPC**
Tobacco Road	From	Deans Bridge Road	45	37	37	40	37
	To	Doug Barnard Parkway		-17.77%	-17.77%	-11.11%	-17.77%
		Category		**BC**	**BC**	**ARC**	**BC**
Wheeler Road	From	Walton Way Extension	45	33	33	34	30
	To	Flowing Wells		-26.66%	-26.66%	-24.44%	-33.33%
		Category		**MC**	**MC**	**BC**	**SC**

TABLE 4
2011 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***
Wrightsboro Road Segment 1	From	Barton Chapel Road	45	35	26	19	23
	To	Jackson Road		-22.22%	-42.22%	-57.77%	-48.88%
		Category		**BC**	**SC**	**SC**	**SC**
Wrighsboro Road Segment 3	From	Highland Avenue	35	21	22	20	26
	To	Fifteenth Street		-40.00%	-28.88%	-42.85%	-25.71%
		Category		**SC**	**MC**	**SC**	**SC**

STRATEGIES FOR CONGESTION RELIEF 1996-2011

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

2011 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	E Buena Vista Ave to Silver Bluff Road	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
Bettis Academy	Ascauga Lake Road to Field Cemetary	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
Belvedere-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	N	Y	Y	Y	N	Y	Y	N	N	Y
Knox Avenue	Martintown Road to Georgia Ave	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
Martintown Road	US 1 / US 78 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/York Street	Park Avenue to I-20	Y	Y	N	N	Y	Y	N	Y	Y	N	N	Y
US 1 / US 78	Martintown Road to E 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
OTHER													
Park & Ride Facility	(Exits 5 and 22 @ I-20)	Y	N	Y	Y	Y	N/A	N	N/A	N/A	N	N	N
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
Wrighsboro Road	Barton Chapel Road to Robinson Avenue	Y	Y	N	N	N	Y	N	Y	Y	N	N	Y

TABLE 6

2011 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
RICHMOND COUNTY													
Deans Bridge Road	MLK Boulevard/Willis Foreman	Y	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y
Doug Barnard Parkway/New Savannah Roa	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 Boutndary 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 2011 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 2011 are located in Appendix C. Tables 7, 8 and 9 list all existing and planned projects along the CMP corridors studied.

2011 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
2011Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
*ATOMIC ROAD (Buena Vista Avenue to Silver Bluff Road)	# 2 Operation Improvements	East Buena Vista and Atomic Road Corridor Improvements and widening	*Widen E Buena Vista to two thru lanes with a median and turn lanes from Brookside Ave. to Barton Rd.; Narrow the two lane section of Atomic Rd. from E.Buena Vista to Martintown Rd. to two lanes; improve operatons and install pavement markings for parking and bike lanes; widen Atomic Road from Martintown to Old Edgefield Rd. to five lanes and improve the Atomic Rd. intersections at Martintown and Old Edgefield Road.*	*SCDOT*	Right-of-way and Construction progammed for FY 2012.
BETTIS ACADEMY ROAD (Ascagua Lake Road to Fields Cemetery Road)	NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015				
BUENA VISTA AVENUE (Martintown Road to Georgia Avenue)	(INCLUDED IN ATOMIC ROAD SECTION ABOVE)				

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

* Road marked with an asterisk have project descriptions that describe ADJOINING CORRIDORS that impact the primary corridor.

Table 7
Aiken County
2011 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
BELVEDERE - CLEARWATER ROAD (US 25 to US 1/78)	# 2 Operation Improvements	SC 126 Widening	A)Widen Belvedere Clearwater Rd. from US 25 to I-520 from two lanes to five lanes and B) Widen from I-520 to US1/US 78 from 2 lanes to 4 lanes with full landscaped median and turn lanes as needed.	SCDOT, City of North Augusta, Aiken County	A) Construction completed in FY 2010. B) P/E programmed for FY 2012 and 2013. Right-of-way programmed for FY 2014 and 2015. Construction programmed for FY 2016.
DOUGHERTY ROAD (Whiskey Road to Silver Bluff Road)	# 2 Operation Improvements	Dougherty Road Widening	Add a flush median (3rd lane) and double left turn lanes onto Whiskey Road with traffic signal.	SCDOT, City of Aiken	Corridor Study anticipated to be conducted in FY 2012 - 2013.
GEORGIA AVENUE (Savannah River to I-20)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2015				
KNOX AVENUE (Martintown Road to Georgia Avenue)	NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015				

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

*** Road marked with an asterisk have project descriptions that describe ADJOINING CORRIDORS that impact the primary corridor.**

Aiken County
2011 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
MARTINTOWN ROAD (US 1/78 to I-20)	NO PROJECTS SCHEDULED WITHIN FY 2012 -FY 2015.				
PINE LOG ROAD (US 78 to Silverbluff Road)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2015				
RICHLAND AVENUE (Vaucluse Road to Beaufort Street)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2015				
LAURENS STREET/SC 19 (South Boundary to I-20)	NO PROJECTS SCHEDULED WITHIN FY 2011 - FY 2015				

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

* Road marked with an asterisk have project descriptions that describe ADJOINING CORRIDORS that impact the primary corridor.

Table 7
Aiken County
2011 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 two to four lanes from Silver Bluff Road to Huntsman Drive with full landscaped median and turn lanes as needed. Install multi-use path along the entire project limits. b) Improve intersection and widen to four lanes with full landscpaed median and turn lanes as needed. Install multi-use path.	SCDOT, City of Aiken, Aiken County	a) APPR for the Hitchcock Parkway widening completed in 2006. Preliminary engineering programmed thru FY 2012. Right-of-way in FY2013. Construction from FY 2014- FY 2016. b) APPR for University Pkwy completed in 2011. Listed as an unfunded high priority project in the 2035 LRTP.
SILVER BLUFF ROAD (Whiskey Road to Savannah Drive)	#2 Operation Improvements	Silver Bluff Road Corridor Improvements	Operational improvements and third lane to be added for turn lanes, center lane, and median, as well as signal improvements from Indian Creek Trail to richardson Lake Road.	SCDOT, City of Aiken	Right-of-way programmed for FY 2012. construction programmed for FY 2013.
US 1/York Street (Park Avenue to I-20)	NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015				

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

* Road marked with an asterisk have project descriptions that describe ADJOINING CORRIDORS that impact the primary corridor.

Aiken County

2011 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
US 1/US 78 (Martintown Road to E. Pine Log Road)	(A CORRIDOR STUDY IS IN PROGRESS AND THE STUDY AREA EXTENDS FROM SAVANNAH RIVER TO HWY SC-118. COMPLETION OF STUDY ANTICIPATED IN JANUARY 2012.)				
WHISKEY ROAD (Richland Avenue to Powderhouse Road)	#2 Operation Improvements	Traffic Signal and Street Light Upgrades	Upgrade traffic signals on Whiskey Road at 17 intersections including from S Boundary Ave. to Powderhouse Rd. using an innovative, synchronized rhythmic system.	SCDOT, City of Aiken	Installation completed in Spring 2011, but system continually being tweaked because of ever-changing traffic volumes/patterns.

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

* Road marked with an asterisk have project descriptions that describe ADJOINING CORRIDORS that impact the primary corridor.

Table 8
Columbia County
2011 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
I-20 (Euchee Creek to Columbia / Richmond County Line)	#2 Operation Improvement	I-20	Widen to six lanes from McDuffie County Line to SR 383 (Belair Road)	GDOT	Scoping programmed for FY 2014
SR 223 (Wrightsboro Road to Gordon Highway)	NO PROJECTS SCHEDULED WITHIN FY 2012- FY 2015				
BASTON ROAD (Fury's Ferry Road to Washington Road)	NO PROJECTS SCHEDULED WITHIN FY 2012- FY 2015				
BELAIR ROAD (Washington Road to Wrightsboro Road)	NO PROJECTS SCHEDULED WITHIN FY 2012- FY 2015				
BOBBY JONES EXPRESSWAY (Washington Road to I-20)	NO PROJECTS SCHEDULED WITHIN FY 2012- FY 2015				
COLUMBIA ROAD (Washington Road to Hereford Farm Road)	#2 Operation Improvement	SR 232 @ Walton Branch	Reconstruct and Rehabilitate Bridge	GDOT	Righ-of-Way programmed for FY 2013. Utililties and construction programmed for FY 2014.
EVANS-TO-LOCKS ROAD (Stevens Creek Road to Washington Road)	NO PROJECTS SCHEDULED WITHIN FY 2012- FY 2015				

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

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

Columbia County
2011 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 2015.
FURY'S FERRY ROAD (Savannah River to Washington Road)	NO PROJECTS SCHEDULED WITHIN FY 2012- FY 2015				
OLD EVANS ROAD (Bobby Jones to Washington Road)	NO PROJECTS SCHEDULED WITHIN FY 2012-FY 2015				
OLD PETERSBURG ROAD (Riverwatch Parkway to Old Evans Road)	NO PROJECTS SCHEDULED WITHIN FY 2012-FY 2015				
WASHINGTON ROAD (Hardy McManus Road to Pleasant Home Road)	NO PROJECTS SCHEDULED WITHIN FY 2012-FY 2015				
WRIGHTSBORO ROAD (Barton Chapel Road to Robinson Avenue)	NO PROJECTS SCHEDULED WITHIN FY 2012- FY 2015				

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

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

Table 9
Richmond County
2011 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
I-520 (I-20 to Laney Walker)	#2 Operation Improvment	(I-520) Bobby Jones Expressway	Widen from Deans Bridge Road (US 1/SR4) to Gordon Highway. Widen from four to six lanes.	GDOT	Construction contract award to Pittman Construction Co. on September 30, 2011. Completion date is May 31, 2014
DAVIS ROAD/PLEASANT HOME ROAD/JACKSON ROAD (Washington Road to Wrightsboro Road)	NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015				
DEANS BRIDGE ROAD (MLK Boulevard to Willis Foreman)	NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015				
DOUG BARNARD PARKWAY (Gordon Highway to Tobacco Road)	NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015				
FIFTEENTH STREET (Reynolds Street to MLK Boulevard)	#2 Operation Improvement	SR4/15 @ Central Avenue	Add turn lanes and signal improvements at Central Avenue.	Augusta-Richmond County	Central Avenue intersection improvements were completed in March 2010.
GORDON HIGHWAY (Savannah River to SR 223)	#2 Operation Improvement	Gordon Highway Adaptive Traffic Control System.	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 corrdination 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	Adaptive Traffic Control System completion FY 2011

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

*** Roads marked with an asterick have project descriptions that describe ADJOINING CORRIDORS that impact the primary corridor.**

Table 9
Richmond County
2011 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
GREENE STREET (East Boundary Street to 12th Street)	***#2 Operation Improvement***	***St. Sebastion Way/Greene Street***	***Widen to fours lanes with 20'median and bridge over canal.***	***Augusta-Richmond County/GDOT***	***Compeletion scheduled for FY 2011***
JOHN C. CALHOUN EXPRESSWAY (Washington Road to 12th Street)	***NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015***				
PEACH ORCHARD* ROAD (Tubman Home Road to SR 88)	***#2 Operation Improvement***	***Windsor Spring Road Improvements***	***Improved Windsor Spring approach to Peach Orchard and brought both approaches of Windsor Spring into alignment with each other.***	***Augusta-Richmond County***	***Completed in 2009***
RIVERWATCH PARKWAY* (Pleasant Home Road to Fifteenth Street	***#2 Operation Improvement***	***Alexander Drive***	***Widen and reconstruct to four lanes with a 20' median from Washington Road to Riverwatch Parkway***	***GDOT/Augusta-Richmond County***	***Project currently under construction***
SR56/MIKE PADGETT HIGHWAY (Lumpkin Road to SR 56 Loop)	**#2 Operation Improvement**	**SR56/Mike Padgett Highway**	**Widen from Old Waynesboro Road to Bennock Mill Road (Includes Bridges)**	**GDOT**	**ROW programed for FY 2012. Construction programed for FY 2013**
THIRTEENTH STREET/RA DENT BOULEVARD (Reynolds Street to Wrightsboro Road)	**NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015**				
TOBACCO ROAD (Deans Bridge Road to Doug Barnard Parkway)	**NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015**				
WALTON WAY SEGMENT 1 (Gordon Highway to Milledge Road)	**NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015**				

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

*** Roads marked with an asterick have project descriptions that describe ADJOINING CORRIDORS that impact the primary corridor.**

Table 9
Richmond County
2011 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 2012 - FY 2015				
WALTON WAY EXTENSION (Bransford Road to Jackson Road)	NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015				
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 corrdination 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 V, and Windsor Spring at Spirit Creek	Widen to four lanes as needed fromWillis Foreman Road to Tobacco Road and SR 88 to Willis Foreman Road, and widen bridge over Spirit Creek. Phase V also includes the widening of the bridge over the NS Railroad line.	GDOT/Augusta-Richmond County	Right-of-Way programmed for FY 2012 (Phase V). Construction programmed for FY 14 (Phase IV). Construction of bridge programmed for FY 14.

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

*** Roads marked with an asterick have project descriptions that describe ADJOINING CORRIDORS that impact the primary corridor.**

Table 9
Richmond County
2011 Congestion Mitigation Projects

ROAD NAME	STRATEGY TYPE	PROJECT NAME	DESCRIPTION	RESPONSIBILITY	STATUS
WHEELER ROAD* (Walton Way Extension to Flowing Wells Road)	**# 2 Operation Improvement**	*Marks Church @ Wheeler Road/I-520 (Portion of the I-20 @ I-520 Project)*	*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.*	*GDOT, Augusta-Richmond County*	*Completed 2009*
WRIGHTSBORO* ROAD SEGMENT 1 (Barton Chapel to Jackson Road)	**# 2 Operation Improvement**	*Wrightsboro Road between I-520 and Jimmie Dyess Parkway and Wrighsboro Road Adaptive Traffic Control System*	*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 corrdination 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, Augusta-Richmond County*	*80% of Right-of-Way Acquired. Construction is programmed for FY 2015. Adaptive Traffic Control System to be completed 2011*
WRIGHTSBORO ROAD SEGMENT 2 (Jackson Road to Highland Avenue)	**NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015**				
WRIGHTSBORO ROAD SEGMENT 3 (Highland Avenue to Fifteenth Street)	**NO PROJECTS SCHEDULED WITHIN FY 2012 - FY 2015**				

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

*** Roads marked with an asterick have project descriptions that describe ADJOINING CORRIDORS that impact the primary corridor.**

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 2011 Aiken's Whiskey Road was designated as BC-SBAM; ARC-NBAM; SC-SBPM; MC-NBPM. Using the information in Table 10, this means that Whiskey Road was "Borderline Congested" traveling southbound in the morning. It was "At Risk for Congestion" going northbound in the morning, "Severely Congested" in the evening going southbound, and "Marginally Congested" going northbound in the evening. 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**	Vaucluse 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	ARC-SBAM SC-NBAM SC-SBPM SC-NBPM	DUE	DUE
US1	**From** **To**	York Street I-20	NPC-SBAM NPC-NBAM ARC-SBPM NPC-NBPM					ARC-SBAM NPC-NBAM ARC-SBPM NPC-NBPM		
US 1 / US 78	**From** **To**	Martintown Road Pine Log Road			SC at all times	ARC-WBAM ARC-EBAM BC-WBPM ARC-EBPM		ARC-WBAM ARC-EBAM ARC-WBPM ARC-EBPM	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	BC-SBAM ARC-NBAM SC-SBPM MC-NBPM	DUE	DUE

WBAM – Westbound AM Peak SBAM – Southbound AM Peak EBAM – Eastbound AM Peak NBAM – Northbound AM Peak
WBPM – Westbound PM Peak SBPM – Southbound PM Peak EBPM- Eastbound PM 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					NPC-WBAM NPC-EBAM NPC-WBPM NPC-EBPM		
Buena Vista Avenue	**From** **To**	Martintown Road Georgia Avenue	ARC-WBAM MC-EBAM BC-WBPM BC-EBPM			BC at all times			DUE	
Belvedere-Clearwater Road	**From** **To**	US 25 US 1			DUE / CONSTRUCTION	DUE / CONSTRUCTION		NPC-SBAM ARC-SBAM NPC-SBPM ARC-EBPM		
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		MC-SBAM BC-NBAM BC-SBPM MC-NBPM	DUE	DUE
Martintown Road	**From** **To**	Jeff Davis/US 1 I-20		ARC-WBAM ARC-EBAM BC-WBPM BC-EBPM				BC-WBAM BC-EBAM MC-WBPM BC-EBPM		DUE

WBAM – Westbound AM Peak SBAM – Southbound AM Peak EBAM – Eastbound AM Peak NBAM – Northbound AM Peak
WBPM – Westbound PM Peak SBPM – Southbound PM Peak EBPM- Eastbound PM 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**	Euchee Creek Columbia/Richmond County Line	NPC at all times					NPC at all times		
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
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-NBAM SC-SBPM ARC-NBPM		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	SC all times	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
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

WBAM – Westbound AM Peak SBAM – Southbound AM Peak EBAM – Eastbound AM Peak NBAM – Northbound AM Peak
WBPM – Westbound PM Peak SBPM – Southbound PM Peak EBPM- Eastbound PM 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
Flowing Wells Road	**From**	Wheeler Road		SC at all times	SC-SBAM SC-NBAM SC-SBPM SC-NBPM	SC at all times	SC at all times	SC at all times	DUE	DUE
	To	Washington Road								
Fury's Ferry Road	**From**	Savannah River		SC-SBAM BC-NBAM BC-SBPM BC-NBPM			MC-SBAM ARC-NBAM BC-SBPM ARC-NBPM			
	To	Washington Road								
Old Evans Road	**From**	Bobby Jones			SC-WBAM SC-EBAM SC-WBPM SC-EBPM	SC at all times	SC-WBAM SC-EBAM SC-WBPM MC-EBPM		DUE	DUE
	To	Washington Road								
Old Petersburg Road	**From**	Riverwatch Parkway		SC-WBAM SC-EBAM MC-WBPM MC-EBPM		BC-WBAM MC-EBAM MC-WBPM MC-EBPM		NPC-WBAM BC-EBAM MC-WBPM SC-EBPM		
	To	Old Evans Road								
Washington Road	**From**	Hardy McManus Road	MC-WBAM ARC-EBAM MC-WBPM BC-EBPM			ARC-WBAM ARC-EBAM SC-WBPM MC-EBPM		BC-WBAM BC-EBAM SC-WBPM SC-EBPM	DUE	
	To	Pleasant Home Road								
Wrightsboro Road	**From**	Barton Chapel Road				BC-WBAM MC-EBAM BC-WBPM BC-EBPM			DUE	
	To	Robinson Avenue								

WBAM – Westbound AM Peak SBAM – Southbound AM Peak EBAM – Eastbound NBAM – Northbound AM Peak
WBPM – Westbound PM Peak SBPM – Southbound PM Peak EBPM- Eastbound PNBPM – 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					NPC at all times		
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	SC-SBAM SC-NBAM ARC-SBPM SC-NBPM	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
SR 56/ Mike Padgett Hwy	**From** **To**	Lumpkin Road SR 56 Loop	ARC-SBAM NPC-NBAM NPC-SBPM ARC-NBPM					NPC-SBAM NPC-NBAM NPC-SBPM ARC-NBPM		
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					
Gordon Highway	**From** **To**	Savannah River SR 223	NPC-SBAM ARC-NBAM NPC-SBPM ARC-NBPM					ARC-SBAM ARC-NBAM ARC-SBPM NPC-NBPM		
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					ARC-WBAM ARC-EBAM NPC-WBPM NPC-EBPM		
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 SBAM – Southbound AM Peak EBAM – Eastbound AM Peak NBAM – Northbound AM Peak
WBPM – Westbound PM Peak SBPM – Southbound PM Peak EBPM- Eastbound PM 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					NPC at all times		
Tobacco Road	**From** **To**	Deans Bridge Road Doug Barnard Pkwy			SC-SBAM BC-NBAM ARC--SBPM BC-NBPM			BC-SBAM BC-NBAM ARC-SBPM BC-NBPM		
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		DUE	
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	MC-WBAM MC-EBAM BC-WBPM SC-EBPM	DUE	
Windsor Spring Rd	**From** **To**	Peach Orchard Rd SR 88	NPC at all times							
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	BC-WBAM SC-EBAM SC-WBPM SC-EBPM	DUE	
Wrightsboro Road Segment 2	**From** **To**	Jackson Road Highland Avenue			ARC-WBAM NPC-EBAM BC-WBPM ARC-EBPM					
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	SC-WBAM MC-EBAM SC-WBPM SC-EBPM	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

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

2011 SEGMENT SPEED WORKSHEETS

SEGMENT SPEED CALULATION WORK SHEET

SOUTHBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Silverbluff Rd.	Whiskey Rd.											
	Hitchcock Pkwy.	119	115	89	323	108	0.62	0.00576	21	4.20	35	-40.77
	Dougherty Rd.	47	45	45	137	46	0.42	0.00920	33	4.54	35	-5.40
	Pine Log Rd.	23	20	29	72	24	0.44	0.01833	66	9.49	35	88.57
	Savannah Dr.	128	123	133	384	128	1.24	0.00969	35	14.13	35	-0.36
							2.72			32		

SOUTHBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Silverbluff Rd.	Whiskey Rd.											
	Hitchcock Pkwy.	89	38	196	323	108	0.62	0.00576	21	4.20	35	-40.77
	Dougherty Rd.	49	45	47	141	47	0.42	0.00894	32	4.42	35	-8.09
	Pine Log Rd.	16	14	11	41	14	0.16	0.01171	42	2.20	35	20.42
	Savannah Dr.	143	141	138	422	141	1.24	0.00882	32	12.86	35	-9.33
							2.44			24		

NORTHBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Silverbluff Rd.	Savannah Dr.											
	Pine Log Rd.	151	140	158	449	150	1.24	0.00829	30	12.09	35	-14.78
	Dougherty Rd.	23	92	62	177	59	0.16	0.00271	10	0.51	35	-72.11
	Hitchcock Pkwy.	119	45	50	214	71	0.42	0.00589	21	2.91	35	-39.44
	Whiskey Rd.	127	88	145	360	120	0.62	0.00517	19	3.77	35	-46.86
							2.44			19		

SEGMENT SPEED CALCULATION WORK SHEET

NORTHBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Silverbluff Rd.	Savannah Dr.											
	Pine Log Rd.	189	155	132	476	159	1.24	0.00782	28	11.40	35	-19.62
	Dougherty Rd.	85	27	132	244	81	0.16	0.00197	7	0.37	35	-79.77
	Hitchcock Pkwy.	75	67	116	258	86	0.42	0.00488	18	2.41	35	-49.77
	Whiskey Rd.	82	82	96	260	87	0.62	0.00715	26	5.22	35	-26.42
							2.44			19		

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

SEGMENT SPEED CALCULATION WORK SHEET

SOUTHBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Whiskey Rd.	Richland Ave.											
	South Boundary	67	148	96	311	104	0.44	0.00424	15	1.40	30	-49.07
	Pine Log Rd.	301	292	308	901	300	2.26	0.00752	27	12.78	35	-22.60
	East Gate Dr.	107	158	114	379	126	0.94	0.00744	27	5.26	35	-23.47
	Brookhaven Dr.	55	48	66	169	56	0.58	0.01030	37	4.49	40	-7.34
	Powderhouse Rd.	86	50	48	184	61	0.58	0.00946	34	4.12	45	-24.35
							4.8			28		

SEGMENT SPEED CALCULATION WORK SHEET

SOUTHBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Whiskey Rd.	Richland Ave.											
	South Boundary	114	220	172	506	169	0.44	0.00261	9	0.86	30	-68.70
	Pine Log Rd.	348	286	348	982	327	2.26	0.00690	25	11.73	35	-28.98
	East Gate Dr.	165	172	172	509	170	0.94	0.00554	20	3.91	35	-43.01
	Brookhaven Dr.	62	55	61	178	59	0.58	0.00978	35	4.26	40	-12.02
	Powderhouse Rd.	186	72	172	430	143	0.58	0.00405	15	1.76	45	-67.63
							4.8			23		

SEGMENT SPEED CALCULATION WORK SHEET

NORTHBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGS SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Whiskey Rd.	Powderhouse Rd.											
	Brookhaven Dr.	61	55	47	163	54	0.58	0.01067	38	4.65	45	-14.60
	East Gate Dr.	64	64	61	189	63	0.58	0.00921	33	4.01	40	-17.14
	Pine Log Rd.	98	135	141	374	125	0.94	0.00754	27	5.33	35	-22.44
	South Boundary	286	241	261	788	263	2.26	0.00860	31	14.61	35	-11.50
	Richland Ave.	172	147	119	438	146	0.44	0.00301	11	1.00	30	-63.84
							4.8			30		

SEGMENT SPEED CALCULATION WORK SHEET

NORTHBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Whiskey Rd.	Powderhouse Rd.											
	Brookhaven Dr.	45	55	45	145	48	0.58	0.01200	43	5.23	45	-4.00
	East Gate Dr.	102	84	102	288	96	0.58	0.00604	22	2.63	40	-45.63
	Pine Log Rd.	282	268	282	832	277	0.94	0.00339	12	2.39	35	-65.14
	South Boundary	286	382	255	923	308	2.26	0.00735	26	12.48	35	-24.45
	Richland Ave.	96	116	94	306	102	0.44	0.00431	16	1.43	30	-48.24
							4.8			24		

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

SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
US 1/US 78												
	Martintown Rd											
	Old Aiken Rd	238	213	202	653	218	2.00	0.009188361	33	4	45	-26.49
	Clearwater Rd	141	113	115	369	123	1.35	0.01097561	40	3	45	-12.20
	Duncan Rd	133	154	131	418	139	1.78	0.01277512	46	5	45	2.20
	Sudlow Lake Rd	110	163	113	386	129	1.56	0.012124352	44	4	50	-12.70
	Greenville Rd	246	286	249	781	260	3.64	0.013982074	50	10	45	11.86
	SC 118	397	113	129	639	213	1.38	0.006478873	23	2	50	-53.35
	Gregg Ave	101	144	143	388	129	1.08	0.008350515	30	2	45	-33.20
	Laurens St	316	274	313	903	301	2.27	0.007541528	27	3	35	-22.43
	Beaufort St	236	183	244	663	221	1.14	0.005158371	19	1	35	-46.94
	Pine Log Rd	241	219	163	623	208	1.95	0.009390048	34	4	45	-24.88
							18.15			37		

EASTBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
US 1/US 78												
	Martintown Rd											
	Old Aiken Rd	221	229	247	697	232	2.00	0.008608321	31	3	45	-31.13
	Clearwater Rd	132	134	142	408	136	1.35	0.009926471	36	3	45	-20.59
	Duncan Rd	135	123	133	391	130	1.78	0.013657289	49	5	45	9.26
	Sudlow Lake Rd	135	107	140	382	127	1.56	0.012251309	44	4	50	-11.79
	Greenville Rd	400	250	283	933	311	3.64	0.01170418	42	8	45	-6.37
	SC 118	101	110	103	314	105	1.38	0.013184713	47	4	50	-5.07
	Gregg Ave	124	124	146	394	131	1.08	0.00822335	30	2	45	-34.21
	Laurens St	264	266	304	834	278	2.27	0.008165468	29	4	35	-16.01
	Beaufort St	171	183	188	542	181	1.14	0.006309963	23	1	35	-35.10
	Pine Log Rd	251	202	252	705	235	1.95	0.008297872	30	3	45	-33.62
							18.15			37		

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

SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
US 1/US 78												
	Pine Log Rd											
	Beaufort St	195	183	231	609	203	1.95	0.009605911	35	4	45	-23.15
	Laurens St	188	240	187	615	205	1.14	0.005560976	20	1	35	-42.80
	Gregg Ave	256	293	257	806	269	2.27	0.008449132	30	4	35	-13.09
	SC 118	160	94	134	388	129	1.08	0.008350515	30	2	45	-33.20
	Greenville Rd	105	107	100	312	104	1.38	0.013269231	48	4	50	-4.46
	Sudlow Lake Rd	285	284	262	831	277	3.64	0.013140794	47	9	45	5.13
	Duncan Rd	145	116	114	375	125	1.56	0.01248	45	4	50	-10.14
	Clearwater Rd	137	137	141	415	138	1.78	0.01286747	46	5	45	2.94
	Old Aiken Rd	167	134	132	433	144	1.35	0.009353349	34	3	45	-25.17
	Martintown Rd	219	179	183	581	194	2.00	0.010327022	37	4	45	-17.38
							18.15			39		

WESTBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
US 1/US 78												
	Pine Log Rd											
	Beaufort St	176	187	183	546	182	1.95	0.010714286	39	4	45	-14.29
	Laurens St	175	213	256	644	215	1.14	0.005310559	19	1	35	-45.38
	Gregg Ave	300	285	332	917	306	2.27	0.00742639	27	3	35	-23.61
	SC 118	106	169	142	417	139	1.08	0.007769784	28	2	45	-37.84
	Greenville Rd	118	116	140	374	125	1.38	0.011069519	40	3	50	-20.30
	Sudlow Lake Rd	300	116	321	737	246	3.64	0.014816825	53	11	45	18.53
	Duncan Rd	110	115	116	341	114	1.56	0.01372434	49	4	50	-1.18
	Clearwater Rd	133	215	166	514	171	1.78	0.010389105	37	4	45	-16.89
	Old Aiken Rd	135	128	193	456	152	1.35	0.008881579	32	2	45	-28.95
	Martintown Rd	204	250	287	741	247	2.00	0.008097166	29	3	45	-35.22
							18.15			38		

SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Knox Ave.												
	Martintown Rd.											
	Old Edgefield Rd.	138	148	127	413	138	1.24	0.009007264	32	22	35	-7.35
	Georgia Ave.	91	116	55	262	87	0.58	0.006641221	24	8	40	-40.23
							1.82			30		

NORTHBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Knox Ave.												
	Martintown Rd											
	Old Edgefield Rd.	167	130	206	503	168	1.24	0.007395626	27	18	35	-23.93
	Georgia Ave.	103	92	127	322	107	0.58	0.005403727	19	6	40	-51.37
							1.82			24		

SEGMENT SPEED CALCULATION WORKSHEET

SOUTHBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Knox Ave.												
	Georgia Ave.											
	Old Edgefield Rd.	62	48	96	206	69	0.58	0.008446602	30	10	40	-23.98
	Martintown Rd.	135	201	203	539	180	1.24	0.00690167	25	17	35	-29.01
							1.82			27		

SOUTHBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Knox Ave.												
	Georgia Ave.											
	Old Edgefield Rd.	45	45	82	172	57	0.58	0.010116279	36	12	40	-8.95
	Martintown Rd.	220	188	119	527	176	1.24	0.007058824	25	17	35	-27.39
							1.82			29		

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

SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Clearwater Road												
	US 25				0	0						
	Duncan Rd.	242	240	227	709	236	2.79	0.01180536	42	32	35	21.43
	US 1	121	119	120	360	120	0.91	0.007583333	27	7	45	-39.33
							3.7			39		

EASTBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Clearwater Road												
	US 25				0	0						
	Duncan Rd.	245	238	240	723	241	2.79	0.011576763	42	31	35	19.08
	US 1	130	120	120	370	123	0.91	0.007378378	27	7	45	-40.97
							3.7			38		

SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Clearwater Road												
	US1				0	0						
	Duncan Rd.	84	82	82	248	83	0.91	0.011008065	40	10	45	-11.94
	US 25	227	221	220	668	223	2.79	0.01252994	45	34	35	28.88
							3.7			44		

WESTBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Clearwater Road												
	US 1				0	0						
	Duncan Rd.	83	82	84	249	83	0.91	0.010963855	39	10	45	-12.29
	US 25	231	227	228	686	229	2.79	0.012201166	44	33	35	25.50
							3.7			43		

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

SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Martintown Rd.	Buena Vista											
	Atomic Rd..	63	53	74	190	63	0.55	0.008684211	31	4	40	-21.84
	Knox Ave.	55	49	83	187	62	0.53	0.008502674	31	3	40	-23.48
	Georgia Ave.	67	43	65	175	58	0.45	0.007714286	28	3	40	-30.57
	Byrnes Rd.	201	230	226	657	219	2.18	0.009954338	36	17	40	-10.41
	I-20	87	83	81	251	84	1.02	0.012191235	44	9	45	-2.47
							4.73			36		

SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Martintown Rd.	Buena Vista											
	Atomic Rd..	81	115	93	289	96	0.55	0.005709343	21	2	40	-48.62
	Knox Ave.	142	126	127	395	132	0.53	0.004025316	14	2	40	-63.77
	Georgia Ave.	67	75	49	191	64	0.45	0.007068063	25	2	40	-36.39
	Byrnes Rd.	239	225	241	705	235	2.18	0.009276596	33	15	40	-16.51
	I-20	81	83	88	252	84	1.02	0.012142857	44	9	45	-2.86
							4.73			31		

SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Martintown Rd.	I-20											
	Byrnes Rd.	90	91	89	270	90	1.02	0.011333333	41	9	40	2.00
	Georgia Ave.	239	204	235	678	226	2.18	0.009646018	35	16	40	-13.19
	Knox Ave.	39	77	56	172	57	0.45	0.007848837	28	3	40	-29.36
	Atomic Rd.	73	72	90	235	78	0.53	0.006765957	24	3	40	-39.11
	Buena Vista	47	48	41	136	45	0.55	0.012132353	44	5	45	-2.94
							4.73			35		

SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Martintown Rd.	I-20											
	Byrnes Rd.	87	87	87	261	87	1.02	0.011724138	42	9	40	5.52
	Georgia Ave.	241	305	281	827	276	2.18	0.007908102	28	13	40	-28.83
	Knox Ave.	45	78	67	190	63	0.45	0.007105263	26	2	40	-36.05
	Atomic Rd.	51	55	59	165	55	0.53	0.009636364	35	4	40	-13.27
	Buena Vista	45	47	61	153	51	0.55	0.010784314	39	5	45	-13.73
							4.73			33		

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

SEGMENT SPEED CALCULATION WORK SHEET

NORTHBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
US 1/ YORK	Park Ave.											
	Richland Ave.	21	49	19	89	30	0.15	0.00506	18	0.33	30	-39.33
	Barnwell Ave.	15	15	15	45	15	0.14	0.00933	34	0.57	30	12.00
	Hampton Ave.	43	51	45	139	46	0.43	0.00928	33	1.75	40	-16.47
	Rutland Dr.	131	94	136	361	120	0.92	0.00765	28	3.08	45	-38.84
	May Royal Dr.	90	82	86	258	86	1.03	0.01198	43	5.40	45	-4.19
	Bradely Mill	128	124	120	372	124	1.86	0.01500	54	12.22	55	-1.82
	Reynolds Pond Rd.	133	124	130	387	129	1.97	0.01527	55	13.18	55	-0.04
	I-20	143	171	133	447	149	1.72	0.01154	42	8.70	45	-7.65
							8.22			44		

SEGMENT SPEED CALCULATION WORK SHEET

NORTHBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
US 1/ YORK	Park Ave.											
	Richland Ave.	49	61	45	155	52	0.15	0.00290	10	0.19	30	-65.16
	Barnwell Ave.	15	17	15	47	16	0.14	0.00894	32	0.55	30	7.23
	Hampton Ave.	69	67	66	202	67	0.43	0.00639	23	1.20	40	-42.52
	Rutland Dr.	127	168	101	396	132	0.92	0.00697	25	2.81	45	-44.24
	May Royal Dr.	89	89	111	289	96	1.03	0.01069	38	4.82	45	-14.46
	Bradley Mill	128	127	125	380	127	1.86	0.01468	53	11.96	55	-3.89
	Reynolds Pond Rd.	131	133	127	391	130	1.97	0.01512	54	13.04	55	-1.06
	I-20	149	145	132	426	142	1.72	0.01211	44	9.12	45	-3.10
							8.22			43		

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

SEGMENT SPEED CALCULATION WORK SHEET

SOUTHBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
US 1/ YORK	I-20											
	Reynolds Pond Rd.	176	141	137	454	151	1.72	0.01137	41	8.56	45	-9.07
	Bradley Mill	131	136	131	398	133	1.97	0.01485	53	12.81	55	-2.80
	May Royal Dr.	143	127	131	401	134	1.86	0.01392	50	11.34	55	-8.92
	Rutland Dr.	72	133	81	286	95	1.03	0.01080	39	4.87	45	-13.57
	Hampton Ave.	89	95	82	266	89	0.92	0.01038	37	4.18	45	-16.99
	Barnwell Ave.	41	42	46	129	43	0.43	0.01000	36	1.88	40	-10.00
	Richland Ave.	54	21	27	102	34	0.14	0.00412	15	0.25	30	-50.59
	Park Ave.	55	56	21	132	44	0.15	0.00341	12	0.22	30	-59.09
							8.22			7		

SEGMENT SPEED CALCULATION WORK SHEET

SOUTHBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
US 1/ YORK	I-20											
	Reynolds Pond Rd.	129	131	151	411	137	1.72	0.01255	45	9.46	45	0.44
	Bradley Mill	128	129	135	392	131	1.97	0.01508	54	13.01	55	-1.32
	May Royal Dr.	131	134	129	394	131	1.86	0.01416	51	11.54	55	-7.30
	Rutland Dr.	87	75	118	280	93	1.03	0.01104	40	4.98	45	-11.71
	Hampton Ave.	87	93	37	217	72	0.92	0.01272	46	5.12	45	1.75
	Barnwell Ave.	41	39	43	123	41	0.43	0.01049	38	1.98	40	-5.61
	Richland Ave.	15	28	39	82	27	0.14	0.00512	18	0.31	30	-38.54
	Park Ave.	27	23	23	73	24	0.15	0.00616	22	0.40	30	-26.03
							8.22			39		

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

SEGMENT SPEED CALCULATION WORK SHEET

EASTBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Atomic Road	Buena Vista Ave.											
	Martintown Rd.	56	45	69	170	57	0.29	0.00512	18	0.45	35	-47.36
	Old Edgefield Rd.	41	37	39	117	39	0.23	0.00590	21	0.41	35	-39.34
	Radio Station Rd.	61	65	59	185	62	0.65	0.01054	38	2.09	40	-5.14
	US 1/ US 78	91	88	91	270	90	1.20	0.01333	48	4.88	45	6.67
	Urquhart Dr.	259	255	261	775	258	3.99	0.01545	56	18.80	55	1.10
	Sand Bar Ferry Rd.	85	97	67	249	83	0.99	0.01193	43	3.60	45	-4.58
	Sheraton Dr.	31	29	27	87	29	0.41	0.01414	51	1.77	45	13.10
	Pine Log Rd.	221	209	210	640	213	3.38	0.01584	57	16.34	55	3.70
	Silver Bluff Rd.	49	43	45	137	46	0.66	0.01445	52	2.91	55	-5.40
							11.80			51		

SEGMENT SPEED CALCULATION WORK SHEET

EASTBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Atomic Road	Buena Vista Ave.											
	Martintown Rd.	41	41	45	127	42	0.29	0.00685	25	0.61	35	-29.54
	Old Edgefield Rd.	47	23	37	107	36	0.23	0.00645	23	0.45	35	-33.67
	Radio Station Rd.	59	79	65	203	68	0.65	0.00961	35	1.90	40	-13.55
	US 1/ US 78	105	91	91	287	96	1.20	0.01254	45	4.59	45	0.35
	Urquhart Dr.	260	268	259	787	262	3.99	0.01521	55	18.51	55	-0.45
	Sand Bar Ferry Rd.	69	101	85	255	85	0.99	0.01165	42	3.52	45	-6.82
	Sheraton Dr.	27	27	29	83	28	0.41	0.01482	53	1.85	45	18.55
	Pine Log Rd.	223	215	221	659	220	3.38	0.01539	55	15.87	55	0.71
	Silver Bluff Rd.	51	49	43	143	48	0.66	0.01385	50	2.79	55	-9.37
							11.80			50		

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

SEGMENT SPEED CALCULATION WORK SHEET

WESTBOUND AM

2011 STREET	CONTROL POINT	OVERALL AVERAGS SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600)	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Atomic Road	Silver Bluff Rd.											
	Pine Log Rd.	51	45	47	143	48	0.66	0.01385	50	2.79	55	-9.37
	Sheraton Dr.	225	222	215	662	221	3.38	0.01532	55	15.79	55	0.26
	Sand Bar Ferry Rd.	31	27	27	85	28	0.41	0.01447	52	1.81	45	15.76
	Urquhart Dr.	80	97	93	270	90	0.99	0.01100	40	3.32	45	-12.00
	US 1/ US 78	269	261	249	779	260	3.99	0.01537	55	18.70	55	0.58
	Radio Station Rd.	99	87	101	287	96	1.20	0.01254	45	4.59	45	0.35
	Old Edgefield Rd.	52	59	61	172	57	0.65	0.01134	41	2.25	40	2.03
	Martintown Rd.	47	60	33	140	47	0.23	0.00493	18	0.35	35	-49.31
	Buena Vista Ave.	34	35	62	131	44	0.29	0.00664	24	0.59	35	-31.69
							11.80			50		

SEGMENT SPEED CALCULATION WORK SHEET

WESTBOUND PM

2011 STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) RUN #1 IN SECONDS	RUN #2 IN SECONDS	RUN #3 IN SECONDS	TOTAL IN SECONDS	TOTAL SECONDS /3	SEGMENT DISTANCE (MI)	SEG. DIST. /AVERAGE SECONDS	MPH (DIST. IN SECONDS x 3600	TOTAL AVERAGE MPH*	POSTED SPEED LIMIT	PERCENTAGE ABOVE/ BELOW POSTED SPEED LIMIT
Atomic Road	Silver Bluff Rd.											
	Pine Log Rd.	51	51	45	147	49	0.66	0.01347	48	2.71	55	-11.84
	Sheraton Dr.	217	216	225	658	219	3.38	0.01541	55	15.89	55	0.87
	Sand Bar Ferry Rd.	27	27	31	85	28	0.41	0.01447	52	1.81	45	15.76
	Urquhart Dr.	71	65	97	233	78	0.99	0.01275	46	3.85	45	1.97
	US 1/ US 78	256	249	261	766	255	3.99	0.01563	56	19.02	55	2.28
	Radio Station Rd.	89	89	99	277	92	1.20	0.01300	47	4.76	45	3.97
	Old Edgefield Rd.	75	141	87	303	101	0.65	0.00644	23	1.28	40	-42.08
	Martintown Rd.	57	109	60	226	75	0.23	0.00305	11	0.21	35	-68.60
	Buena Vista Ave.	45	39	35	119	40	0.29	0.00731	26	0.65	35	-24.80
							11.80			50		

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

COLUMBIA COUNTY

2011 SEGMENT SPEED WORKSHEETS

I-20: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
I-20	Euchee Creek									
	Lewiston Road	33	21	24	78	26	0.60	0.0231	83	9
	Belair Road/Jimmy Dyess Parkwa	210	198	201	609	203	4.10	0.0202	73	52
	Columbia/Richmond County Line	51	51	48	150	50	1.04	0.0208	75	14
							5.74			74

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
I-20	Euchee Creek									
	Lewiston Road	21	24	21	66	22	0.60	0.0273	98	10
	Belair Road/Jimmy Dyess Parkwa	204	213	222	639	213	4.10	0.0192	69	49
	Columbia/Richmond County Line	45	54	54	153	51	1.04	0.0204	73	13
							5.74			73

I-20:WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATIO	AVERAGE SPEED MPH	WEIGHTED AVERAGE ROUTE SPEED
I-20	Columbia/Richmond County Line									
	Belair Road/Jimmy Dyess Parkwa	54	54	48	156	52	1.04	0.0200	72	13.3
	Lewiston Road	189	198	189	576	192	3.98	0.0207	75	52.8
	Euchee Creek	27	21	18	66	22	0.60	0.0273	98	10.5
							5.62			77

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATIO	AVERAGE SPEED MPH	WEIGHTED AVERAGE ROUTE SPEED
I-20	Columbia/Richmond County Line									
	Belair Road/Jimmy Dyess Parkwa	54	60	54	168	56	1.04	0.0186	67	12.4
	Lewiston Road	201	219	222	642	214	3.98	0.0186	67	47.4
	Euchee Creek	21	24	21	66	22	0.60	0.0273	98	10.5
							5.62			70

* 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.) 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	WEIGHTED AVERAGE ROUTE SPEED
Flowing Wells Road	Washington Road									
	Columbia Road	87	108	159	354	118	0.20	0.0017	6	0.9
	West Old Trail Road (Augusta Prep Day School)	98	105	87	290	97	0.60	0.0062	22	9.6
	Wheeler Road	120	123	99	342	114	0.60	0.0053	19	8.1
							1.40			19

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Flowing Wells Road	Washington Road									
	Columbia Road	36	120	129	285	95	0.20	0.0021	8	1.1
	West Old Trail Road (Augusta Prep Day School)	66	60	63	189	63	0.60	0.0095	34	14.7
	Wheeler Road	114	54	102	270	90	0.60	0.0067	24	10.3
							1.40			26

FLOWING WELLS ROAD: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Flowing Wells Road	Wheeler Road									
	West Old Trail Road (Augusta Prep Day School)	90	60	126	276	92	0.60	0.0065	23	10.1
	Columbia Road	78	120	135	333	111	0.60	0.0054	19	8.3
	Washington Road	72	84	72	228	76	0.20	0.0026	9	1.4
							1.40			20

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Flowing Wells Road	Wheeler Road									
	West Old Trail Road (Augusta Prep Day School)	72	174	66	312	104	0.60	0.0058	21	8.9
	Columbia Road	84	150	75	309	103	0.60	0.0058	21	9.0
	Washington Road	84	99	78	261	87	0.20	0.0023	8	1.2
							1.40			19

* 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.) 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	WEIGHTED AVERAGE ROUTE SPEED
Old Evans Road	Washington Road/Bobby Jones									
	Martinez Boulevard	12	27	27	66	22	0.30	0.0136	49	5.5
	Old Petersburg Road	213	144	144	501	167	1.20	0.0072	26	11.5
	Blue Ridge Drive	21	36	33	90	30	0.10	0.0033	12	0.4
	Columbia Industrial Boulevard	42	57	45	144	48	0.50	0.0104	38	6.9
	Washington Road	66	63	90	219	73	0.60	0.0082	30	6.6
							2.70			31

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Old Evans Road	Washington Road/Bobby Jones									
	Martinez Boulevard	27	30	21	78	26	0.30	0.0115	42	4.6
	Old Petersburg Road	153	144	414	711	237	1.20	0.0051	18	8.1
	Blue Ridge Drive	42	9	54	105	35	0.10	0.0029	10	0.4
	Columbia Industrial Boulevard	42	39	42	123	41	0.50	0.0122	44	8.1
	Washington Road	48	51	72	171	57	0.60	0.0105	38	8.4
							2.70			30

OLD EVANS ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Old Evans Road	Washington Road									
	Columbia Industrial Boulevard	93	96	63	252	84	0.60	0.01	25.71	5.7
	Blue Ridge Drive	42	45	57	144	48	0.50	0.01	37.50	6.9
	Old Petersburg Road	21	24	24	69	23	0.10	0.00	15.65	0.6
	Martinez Boulevard	153	153	158	464	155	1.20	0.01	27.93	12.4
	Washington Road/Bobby Jones	12	123	71	206	69	0.30	0.00	15.73	1.7
							2.70			27

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Old Evans Road	Washington Road									
	Columbia Industrial Boulevard	54	48	66	168	56	0.60	0.0107	39	8.6
	Blue Ridge Drive	72	42	42	156	52	0.50	0.0096	35	6.4
	Old Petersburg Road	30	6	9	45	15	0.10	0.0067	24	0.9
	Martinez Boulevard	144	123	105	372	124	1.20	0.0097	35	15.5
	Washington Road/Bobby Jones	39	36	159	234	78	0.30	0.0038	14	1.5
							2.70			33

* 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	12	12	12	36	12	0.15	0.01	0	1.4
	Hereford Farm Road	15	15	15	45	15	0.15	0.01	0	1.1
	Cox Road/ Owens Road	102	117	135	354	118	1.20	0.01	37	8.8
	Columbia Road	84	129	117	330	110	1.00	0.01	33	6.5
	Oakley Pirkle Road	87	63	63	213	71	0.70	0.01	35	5.0
	Wheeler Road	63	123	222	408	136	0.80	0.01	21	3.4
	I-20 WB	65	48	114	227	76	0.35	0.00	17	1.2
	I-20 EB	9	15	15	39	13	0.03	0.00	8	0.0
	Park West Drive	9	54	6	69	23	0.12	0.01	19	0.5
	Wrightsboro Road	39	45	81	165	55	0.50	0.01	33	3.3
							5.00			31

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	99	30	36	165	55	0.15	0.00	10	0.3
	Hereford Farm Road	60	57	63	180	60	0.15	0.00	9	0.3
	Cox Road/ Owens Road	147	108	162	417	139	1.20	0.01	31	7.5
	Columbia Road	174	135	255	564	188	1.00	0.01	19	3.8
	Oakley Pirkle Road	75	60	72	207	69	0.70	0.01	37	5.1
	Wheeler Road	126	75	93	294	98	0.80	0.01	29	4.7
	I-20 WB	33	30	111	174	58	0.35	0.01	22	1.5
	I-20 EB	15	12	12	39	13	0.03	0.00	8	0.0
	Park West Drive	74	132	6	212	71	0.12	0.00	6	0.1
	Wrightsboro Road	51	57	96	204	68	0.50	0.01	26	2.6
							5.00			26

* 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	129	42	63	234	78	0.50	0.01	23	2.3
	I-20 EB	36	6	42	84	28	0.12	0.00	15	0.4
	I-20 WB	12	12	12	36	12	0.03	0.00	9	0.1
	Wheeler Road	27	30	33	90	30	0.35	0.01	42	2.9
	Oakley Pirkle Road	60	72	66	198	66	0.80	0.01	44	7.0
	Columbia Road	90	117	66	273	91	0.70	0.01	28	3.9
	Cox Road/ Owens Road	123	147	156	426	142	1.00	0.01	25	5.1
	Hereford Farm Road	138	105	114	357	119	1.20	0.01	36	8.7
	Peachtree Road	18	18	15	51	17	0.15	0.01	32	1.0
	Washington Road	126	87	21	234	78	0.15	0.00	7	0.2
							5.00			31

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.)								WEIGHTED AVERAGE ROUTE SPEED
		TUES RUN IN SECONDS	WED RUN IN SECONDS	THURS RUN IN SECONDS	TOTAL IN SECONDS	AVERAGE TOTAL/3	SEGMENT DISTANCE (MI)	DISTANCE/ TIME CALCULATION	AVERAGE SPEED MPH	
Belair Road	Wrightsboro Road									
	Park West Drive	141	156	177	474	158	0.50	0.00	11	1.1
	I-20 EB	18	24	18	60	20	0.12	0.01	22	0.5
	I-20 WB	15	15	15	45	15	0.03	0.00	7	0.0
	Wheeler Road	33	135	45	213	71	0.35	0.00	18	1.2
	Oakley Pirkle Road	63	66	93	222	74	0.80	0.01	39	6.2
	Columbia Road	186	69	192	447	149	0.70	0.00	17	2.4
	Cox Road/ Owens Road	123	165	120	408	136	1.00	0.01	26	5.3
	Hereford Farm Road	147	159	156	462	154	1.20	0.01	28	6.7
	Peachtree Road	15	15	18	48	16	0.15	0.01	34	1.0
	Washington Road	30	39	135	204	68	0.15	0.00	8	0.2
							5.00			25

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

OLD PETERSBURG: 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 Petersburg Road	Old Evans Road									
	McCormack Road	45	42	48	135	45	0.46	0.0102	37	7.0
	Baston Road	168	159	165	492	164	1.55	0.0095	34	21.9
	River Watch Parkway	24	30	33	87	29	0.40	0.0138	50	8.2
							2.41			37

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 Petersburg Road	Old Evans Road									
	McCormack Road	48	45	48	141	47	0.46	0.0098	35	6.7
	Baston Road	183	195	180	558	186	1.55	0.0083	30	19.3
	River Watch Parkway	69	84	30	183	61	0.40	0.0066	24	3.9
							2.41			30

OLD PETERSBURG 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 Petersburg Road	River Watch Parkway									
	Baston Road	24	30	33	87	29	0.40	0.0138	50	8.2
	McCormack Road	114	111	114	339	113	1.55	0.0137	49	31.8
	Old Evans Road	66	60	69	195	65	0.46	0.0071	25	4.9
							2.41			45

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 Petersburg Road	River Watch Parkway									
	Baston Road	102	99	135	336	112	0.40	0.0036	13	2.1
	McCormack Road	120	120	156	396	132	1.55	0.0117	42	27.2
	Old Evans Road	99	69	117	285	95	0.46	0.0048	17	3.3
							2.41			33

* 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	William Few Parkway									
	Hardy McManus Road	90	102	93	285	95	1.06	0.01	40	4.9
	Halalie Farm Road	57	60	81	198	66	0.68	0.01	37	2.9
	Gibbs Road	78	84	93	255	85	1.04	0.01	44	5.3
	Belair Road	168	255	219	642	214	1.65	0.01	28	5.3
	Owens Road	101	75	126	302	101	0.75	0.01	27	2.3
	Club Car Drive	36	27	30	93	31	0.55	0.02	64	4.0
	Flowing Wells Road	105	72	99	276	92	0.83	0.01	32	3.1
	Columbia Road	30	33	30	93	31	0.40	0.01	46	2.1
	Old Evans Road/I-520	72	63	66	201	67	0.23	0.00	12	0.3
	Davis Road	51	96	45	192	64	0.55	0.01	31	2.0
	Baston Road	48	51	42	141	47	0.55	0.01	42	2.7
	Pleasant Home Road	33	72	36	141	47	0.43	0.01	33	1.6
							8.72			36

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	William Few Parkway									
	Hardy McManus Road	81	81	81	243	81	1.06	0.01	47	5.7
	Halalie Farm Road	63	48	51	162	54	0.68	0.01	45	3.5
	Gibbs Road	65	75	81	221	74	1.04	0.01	51	6.1
	Belair Road	171	234	201	606	202	1.65	0.01	29	5.6
	Owens Road	141	129	87	357	119	0.75	0.01	23	2.0
	Club Car Drive	33	36	33	102	34	0.55	0.02	58	3.7
	Flowing Wells Road	96	117	126	339	113	0.83	0.01	26	2.5
	Columbia Road	33	33	33	99	33	0.40	0.01	44	2.0
	Old Evans Road/I-520	21	18	108	147	49	0.23	0.00	17	0.4
	Davis Road	87	81	60	228	76	0.55	0.01	26	1.6
	Baston Road	48	54	72	174	58	0.55	0.01	34	2.2
	Pleasant Home Road	42	51	63	156	52	0.43	0.01	30	1.5
							8.72			21

* 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	Pleasant Home Road									
	Baston Road	60	81	66	207	69	0.43	0.01	22	1.1
	Davis Road	54	48	48	150	50	0.55	0.01	40	2.5
	Old Evans Road/I-520	138	75	138	351	117	0.55	0.00	17	1.1
	Columbia Road	39	234	27	300	100	0.23	0.00	8	0.2
	Flowing Wells Road	33	129	30	192	64	0.40	0.01	23	1.0
	Club Car Drive	69	36	66	171	57	0.83	0.01	52	5.0
	Owens Road	42	117	51	210	70	0.55	0.01	28	1.8
	Belair Road	135	33	102	270	90	0.75	0.01	30	2.6
	Gibbs Road	189	18	129	336	112	1.65	0.01	53	10.0
	Halalie Farm Road	114	81	84	279	93	1.04	0.01	40	4.8
	Hardy McManus Road	57	54	54	165	55	0.68	0.01	45	3.5
	William Few Parkway	123	51	114	288	96	1.06	0.01	40	4.8
							8.72			38

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	Pleasant Home Road									
	Baston Road	105	105	78	288	96	0.43	0.00	16	0.8
	Davis Road	54	63	48	165	55	0.55	0.01	36	2.3
	Old Evans Road/I-520	120	213	114	447	149	0.55	0.00	13	0.8
	Columbia Road	183	24	21	228	76	0.23	0.00	11	0.3
	Flowing Wells Road	33	33	78	144	48	0.40	0.01	30	1.4
	Club Car Drive	84	72	84	240	80	0.83	0.01	37	3.6
	Owens Road	93	57	99	249	83	0.55	0.01	24	1.5
	Belair Road	162	261	147	570	190	0.75	0.00	14	1.2
	Gibbs Road	207	183	177	567	189	1.65	0.01	31	5.9
	Halalie Farm Road	108	105	38	251	84	1.04	0.01	45	5.3
	Hardy McManus Road	48	51	60	159	53	0.68	0.01	46	3.6
	William Few Parkway	108	141	132	381	127	1.06	0.01	30	3.7
							8.72			30

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

RICHMOND COUNTY

2011 SEGMENT SPEED WORKSHEETS

JOHN C. CALHOUN : 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	
John C. Calhoun	Washington Road									
	Eve Street	78	84	81	243	81	1.10	0.0136	49	20.7
	12th Street	132	111	108	351	117	1.50	0.0128	46	26.6
							2.60			47

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	
John C. Calhoun	Washington Road									
	Eve Street	87	78	81	246	82	1.10	0.0134	48	20.4
	12th Street	135	96	117	348	116	1.50	0.0129	47	26.9
							2.60			47

JOHN C. CALHOUN : 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	
John C. Calhoun	12th Street									
	Eve Street	105	114	105	324	108	1.50	0.0139	50	28.8
	Washington Road	81	84	84	249	83	1.10	0.0133	48	20.2
							2.60			49

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	
John C. Calhoun	12th Street									
	Eve Street	77	102	95	274	91	1.50	0.0164	59	34.1
	Washington Road	81	78	78	237	79	1.10	0.0139	50	21.2
							2.60			55

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

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	72	172	45	289	96	0.08	0.0008	3	0.2
	Broad Street	60	9	9	78	26	0.10	0.0038	14	0.9
	Greene Street	21	24	15	60	20	0.10	0.0050	18	1.1
	Telfair Street	9	6	9	24	8	0.10	0.0125	45	2.8
	Walton Way	75	99	81	255	85	0.30	0.0035	13	2.4
	University Pl / R A Dent Blvd	51	51	24	126	42	0.20	0.0048	17	2.2
	Laney Walker Boulevard	33	33	27	93	31	0.30	0.0097	35	6.6
	Wrightsboro Road (no signal)	54	108	42	204	68	0.40	0.0059	21	5.4
							1.58			22

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	108	48	18	174	58	0.08	0.0014	5	0.3
	Broad Street	9	6	15	30	10	0.10	0.0100	36	2.3
	Greene Street	15	15	18	48	16	0.10	0.0063	23	1.4
	Telfair Street	6	24	6	36	12	0.10	0.0083	30	1.9
	Walton Way	45	126	54	225	75	0.30	0.0040	14	2.7
	University Pl / R A Dent Blvd	27	27	27	81	27	0.20	0.0074	27	3.4
	Laney Walker Boulevard	30	24	24	78	26	0.30	0.0115	42	7.9
	Wrightsboro Road (no signal)	60	3	16	79	26	0.40	0.0152	55	13.8
							1.58			34

* 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	139	69	78	286	95	0.40	0.0042	15	3.8
	University Pl / R A Dent Blvd	27	39	24	90	30	0.30	0.0100	36	6.8
	Walton Way	48	129	93	270	90	0.20	0.0022	8	1.0
	Telfair Street	42	84	297	423	141	0.30	0.0021	8	1.5
	Greene Street	6	9	66	81	27	0.10	0.0037	13	0.8
	Broad Street	24	15	63	102	34	0.10	0.0029	11	0.7
	Jones Street	6	63	9	78	26	0.10	0.0038	14	0.9
	Reynolds Street	12	12	9	33	11	0.08	0.0073	26	1.3
							1.58			17

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	183	150	87	420	140	0.40	0.0029	10	2.6
	University Pl / R A Dent Blvd	48	36	30	114	38	0.30	0.0079	28	5.4
	Walton Way	30	81	135	246	82	0.20	0.0024	9	1.1
	Telfair Street	33	39	39	111	37	0.30	0.0081	29	5.5
	Greene Street	15	6	12	33	11	0.10	0.0091	33	2.1
	Broad Street	30	18	27	75	25	0.10	0.0040	14	0.9
	Jones Street	6	9	9	24	8	0.10	0.0125	45	2.8
	Reynolds Street	6	51	135	192	64	0.08	0.0013	5	0.2
							1.58			21

* 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	27	75	42	144	48.00	0.20	0.0042	15	1.4
	Schley Street/ Freedom Way	102	39	27	168	56.00	0.18	0.0032	12	1.0
	Johns Road	33	42	24	99	33.00	0.28	0.0085	31	3.9
	Winter Street	24	24	15	63	21.00	0.13	0.0062	22	1.3
	Troupe Street	42	30	33	105	35.00	0.20	0.0057	21	1.9
	Heard Avenue	24	60	45	129	43.00	0.23	0.0053	19	2.0
	Jordan Street/ Wilson Street	93	48	48	189	63.00	0.42	0.0067	24	4.6
	Fifteenth Street (no signal)	102	81	66	249	83.00	0.54	0.0065	23	5.8
							2.18			22

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	30	24	27	81	27	0.20	0.0074	27	2.4
	Schley Street/ Freedom Way	27	24	21	72	24	0.18	0.0075	27	2.2
	Johns Road	60	36	33	129	43	0.28	0.0065	23	3.0
	Winter Street	21	15	12	48	16	0.13	0.0081	29	1.7
	Troupe Street	36	21	33	90	30	0.20	0.0067	24	2.2
	Heard Avenue	51	24	48	123	41	0.23	0.0056	20	2.1
	Jordan Street/ Wilson Street	63	45	45	153	51	0.42	0.0082	30	5.7
	Fifteenth Street (no signal)	78	78	54	210	70	0.54	0.0077	28	6.9
							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	81	72	99	252	84	0.54	0.0064	23	5.7
	Heard Avenue	42	69	66	177	59	0.42	0.0071	26	4.9
	Troupe Street	39	57	33	129	43	0.23	0.0053	19	2.0
	Winter Street	27	27	18	72	24	0.20	0.0083	30	2.8
	Johns Road	33	12	15	60	20	0.13	0.0065	23	1.4
	Schley Street/ Freedom Way	54	33	57	144	48	0.28	0.0058	21	2.7
	Monte Sano Avenue	60	75	24	159	53	0.18	0.0034	12	1.0
	Highland Avenue	90	72	93	255	85	0.20	0.0024	8	0.8
							2.18			21

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	129	126	93	348	116	0.54	0.0047	17	4.2
	Heard Avenue	42	66	48	156	52	0.42	0.0081	29	5.6
	Troupe Street	14	69	57	140	47	0.23	0.0049	18	1.9
	Winter Street	36	33	33	102	34	0.20	0.0059	21	1.9
	Johns Road	30	21	42	93	31	0.13	0.0042	15	0.9
	Schley Street/ Freedom Way	33	30	48	111	37	0.28	0.0076	27	3.5
	Monte Sano Avenue	66	72	69	207	69	0.18	0.0026	9	0.8
	Highland Avenue	78	105	72	255	85	0.20	0.0024	8	0.8
							2.18			20

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

RIVER WATCH PARKWAY : 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	
River Watch Parkway	Pleasant Home Road									
	Fury Ferry Road	111	32	48	191	64	0.60	0.0094	34	2.8
	Steven's Creek Road	90	69	57	216	72	0.80	0.0111	40	4.4
	Riverwest Drive	111	99	63	273	91	0.75	0.0082	30	3.0
	Claussen Road/I-20 WB	15	15	57	87	29	0.25	0.0086	31	1.1
	I-20 East Bound	48	183	27	258	86	0.30	0.0035	13	0.5
	Alexander Drive	39	18	12	69	23	0.20	0.0087	31	0.9
	River Shoals Parkway	24	24	21	69	23	0.20	0.0087	31	0.9
	15th Street	228	186	228	642	214	4.20	0.0196	71	40.7
							7.30			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	
River Watch Parkway	Pleasant Home Road									
	Fury Ferry Road	87	66	87	240	80	0.60	0.0075	27	2.2
	Steven's Creek Road	66	66	75	207	69	0.80	0.0116	42	4.6
	Riverwest Drive	69	62	78	209	70	0.75	0.0108	39	4.0
	Claussen Road/I-20 WB	9	12	15	36	12	0.25	0.0208	75	2.6
	I-20 East Bound	24	24	30	78	26	0.30	0.0115	42	1.7
	Alexander Drive	12	12	12	36	12	0.20	0.0167	60	1.6
	River Shoals Parkway	21	21	21	63	21	0.20	0.0095	34	0.9
	15th Street	255	228	261	744	248	4.20	0.0169	61	35.1
							7.30			53

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

RIVER WATCH PARKWAY :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	
River Watch Parkway	15th Street									
	River Shoals Parkway	228	231	237	696	232	4.20	0.0181	65	37.5
	Alexander Drive	42	21	39	102	34	0.20	0.0059	21	0.6
	I-20 East Bound	18	18	18	54	18	0.20	0.0111	40	1.1
	Claussen Road/I-20 WB	24	57	24	105	35	0.30	0.0086	31	1.3
	River West Drive	12	15	12	39	13	0.25	0.0192	69	2.4
	Steven's Creek Road	105	66	87	258	86	0.75	0.0087	31	3.2
	Furys Ferry Road	78	51	102	231	77	0.80	0.0104	37	4.1
	Pleasant Home Road	45	36	57	138	46	0.60	0.0130	47	3.9
							7.30			54

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	
River Watch Parkway	15th Street									
	River Shoals Parkway	273	237	230	740	247	4.20	0.0170	61	35.3
	Alexander Drive	57	51	21	129	43	0.20	0.0047	17	0.5
	I-20 East Bound	84	24	54	162	54	0.20	0.0037	13	0.4
	Claussen Road/I-20 WB	42	36	51	129	43	0.30	0.0070	25	1.0
	River West Drive	99	84	15	198	66	0.25	0.0038	14	0.5
	Steven's Creek Road	108	111	66	285	95	0.75	0.0079	28	2.9
	Furys Ferry Road	99	147	63	309	103	0.80	0.0078	28	3.1
	Pleasant Home Road	108	108	63	279	93	0.60	0.0065	23	1.9
							7.30			45

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

TOBACCO ROAD: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Tobacco Road	Deans Bridge Road									
	Morgan Road	108	90	93	291	97	1.05	0.0108	39	4.8
	Windsor Spring Road	153	171	177	501	167	1.85	0.0111	40	8.6
	US 25/Peach Orchard Road	195	222	261	678	226	2.38	0.0105	38	10.6
	Gracewood Road	18	30	87	135	45	0.21	0.0047	17	0.4
	Highway 56/Old Savannah Road	234	165	216	615	205	1.86	0.0091	33	7.1
	Doug Barnard Parkway	96	102	111	309	103	1.20	0.0117	42	5.9
							8.55			37

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Tobacco Road	Deans Bridge Road									
	Morgan Road	96	93	105	294	98	1.05	0.0107	39	4.7
	Windsor Spring Road	192	153	219	564	188	1.85	0.0098	35	7.7
	US 25/Peach Orchard Road	219	213	240	672	224	2.38	0.0106	38	10.6
	Gracewood Road	24	24	84	132	44	0.21	0.0048	17	0.4
	Highway 56/Old Savannah Road	186	195	204	585	195	1.86	0.0095	34	7.5
	Doug Barnard Parkway	102	108	102	312	104	1.20	0.0115	42	5.8
							8.55			37

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

TOBACCO ROAD : WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Tobacco Road	Doug Barnard Parkway									
	Highway 56/Old Savannah Road	179	183	156	518	173	1.20	0.0069	25	3.5
	Gracewood Road	144	168	156	468	156	1.86	0.0119	43	9.3
	US 25/Peach Orchard Road	21	96	90	207	69	0.21	0.0030	11	0.3
	Windsor Spring Road	261	195	261	717	239	2.38	0.0100	36	10.0
	Morgan Road	180	162	168	510	170	1.85	0.0109	39	8.5
	Deans Bridge Road	81	87	84	252	84	1.05	0.0125	45	5.5
							8.55			37

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Tobacco Road	Doug Barnard Parkway									
	Highway 56/Old Savannah Road	117	99	168	384	128	1.20	0.0094	34	4.7
	Gracewood Road	156	147	156	459	153	1.86	0.0122	44	9.5
	US 25/Peach Orchard Road	44	93	105	242	81	0.21	0.0026	9	0.2
	Windsor Spring Road	192	195	219	606	202	2.38	0.0118	42	11.8
	Morgan Road	162	152	170	484	161	1.85	0.0115	41	8.9
	Deans Bridge Road	99	87	84	270	90	1.05	0.0117	42	5.2
							8.55			40

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

SR 56/MIKE PADGETT HIGHWAY : SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
SR 56/Mike Padgett Highway	Lumpkin Road									
	I-520 Westbound Ramp	84	104	114	302	101	1.05	0.0104	38	5.8
	I-520 Eastbound Ramp	12	15	20	47	16	0.15	0.0096	34	0.8
	Phinizy Road	87	96	102	285	95	1.05	0.0111	40	6.1
	Tobacco Road	84	84	132	300	100	1.30	0.0130	47	8.9
	Old Waynesboro Road	9	21	12	42	14	0.20	0.0143	51	1.5
	Goshen Road	132	138	132	402	134	1.90	0.0142	51	14.2
	Doug Barnard//SR 56 Loop	81	90	87	258	86	1.20	0.0140	50	8.8
							6.85			46

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
SR 56/Mike Padgett Highway	Lumpkin Road									
	I-520 Westbound Ramp	114	96	84	294	98	1.05	0.0107	39	5.9
	I-520 Eastbound Ramp	30	12	12	54	18	0.15	0.0083	30	0.7
	Phinizy Road	117	75	132	324	108	1.05	0.0097	35	5.4
	Tobacco Road	96	81	102	279	93	1.30	0.0140	50	9.6
	Old Waynesboro Road	18	9	21	48	16	0.20	0.0125	45	1.3
	Goshen Road	132	138	117	387	129	1.90	0.0147	53	14.7
	Doug Barnard//SR 56 Loop	81	81	72	234	78	1.20	0.0154	55	9.7
							6.85			47

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

SR 56/MIKE PADGETT HIGHWAY: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
SR 56/Mike Padgett Highway	Doug Barnard/SR 56 Loop									
	Goshen Road	99	75	96	270	90	1.20	0.0133	48	8.4
	Old Waynesboro Road	132	168	195	495	165	1.90	0.0115	41	11.5
	Tobacco Road	12	60	9	81	27	0.20	0.0074	27	0.8
	Phinizy Road	78	90	81	249	83	1.30	0.0157	56	10.7
	I-520 Eastbound Ramp	75	78	77	230	77	1.05	0.0137	49	7.6
	I-520 Westbound Ramp	6	6	6	18	6	0.15	0.0250	90	2.0
	Lumpkin Road	96	87	96	279	93	1.05	0.0113	41	6.2
							6.85			47

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
SR 56/Mike Padgett Highway	Doug Barnard/SR 56 Loop									
	Goshen Road	93	90	126	309	103	1.20	0.0117	42	7.3
	Old Waynesboro Road	135	177	144	456	152	1.90	0.0125	45	12.5
	Tobacco Road	81	9	18	108	36	0.20	0.0056	20	0.6
	Phinizy Road	90	132	27	249	83	1.30	0.0157	56	10.7
	I-520 Eastbound Ramp	108	147	93	348	116	1.05	0.0091	33	5.0
	I-520 Westbound Ramp	9	9	9	27	9	0.15	0.0167	60	1.3
	Lumpkin Road	132	120	126	378	126	1.05	0.0083	30	4.6
							6.85			42

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

I-20: EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
I-20	Columbia/Richmond County Line									
	Bobby Jones Expressway (I-520)	93	42	90	225	75	1.60	0.0213	77	23.6
	Washington Road	144	150	153	447	149	2.60	0.0174	63	31.4
	River Watch Parkway	51	51	54	156	52	1.00	0.0192	69	13.3
							5.20			68

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
I-20	Columbia/Richmond County Line									
	Bobby Jones Expressway (I-520)	90	99	99	288	96	1.60	0.0167	60	18.5
	Washington Road	144	150	162	456	152	2.60	0.0171	62	30.8
	River Watch Parkway	51	57	57	165	55	1.00	0.0182	65	12.6
							5.20			62

I-20: WESTBOUND
SEGMENT SPEED CALCULATION WORKSHEET

WESTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
I-20	River Watch Parkway									
	Washington Road	48	54	51	153	51	1.00	0.0196	71	13.6
	Bobby Jones Expressway (I-520)	141	138	144	423	141	2.60	0.0184	66	33.2
	Columbia/Richmond County Line	90	93	90	273	91	1.60	0.0176	63	19.5
							5.20			66

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
I-20	River Watch Parkway									
	Washington Road	54	60	60	174	58	1.00	0.0172	62	11.9
	Bobby Jones Expressway (I-520)	141	153	162	456	152	2.60	0.0171	62	30.8
	Columbia/Richmond County Line	99	105	105	309	103	1.60	0.0155	56	17.2
							5.20			60

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

GORDON HIGHWAY: SOUTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET

SOUTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Gordon Highway	Martintown Road									
	Savannah Road	45	48	45	138	46	0.73	0.0159	57	2.6
	Walton Way	135	105	132	372	124	0.80	0.0065	23	1.2
	Skyview	57	105	63	225	75	0.81	0.0108	39	2.0
	Molly Pond Road	75	90	96	261	87	1.20	0.0138	50	3.7
	Dan Bowles	81	150	75	306	102	0.98	0.0096	35	2.1
	Old Savannah Road	84	72	9	165	55	0.09	0.0016	6	0.0
	US 25	21	18	18	57	19	0.60	0.0316	114	4.3
	Tubman Home Road	39	45	42	126	42	0.30	0.0071	26	0.5
	Deans Bridge Road	96	51	45	192	64	0.70	0.0109	39	1.7
	Kissingbower Road	15	33	66	114	38	0.20	0.0053	19	0.2
	Thomas Lane	18	21	39	78	26	0.20	0.0077	28	0.3
	Milledgeville Road	87	21	51	159	53	0.40	0.0075	27	0.7
	Wheeles Road	69	36	66	171	57	0.90	0.0158	57	3.2
	Sibley Road	48	24	33	105	35	0.40	0.0114	41	1.0
	North Leg	51	129	78	258	86	0.70	0.0081	29	1.3
	Bobby Jones Expressway WB	21	27	24	72	24	0.50	0.0208	75	2.4
	Bobby Jones Expressway EB	33	36	30	99	33	0.30	0.0091	33	0.6
	Barton Chapel Road	33	42	33	108	36	0.50	0.0139	50	1.6
	Milledgeville Road	12	27	18	57	19	0.20	0.0105	38	0.5
	Gate #1 Fort Gordon	141	189	141	471	157	1.90	0.0121	44	5.2
	SR 223/Robinson Avenue	216	234	207	657	219	3.50	0.0160	58	12.7
							15.91			48

SOUTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Gordon Highway	Martintown Road									
	Savannah Road	42	45	63	150	50	0.73	0.0146	53	2.4
	Walton Way	153	123	81	357	119	0.80	0.0067	24	1.2
	Skyview	72	57	90	219	73	0.81	0.0111	40	2.0
	Molly Pond Road	90	75	81	246	82	1.20	0.0146	53	4.0
	Dan Bowles	60	66	60	186	62	0.98	0.0158	57	3.5
	Old Savannah Road	6	9	69	84	28	0.09	0.0032	12	0.1
	US 25	12	15	21	48	16	0.60	0.0375	135	5.1
	Tubman Home Road	29	81	105	215	72	0.30	0.0042	15	0.3
	Deans Bridge Road	87	105	138	330	110	0.70	0.0064	23	1.0
	Kissingbower Road	6	6	6	18	6	0.20	0.0333	120	1.5
	Thomas Lane	39	60	45	144	48	0.20	0.0042	15	0.2
	Milledgeville Road	78	21	21	120	40	0.40	0.0100	36	0.9
	Wheeles Road	108	120	60	288	96	0.90	0.0094	34	1.9
	Sibley Road	21	24	21	66	22	0.40	0.0182	65	1.6
	North Leg	96	81	51	228	76	0.70	0.0092	33	1.5
	Bobby Jones Expressway WB	24	21	21	66	22	0.50	0.0227	82	2.6
	Bobby Jones Expressway EB	39	33	30	102	34	0.30	0.0088	32	0.6
	Barton Chapel Road	39	69	99	207	69	0.50	0.0072	26	0.8
	Milledgeville Road	33	15	15	63	21	0.20	0.0095	34	0.4
	Gate #1 Fort Gordon	120	99	174	393	131	1.90	0.0145	52	6.2
	SR 223/Robinson Avenue	375	204	213	792	264	3.50	0.0133	48	10.5
							15.91			48

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

GORDON HIGHWAY: NORTHBOUND
SEGMENT SPEED CALCULATION WORKSHEET

NORTHBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Gordon Highway	SR 223/Robinson Avenue									
	Gate #1 Fort Gordon	273	296	270	839	280	3.50	0.0125	45	9.9
	Milledgeville Road	126	126	138	390	130	1.90	0.0146	53	6.3
	Barton Chapel Road	15	15	57	87	29	0.20	0.0069	25	0.3
	Bobby Jones Expressway EB	43	30	33	106	35	0.50	0.0142	51	1.6
	Bobby Jones Expressway WB	30	27	27	84	28	0.30	0.0107	39	0.7
	North Leg	18	21	60	99	33	0.50	0.0152	55	1.7
	Sibley Road	48	48	63	159	53	0.70	0.0132	48	2.1
	Wheeles	24	21	21	66	22	0.40	0.0182	65	1.6
	Milledgeville Road	66	63	66	195	65	0.90	0.0138	50	2.8
	Thomas Lane	18	21	24	63	21	0.40	0.0190	69	1.7
	Kissingbower Road	24	18	18	60	20	0.20	0.0100	36	0.5
	Deans Bridge Road	15	18	9	42	14	0.20	0.0143	51	0.6
	Tubman Home Road	45	51	129	225	75	0.70	0.0093	34	1.5
	US 25	30	27	33	90	30	0.30	0.0100	36	0.7
	Old Savannah Road	81	54	30	165	55	0.60	0.0109	39	1.5
	Dan Bowles	27	18	9	54	18	0.09	0.0050	18	0.1
	Molly Pond	66	105	81	252	84	0.98	0.0117	42	2.6
	Skyview	90	81	102	273	91	1.20	0.0132	47	3.6
	Walton Way	147	60	147	354	118	0.81	0.0069	25	1.3
	Savannah River	58	69	63	190	63	0.80	0.0126	45	2.3
	Martintown Road	45	39	42	126	42	0.73	0.0174	63	2.9
							15.91			46

NORTHBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Gordon Highway	SR 223/Robinson Avenue									
	Gate #1 Fort Gordon	231	237	357	825	275	3.50	0.0127	46	10.1
	Milledgeville Road	111	111	135	357	119	1.90	0.0160	57	6.9
	Barton Chapel Road	15	15	117	147	49	0.20	0.0041	15	0.2
	Bobby Jones Expressway EB	33	33	30	96	32	0.50	0.0156	56	1.8
	Bobby Jones Expressway WB	30	30	27	87	29	0.30	0.0103	37	0.7
	North Leg	18	18	18	54	18	0.50	0.0278	100	3.1
	Sibley Road	48	51	57	156	52	0.70	0.0135	48	2.1
	Wheeles	90	102	84	276	92	0.40	0.0043	16	0.4
	Milledgeville Road	60	63	93	216	72	0.90	0.0125	45	2.5
	Thomas Lane	18	18	27	63	21	0.40	0.0190	69	1.7
	Kissingbower Road	18	18	18	54	18	0.20	0.0111	40	0.5
	Deans Bridge Road	48	81	90	219	73	0.20	0.0027	10	0.1
	Tubman Home Road	48	51	42	141	47	0.70	0.0149	54	2.4
	US 25	27	33	36	96	32	0.30	0.0094	34	0.6
	Old Savannah Road	57	27	36	120	40	0.60	0.0150	54	2.0
	Dan Bowles	12	9	12	33	11	0.09	0.0082	29	0.2
	Molly Pond	60	72	75	207	69	0.98	0.0142	51	3.1
	Skyview	105	75	123	303	101	1.20	0.0119	43	3.2
	Walton Way	54	54	54	162	54	0.81	0.0150	54	2.7
	Savannah River	57	60	60	177	59	0.80	0.0136	49	2.5
	Martintown Road	45	36	39	120	40	0.73	0.0183	66	3.0
							15.91			50

* 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	27	17	24	68	23	0.26	0.0115	41	4.5
	Robert C. Daniel Parkway	24	60	81	165	55	0.26	0.0047	17	1.9
	I-520 NB ramp	30	45	33	108	36	0.07	0.0019	7	0.2
	I-520 SB ramp	54	45	12	111	37	0.24	0.0065	23	2.3
	George C. Wilson Drive	18	21	12	51	17	0.12	0.0071	25	1.3
	Augusta West Parkway	39	36	33	108	36	0.15	0.0042	15	0.9
	Interstate Parkway	45	69	24	138	46	0.68	0.0148	53	15.1
	I-20 EB	30	66	24	120	40	0.30	0.0075	27	3.4
	I-20 WB	21	21	15	57	19	0.19	0.0100	36	2.9
	Flowing Wells Road	12	48	9	69	23	0.12	0.0052	19	0.9
							2.39			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	
Wheeler Road	Walton Way Extension									
	Agerton Lane	39	27	27	93	31	0.26	0.0084	30	3.3
	Robert C. Daniel Parkway	108	30	45	183	61	0.26	0.0043	15	1.7
	I-520 NB ramp	42	29	36	107	36	0.07	0.0020	7	0.2
	I-520 SB ramp	30	18	30	78	26	0.24	0.0092	33	3.3
	George C. Wilson Drive	78	42	75	195	65	0.12	0.0018	7	0.3
	Augusta West Parkway	39	18	63	120	40	0.15	0.0038	14	0.8
	Interstate Parkway	36	42	33	111	37	0.68	0.0184	66	18.8
	I-20 EB	57	51	54	162	54	0.30	0.0056	20	2.5
	I-20 WB	24	27	21	72	24	0.19	0.0079	29	2.3
	Flowing Wells Road	66	60	12	138	46	0.12	0.0026	9	0.5
							2.39			34

* 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	21	21	39	81	27	0.12	0.0044	16	0.8
	I-20 EB	18	18	21	57	19	0.19	0.0100	36	2.9
	Interstate Parkway	27	24	72	123	41	0.30	0.0073	26	3.3
	Augusta West Parkway	93	27	30	150	50	0.68	0.0136	49	13.9
	George C. Wilson Drive	36	48	78	162	54	0.15	0.0028	10	0.6
	I-520 SB ramp	33	24	15	72	24	0.12	0.0050	18	0.9
	I-520 NB ramp	24	12	9	45	15	0.24	0.0160	58	5.8
	Robert C. Daniel Parkway	63	51	84	198	66	0.07	0.0011	4	0.1
	Agerton Lane	27	24	45	96	32	0.26	0.0081	29	3.2
	Walton Way Extension	69	33	90	192	64	0.26	0.0041	15	1.6
							2.39			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	
Wheeler Road	Flowing Wells Road									
	I-20 WB	12	9	15	36	12	0.12	0.0100	36	1.8
	I-20 EB	18	18	18	54	18	0.19	0.0106	38	3.0
	Interstate Parkway	24	75	81	180	60	0.30	0.0050	18	2.3
	Augusta West Parkway	78	63	30	171	57	0.68	0.0119	43	12.2
	George C. Wilson Drive	42	102	84	228	76	0.15	0.0020	7	0.4
	I-520 SB ramp	63	18	63	144	48	0.12	0.0025	9	0.5
	I-520 NB ramp	18	27	12	57	19	0.24	0.0126	45	4.6
	Robert C. Daniel Parkway	72	93	72	237	79	0.07	0.0009	3	0.1
	Agerton Lane	27	27	33	87	29	0.26	0.0090	32	3.5
	Walton Way Extension	27	108	30	165	55	0.26	0.0047	17	1.9
							2.39			30

* 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.) 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	WEIGHTED AVERAGE ROUTE SPEED
Wrightsboro Road Segment 1	Jackson Road									
	Marks Church Road	57	63	57	177	59	0.60	0.0102	37	18.3
	Augusta Mall #2 East	9	24	6	39	13	0.10	0.0077	28	2.3
	Augusta Mall #1 West	6	12	12	30	10	0.10	0.0100	36	3.0
	Bobby Jones WB	9	9	12	30	10	0.10	0.0100	36	3.0
	Bobby Jones EB	6	6	27	39	13	0.10	0.0077	28	2.3
	Augusta West Parkway	12	12	18	42	14	0.10	0.0071	26	2.1
	Barton Chapel Road	9	6	9	24	8	0.10	0.0125	45	3.8
							1.20			35

WESTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Wrightsboro Road Segment 1	Jackson Road									
	Marks Church Road	63	75	147	285	95	0.60	0.0063	23	11.4
	Augusta Mall #2 East	9	6	42	57	19	0.10	0.0053	19	1.6
	Augusta Mall #1 West	12	32	117	161	54	0.10	0.0019	7	0.6
	Bobby Jones WB	21	18	39	78	26	0.10	0.0038	14	1.2
	Bobby Jones EB	6	9	27	42	14	0.10	0.0071	26	2.1
	Augusta West Parkway	18	15	18	51	17	0.10	0.0059	21	1.8
	Barton Chapel Road	15	9	129	153	51	0.10	0.0020	7	0.6
							1.20			19

WRIGHTSBORO ROAD SEGMENT 1 : EASTBOUND
SEGMENT SPEED CALCULATION WORKSHEET

EASTBOUND AM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Wrightsboro Road Segment 1	Barton Chapel Road									
	Augusta West Parkway	24	12	9	45	15	0.10	0.0067	24	2.0
	Bobby Jones EB	21	18	12	51	17	0.10	0.0059	21	1.8
	Bobby Jones WB	9	9	3	21	7	0.10	0.0143	51	4.3
	Augusta Mall #1 West	9	9	9	27	9	0.10	0.0111	40	3.3
	Augusta Mall #2 East	9	9	9	27	9	0.10	0.0111	40	3.3
	Marks Church Road	36	45	48	129	43	0.10	0.0023	8	0.7
	Jackson Road	122	120	54	296	99	0.60	0.0061	22	10.9
							1.20			26

EASTBOUND PM

STREET	CONTROL POINT	OVERALL AVERAGE SPEEDS (M.P.H.) 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	WEIGHTED AVERAGE ROUTE SPEED
Wrightsboro Road Segment 1	Barton Chapel Road									
	Augusta West Parkway	9	18	9	36	12	0.10	0.0083	30	2.5
	Bobby Jones EB	45	54	63	162	54	0.10	0.0019	7	0.6
	Bobby Jones WB	6	9	6	21	7	0.10	0.0143	51	4.3
	Augusta Mall #1 West	51	12	45	108	36	0.10	0.0028	10	0.8
	Augusta Mall #2 East	12	30	12	54	18	0.10	0.0056	20	1.7
	Marks Church Road	9	21	12	42	14	0.10	0.0071	26	2.1
	Jackson Road	96	78	108	282	94	0.60	0.0064	23	11.5
							1.20			23

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

Appendix C

TABLES AND INFORMATION

1997-2011

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 Transit Stop	Computerized signals Added Transit stop	Completed 2001 Completed 2001
Pine Log Road - US 78 to Silver Bluff Road	Signal Improvement	Computerized signals	Competed 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		Competed 2002
Pine Log Road (SC 302)	Widening	Widened from two to five lanes	Completed 2004
Knox Avenue (US 25)	Widening	Widened to five lanes	Completed 2004
Pine Log Road	Signal Improvement Widening	Signal Improvements and Widening	Completed 2005
SC 19 / Laurens Street	Signal Improvement	Signal Improvements	Completed 2006
Knox Avenue (US 25)	Signal Improvement	Three (3) New signals installed along corridor	Completed 2006
SC 118	Intersection Improvement	New turn lane installed	Completed 2006
Georgia Avenue	Access Improvements	Georgia Ave. extended to Savannah River.	Completed 2008
Georgia Avenue	New intesection	The construction of the Municipal Building resulted in the installation of a new signalized intersection at Center Street.	Completed 2009
I-520 (Palmetto Parkway)	Construction of new section of interstate	Phase II of Palmetto Parkway from Jefferson Davis Highway to I-20	Completed 2009

Table C-2
COLUMBIA COUNTY
CONGESTION MITIGATION PROJECTS 1997-2010

LOCATION	PROJECT	DESCRIPTION	STATUS
North Belair Road @ SR 28 Fury's Ferry Road	Signal Installation Intersection Improvement	New signals installed New right turn lane added	Completed 1997
William Few Parkway @ SR 104 Washington Road	Signal Installation Intersection Improvement	New signals installed New right turn lane added	Completed 1997
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	Competed 1998
Fury's Ferry Road @ The Pass Inverness Way/Park Lane	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 Columbia Industrial Blvd.	Signal Installation Intersection relocation	New signals installed New right turn lane added	Completed 2004
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 Equiprment 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
Thriteenth 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	Pedestrial Crossings with ped buttons and 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 colector-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 TRAVEL SUMMARIES

1995-2011

Table C-4
1995-2011 AIKEN COUNTY TRAVEL TIME SURVEY RESULTS

Aiken County CMP Routes				Posted Speed MPH	Actual Speed (MPH) % Deviation from Posted Speed Limit SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM
Atomic Road	**From**	**Buena Vista Avenue**	2011 Average	**35/55**	50	51	50	50
	To	**Silver Bluff Road**			11.11%	13.33%	11.11%	11.11%
			2001 Average	**45**	53	53	56	52
					17.78%	17.78%	24.44%	15.56%
			1998 Average		46	46	46	48
					2.22%	2.22%	2.22%	6.67%
			1995 Average		50	49	49	51
					11.11%	8.89%	8.89%	13.33%
Bettis Academy Road	**From**	**Ascagua Lake**	2009 Average	**45/55**	44	46	44	45
	To	**Fields Cemetery**			-12.00%	-8.22%	-12.00%	-10.00%
			2005 Average	**45**	39	43	41	21
					-29.09%	-21.82%	-25.45%	-61.82%
			2001 Average	**55**	47	48	49	45
					-14.55%	-12.73%	-10.91%	-18.18%
			1999 Average		45	45	45	46
					-18.18%	-18.18%	-18.18%	-16.36%
			1998 Average		46	47	38	49
					-16.36%	-14.55%	-30.91%	-10.91%
Buena Vista Avenue	**From**	**Martintown Road**	2009 Average	**35/40**	30	30	31	29
	To	**Georgia Avenue**			-20.00%	-37.33%	-17.33%	-22.67%
			2006 Average	**40**	37	30	34	33
					-7.50%	-25.00%	-15.00%	-17.50%
			2003 Average	**35**	31	38	26	26
					-11.43%	8.57%	-25.71%	-25.71%
			2000 Average		37	36	31	35
					5.71%	2.86%	-11.43%	0.00%
			1997 Average		38	37	38	32
					8.57%	5.71%	8.57%	-8.57%
			1995 Average		34	35	36	38
					-2.86%	0.00%	2.86%	8.57%
Belvedere -Clearwater Road	**From**	**US 25**	2011 Average	**45**	44	39	43	38
	To	**US 1**			10.00%	-2.50%	7.50%	-5.00%
			2009 Average		Due/Construction			
			2008 Average		Due/Construction			
			2005 Average		36	38	35	36
					-20.00%	-15.56%	-22.22%	-20.00%
			2001 Average		41	39	44	43
					-8.89%	-13.33%	-2.22%	-4.44%
			1998 Average		43	39	45	43
					-4.44%	-13.33%	0.00%	-4.44%
			1995 Average		47	47	42	45
					4.44%	4.44%	-6.67%	0.00%
Dougherty Road	**From**	**Whiskey Road**	2010 Average	**35**	31	19	26	20
	To	**Silver Bluff Road**			-11.43%	-45.71%	-25.71%	-42.86%
			2007 Average		29	36	18	23
					-17.14%	2.86%	-48.57%	-34.29%
			2006 Average		27	30	25	17
					-22.86%	-14.29%	-28.57%	-51.43%
			2005 Average		18	22	25	32
					-48.57%	-37.14%	-28.57%	-8.57%
			2002 Average		31	33	30	31
					-11.43%	-5.71%	-14.29%	-11.43%
			1999 Average		34	33	22	32
					-2.86%	-5.71%	-37.14%	-8.57%
			1998 Average		32	32	32	27
					-8.57%	-8.57%	-8.57%	-22.86%
			1997 Average		33	32	31	29
					-5.71%	-8.57%	-11.43%	-17.14%
			1996 Average		38	39	32	35
					8.57%	11.43%	-8.57%	0.00%
			1995 Average		39	35	19	27
					11.43%	0.00%	-45.71%	-22.86%

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
Dougherty Road 3:00 PM	**From**	**Whiskey Road**	2009 Average	**35**	N/A	N/A	25 -28.57%	30 -14.29%
	To	**Silver Bluff Road**						
			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**	**Savannah River**	2010 Average	**35/45**	33 -12.00%	31 -17.33%	29 -22.67%	27 -28.00%
	To	**I-20**						
			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**	**Martintown Road**	2011 Average	**35/40**	27 -28.00%	30 -20.00%	29 -22.67%	27 -28.00%
	To	**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**	**Jeff Davis Hwy/US 1**	2011 Average	**40/45**	36 -15.29%	35 -17.65%	31 -27.06%	33 -22.35%
	To	**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 SB/WB AM	NB/EB AM	SB/WB PM	NB/EB PM
Pine Log Road	**From**	**US 78**	2010 Average	**35**	32 -20.00%	34 -15.00%	N/A	N/A
	To	**Silver Bluff Road**						
			2006 Average		34 -2.86%	32 -8.57%	31 -11.43%	29 -17.14%
			2002 Average		31 -11.43%	35 0.00%	31 -11.43%	32 -8.57%
			1999 Average		28 -20.00%	30 -14.29%	26 -25.71%	26 -25.71%
			1998 Average		28 -20.00%	25 -28.57%	26 -25.71%	27 -22.86%
			1997 Average		30 -14.29%	23 -34.29%	31 -11.43%	24 -31.43%
			1996 Average		31 -11.43%	34 -2.86%	32 -8.57%	36 2.86%
			1995 Average		33 -5.71%	35 0.00%	28 -20.00%	27 -22.86%
Pine Log Road 3:15 PM	**From**	**US 78**	2010 Average	**35**	N/A	N/A	29 -27.50%	31 -22.50%
	To	**Silver Bluff Road**						
			2009 Average		N/A	N/A	25 -40.00%	30 -37.78%
			2002 Average		N/A	N/A	27 -22.86%	33 -5.71%
			1999 Average		N/A	N/A	27 -22.86%	29 -17.14%
Richland Ave 12:00 PM	**From**	**Vaucluse Road**	2010 Average	**25/35**	N/A	N/A	20 -33.33%	19 -36.67%
	To	**Beaufort Street**						
			2009 Average		N/A	N/A	17 -43.33%	17 -43.33%
			2008 Average		N/A	N/A	20 -33.33%	22 -26.67%
			2004 Average		N/A	N/A	36 2.86%	31 -11.43%
			2003 Average		N/A	N/A	36 2.86%	31 -11.43%
			2002 Average		N/A	N/A	36 2.86%	31 -11.43%
			1999 Average		N/A	N/A	36 2.86%	31 -11.43%
Laurens St./SC 19	**From**	**Richland Avenue**	2007 Average	**30/45**	38 -5.00%	40 0.00%	37 -7.50%	38 -5.00%
	To	**Rutland Avenue**						
			2006 Average		19 -52.50%	15 -62.50%	19 -52.50%	30 -25.00%
			2003 Average		26 -25.71%	15 -57.14%	29 -17.14%	32 -8.57%
			2000 Average		31 -22.50%	28 -30.00%	31 -22.50%	30 -25.00%
			1998 Average	**25/45**	30 -14.29%	30 -14.29%	28 -20.00%	29 -17.14%
			1997 Average		30 -14.29%	31 -11.43%	25 -28.57%	33 -5.71%
			1996 Average		43 22.86%	45 28.57%	42 20.00%	43 22.86%
			1995 Average		27 -22.86%	27 -22.86%	26 -25.71%	29 -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**	**US 78**	2008 Average	**40/55**	41 -8.89%	44 -2.22%	43 -4.44%	43 -4.44%
	To	**Silver Bluff Road**						
			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**	**Whiskey Road**	2011 Average	**35**	32 -8.57%	19 -45.71%	24 -31.43%	19 -45.71%
	To	**Savannah Drive**						
			2010 Average		33 -5.71%	19 -45.71%	23.00% -34.29%	19 -45.71%
			2009 Average		23 -34.29%	19 -45.71%	21 -40.00%	20 -42.86%
			2008 Average		23 -34.29	22 -37.14	20 -42.86	18 -48.57
			2007 Average	**35/45**	36 -10.00%	22 -45.00%	24 -40.00%	20 -50.00%
			2006 Average		29 -27.50%	16 -60.00%	25 -37.50%	21 -47.50%
			2001 Average		43 7.50%	38 -5.00%	40 0.00%	42 5.00%
			1998 Average	**25/45**	35 -12.50%	35 -12.50%	38 -5.00%	32 -20.00%
			1997 Average		42 5.00%	36 -10.00%	38 -5.00%	34 -15.00%
			1996 Average		35 -12.50%	32 -20.00%	32 -20.00%	30 -25.00%
			1995 Average		37 -7.50%	31 -22.50%	26 -35.00%	26 -35.00%
US 1/York Street	**From**	**Park Avenue**	2011 Average	**30/55**	41 -3.53%	44 3.53%	39 -8.24%	43 1.18%
	To	**I-20**						
US 1	**From**	**York Street**	2001 Average	**40**	45 12.50%	45 12.50%	49 22.50%	49 22.50%
	To	**I-20**						
			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**	**Martintown Road**	2011 Average	**35/50**	39 -8.24%	37 -12.94%	38 -10.59%	37 -12.94%
	To	**Pine Log Road**						
			2009 Average		39 -8.24%	37 -12.94%	36 -15.29%	37 -12.94%
	From	**Martintown Road**	2008 Average	**45/50**	28 -37.78%	30 -33.33%	28 -37.78%	29 -35.56%
	To	**SC118**						
	From	**Martintown Road**	2004 Average	**30/55**	43 -4.44%	41 -8.89%	44 -2.22%	35 -22.22%
	To	**Pine Log Road**						
			2003 Average .		27 -40.00%	24 -46.67%	24 -46.67%	24 -46.67%
			2000 Average		42 -11.58%	42 -11.58%	46 -3.16%	42 -11.58%
			1997 Average	**45**	42 -6.67%	41 -8.89%	40 -11.11%	39 -13.33%
			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**	2011 Average	**30/45**	30 20.00%	32 -14.67%	26 -30.67%	27 -28.00%
	To	**Powderhouse Road**						
			2010 Average		28 -25.33%	30 -20.00%	23 -38.67%	24 -36.00%
			2009 Average		28 -20.00%	27 -22.86%	19 -45.71%	24 -31.43%
			2007 Average	**35**	27 -22.86%	29 -17.14%	23 -34.29%	25 -28.57%
			2006 Average		27 -22.86%	19 -45.71%	22 -37.14%	17 -51.43%
			2005 Average		25 -28.57%	16 -54.29%	30 -14.29%	28 -20.00%
			2004 Average	**25/45**	28 -20.00%	20 -42.86%	16 -54.29%	26 -25.71%
			2002 Average		26 -25.71%	30 -14.29%	26 -25.71%	25 -28.57%
			2001 Average		0 -100.00%	30 -14.29%	26 -25.71%	25 -28.57%
			2000 Average		34 -2.86%	33 -5.71%	28 -20.00%	28 -20.00%
			1998 Average		26 -25.71%	25 -28.57%	26 -25.71%	24 -31.43%
			1997 Average		24 -31.43%	28 -20.00%	23 -34.29%	24 -31.43%
			1996 Average		28 -20.00%	28 -20.00%	24 -31.43%	24 -31.43%
			1995 Average		29 -17.14%	29 -17.14%	23 -34.29%	25 -28.57%

Table C-5

1995-2011 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**	**Fury's Ferry Rd**	2010 Average	**45**	29	27	31	39
	To	**Washington Rd**			-35.55	-40.00	-31.11	-13.33%
			2009 Average		26	24	31	35
					-42.22	-46.66	-31.11	-22.22%
			2008 Average		34	28	32	24
					-24.44%	-37.77	-28.89	-46.66%
			2005 Average		29	28	31	25
					-35.56%	-37.78%	-31.11%	-44.44%
			2004 Average		28	28	40	25
					-37.78%	-37.78%	-11.11%	-44.44%
			2003 Average		21	25	26	30
					-53.33%	-44.44%	-42.22%	-33.33%
			1999 Average		30	26	16	20
					-33.33%	-42.22%	-64.44%	-55.56%
			1998 Average		9	21	20	19
					-80.00%	-53.33%	-55.56%	-57.78%
			1996 Average		26	27	22	26
					-42.22%	-40.00%	-51.11%	-42.22%
			1995 Average		34	27	22	15
					-24.44%	-40.00%	-51.11%	-66.67%
Belair Road	**From**	**Washington Road**	2011 Average	**45**	31	31	26	25
	To	**Wrightsboro Road**			-31.11%	-31.11%	-42.22%	-44.44%
			2010 Average		27	32	29	26
					-40.00%	-28.88%	-35.55%	-42.22%
			2009 Average		29	32	31	31
					-35.55%	-28.88%	-31.11%	-31.11%
			2008 Average		28	30	27	26
					-37.77%	-33.33%	-40.00%	-42.22%
			2004 Average	**40/45**	37	36	41	49
					-17.78%	-20.00%	-8.89%	8.89%
			2003 Average		32	28	35	32
					-28.89%	-37.78%	-22.22%	-28.89%
			2001 Average		32	36	39	36
					-28.89%	-20.00%	-13.33%	-20.00%
			1999 Average		32	35	32	33
					-28.89%	-22.22%	-28.89%	-26.67%
			1997 Average		34	33	36	36
					-24.44%	-26.67%	-20.00%	-20.00%
			1995 Average		35	36	33	34
					-22.22%	-20.00%	-26.67%	-24.44%

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*
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 Road	**From To**	**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%

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*
Evans-to-Locks Road	**From**	**Stevens Creek Road**	2009 Average	**45**	42 -6.66%	37 -17.77%	42 -6.66%	49 -11.25%
	To	**Washington Road**						
			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**	**Wheeler Road**	2011 Average	**45**	19 -57.77%	20 -55.55%	26 -42.22%	19 -57.77%
	To	**Washington Road**						
			2010Average		19 -57.77%	23 -48.88%	28 -37.77%	26 -42.22%
			2009 Average		21 -53.33%	23 -48.88%	28 -37.77%	22 -51.11%
			2008 Average		18 -60.00%	25 -44.44%	25 -44.44%	15 -66.67%
			2007 Average		19 -57.78%	23 -48.89%	25 -44.44%	20 -55.56%
			2005 Average		20 -55.56%	30 -33.33%	26 -42.22%	17 -62.22%
			2004 Average		17 -62.22%	23 -48.89%	22 -51.11%	19 -57.78%
			2003 Average		25 -44.44%	29 -35.56%	30 -33.33%	23 -48.89%
			2002 Average		16 -64.44%	21 -53.33%	25 -44.44%	22 -51.11%
			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			
					SB/WB AM	*NB/EB AM*	*SB/WB PM*	*NB/EB PM*
Fury's Ferry Road	**From**	**Savannah River**	2010 Average	**45**	33 -26.66%	39 -13.33%	35 -22.22%	39 -13.33%
	To	**Washington Road**						
			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**	**Euchee Creek**	2011 Average	**55/65**	77 28.33%	74 23.33%	70 16.66%	73 21.66%
	To	**Columbia / Richmond**						
			2006 Average		69 15.00%	71 18.33%	73 21.67%	69 15.00%
			2001 Average		72 20.00%	74 23.33%	71 18.33%	73 21.67%
			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**	**Belair Road**	2011 Average	**45**	31 -15.55%	27 -20.00%	30 -33.33%	33 -53.33%
	To	**Washington Road**						
			2010 Average		28 -37.77%	27 -40.00%	26 -42.22%	32 -28.88%
			2009 Average		27 -40.00%	29 -35.55%	27 -40.00%	30 -33.33%
			2008 Average		28 -37.78%	30 -33.33%	24 -46.67%	29 -35.55%
			2005 Average		26 -42.22%	21 -53.33%	31 -31.11%	31 -31.11%
			2004 Average		28 -37.78%	28 -37.78%	29 -35.56%	30 -33.33%
			2003 Average		24 -52.00%	25 -50.00%	25 -50.00%	21 -58.00%
			2001 Average		34 -24.44%	27 -40.00%	31 -31.11%	33 -26.67%
			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**	**Riverwatch Parkway**	2011 Average	**45**	45 0.00%	37 -17.77%	33 -26.66%	30 -33.33%
	To	**Old Evans Road**						
			2009 Average		35 -2.22%	32 -28.88%	33 -26.66%	32 -28.88%
			2007 Average		31 -31.11%	30 -33.33%	33 -26.67%	33 -26.67%
			2005 Average		37 -17.78%	33 -26.67%	36 -20.00%	30 -33.33%
			2004 Average		19 -62.00%	19 -62.00%	21 -58.00%	18 -64.00%
			2003 Average		32 -36.00%	32 -36.00%	40 -20.00%	35 -30.00%
			2000 Average		16 -64.44%	18 -60.00%	16 -64.44%	17 -62.22%
			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**	**Wrightsboro Road**	2010 Average	**45**	33	30	33	29
	To	**Gordon Highway**			-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**	**Hardy McManus Road**	2011 Average	**45**	38	36	30	21
	To	**Pleasant Home Road**			-15.55%	-20.00%	-33.33%	-53.33%
			2009 Average		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**	**Barton Chapel Road**	2009 Average	**45/55**	38	36	39	40
	To	**Robinson Ave**			-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
1995-2011 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**	**Richmond Co. Line**	2011 Average	**55**	66	68	60	62
	To	**Riverwatch Pkwy**			20.00%	23.63%	9.00%	12.72%
			2006 Average		69	71	73	69
					25.45%	29.09%	32.73%	25.45%
			2001 Average		62	60	59	61
					12.73%	9.09%	7.27%	10.91%
			1998 Average		60	61	57	60
					9.09%	10.91%	3.64%	9.09%
			1995 Average		60	65	58	63
					9.09%	18.18%	5.45%	14.55%
I-520	**From**	**I-20**	2010 Average	**55**	63	63	61	61
	To	**Laney Walker Blvd.**			14.45%	14.45%	10.90%	10.90%
			2001 Average		59	60	61	60
					7.27%	9.09%	10.91%	9.09%
			1998 Average		57	61	60	58
					3.64%	10.91%	9.09%	5.45%
			1995 Average		54	58	58	56
					-1.82%	5.45%	5.45%	1.82%
Fifteenth Street	**From**	**Reynolds Street**	2009 Average	**35**	26	24	27	25
	To	**MLK Boulevard**			-25.71%	-31.42%	-22.85%	-28.57%
			2008 Average		24	22	21	23
					-31.43%	-37.14%	-40.00%	-34.29%
			2007 Average		24	23	21	25
					-31.43%	-34.29%	-40.00%	-28.57%
			2005 Average		26	23	26	26
					-25.71%	-34.29%	-25.71%	-25.71%
			2004 Average		24	21	22	26
					-31.43%	-40.00%	-37.14%	-25.71%
			2003 Average		27	24	24	24
					-22.86%	-31.43%	-31.43%	-31.43%
			2001 Average		30	25	29	25
					-14.29%	-28.57%	-17.14%	-28.57%
			2000 Average		27	22	21	24
					-22.86%	-37.14%	-40.00%	-31.43%
			1999 Average		27	21	26	24
					-22.86%	-40.00%	-25.71%	-31.43%
			1998 Average		24	20	21	20
					-31.43%	-42.86%	-40.00%	-42.86%
			1997 Average		25	24	23	16
					-28.57%	-31.43%	-34.29%	-54.29%
			1996 Average		20	26	17	23
					-42.86%	-25.71%	-51.43%	-34.29%
			1995 Average		18	25	15	21
					-48.57%	-28.57%	-57.14%	-40.00%

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*
Deans Bridge Road	**From**	**Milledgeville Road**	2010 Average	**45/55**	50 0.00%	48 -4.00%	47 -6.00%	47 -6.00%
	To	**Willis Foreman Rd**						
			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**	2007 Average	**45**	53 17.78%	56 24.44%	50 11.11%	55 22.22%
	To	**Tobacco Rd**						
			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**	2011 Average	**45/55**	48 -4.00%	46 -8.00%	48 -2.00%	50 0.00%
	To	**SR 223**						
			2006 Average		60 20.00%	48 -4.00%	64 28.00%	46 -8.00%
			2002 Average		49 -2.00%	48 -4.00%	40 -20.00%	43 -14.00%
			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**	2008 Average	**35**	24 -31.43%	30 -14.29%	27 -22.86%	31 -11.43%
	To	**12th Street**						
			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			
					SB/WB AM	*NB/EB AM*	*SB/WB PM*	*NB/EB PM*
SR 56/ Mike Padgett Hwy	**From**	**Lumpkin Rd**	2011 Average	**35/45/55**	46 2.22%	47 4.44%	47 4.44%	42 -6.66%
	To	**SR 56 Loop**						
			2006 Average		46 -8.00%	50 0.00%	55 10.00%	49 -2.00%
			2001 Average		51 2.00%	50 0.00%	46 -8.00%	52 4.00%
			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**	**Pleasant Home Rd**	2011 Average	**35/45/55**	54 20.00%	54 20.00%	45 0.00%	53 17.11%
	To	**Fifteenth St**						
			2006 Average		48 6.67%	51 13.33%	44 -2.22%	49 8.89%
			2001 Average		51 13.33%	49 8.89%	51 13.33%	47 4.44%
			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**	**Gordon Hwy**	1997 Average	**35**	31 -11.43%	28 -20.00%	25 -28.57%	29 -17.14%
	To	**Bransford Rd**						
			1995 Average		28 -20.00%	25 -28.57%	26 -25.71%	26 -25.71%
Walton Way Segment 1	**From**	**Gordon Hwy**	2010 Average	**35**	26 -25.71%	26 -25.71%	24 -31.42%	24 -31.42%
	To	**Milledge Rd**						
			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**	**Milledge Rd**	2010 Average	**35**	26 -25.71%	21 -40.00%	17 -51.14%	19 -45.71%
	To	**Bransford Rd**						
			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**	**Bransford Rd**	2007 Average	**35**	33 -5.71%	37 5.71%	37 5.71%	35 0.00%
	To	**Jackson Rd**						
			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			
					SB/WB AM	*NB/EB AM*	*SB/WB PM*	*NB/EB PM*
Washington Rd	**From**	**Pleasant Home Rd**	2010 Average	**45**	30 -33.33%	33 -26.66%	25 -44.44%	34 -24.44%
	To	**John C. Calhoun Expwy**						
			2008 Average		40 -11.11%	35 -22.22%	26 -42.22%	37 -17.77%
			2007 Average		30 -33.33%	28 -37.78%	28 -37.78%	33 -26.67%
			2004 Average		40 -11.11%	45 0.00%	31 -31.11%	42 -6.67%
			2001 Average		36 -20.00%	47 4.44%	29 -35.56%	38 -15.56%
			2000 Average		36 -20.00%	40 -11.11%	26 -42.22%	35 -22.22%
			1998 Average		36 -20.00%	36 -20.00%	28 -37.78%	34 -24.44%
			1997 Average		37 -17.78%	34 -24.44%	26 -42.22%	31 -31.11%
			1995 Average		38 -15.56%	33 -26.67%	32 -28.89%	34 -24.44%
John C. Calhoun Expressway	**From**	**Washington Road**	2011 Average	**40/50**	49 -8.88%	47 -4.44%	55 22.22%	47 4.44%
	To	**12th St.**						
			2006 Average		53 17.78%	55 22.22%	51 13.33%	59 31.11%
			2001 Average		51 13.33%	50 11.11%	53 17.78%	53 17.78%
			1998 Average		60 20.00%	58 16.00%	62 24.00%	57 14.00%
			1995 Average		53 6.00%	54 8.00%	54 8.00%	57 14.00%
Wheeler Road	**From**	**Flowing Wells Rd**	2011Average	**45**	33 -26.66%	33 -26.66%	34 -24.44%	30 -33.33%
	To	**Walton Way Ext.**						
			2010 Average		30 -33.33%	29 -35.55	26 -42.22	26 -42.22
			2008 Average		33 -26.67%	30 -33.33	26 -42.22	24 -17.77
			2007 Average		25 -44.44%	27 -40.00%	20 -55.56%	28 -37.78%
			2005 Average		34 -24.44%	37 -17.78%	32 -28.89%	31 -31.11%
			2004 Average		40 -11.11%	30 -33.33%	39 -13.33%	33 -26.67%
			2001 Average		44 -2.22%	34 -24.44%	39 -13.33%	38 -15.56%
			2000 Average		36 -20.00%	30 -33.33%	27 -40.00%	36 -20.00%
			1999 Average		34 -24.44%	26 -42.22%	34 -24.44%	27 -40.00%
			1996 Average		36 -20.00%	36 -20.00%	32 -28.89%	27 -40.00%
			1995 Average		32 -28.89%	36 -20.00%	29 -35.56%	27 -40.00%

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*
Wrightsboro Rd Segment 1	**From To**	**Barton Chapel Rd Jackson Rd**	2011 Average	**45**	35 -22.22%	26 -42.22%	19 -57.77%	23 -48.88%
			2010 Average		35 -22.22%	29 -35.55%	23 -48.88%	17 -62.22%
			2007 Average		46 2.22%	38 -15.56%	35 -22.22%	43 -4.44%
			2004 Average		35 -22.22%	27 -40.00%	24 -46.67%	32 -28.89%
			2001 Average		36 -20.00%	31 -31.11%	33 -26.67%	23 -48.89%
			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	**From To**	**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	**From To**	**Highland Ave Fifteenth St**	2011 Average	**35**	21 -40.00%	22 -28.88%	20 -42.85%	26 -25.71%
			2010 Average		24 -31.14%	26 -25.71%	22 -37.14%	26 -25.71%
			2009 Average		21 -40.00%	25 -28.57%	19 -45.71%	23 -34.28%
			2007 Average		25 -28.57%	21 -40.00%	22 -37.14%	27 -22.86%
			2006 Average		23 -34.29%	19 -45.71%	30 -14.29%	24 -31.43%
			2001 Average		29 -17.14%	30 -14.29%	17 -51.43%	33 -5.71%
			1999 Average		43 22.86%	40 14.29%	43 22.86%	41 17.14%
			1998 Average		24 -31.43%	26 -25.71%	19 -45.71%	27 -22.86%
Wrightsboro Rd Saturday	**From To**	**Barton Chapel Rd Jackson Rd**	2010 Average	**35/40/45**	*N/A*	*N/A*	33 -26.66%	19 -57.77%
			2009 Average		*N/A*	*N/A*	24 -40.00%	16 -60.00%
			2008 Average		*N/A*	*N/A*	28 -30.00%	26 -35.00%
			2004 Average		*N/A*	*N/A*	31 -11.43%	30 -14.29%
			2001 Average		*N/A*	32 20.00%	*N/A*	30 25.00%
			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**	**Washington Rd**	2010 Average	**40**	29 -27.50%	31 -22.50%	28 -30.00%	27 -32.50%
	To	**Wrightsboro Rd**						
			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**	**Tubman Home Road**	2007 Average	**30/45**	46 15.00%	46 15.00%	42 5.00%	40 0.00%
	To	**SR 88**						
			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			
					SB/WB AM	*NB/EB AM*	*SB/WB PM*	*NB/EB PM*
13th Street/ RA Dent Boulevard	**From To**	**Reynolds Street Wrightsboro Road**	2011 Average	**35**	22 -34.14%	17 -51.42%	34 -2.85%	31 -40.00%
			2010 Average		20 -42.28%	23 -31.42%	19 -45.71%	21 -40.00%
			2009 Average		24 -31.14%	27 -22.85%	23 -34.28%	17 -51.14%
			2008 Average		23 -34.29%	23 -34.29%	21 -40.00%	20 -42.86%
			2004 Average		24 -31.43%	27 -22.86%	27 -22.86%	27 -22.86%
			2003 Average		25 -28.57%	23 -34.29%	26 -25.71%	20 -42.86%
			2002 Average		21 -40.00%	21 -40.00%	21 -40.00%	22 -37.14%
			2001 Average		25 -28.57%	23 -34.29%	21 -40.00%	22 -37.14%
			2000 Average		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**	2011Average	**45**	37 -17.77%	37 -17.77%	40 -11.11%	37 -17.77%
			2008 Average		31 -31.11%	37 -17.78%	41 -8.89%	38 -15.56%
			2003 Average		41 -8.89%	43 -4.44%	45 0.00%	45 0.00%
			2000 Average		38 -15.56%	37 -17.78%	38 -15.56%	39 -13.33%
			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%