



Congestion Management Process Report - 2004

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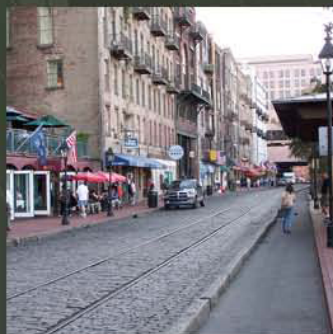
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January 21, 2005

Submitted to:

Chatham County - Savannah MPC
110 East State Street
Savannah, GA 31412-8246





RESOLUTION TO CERTIFY CUTS/MPO CONGESTION MANAGEMENT PROCESS

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law on August 10, 2005 to continue investments in the nations surface transportation system; and

WHEREAS, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) published a Final Rule on February 14, 2007 to reflect the changes brought forth as a result of the passage of SAFETEA-LU governing the statewide and metropolitan transportation planning process; and

WHEREAS, the Federal regulations described in 23 CFR 450.320 require each Transportation Management Area (TMA) develop a Congestion Management Process (CMP) that is developed, established and implemented as a part of the metropolitan planning process; that the CMP results in multimodal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the transportation improvement program; that the effectiveness and efficiency of the implemented actions be periodically evaluated through an established process; and that the evaluation results provide guidance on selection of effective strategies for future implementation; and

WHEREAS, the Chatham Urban Transportation Study/Metropolitan Planning Organization, hereinafter referred to as CUTS/MPO, was designated a Transportation Management Area in July 2002; and

WHEREAS, CUTS/MPO developed a Congestion Management System (CMS) in 2004 through a cooperative process that identified congestion and mobility problems in the Chatham County-Savannah area and recommended a prioritized list of multimodal congestion mitigation measures and strategies that were incorporated into the 2030 Long Range Transportation Plan and the annually developed Transportation Improvement Program; and

WHEREAS, many of the CUTS/MPO CMS recommendations have been implemented or are being implemented by the state and local implementation agencies and CUTS/MPO is currently in the process of updating the CMS to evaluate the implemented congestion mitigation strategies; and

WHEREAS, the Federal Highway Administration has determined that the CUTS/MPO 2004 Congestion Management System meets all of the federal requirements for a Congestion Management Process.

NOW THEREFORE, BE IT RESOLVED, the Policy Committee of CUTS/MPO does hereby approve to rename and certify 2004 Congestion Management System as the MPO Congestion Management Process.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Policy Committee of the Chatham Urban Transportation Study/Metropolitan Planning Organization (CUTS/MPO) at a meeting held on June 27, 2007.

for Pete Liakakis, Chairman
Chatham Urban Transportation Study/Metropolitan Planning Organization
Policy Committee



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1.0 EXECUTIVE SUMMARY

Purpose

The Chatham County – Savannah MPC 2004 Congestion Management System (CMS) was conducted to evaluate the conditions of the existing roadway network, prepare recommendations for congestion mitigation measures, and project the future conditions of the primary roads within Chatham County. This information will be used by the MPO primarily to identify congestion and mobility problems and target these areas for improvement.

The purpose of this study was to identify problem areas using travel time studies and to prepare recommendations to improve the traffic flow on the transportation system as a whole and on specific corridors. The results of this study are used as factors in prioritizing needed improvements.

Background

The Federal Register established the regulations and expectations of a CMS that applies to those TMA's above 200,000 in population as determined by the 2000 Census. The Register is written in such a way as to provide guidance and minimums, but leaves specifics up to the agency to customize their approach to maximize the local benefits. Those minimums include the requirement that the system needs that are identified through the CMS be considered in preparation of the metropolitan and statewide transportation plan. Congestion, for the purpose of CMS regulations, is the level at which the transportation system performance is no longer acceptable due to traffic interference.



This regulation leaves it open to the local agency to define what is unacceptable delay or congestion. The register further suggests, "An effective CMS is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods to levels that meet State and local needs."

The following CMS minimums are highlighted and shall be developed, established, and implemented as part of the metropolitan planning process and shall include:

1. Methods to monitor and evaluate the performance of the multi-modal transportation system, identify causes of congestion, identify and evaluate alternative actions, and evaluate the efficiency or effectiveness of implemented actions;
2. Definitions of performance measures for the extent of congestion and the effectiveness of congestion reduction and mobility strategies;
3. Establishment of a methodology for collecting the data and system monitoring that defines the extent and duration of congestion, determination of the causes of congestion, and evaluation of the implemented mitigation;

4. Identification and evaluation of the recommended mitigation that will contribute to more efficient use of the existing transportation network;
5. Identification of schedule, responsibilities, and possible funding sources; and
6. Implementation of a process for periodic assessment of the network.

Improvements include signal timing optimization, access management, adding signals , and roadway widening.

Signal timing optimization increases the efficiency of an isolated traffic signal, providing more green time to the heavier movements. This allows more traffic to pass through the signal with less delay. Traffic signal progression improves the flow of traffic along a corridor. By adjusting signal timing and offsets, drivers can travel longer distances along a corridor before having to stop for a red light. This decreases travel time and improves air quality. Both signal timing optimization and traffic signal progression are low cost improvements to make the best use of existing capacity and optimize allocation of funding.

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has produced a video showing that retiming traffic signals is one of the more cost-effective techniques available to state and local agencies in their efforts to manage congestion and growing travel demand. The video, "It's About Time, Traffic Signal Management: Cost-Effective Street Capacity and Safety," demonstrates how signal timing on roads can improve air quality while reducing fuel consumption, decreasing traffic congestion, and saving time for commercial and emergency vehicles. Two-thirds of all highway miles in the United States are roads with traffic signals. According to the Institute of Transportation Engineers, the United States has about 300,000 traffic signals. The performance of about 75 percent of them could be improved easily and inexpensively by updating equipment or by simply adjusting the timing.

Access management minimizes the number of access points along a given section of roadway. Reducing and combining access points, reduces the number of conflict areas along a corridor. Traffic generally slows down to make right and left turns into driveways and limiting the number of driveways limits the areas where traffic is interrupted by turning movements. In some cases, right or left turn lanes can be provided at combined driveways, and the slow turning movements can be removed from the through lanes.

Adding signals may be an improvement at four-way stop intersections or intersections with heavy major street and cross street traffic. This reduces delay for previously stop-controlled movements but may increase delay for movements that were not controlled. As traffic volumes increase, traffic signals, when warranted, are necessary to efficiently move traffic.

Roadway widening is necessary where traffic signal timing and access management are unable to provide enough capacity for heavy traffic volumes. Widening could include adding a through lane for a long section of road, or providing turn lanes at intersections. Adding capacity through roadway widening is generally expensive.

Methodology

The approach developed and used by Carter & Burgess includes study design in cooperation with the MPC, data collection using GPS and geo-referenced digital video, quality control procedures to ensure accurate data, coordination among the Consultant and agencies, data manipulation, public involvement, presentation of the data in tabular and map formats, and preparation of recommended mitigation for those areas found to be congested. This methodology far exceeds the minimum established by FHWA. Details about each component will be discussed in more detail in other areas of the study.

The Study design is a detailed plan of the study procedures and process. It was developed with the MPC and was followed through the course of the study. This document contains definitions, descriptions, and explanations that can be used for future studies, improving the compatibility of current and historical data.

Travel time data was collected using Global Positioning System (GPS). Multiple vehicles were used to perform three (3) runs in each direction during the morning and afternoon peaks, and two (2) runs in each direction during the off peak period. The GPS equipment recorded vehicle locations every second, and this information was used to calculate travel times, intersection delay, and approach LOS.

Geo-referenced digital video was recorded on selected runs and used to illustrate the conditions on each roadway.

The travel time data was manipulated to show average speeds by time period in relation to roadway functional classification and number of lanes.

This study was conducted on approximately 336 centerline miles of roadways in Chatham County. The study included 59 different roadways divided into 1,049 directional links bound by a traffic signal, stop sign, or major cross street.

Through the use of a GPS, the travel time runs and resulting delay values pinpoint congested areas. By collecting position and speed data every second, areas of delay were highlighted. This data, coupled with geo-referenced digital video of the roadway system, provide the needed reference material to prepare recommendations that are focused around the problem areas.

Through the efforts in multiple public meetings, various performance measures have been developed. These include the use of what will be called congestion index (CI) which is the % of posted speed and approach level-of-service (LOS). LOS is calculated for arterials based on the delay encountered on each link. The delay is based on comparing the average actual travel time for each time period against the theoretical travel time if one was able to drive unconstrained at the posted speed limit with no stops due to signals or other traffic control devices.

LOS is a standard measure established in the Highway Capacity Manual (HCM) and has pre-established thresholds for each level. This is also true for what the HCM calls % below posted speed limit. But, the levels indicated in the manual are typically related to larger, more congested regions. Therefore, since FHWA allows the local jurisdictions to

establish their own performance measures and thresholds, one additional performance measure was established together with the steering committee and public meetings. In addition to LOS one other performance measure used to identify congestion was congestion index. Congestion index is a ratio of actual speed to posted speed (i.e. less than 70% posted speed equals congestion).

1.1 Key Findings

Based on this criterion, of the 589 directional miles of roadways studied, 531.7 miles were LOS A-C and 57.1 miles were congested (LOS D-F). Therefore, for the 2004 CMS performed during the winter season, 90.3% of the roadways operated within an acceptable range.

Figure E-1 illustrates the segments found to be congested in either the AM or PM time period.

The majority of the segments found to be congested this season were on roadways that include planned/programmed capacity improvements. This was the case for 24% of the congested segments during both the AM and PM periods.

The next highest portion of congested segments would benefit from improved signal optimization and coordination with adjacent signals. Of the roadway segments that were congested, 23% and 15% of them would improve to acceptable levels with updated signal timing, for the AM and PM periods, respectively.



The other large group of congested segments fall on roadways classified as constrained corridors. Capital improvements on these roads may be limited, thus operational improvements should be considered to maximize the throughput. These corridors include canopy roadways. These are a major attraction in Savannah and should be maintained.

1.2 Recommendations

Recommended improvements for congested AM segments are listed in **Table E-1** and congested PM segments are listed in **Table E-2**. The AM and PM congested segments are also shown on **Figure E-1**. The 20 most congested locations along with potential improvements are listed in **Table E-3**.

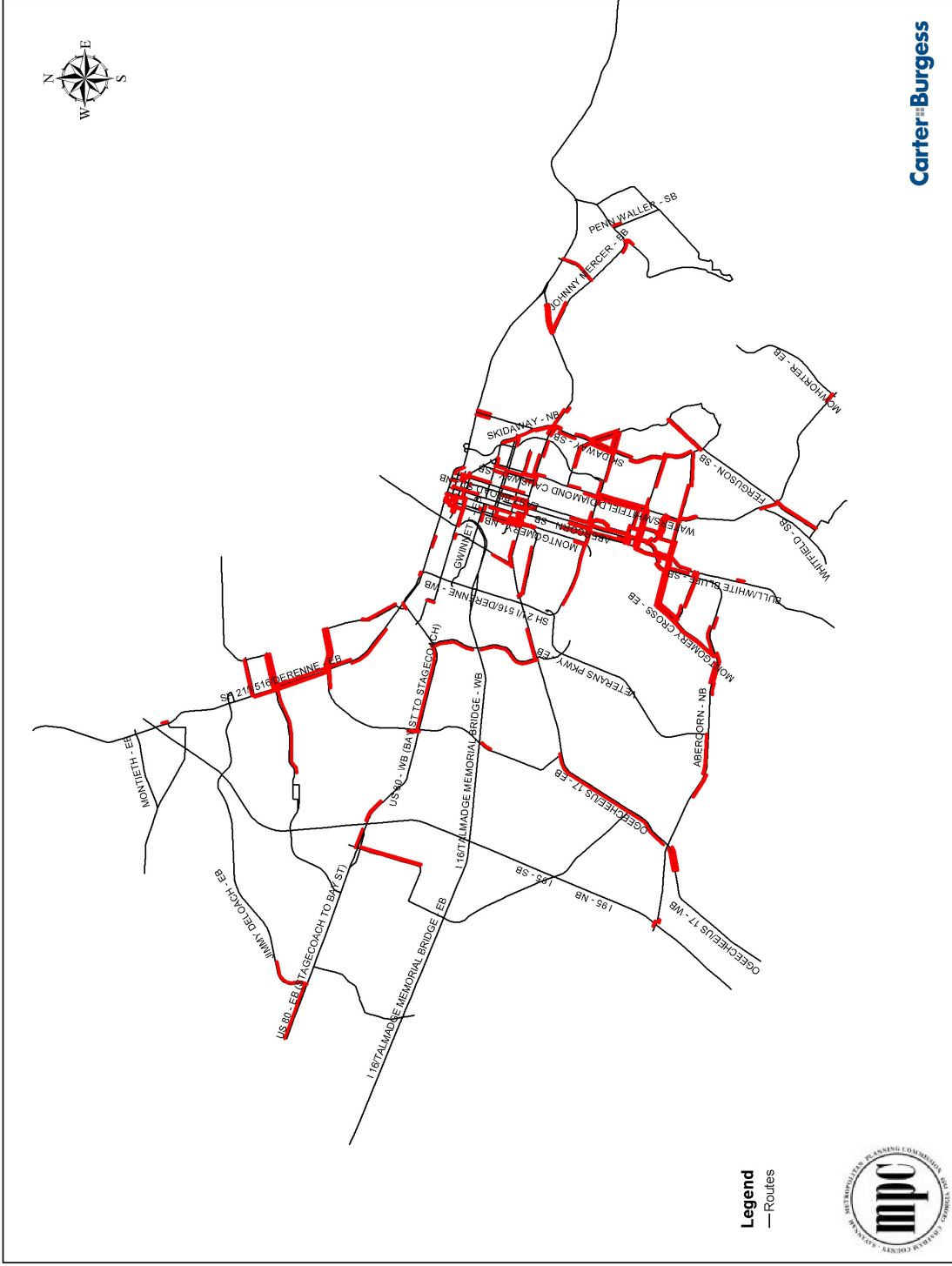


Figure E-1 – Congested Segments-LOS D-F for Either AM or PM peak Period

Table E-1 - Summary of Congested Segments (LOS D-F)-AM Peak Hour

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
MONTGOMERY CROSS - EB	Tibet Ave to Abercorn	5003002	5003	8340.3	23.8	35	0.68	85.8	67.0	Signal	F	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
	Abercorn to White Bluff	5003003	5003	1567.6	14.4	35	0.41	57.7	42.8	Signal	E	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
	White Bluff to Hodgson Memorial	5003004	5003	2376.4	23.1	35	0.66	36.1	23.3	Signal	D	Signal Timing	Delays along Montgomery between Abercorn and Waters, Coordinate signals
	Sallie Mood to Waters	5004002	5004	4851.7	24.1	45	0.53	73.7	37.6	Signal	E	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
MONTGOMERY CROSS - WB	White Bluff to Abercorn	5004005	5004	1567.6	14.8	35	0.42	52.7	34.8	Signal	D	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
	Tibet Ave to Abercorn	5004007	5004	7029.6	23.3	35	0.67	75.1	47.7	Signal	E	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn
MALL BLVD - EB	Hodgson Memorial to Waters	5005004	5005	3116.6	24.2	40	0.60	37.7	22.5	Signal	D	T intersection with Dual left	Delays caused by signal timing, sufficient capacity for all movements
	Waters to Hodgson Memorial	5006002	5006	3116.5	24.4	40	0.61	37.6	21.3	Signal	D	Signal Operations, NB right turn	NB right turn may free up time for Mall Blvd traffic along with optimized timing
MALL BLVD - WB	Mail Way to Abercorn	5006004	5006	899.8	9.6	40	0.24	76.1	57.5	Signal	E	Excessive delays back through Mail Way	Consider change in lane use for shared dual left, study addition of NB right turn
	Seawright to Waters	5008004	5008	1520.6	15.6	45	0.35	48.0	28.7	Signal	D	Delays throughout the corridor to Truman	Coordinate timing throughout corridor
EISENHOWER - WB	Abercorn to White Bluff	5008007	5008	874.6	5.2	40	0.13	99.9	79.0	Signal	F	West Approach will improve with east side widening	PI #0002924 will widen to 4L divided between Abercorn and Truman, Consider SB continuous flow signal
	Liberty to Victory	5010004	5010	1108	12.7	40	0.32	43.2	20.3	Signal	D	Preference given to Ogeechee traffic	Signal Operations - Coordination between Liberty and Ogeechee for minimum system delay
2ND ST/MILLS - WB	Chevis to SH 204 EB Ramp	5011003	5011	3154.4	25.6	45	0.57	37.4	15.8	Signal	D	Currently under construction	Study next CMS
	Waters to Bee Rd	5013015	5013	2817.4	20.4	35	0.58	44.5	19.5	Signal	D	Secondary street on fringe of urban core	This is the end of route with a Stop sign, delays acceptable on fringe in this case
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	West Boundary to MLK	5021009	5021	1483.5	15.3	35	0.44	45.9	31.0	Signal	D	Eastbound Delays	Coordinate Westbound traffic between Montgomery and MLK to max efficiency and allow more time for EB
	Montgomery to Whitaker	5021011	5021	1044.5	13.9	35	0.40	39.9	22.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations

AM Congested Segments Cont.
Table E-1

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Randolph to East Broad St	5022006	5022	727.7	13.5	35	0.39	26.2	13.8	Cross Street	E	Canopy - Constrained Corridor, Urban Core	Constrained Corridor - Improvements limited to Optimizing Signals, Delays acceptable in Core
OGLETHORPE - EB	Price to East Broad St	5023009	5023	647.8	8.5	25	0.34	38.1	28.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
OGLETHORPE - WB	Montgomery to MLK	5024008	5024	363	3.2	25	0.13	69.7	56.3	Signal	E	Short distance between signals	Coordinate signals between Montgomery and Fahm
	MLK to Fahm	5024009	5024	954	12.0	35	0.34	38.0	23.3	Signal	D	Short distance between signals	Coordinate signals between Montgomery and Fahm
US 80 - WB (BAY ST TO STAGECOACH)	Coleman to I-95 NB Ramp	5028005	5028	3287.4	23.6	45	0.52	45.6	31.7	Signal	D	Signal not coordinated with Coleman or Rogers	Coordinate signals between Coleman and Rogers, need to account for Auto Plant
JIMMY DELOACH - EB	US 80 to Prescott	5029001	5029	6215.1	45.4	55	0.83	36.0	0.0	TWSC	E	No delays observed, just slow start-ups from US 80	No improvements necessary
	SH 30 to Cross Gate	5035009	5035	3013.1	28.1	55	0.51	70.8	31.8	Signal	E	Currently detour due to construction on SR 25	Study next CMS
	Cross Gate to SH 25	5035010	5035	7509.7	29.3	55	0.53	138.1	64.0	Signal	F	Currently detour due to construction on SR 25	Study next CMS
	Liberty to Montgomery	5035024	5035	8966.9	18.8	54	0.35	218.0	114.0	Cross Street	E	End of Freeway Section, Delays expected	Excessive demand from freeway, delays unavoidable, Consider in E-W Study
SH 21/1516/DERENNE - EB	Montgomery to Bull	5035025	5035	1374.5	21.0	40	0.53	60.1	39.0	Signal	E	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
	Bull to Abercorn	5035026	5035	869.4	5.5	40	0.14	98.6	72.0	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
	Paulsen to Waters	5035030	5035	1059	22.6	40	0.57	50.1	39.5	Signal	D	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1516/DERENNE - WB	La Roche to Skidaway	5036002	5036	2702.4	17.8	32	0.56	65.7	45.4	Signal	E	1 lane section, long delays at Skidaway	Consider widening approach to provide 2 thru lanes to match west side of int
BAY ST/GEN MC INTOSH/ PRESIDENT/ISLAND EXPWY - WB	I-516 to Lathrop	5042023	5042	397.7	10.3	35	0.29	26.0	15.7	Cross Street	E	Closely spaced signals between Graham and Lathrop	Coordinate signals between Graham and Lathrop
	Main St to Burnsed	5042026	5042	799.2	13.6	35	0.39	42.5	31.8	Signal	D	Closely spaced signals and RR crossing	Coordinate signals between Burnsed and Market
ROGERS/QUACCO - NB	Pine Barren to US 80 EB	5045010	5045	8502.8	26.6	39	0.68	73.4	66.0	TWSC	F	Short Distance between US 80 E/W	Signal Operations - Coordinate signals between US 80 E/W

AM Congested Segments Cont.
Table E-1

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
DEAN FOREST/BOURNE - NB	Southridge to I-16 EB Ramp	5051002	5051	1530.4	23.2	45	0.52	31.6	21.7	Cross Street	D	High truck volumes	Priority IA - Widen from 2-4 between US 17 and I-16 - Consider Single Point Urban Interchange (SPUI)
	Garden City City Limit to SH 21	5051008	5051	2474.6	18.9	45	0.42	120.0	84.3	Cross Street	E	Funded Project for construction FY 2004-06 (PRC)	PI #562165 will widen to include center turn lane, lengthen bay for EB Rt across RR tracks
	SH 25 to SH 21	5052002	5052	5674.7	22.9	45	0.51	104.9	93.8	Signal	F	Heavy Truck Traffic, construction detour	High Percentage of Trucks and many stopped for queuing at Port - Widen shoulder to provide storage
MARTIN LUTHER KING - NB	Exchange/52nd St to Victory	5059001	5059	1908	16.9	35	0.48	41.1	21.7	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - SB	Oglethorpe to Liberty	5060004	5060	1036.5	10.2	35	0.29	49.9	35.9	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
	37th St to Victory	5060011	5060	1760.9	17.1	35	0.49	36.4	25.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
	Franklin SQ N to Bay St	5061017	5061	247.1	5.9	30	0.20	31.8	20.6	Cross Street	F	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
MONTGOMERY - SB	Church Driveway to DeRenne	5062010	5062	1359.8	17.3	35	0.49	58.6	43.4	Signal	E	Canopy - Constrained Corridor, Minor Approach	Consider the addition of a right turn bay
WHITAKER - SB	West Park to Henry	5064007	5064	607	10.3	35	0.29	25.8	16.7	Flashing Yellow	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Anderson to 37th St	5064009	5064	2059.4	17.4	35	0.50	47.1	32.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	43th St to Victory	5064011	5064	898.6	15.5	35	0.44	26.5	14.7	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Television Circle to Montgomery Cross	5065010	5065	3378	18.5	40	0.46	71.5	45.2	Signal	E	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
BULL/WHITE BLUFF - NB	Mall Driveway to Abercorn	5065012	5065	710.5	7.1	40	0.18	69.9	48.0	Signal	E	Abercorn volumes very heavy	NBSB left turns very light, consider restricting them, coordinate signal with Mall Dr
	Hampstead to DeRenne	5065017	5065	1250	8.2	35	0.23	91.2	69.8	Signal	F	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations, study in E-W study

AM Congested Segments Cont.
Table E-1

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BULLWHITE BLUFF - SB	40th St to Victory	5066001	5066	950	9.8	35	0.28	45.7	28.5	Cross Street	F	Excessive delay at Victory and over to Montgomery	Update and coordinate signal timing on Victory from MLK to the east
	61st St to DeRenne	5066005	5066	3527.4	23.0	32	0.72	35.5	22.8	Signal	D	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Eisenhower to Abercorn	5066010	5066	2720.2	26.2	40	0.66	44.8	33.5	Signal	D	Canopy - Constrained Corridor, Minor Approach	NB/SB left turns very light, consider restricting them, add NB Right turn overlap
ABERCORN - NB	Mall Driveway to Montgomery Cross	5066012	5066	1406	14.0	40	0.35	50.8	34.4	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	I-95 to Gateway	5069003	5069	396	17.6	55	0.32	25.9	17.0	Cross Street	E	Delays between I-95 S and Gateway	Priority II - Operational at I-95, Coordinate signals between I-95 South ramp and Gateway
	Pine Grove to King George	5069006	5069	3413.4	26.2	55	0.48	103.9	59.5	Signal	F	Excessive eastbound delays at King George	Priority II - Widen 4-6 from US 17 to King George, accel lane for EB rights, widen King George appr
	Rio to Apache	5069010	5069	2885.1	29.3	45	0.65	35.9	21.0	Signal	D	Excessive delays at Apache	Priority IB - Operational, Priority IC - Widen from Rio to Truman, Coordinate between Rio and King George
	Mall Blvd to Eisenhower	5069022	5069	1555.4	27.3	45	0.61	37.1	28.8	Signal	D	Poor signal coordination	Coordinate signals along Abercorn
	Private Drive to DeRenne	5069028	5069	729.3	5.6	40	0.14	83.8	66.2	Signal	F	Excessive Intersection Delays	Priority IB - Operational - Optimize DeRenne and Abercorn will improve, NB right turn lane planned
	Washington to Victory	5069032	5069	1167.4	12.9	35	0.37	38.5	23.2	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	37th St to Victory	5070002	5070	1716.6	14.7	35	0.42	64.1	41.8	Signal	E	Urban Core	Constrained Corridor - Optimize Victory then Abercorn will benefit from more time
	63rd St to DeRenne	5070006	5070	2759.3	19.5	40	0.49	50.3	32.3	Signal	D	Excessive Intersection Delays	Optimize DeRenne and Abercorn, NB right turn lane planned
	Mall Driveway to Montgomery Cross	5070016	5070	1638.4	20.7	45	0.46	35.1	23.3	Signal	D	Oversaturated Intersection	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn on Montgomery Cross
STILES - SB	Cloverdale to US 17	5074004	5074	3194.9	21.4	35	0.61	50.5	44.5	Signal	D	Delay for left turning vehicles	GDOT will be installing a signal for SB left turns
SH 25 (CROSSGATE/BOURNE) - NB	SH 21 Spur to Port Authority	5079004	5079	2073.9	26.3	35	0.75	80.8	58.0	Signal	F	Sufficient Roadway Capacity but High Delays	Signal Operations - High Truck Volumes and construction delay, study again next CMS
JOHNNY MERCER - WB	White Marsh to US 80	5084009	5084	4488	28.8	45	0.64	41.7	25.2	Signal	D	Canopy - Constrained Corridor	Priority II - Operational, consider WB US 80 Continuous movement

AM Congested Segments Cont.
Table E-1

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WALTHOUR/WILLMINGTON ISLAND- SB	Wilmington Island to Johnny Mercer	5086007	5086	1219.7	16.7	35	0.48	38.8	25.7	Cross Street	D	Canopy - Constrained Corridor	Constrained Corridor - Optimize Signal, add channelized NB right turn, Access Mgmt with WB cont flow
BRYAN WOODS - EB	Johnny Mercer to US 80	5087001	5087	4918.8	28.5	45	0.63	46.0	32.0	Signal	D	Minor Approach at Island Expressway	Cross Street delays expected
HODGESON MEMORIAL - SB	Stephenson to Eisenhower	5090001	5090	1368.5	10.5	35	0.30	66.8	43.0	Signal	E	Currently under construction on Stephenson	Study next CMS
	Mall Way to Montgomery Cross	5090004	5090	2054.7	24.4	35	0.70	42.4	36.0	Signal	D	Signal Operations, good capacity for all mvmnts	Optimize signal timing at Montgomery
STEPHENSON - WB	Habersham to Abercorn	5092004	5092	702.3	5.4	30	0.18	99.6	78.0	Signal	F	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
	Abercorn to White Bluff	5092005	5092	793.1	9.5	30	0.32	49.5	37.3	Signal	D	Consistent WB Delays	Consider widening WB approach to allow 2 through lanes
HABERSHAM - NB	Johnston to DeRenne	5093002	5093	2430.1	13.8	35	0.39	82.6	67.7	Cross Street	E	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
HABERSHAM - SB	63rd St to DeRenne	5094006	5094	2741.8	16.3	35	0.46	66.4	43.3	Signal	E	Minor Approach at SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
	Johnston to Stephenson	5094008	5094	3189.1	17.5	35	0.50	66.7	44.3	Cross Street	D	Currently under construction on Stephenson	Stephenson widening will help Habersham
BONNY BRIDGE - WB	SH 25 to SH 21	5096002	5096	4947.8	28.2	40	0.71	46.4	35.3	Signal	D	Delays at SH 21, Minor approach	Delays expected at minor appr to SH 21, Optimize Signal
	GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	5098002	5098	4673.4	20.9	41	0.51	78.8	48.3	Signal	E	Currently detour due to construction on SR 25	Study next CMS
HARMON - SB	Gwinnett to Henry	5106003	5106	1564.1	14.1	25	0.57	38.3	38.0	TWSC	E	Urban Core	Cross Street delays expected with priority given to east-west
	Henry to Anderson	5106004	5106	321.2	4.8	25	0.19	37.6	30.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions

AM Congested Segments Cont.
Table E-1

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Green Island to Landings/Village	5107002	5107	1197.7	14.2	40	0.35	45.6	28.0	AWSC	E	Delays at Landings/Village	Priority IC - Widen 2-4 from Ferguson to McWhorter
	City Limit to Montgomery Cross	5107010	5107	2227.8	18.4	45	0.41	54.1	36.0	City Limit	E	Heavy left turn volumes overflow storage bays	Optimize signal timing to maximize flowrate for left turn vehicles, this will free-up green time for other phases
	Stephenson to DeRenne	5107014	5107	5497.7	18.7	35	0.53	109.4	49.7	Signal	F	Corridor will improve with extension of Truman	Study next CMS, review in E-W Study
	63rd St to Columbus	5107017	5107	1490.8	13.2	35	0.38	47.5	35.0	Signal	D	Short Distance between Columbus and LaRoche	Coordinate signals between Columbus and LaRoche
	37th St to Victory	5108005	5108	1705.4	12.8	29	0.44	66.7	41.0	Signal	E	Urban Core	Delays acceptable in Urban Core. Optimize signal to desired conditions
	65th St to DeRenne	5108012	5108	1973.7	15.0	35	0.43	58.8	41.3	Signal	E	Corridor will improve with extension of Truman	Study next CMS
FERGUSON - SB	La Roche to Skidaway	5114001	5114	6100.5	26.2	40	0.65	56.7	26.8	TWSC	F	Canopy - Constrained Corridor	Constrained Corridor - Secondary roadway for access, higher speeds not desired
SKIDAWAY - NB	Montgomery Cross to Eisenhower	5115004	5115	3950.4	19.9	35	0.57	67.3	44.0	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	Colorado to Victory	5115010	5115	953.4	15.7	35	0.45	39.6	25.3	Signal	D	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops
	Henry/Anderson to 36th St	5116002	5116	2853.5	20.4	35	0.58	42.9	16.0	Signal	D	Short Distance between Penn and 36th St	Coordinate signals between Penn and 36th St
	36th St to Victory	5116003	5116	2607.6	13.6	35	0.39	83.8	59.3	Signal	F	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops
SKIDAWAY - SB	La Roche to DeRenne	5116007	5116	3331.7	13.3	35	0.38	126.9	85.5	Signal	F	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	Bonna Bella to Eisenhower	5116009	5116	4611.3	27.5	40	0.69	47.3	25.3	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	Largo to Abercorn	5121002	5121	4218.9	23.5	30	0.79	34.8	28.3	AWSC	D	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
TIBET - EB	Abercorn to White Bluff	5121003	5121	704.2	7.6	35	0.22	51.5	38.5	Signal	D	Minor Approach at Bill White	Cross street delays expected
TIBET - WB	White Bluff to Abercorn	5122001	5122	704.2	7.4	35	0.21	77.8	61.0	Signal	E	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Harry Truman NB Ramp to Skidaway	5124003	5124	4533.9	21.5	30	0.72	46.9	35.3	Signal	D	Delays at Skidaway	Priority III - Operational between Waters and Skidaway, will improve with Skidaway widening, Optimize signal timing

AM Congested Segments Cont.
Table E-1

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
VICTORY/SAFOLD/ ISLANDEXPRESSWAY/US 80 - EB	Johnny Mercer to White Marsh	5129027	5129	3924.1	29.4	55	0.53	49.8	29.0	Signal	D	Signal Operations - sufficient capacity	Coordinate signals between White Marsh and Johnny Mercer
	White Marsh to Johnny Mercer	5130013	5130	3924.1	36.7	55	0.67	36.5	14.7	Signal	D	Signal Operations - sufficient capacity	Coordinate signals between White Marsh and Johnny Mercer
VICTORY/SAFOLD/ ISLANDEXPRESSWAY/US 80 - WB	Thunderbolt City Limit to Commercial Driveway	5130019	5130	2207.9	18.7	40	0.47	42.8	19.0	Cross Street	D	Delay at Victory, sufficient capacity for all mvmt	Coordinate signal with Skidaway
	Commercial Driveway to Skidaway	5130020	5130	542.1	5.4	40	0.13	61.3	42.7	Signal	E	Delay at Skidaway, sufficient capacity	Dedicated right turn bay both sides, coordinating Victory timing will improve int ops
	Hopkins to Stiles	5130037	5130	3300.2	21.5	35	0.61	53.9	35.0	Signal	D	Delays at intersection with Ogeechee	Study intersection for possible signalization

Table E-2 - Summary of Congested Segments (LOS D-F)-PM Peak Hour

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
MONTGOMERY CROSS - EB	Tibet Ave to Abercorn	5003002	5003	8340.3	20.9	35	0.60	113.1	89.0	Signal	F	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
	Abercorn to White Bluff	5003003	5003	1567.6	11.8	35	0.34	58.6	41.7	Signal	E	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
	Sallie Mood to Skidaway	5003007	5003	4487.2	24.6	45	0.55	58.0	27.3	Signal	E	T Intersection limits capacity	Intersection capacity if limited due to the T configuration, optimize signal operations
MONTGOMERY CROSS - WB	Waters to Hodgson Memorial	5004003	5004	3078.1	19.1	35	0.55	53.5	38.3	Signal	D	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
	Hodgeson Memorial to White Bluff	5004004	5004	2376.4	17.5	35	0.50	46.1	32.7	Signal	D	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
	Abercorn to Tibet Ave	5004006	5004	8340.3	28.6	35	0.82	37.6	7.0	Signal	D	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn
MALL BLVD - EB	Tibet Ave to Abercorn	5004007	5004	7029.6	25.3	35	0.72	60.8	14.8	Signal	E	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn
	Mail Way to Hodgson Memorial	5005003	5005	871.9	10.1	40	0.25	48.6	30.7	Signal	D	High Volume of Right turning Mail vehicles	Geometrics - Add right turn bay for existing channelized movement
	Hodgeson Memorial to Waters	5005004	5005	3116.6	24.4	40	0.61	35.7	16.7	Signal	D	T Intersection with Dual left	Delays caused by signal timing, sufficient capacity for all movements
MALL BLVD - WB	Mail Way to Abercorn	5006004	5006	889.8	5.0	40	0.12	179.2	138.0	Signal	F	Planned Intersection TIP	Consider change in lane use for shared dual left, study addition of NB right turn
	White Bluff to Abercorn	5007001	5007	874.6	5.9	40	0.15	84.2	60.8	Signal	F	West Approach will improve with east side widening	PI #0002924 will widen to 4L divided between Abercorn and Truman, Consider SB continuous flow signal
	Abercorn to Hodgson Memorial	5007002	5007	1679.8	10.5	40	0.26	84.5	57.0	Signal	F	Delays throughout the corridor to Truman	Priority IC - Operational between Abercorn and Truman widen to include center turn lane, Coordinate timing throughout corridor
EISENHOWER - EB	Sallie Mood to Skidaway	5007006	5007	4273.3	25.8	45	0.57	58.4	35.0	Signal	E	Corridor will improve with extension of Truman	Study next CMS
	Hodgeson Memorial to Abercorn	5008006	5008	1679.8	14.1	40	0.35	60.8	38.0	Signal	E	Delays throughout the corridor to Truman	Priority IC - Operational between Abercorn and Truman widen to include center turn lane, Coordinate timing throughout corridor
	Abercorn to White Bluff	5008007	5008	874.6	7.6	40	0.19	73.5	55.4	Signal	E	West Approach will improve with east side widening	PI #0002924 will widen to 4L divided between Abercorn and Truman, Consider SB continuous flow signal

PM Congested Segments Cont.
Table E-2

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations	
52ND ST/MILLS - WB	Hopkins to Liberty	5010003	5010	6113.7	30.9	43	0.72	43.6	14.8	Signal	D	Delays between Hopkins and Victory - 1 lane approach and short distance between Liberty and Victory	Signal Operations - Coordination between Hopkins and Victory	
	Liberty to Victory	5010004	5010	1108	8.6	40	0.22	68.1	42.8	Signal	E	Preference given to Ogeechee traffic	Signal Operations - Coordination between Liberty and Ogeechee for minimum system delay	
	Chevis to SH 204 EB Ramp	5011003	5011	3154.4	22.8	45	0.51	51.9	29.4	Signal	D	Currently under construction	Study next CMS	
	Gamble to Chatham Pkwy	5012003	5012	4079.5	26.2	45	0.58	54.7	39.8	Signal	D	Study further for WB and SB right turn bays	Signal Operations - sufficient roadway capacity, excessive intersection delay	
OGEECHEE/US 17 - WB	Garden City City Limit to Quacco	5012006	5012	12561.7	20.0	45	0.44	324.8	85.5	Cross Street	E	Currently under construction	Study next CMS	
	Quacco to SH 204 WB Ramp	5012007	5012	6651.9	19.0	40	0.47	138.7	53.0	Signal	F	Currently under construction	Study next CMS	
	SH 204 EB Ramp to Chevis	5012009	5012	3154.4	20.4	45	0.45	75.1	21.0	Signal	E	Currently under construction	Study next CMS	
	May to MLK	5019006	5019	1029.5	15.3	35	0.44	35.2	23.3	Signal	D	Urban Core	Delays acceptable in Urban Core. Optimize signal to desired conditions	
GWINNETT - EB	Jefferson to Barnard	5019009	5019	367.8	12.6	25	0.50	11.6	5.5	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core. Optimize signal to desired conditions	
	Waters to Wheaton	5019021	5019	773.1	11.2	30	0.37	30.7	17.7	TWSC	D	Urban Core	Delays acceptable in Urban Core. Optimize signal to desired conditions	
	Jefferson to Montgomery	5020014	5020	283.5	11.9	25	0.48	13.8	10.3	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core. Optimize signal to desired conditions	
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	East Lathrop to Stiles	5021006	5021	603.2	9.2	35	0.26	35.8	24.0	Signal	D	Short distance between East Lathrop and Stiles	Signal Operations - Coordinate signals between East Lathrop and Stiles	
	I-16 to West Boundary	5021008	5021	1096.5	17.3	35	0.49	27.3	12.3	Cross Street	D	Freq right turns	Construct right turn bay to remove turning traffic from 1 lane approach	
	West Boundary to MLK	5021009	5021	1483.5	13.5	35	0.39	53.4	38.5	Signal	D	Eastbound Delays	Coordinate Westbound traffic between Montgomery and MLK to max efficiency and allow more time for EB	
	MLK to Montgomery	5021010	5021	344.3	15.4	35	0.44	35.2	25.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations	
	Montgomery to Whitaker	5021011	5021	1044.5	12.8	35	0.37	52.0	33.7	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations	
	Habersham to Price	5021015	5021	304	5.0	35	0.14	41.3	24.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations	
	Randolph to East Broad St	5022006	5022	727.7	15.8	35	0.45	33.4	21.3	Cross Street	D	Canopy - Constrained Corridor, Urban Core	Constrained Corridor - Improvements limited to Optimizing Signals, Delays acceptable in Core	



PM Congested Segments Cont.
Table E-2

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
OGLETHORPE - EB	Price to East Broad St	5023009	5023	647.8	6.1	25	0.25	68.4	52.8	Signal	E	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Whitaker to Montgomery	5024007	5024	1041.8	11.0	25	0.44	35.9	24.8	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
US 80 - WB (BAY ST TO STAGECOACH)	Heidt to SH 307 - Bourne	5028003	5028	11979.2	37.5	45	0.83	38.7	33.0	Signal	D	Excessive delay at Dean Forest Rd	All the delay occurs at the intersection and it appears this could be minimized through signal optimization
	Coleman to I-95 NB Ramp	5028005	5028	3267.4	26.4	45	0.59	38.4	16.8	Signal	D	Signal not coordinated with Coleman or Rogers	Coordinate signals between Coleman and Rogers, need to account for Auto Plant
	Parsons to Rogers	5028007	5028	2662	22.2	45	0.49	44.6	18.0	Signal	D	Poor signal coordination between I-95 and Rogers	Coordinate signals between I-95 and Rogers
	Jimmy Deloach to Effingham County	5028012	5028	7829.1	39.8	55	0.72	38.6	0.0	TWSC	E	Minor Delays in the PM Period	Priority I - Widen from 2-5 lanes from County Line to Cherry
SH 21/1516/DERENNE - EB	SH 30 to Cross Gate	5035009	5035	3013.1	18.1	55	0.33	84.4	57.0	Signal	F	Currently detour due to construction on SR 25	Study next CMS
	Cross Gate to SH 25	5035010	5035	7509.7	33.0	55	0.60	72.3	43.0	Signal	E	Currently detour due to construction on SR 25	Study next CMS
	Smith to Brampton	5035012	5035	6510.3	35.6	55	0.65	43.8	24.5	Signal	D	PM Delays for EB	Long Range Plan calls for Widening SH 21, Consider continuous EB intersection operations
	Montgomery to Bull	5035025	5035	1374.5	6.0	40	0.15	140.9	103.0	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
	Abercorn to Habersham	5035027	5035	733.1	4.7	40	0.12	94.0	74.5	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1516/DERENNE - EB	Paulsen to Waters	5035030	5035	1059	8.2	40	0.20	91.5	70.0	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
	Skidaway to La Roche	5035034	5035	2702.5	23.6	40	0.59	36.4	15.3	Signal	D	Sufficient Capacity for turning movements	Consider widening to match section to West

PM Congested Segments Cont.
Table E-2

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SH 21/I-16/DERENNE - WB	La Roche to Skidaway	5036002	5036	2702.4	19.2	40	0.48	53.6	31.7	Signal	D	1 lane section, long delays at Skidaway	Consider widening approach to provide 2 thru lanes to match west side of Int
	Harry Truman SB Ramp to Waters	5036005	5036	1925.4	14.0	40	0.35	68.7	50.7	Signal	E	PM WB needs progression from Truman to Bull	Coordinate signal timing for outbound PM traffic through Bull, Consider in E-W Study
	Reynolds to Habersham	5036008	5036	1275.4	10.8	40	0.27	75.7	44.0	Signal	E	PM WB needs progression from Truman to Bull	Coordinate signal timing for outbound PM traffic through Bull
	Smith to SH 25	5036025	5036	3445.5	22.8	55	0.41	77.7	34.4	Signal	E	Excessive delays due to high truck volumes	Priority IB - Widen 4-6, Heavy PM volumes with Truck traffic - construct storage for trucks
	SH 25 to Cross Gate	5036026	5036	7509.7	26.6	55	0.48	135.5	55.8	Signal	F	Currently under construction on SR 25	Study next CMS
	BAY ST/GEN MCINTOSH /PRESIDENT/ISLAND EXPWY - EB	East Broad St to President	5041021	5041	1850.7	17.8	40	0.44	42.1	17.5	Signal	D	Urban Core
BAY ST/GEN MCINTOSH/ PRESIDENT/ISLAND EXPWY - WB	I-16 to Lathrop	5042023	5042	397.7	15.9	35	0.45	20.2	13.0	Cross Street	D	Closely spaced signals between Graham and Lathrop	Coordinate signals between Graham and Lathrop
ROGERS/QUACCO - NB	Pine Barren to US 80 EB	5045010	5045	8502.8	23.5	39	0.60	102.0	79.8	TWSC	F	Short Distance between US 80 E/W	Signal Operations - Coordinate signals between US 80 E/W
DEAN FOREST/ BOURNE - NB	Garden City City Limit to SH 21	5051008	5051	2474.6	26.1	45	0.58	67.7	36.0	Cross Street	D	Funded Project for construction FY 2004-06 (PRC)	PI #562165 will widen to include center turn lane, lengthen bay for EB Rt across RR tracks
DEAN FOREST/BOURNE - SB	SH 25 to SH 21	5052002	5052	5674.7	27.8	45	0.62	66.7	38.8	Signal	E	Heavy Truck Traffic, construction detour	High Percentage of Trucks and many stopped for queuing at Port - Widen shoulder to provide storage
	Old Louisville Rd to US 80	5052006	5052	1555.5	13.1	45	0.29	66.7	49.3	Flashing Yellow	F	Excessive Delay at US 80	Priority IC - Operational will improve corridor operations at US 80
CHATHAM PKWY - SB	US 80 to I-16 WB Ramp	5056002	5056	5761.9	31.8	45	0.71	36.6	17.0	Signal	D	Lone signal after long distance uncontrolled leads to random arrivals	Signal Operations - sufficient roadway capacity, excessive intersection delay
	I-16 EB Ramp to US 17	5056004	5056	8648.5	33.5	45	0.74	54.7	41.7	Signal	D	Study further for WB and SB right turn bays	Signal Operations - sufficient roadway capacity, excessive intersection delay

PM Congested Segments Cont.
Table E-2

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SH 211/516/DERENNE - WB	La Roche to Skidaway	5036002	5036	2702.4	19.2	40	0.48	53.6	31.7	Signal	D	1 lane section, long delays at Skidaway	Consider widening approach to provide 2 thru lanes to match west side of Int
	Harry Truman SB Ramp to Walters	5036005	5036	1925.4	14.0	40	0.35	68.7	50.7	Signal	E	PM WB needs progression from Truman to Bull	Coordinate signal timing for outbound PM traffic through Bull, Consider in E-W Study
	Reynolds to Habersham	5036008	5036	1275.4	10.8	40	0.27	75.7	44.0	Signal	E	PM WB needs progression from Truman to Bull	Coordinate signal timing for outbound PM traffic through Bull
	Smith to SH 25	5036025	5036	3445.5	22.8	55	0.41	77.7	34.4	Signal	E	Excessive delays due to high truck volumes	Priority IB - Widen 4-6, Heavy PM volumes with Truck traffic - construct storage for trucks
	SH 25 to Cross Gate	5036026	5036	7509.7	26.6	55	0.48	135.5	55.8	Signal	F	Currently under construction on SR 25	Study next CMS
BAY ST/GEN MCINTOSH /PRESIDENT/ISLAND EXPWY - EB	East Broad St to President	5041021	5041	1850.7	17.8	40	0.44	42.1	17.5	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
BAY ST/GEN MCINTOSH/ PRESIDENT/ISLAND EXPWY - WB	I-516 to Lathrop	5042023	5042	397.7	15.9	35	0.45	20.2	13.0	Cross Street	D	Closely spaced signals between Graham and Lathrop	Coordinate signals between Graham and Lathrop
ROGERS/QUACCO - NB	Pine Barren to US 80 EB	5045010	5045	8502.8	23.5	39	0.60	102.0	79.8	TWSC	F	Short Distance between US 80 E/W	Signal Operations - Coordinate signals between US 80 E/W
DEAN FOREST/ BOURNE - NB	Garden City City Limit to SH 21	5051008	5051	2474.6	26.1	45	0.58	67.7	36.0	Cross Street	D	Funded Project for construction FY 2004-06 (PRC)	PI #562165 will widen to include center turn lane, lengthen bay for EB Rt across RR tracks
	SH 25 to SH 21	5052002	5052	5674.7	27.8	45	0.62	66.7	38.8	Signal	E	Heavy Truck Traffic, construction detour	High Percentage of Trucks and many stopped for queuing at Port - Widen shoulder to provide storage
	Old Louisville Rd to US 80	5052006	5052	1555.5	13.1	45	0.29	66.7	49.3	Flashing Yellow	F	Excessive Delay at US 80	Priority IC - Operational will improve corridor operations at US 80
CHATHAM PKWY - SB	US 80 to I-16 WB Ramp	5056002	5056	5761.9	31.8	45	0.71	36.6	17.0	Signal	D	Lone signal after long distance uncontrolled leads to random arrivals	Signal Operations - sufficient roadway capacity, excessive intersection delay
	I-16 EB Ramp to US 17	5056004	5056	8648.5	33.5	45	0.74	54.7	41.7	Signal	D	Study further for WB and SB right turn bays	Signal Operations - sufficient roadway capacity, excessive intersection delay
	Exchange/52nd St to Victory	5059001	5059	1908	15.4	35	0.44	45.2	25.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - NB	37th St to Anderson	5059003	5059	2045.8	17.5	35	0.50	42.8	30.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
	Broughton to Bay St	5059011	5059	771.2	10.0	35	0.29	46.8	30.7	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor



PM Congested Segments Cont.
Table E-2

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
MARTIN LUTHER KING - SB	Broughton to Oglethorpe	5060003	5060	714.8	12.5	35	0.36	39.9	24.4	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor.
	Oglethorpe to Liberty	5060004	5060	1036.5	10.3	35	0.29	47.1	31.6	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor.
MONTGOMERY - NB	Victory to 37th St	5061007	5061	1832.1	16.0	35	0.46	49.4	25.9	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Oglethorpe to Broughton	5061014	5061	804.2	11.9	30	0.40	40.5	23.2	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Franklin SQ N to Bay St	5061017	5061	247.1	9.4	30	0.31	25.3	14.8	Cross Street	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	37th St to Victory	5062005	5062	1832.1	17.8	35	0.51	36.7	15.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
MONTGOMERY - SB	Church Driveway to DeRenne	5062010	5062	1359.8	11.3	35	0.32	73.0	53.3	Signal	E	Canopy - Constrained Corridor, Minor Approach	Consider the addition of a right turn bay
	Franklin SQ N to Franklin SQ S	5062015	5062	317.3	11.9	30	0.40	12.8	0.6	Cross Street	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Bay St to Broughton	5064001	5064	852.7	9.6	25	0.38	62.5	42.7	Signal	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WHITAKER - SB	Broughton to Oglethorpe	5064002	5064	809.9	15.5	25	0.62	39.9	20.6	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	West Park to Henry	5064007	5064	607	17.3	35	0.49	19.0	9.6	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	43th St to Victory	5064011	5064	898.6	13.3	35	0.38	45.7	28.5	Flashing Yellow	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
BULLWHITE BLUFF - NB	Willow to Windsor	5065004	5065	901.8	20.5	40	0.51	18.5	8.3	Flashing Yellow	D	Signal Operations inefficient due to offset geometry	Improvements limited due to geometry, optimize signal timing and consider realignment for eastern approach
	Montgomery Cross to Mail Driveway	5065011	5065	1406	22.5	40	0.56	36.1	24.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Mail Driveway to Abercorn	5065012	5065	710.5	11.1	40	0.28	75.0	58.0	Signal	E	Abercorn volumes very heavy	NB/SB left turns very light, consider restricting them, coordinate signal with Mail Dr.
	Stephenson Ave / Hunter Airfield to Johnston	5065015	5065	3200	23.4	40	0.58	91.9	40.7	Signal	F	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations, Left turn signal control
	Johnston to Hampstead	5065016	5065	1051.8	9.8	40	0.25	103.7	62.3	Signal	F	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Hampstead to DeRenne	5065017	5065	1250	4.3	35	0.12	177.4	132.7	Signal	F	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations, study in E-W study

PM Congested Segments Cont.
Table E-2

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BULL/WHITE BLUFF - SB	61st St to DeRenne	5066005	5066	3527.4	23.0	35	0.66	35.8	19.0	Signal	D	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Eisenhower to Abercorn	5066010	5066	2720.2	9.2	40	0.23	179.3	129.3	Signal	F	Canopy - Constrained Corridor, Minor Approach	NB/SB left turns very light, consider restricting them, add NB Right turn overlap
	Mall Driveway to Montgomery Cross	5066012	5066	1406	11.0	40	0.27	71.4	44.6	Signal	E	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
DRAYTON - NB	Victory to 37th St	5067001	5067	1712.5	17.4	35	0.50	39.3	19.5	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	I-95 to Gateway	5069003	5069	396	8.2	55	0.15	27.7	16.7	Cross Street	F	Delays between I-95 S and Gateway	Priority II - Operational at I-95, Coordinate signals between I-95 South ramp and Gateway
ABERCORN - NB	Pine Grove to King George	5069006	5069	3413.4	28.2	55	0.51	69.3	40.3	Signal	E	Excessive eastbound delays at King George	Priority II - Widen 4-6 from US 17 to King George, accel lane for EB rights, widen King George appr
	City Limit to Rio	5069009	5069	1579.9	26.3	55	0.48	26.9	2.7	City Limit	D	Excessive delays at Rio	Priority IC - Widen 4-6 from Rio to Truman, Optimize from Rio to King George
	Apache to Science	5069011	5069	1401.1	20.1	45	0.45	42.4	29.0	Signal	D	Delays throughout corridor	Priority IC - Widen 4-6 from Rio to Truman, Coordinate between Rio and King George
	Mercy to Largo	5069013	5069	1390.8	11.8	45	0.26	57.6	38.3	Signal	E	Intersection Delays at Largo	Priority IB - Operational, Priority IC - Widen 4-6 from Rio to Truman
	Television Circle to Montgomery Cross	5069018	5069	2959.3	23.9	45	0.53	48.0	29.3	Signal	D	Oversaturated Intersection	Consider NB and SB right turn lanes and optimize signal, Truman ext may relieve some volume
	Mall Driveway to White Bluff	5069020	5069	1234.6	7.3	45	0.16	93.9	71.3	Signal	F	short distance between Mall and White Bluff	Coordinate signals between Mall driveway and White Bluff, review turning movements
	White Bluff to Mall Blvd	5069021	5069	1536.8	9.3	45	0.21	87.2	61.5	Signal	F	Excessive Intersection Delays	Priority IB - Operational, NB right turn lane planned, will free up some time for others
	Mall Blvd to Eisenhower	5069022	5069	1555.4	22.5	45	0.50	65.4	45.0	Signal	E	Poor signal coordination	Coordinate signals along Abercorn
	Eisenhower to Stephenson	5069023	5069	1364.3	16.9	45	0.38	47.2	28.3	Signal	D	Currently under construction on Stephenson	Coordinate signals along Abercorn, Study next CMS after construction
	Lee Blvd to Janet Drive	5069026	5069	1361.3	10.7	45	0.24	91.1	58.4	Signal	F	Poor signal coordination	Coordinate signals along Abercorn
Janet to Private Drive	5069027	5069	1124.9	24.1	45	0.54	45.5	21.4	Signal	D	Poor signal coordination	Coordinate signals along Abercorn	
Private Drive to DeRenne	5069028	5069	729.3	4.4	40	0.11	107.0	81.6	Signal	F	Excessive Intersection Delays	Priority IB - Operational - Optimize DeRenne and Abercorn will improve, NB Right turn lane planned	

PM Congested Segments Cont.
Table E-2

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ABERCORN - NB	Washington to Victory	5069032	5069	1167.4	15.6	35	0.45	37.8	23.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	37th St to Victory	5070002	5070	1716.6	17.8	35	0.51	46.2	33.0	Signal	D	Urban Core	Constrained Corridor - Optimize Victory then Abercorn will benefit from more time
	63rd St to DeRenne	5070006	5070	2759.3	22.7	40	0.57	47.2	31.0	Signal	D	Excessive Intersection Delays	Optimize Derenne and Abercorn, NB right turn lane planned
	Jackson to Stephenson	5070011	5070	1300.9	16.1	45	0.36	47.9	30.0	Signal	D	Excessive Delays at Stephenson	Coordinate signals between DeRenne and Stephenson
	Mail Driveway to Montgomery Cross	5070016	5070	1638.4	18.6	45	0.41	54.3	32.0	Signal	D	Oversaturated Intersection	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn on Montgomery Cross
ABERCORN - SB	Mercy to Science	5070023	5070	3831.4	29.6	45	0.66	39.0	20.5	Signal	D	Delays throughout corridor	Priority IC - Widen 4-6 from Rio to Truman
	Apache to Rio	5070025	5070	2685.1	15.8	45	0.35	127.9	70.5	Signal	F	Excessive delays at Rio	Priority IC - Widen 4-6 from Rio to Truman, Optimize from Rio to King George
	Veterans Pkwy to King George	5070028	5070	5532.3	27.0	55	0.49	144.9	64.5	Signal	F	Westbound Delays to King George	Priority IC - Widen 4-6 between King George and Rio, Priority II - Widen 6-8, widen King George appr
	I-95 to I-95 SB Ramp	5070033	5070	691	21.8	55	0.40	21.5	9.2	Cross Street	D	Delays between I-95 S and Gateway	Priority II - Operational at I-95, Coordinate signals between I-95 South ramp and Gateway
	Bay St to Broughton	5072001	5072	743.8	16.6	30	0.55	49.5	11.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Anderson to 37th St	5072008	5072	1991.1	14.5	35	0.41	54.5	39.8	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	37th St to Victory	5072009	5072	1781.3	19.2	35	0.55	36.0	21.8	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	40th St to 37th St	5075002	5075	922	16.8	35	0.48	29.9	17.3	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Gwinnett to Liberty	5075006	5075	2845.5	23.4	35	0.67	40.9	22.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	SH 25 (CROSSGATEBOURNE) - NB	SH 25 Merge to SH 21 Spur	5079003	5079	3088.4	26.7	45	0.59	47.9	Signal	D	Sufficient Roadway Capacity but High Delays	Signal Operations - High Truck Volumes and construction detour, study again next CMS
JOHNNY MERCER - EB	Walgreens to Wilmington Island	5083005	5083	1348.8	13.3	35	0.38	49.0	28.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Optimize Signal, add channelized NB right turn, Access Mgmt with WB cont flow
	White Marsh to US 80	5084009	5084	4488	27.2	45	0.61	44.8	30.3	Signal	D	Canopy - Constrained Corridor	Priority II - Operational, consider WB US 80 Continuous movement

PM Congested Segments Cont.
Table E-2

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
HODGESON MEMORIAL - NB	Mall Way to Mall Blvd	5089003	5089	500.3	8.7	35	0.25	38.2	27.7	Signal	D	Short distance between Mall Way and Mall Blvd	Signal Operations - Coordinate signals between Mall Way and Mall Blvd
	Stephenson to Eisentrower	5090001	5090	1368.5	9.3	35	0.26	77.5	61.3	Signal	E	Currently under construction on Stephenson	Study next CMS
STEPHENSON - EB	White Bluff to Abercorn	5091001	5091	793.1	6.2	30	0.21	70.3	55.8	Signal	E	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
	Hodgeson Memorial to Habersham	5092003	5092	1012.3	10.6	25	0.43	43.8	26.8	Signal	D	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
STEPHENSON - WB	Habersham to Abercorn	5092004	5092	702.3	10.8	30	0.36	44.2	32.3	Signal	D	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
	Abercorn to White Bluff	5092005	5092	793.1	12.6	30	0.42	52.5	41.0	Signal	D	Consistent WB Delays	Consider widening WB approach to allow 2 through lanes
HABERSHAM - NB	Johnston to DeRenne	5093002	5093	2430.1	7.6	35	0.22	176.3	106.7	Cross Street	F	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
	Victory to 37th St	5093007	5093	1712.5	15.2	30	0.51	40.4	25.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
HABERSHAM - SB	63rd St to DeRenne	5094006	5094	2741.8	21.1	35	0.60	35.0	14.0	Signal	D	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
	Johnston to Stephenson	5094008	5094	3189.1	7.9	35	0.23	241.3	126.0	Cross Street	F	Currently under construction on Stephenson	Stephenson widening will help Habersham
BONNY BRIDGE - WB	SH 25 to SH 21	5096002	5096	4947.8	21.9	40	0.55	74.3	47.8	Signal	E	Delays at SH 21, Minor approach	Delays expected at minor appr to SH 21, Optimize Signal
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Patrick Graham Terminal to SH 21	5097009	5097	12131.6	21.0	40	0.53	224.0	120.0	Cross Street	D	Currently detour due to construction on SR 25	Study next CMS
	SH 21 to SH 25	5097010	5097	4673.4	26.6	41	0.65	42.3	13.0	Signal	D	Currently detour due to construction on SR 25	Study next CMS
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	SH 25 to SH 21	5098002	5098	4673.4	26.5	41	0.65	54.8	33.6	Signal	D	Currently detour due to construction on SR 25	Study next CMS
	Wassaw to Johnny Mercer	5103004	5103	1115.9	14.9	35	0.43	33.4	22.3	Cross Street	D	Minor Approach to Johnny Mercer	Side street delays are expected
HARMON - NB	37th St to Anderson	5105004	5105	1999.1	14.9	25	0.59	37.9	33.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions

PM Congested Segments Cont.
Table E-2

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
HARMON - SB	Henry to Anderson	5106004	5106	321.2	4.5	25	0.18	35.4	31.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	39th St to Victory	5106007	5106	1056.6	13.1	25	0.52	25.9	18.7	AWSC	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired cond., Stop sign upstream restricts coordination
WATERS/WHITFIELD/DIAMOND CAUSWAY - NB	City Limit to Montgomery Cross	5107010	5107	2227.8	15.6	45	0.35	67.3	53.7	City Limit	F	Heavy left turn volumes overflow storage bays	Optimize signal timing to maximize flowrate for left turn vehicles, this will free-up green time for other phases
	Eisenhower to Stephenson	5107013	5107	1307.8	15.2	40	0.38	45.2	25.7	Signal	D	Corridor will improve with extension of Truman	Study next CMS
	Stephenson to DeRenne	5107014	5107	5497.7	11.3	35	0.32	251.2	111.7	Signal	F	Corridor will improve with extension of Truman	Study next CMS, review in E-W Study
	Gwinnett to Henry	5108002	5108	1592.1	19.0	30	0.63	25.2	14.3	AWSC	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	37th St to Victory	5108005	5108	1705.4	11.2	30	0.37	67.4	44.7	Signal	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WATERS/WHITFIELD/DIAMOND CAUSWAY - SB	55th St to DeRenne	5108012	5108	1973.7	17.2	35	0.49	50.1	13.0	Signal	D	Corridor will improve with extension of Truman	Study next CMS
	DeRenne to Stephenson	5108013	5108	5497.8	14.0	35	0.40	159.8	47.3	Signal	F	Corridor will improve with extension of Truman	Study next CMS
	Stephenson to Eisenhower	5108014	5108	1307.7	13.3	40	0.33	48.8	29.7	Signal	D	Corridor will improve with extension of Truman and Whitfield widening	Study next CMS
	Mall Blvd to Montgomery Cross	5108016	5108	1919.6	17.9	40	0.45	41.1	21.0	Signal	D	Corridor will improve with extension of Truman and Whitfield widening	Study next CMS
FERGUSON - NB	Shipyard to Diamond Causeway	5113002	5113	6509.6	30.5	40	0.76	36.6	15.3	TWSC	E	Canopy - Constrained Corridor	Constrained Corridor - Secondary roadway for access, higher speeds not desired
FERGUSON - SB	La Roche to Skidaway	5114001	5114	6100.5	26.2	40	0.66	54.5	19.5	TWSC	F	Canopy - Constrained Corridor	Constrained Corridor - Secondary roadway for access, higher speeds not desired
SKIDAWAY - NB	Montgomery Cross to Eisenhower	5115004	5115	3950.4	17.6	35	0.50	79.7	47.7	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	DeRenne to La Roche	5115007	5115	3331.8	20.5	35	0.59	50.6	22.3	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	La Roche to 52nd St	5115008	5115	2124.2	14.8	35	0.42	58.7	18.0	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	Colorado to Victory	5115010	5115	953.4	8.4	35	0.24	63.7	47.3	Signal	E	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops

PM Congested Segments Cont.
Table E-2

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SKIDAWAY - SB	Wheaton to Henry/Anderson	5116001	5116	1912.8	14.2	30	0.47	48.0	37.3	TWSC	E	Minor Approach to 5-legged intersection	Optimize Signal at Anderson
	36th St to Victory	5116003	5116	2607.6	19.7	35	0.56	42.6	24.0	Signal	D	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops
	Colorado to 52nd St	5116005	5116	2264.6	16.4	35	0.47	52.0	27.7	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	La Roche to DeRenne	5116007	5116	3331.7	19.9	35	0.57	50.1	24.3	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	Bonna Bella to Eisenhower	5116009	5116	4611.3	21.4	40	0.53	68.5	29.7	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
PENNSYLVANIA - NB	Capital to Islands Expressway	5117003	5117	1858.6	13.8	30	0.46	63.8	45.5	Signal	E	Minor Approach at Bay	Cross Street Delay Expected
PENNSYLVANIA - SB	Islands Expressway to Capital	5118001	5118	1858.6	18.1	30	0.60	58.4	16.3	Signal	E	Signal Operations at Capital	Signal Operations - at Capital
TIBET - EB	Largo to Abercorn	5121002	5121	4218.9	17.6	35	0.50	82.4	56.3	AWSC	F	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
TIBET - WB	White Bluff to Abercorn	5122001	5122	704.2	13.9	35	0.40	52.2	38.7	Signal	D	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
	Largo to Middleground	5122003	5122	2293.9	20.9	30	0.70	26.1	19.8	AWSC	D	Minor Approach at Middleground	Cross Street Delay Expected
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	DeRenne to Skidaway	5123006	5123	3966.4	19.7	35	0.56	62.8	39.0	Signal	E	Delays at Skidaway and SR 21	Priority II - Operational from City limits to Skidaway will improve with Skidaway widening, Optimize signal timing
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Harry Truman NB Ramp to Skidaway	5124003	5124	4533.9	19.0	30	0.63	60.9	48.0	Signal	E	Delays at Skidaway	Priority III - Operational between Waters and Skidaway, will improve with Skidaway widening, Optimize signal timing
	Skidaway to DeRenne	5124004	5124	3966.4	25.3	35	0.72	36.4	16.0	Signal	D	Delays at Skidaway and SR 21	Priority II - Operational from City limits to Skidaway

PM Congested Segments Cont.
Table E-2

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
VICTORY/SAFOLD/ISLANDEXPRESSWAY/US 80 - EB	Bull to Abercorn	5129009	5129	817.4	18.3	35	0.52	39.2	31.3	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Paulsen to Waters	5129014	5129	1255.7	16.8	35	0.48	40.5	30.3	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Bee Rd to Harry Truman SB Ramp	5129016	5129	2149.2	18.1	40	0.45	49.5	30.3	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Wallin to Skidaway	5129019	5129	1174.6	11.3	40	0.28	75.3	45.5	Signal	E	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Thunderbolt City Limit to Whatley	5129022	5129	609.8	16.0	35	0.46	35.5	24.0	Cross Street	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Skidaway to Wallin	5130021	5130	1174.6	8.4	40	0.21	73.1	55.3	Signal	E	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Bee Rd to Waters	5130025	5130	2834.3	24.1	40	0.60	42.0	29.8	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Habersham to Abercorn	5130030	5130	716	7.1	35	0.20	55.3	36.7	Signal	E	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Hopkins to Stiles	5130037	5130	3300.2	21.6	35	0.62	58.3	34.5	Signal	E	Delays at intersection with Ogeechee	Study intersection for possible signalization

Table E-3 – Top 20 Most Congested Segments

Rank	Route and Direction	Roadway Segment	Segment ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
1	WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Stephenson to DeRenne	5107014	5497.7	PM	11.3	35	0.32	251.2	111.7	Signal	F	Corridor will improve with extension of Truman	Study next CMS, review in E-W Study
			5107014	5497.7	MD	16.1	35	0.46	130.3	62.0	Signal	F		
			5107014	5497.7	AM	18.7	35	0.53	109.4	49.7	Signal	F		
2	HABERSHAM - SB	Johnston to Stephenson	5094008	3189.1	PM	7.9	35	0.23	241.3	126.0	Cross Street	F	Currently under construction on Stephenson	Stephenson widening will help Habersham
			5094008	3189.1	AM	17.5	35	0.50	66.7	44.3	Cross Street	D		
3	BULL/WHITE BLUFF - SB	Eisenhower to Abercorn	5066010	2720.2	PM	9.2	40	0.23	179.3	129.3	Signal	F	Canopy - Constrained Corridor, Minor Approach	NB/SB left turns very light, consider restricting them, add NB Right turn overlap.
			5066010	2720.2	AM	26.2	40	0.66	44.8	33.5	Signal	D		
			5066010	2720.2	MD	23.5	40	0.59	44.1	29.3	Signal	D		
4	MALL BLVD - WB	Mall Way to Abercorn	5006004	889.8	PM	5.0	40	0.12	179.2	138.0	Signal	F	Planned Intersection TIP Excessive delays back through Mail Way	Consider change in lane use for shared dual left, study addition of NB right turn.
			5006004	889.8	AM	9.6	40	0.24	76.1	57.5	Signal	E		
5	BULL/WHITE BLUFF - NB	Hampstead to DeRenne	5065017	1250	PM	4.3	35	0.12	177.4	132.7	Signal	F	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations, study in E-W study
			5065017	1250	MD	6.2	35	0.18	111.7	89.0	Signal	F		
			5065017	1250	AM	8.2	35	0.23	91.2	69.8	Signal	F		
6	HABERSHAM - NB	Johnston to DeRenne	5093002	2430.1	PM	7.6	35	0.22	176.3	106.7	Cross Street	F	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
			5093002	2430.1	AM	13.8	35	0.39	82.6	67.7	Cross Street	E		
7	WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	DeRenne to Stephenson	5108013	5497.8	PM	14.0	35	0.40	159.8	47.3	Signal	F	Corridor will improve with extension of Truman	Study next CMS
			5070028	5532.3	PM	27.0	55	0.49	144.9	64.5	Signal	F		
8	ABERCORN - SB	Veterans Pkwy to King George	5070028	5532.3	MD	36.5	55	0.66	38.2	22.0	Signal	D	Westbound Delays to King George	Priority IC - Widen 4-6 between King George and Rio, Priority II - Widen 6-8, widen King George approach.
			5035025	1374.5	PM	6.0	40	0.15	140.9	103.0	Signal	F		
9	SH 21/I 516/DERENNE - EB	Montgomery to Bull	5035025	1374.5	MD	15.2	40	0.38	69.4	48.7	Signal	E	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study.
			5035025	1374.5	AM	21.0	40	0.53	60.1	39.0	Signal	E		
10	OGEECHEE/US 17 - WB	Quacco to SH 204 WB Ramp	5012007	6651.9	PM	19.0	40	0.47	138.7	53.0	Signal	F	Currently under construction	Study next CMS
			5035010	7509.7	AM	29.3	55	0.53	138.1	64.0	Signal	F		
11	SH 21/I 516/DERENNE - EB	Cross Gate to SH 25	5035010	7509.7	MD	25.2	55	0.46	137.1	44.0	Signal	F	Currently delour due to construction on SR 25	Study next CMS
			5035010	7509.7	PM	33.0	55	0.60	72.3	43.0	Signal	E		

Top 20 Segments Continued
Table E-3

Rank	Route and Direction	Roadway Segment	Segment ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
12	SH 21/1516/DERENNE - WB	SH 25 to Cross Gate	5036026	7509.7	PM	26.6	55	0.48	135.5	55.8	Signal	F	Currently under construction on SR 25	Study next CMS
13	ABERCORN - SB	Apache to Rio	5070025	2685.1	PM	15.8	45	0.35	127.9	70.5	Signal	F	Excessive delays at Rio	Priority IC - Widen 4-6 from Rio to Truman, Optimize from Rio to King George
14	SKIDAWAY - SB	La Roche to DeRenne	5116007 5116007	3331.7 3331.7	AM PM	13.3 19.9	35 35	0.38 0.57	126.9 50.1	85.5 24.3	Signal Signal	F D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
15	BULL/WHITE BLUFF - SB	61st St to DeRenne	5066005 5066005 5066005	3527.4 3527.4 3527.4	MD PM AM	13.6 23.0 23.0	35 35 32	0.39 0.66 0.72	118.2 35.8 35.5	92.5 19.0 22.8	Signal Signal Signal	F D D	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations
16	MONTGOMERY CROSS - EB	Tibet Ave to Abercorn	5003002 5003002 5003002	8340.3 8340.3 8340.3	PM AM MD	20.9 23.8 25.8	35 35 35	0.60 0.68 0.74	113.1 85.8 57.7	89.0 67.0 69.5	Signal Signal Signal	F F E	Funded Project for construction FY 2004-06 (PRC)	PI#550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
17	MONTGOMERY CROSS - WB	Sallie Mood to Waters	5004002 5004002 5004003	4851.7 4851.7 3078.1	MD AM PM	18.1 24.1 19.1	45 45 35	0.40 0.53 0.55	111.0 73.7 53.5	94.5 37.6 38.3	Signal Signal Signal	F E D	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
18	ABERCORN - NB	Private Drive to DeRenne	5069028 5069028 5069028	729.3 729.3 729.3	PM AM MD	4.4 5.6 11.2	40 40 40	0.11 0.14 0.28	107.0 83.8 42.8	81.6 66.2 24.7	Signal Signal Signal	F F D	Excessive Intersection Delays	Priority IB - Operational - Optimize Derenne and Abercorn will improve, NB right turn lane planned
19	DEAN FOREST/BOURNE - SB	SH 25 to SH 21	5052002 5052002 5052002	5674.7 5674.7 5674.7	AM MD PM	22.9 27.7 27.8	45 45 45	0.51 0.62 0.62	104.9 72.5 66.7	93.8 56.7 38.8	Signal Signal Signal	F E E	Heavy Truck Traffic, construction detour	High Percentage of Trucks and many stopped for queuing at Port - Widen shoulder to provide storage
20	ABERCORN - NB	Pine Grove to King George	5069006 5069006 5069006	3413.4 3413.4 3413.4	AM MD PM	26.2 19.4 28.2	55 55 55	0.48 0.35 0.51	103.9 85.3 69.3	59.5 58.0 40.3	Signal Signal Signal	F F E	Excessive eastbound delays at King George	Priority II - Widen 4-6 from US 17 to King George, accel lane for EB rights, widen King George approach.

2.0 INTRODUCTION

2.1 Study Purpose

The purpose of this study was to identify problem areas using travel time studies and to prepare recommendations to improve the traffic flow on the transportation system as a whole and on specific corridors. The results of this study are used as factors in prioritizing needed improvements.

2.2 Study Limits

The 2004 study was conducted on approximately 313 centerline miles of roadways in Chatham County. Roadways were in the County and in the following cities: Bloomingdale, Garden City, Pooler, Port Wentworth, Savannah, Thunderbolt, Tybee Island, Unincorporated Chatham County, and Vernonburg. **Figure 1** shows the study area and roadways.

The study included 59 different roadways, divided into 1,049 separate segments that ranged from 235 feet to 5 miles in length in the rural area.

3.0 TRAFFIC THEORY

3.1 Roadway Capacity

The Highway Capacity Manual 2000 defines capacity as "...the maximum hourly rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions."

The capacity of a roadway, and its operational characteristics, is a function of a number of elements including: the number of lanes and lane widths, shoulder widths, roadway alignment, access, traffic signals, grades, and vehicle mix. Generally, roadways with wider travel lanes, fewer traffic control devices, straight alignments, etc. allow faster travel speeds.

3.2 Level of Service (LOS)

The Highway Capacity Manual 2000 defines level of service as "...a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

"Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions."

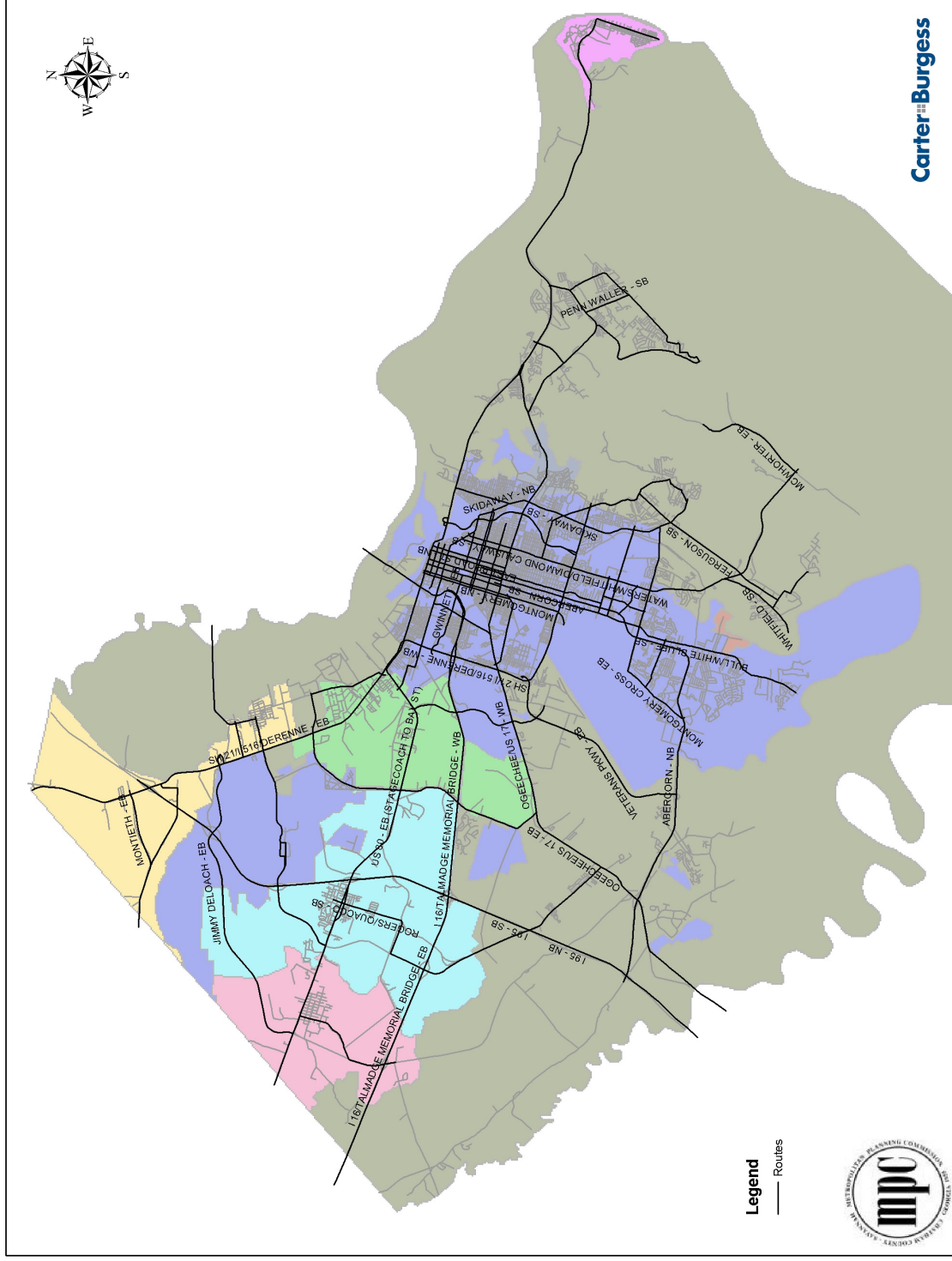


Figure 1 – Routes

One additional measure included in the CMS is congestion index (CI). CI basically is the % of posted speed. That is, average speed for a segment compared to the posted speed of that segment. Congestion Index is explained in more detail in Section 5.1. This method allows easy comparison of the efficiency of roadways.

4.0 METHODOLOGY

4.1 Roadway Mapping

4.1.1 Global Positioning System (GPS)

The data collection process was made more efficient by collecting data electronically using GPS technology. The methodology provided the MPC with background mapping and traffic-related elements that can be integrated with the GIS system for use in future projects.

Before starting the travel time runs, all 336 centerline miles of roadway were mapped using GPS technology.

GPS is a satellite-based positional system operated by the United States Department of Defense. There are 24 operational NAVSTAR satellites orbiting the earth every twelve hours, and providing 24-hour time and position information.

A Trimble receiver was mounted to a vehicle and used in the mapping. The receiver uses Differential GPS (DGPS) to provide position information to sub-meter accuracy. These receivers were used in combination with the controlling software while driving each roadway to inventory all elements related to speed.

The software, developed by Trimble Navigation Limited, was installed on a laptop computer and used to visually collect geographic data along the corridors. Constant measurement of the number of satellites tracked and the Position Dilution of Precision (PDOP) ensured that the conditions would allow optimal accuracy during data collection. When the PDOP exceeded an acceptable threshold, a warning tone sounded and data collection was halted until the PDOP returned to an acceptable level.

Once the data was collected in the field using the Trimble receivers, GPS Pathfinder Office software was used to manage and process the collected field data.

4.1.2 Mapping Runs

The roadway mapping was done in-vehicle using the Trimble GPS equipment and software. Mapping was done in one direction for each roadway segment during off-peak periods. For each segment, an appropriate offset was input as an adjustment so that data points were collected along the approximate centerline.

Traffic elements were recorded including observed city limit signs, speed limits, traffic signal locations, stop signs, school zones, cross streets, tight curves, major uncontrolled cross-streets, and segment begin/end points. This information would be used later to determine the segment lengths and theoretical travel times, and to provide better insight into the resulting travel time runs and improvement recommendations. An example of some of these traffic elements is shown in **Figure 2**. The location of stop signs, traffic signals, school zones, and railroad crossings can be plainly seen.

Additional elements mapped, coded, and linear referenced included number of directional lanes (**Figure 3**), functional class (**Figure 4**), speed limit (**Figure 5**), school zone (**Figure 6**), jurisdiction (**Figure 7**), construction (**Figure 8**), and ramp gores (**Figure 9**).

4.2 Travel Time Runs

Travel time runs were conducted using the floating car method. In the floating car method, the driver of the test vehicle “floats” with the traffic by attempting to safely pass as many vehicles as pass the test vehicle.

Travel time runs were conducted during the morning and afternoon peak periods on all roadway segments and during the mid-day off-peak. Three runs were made in each direction during each peak period, for a total of six runs per peak period. During those travel time runs, the GPS equipment recorded position and time at one-second intervals. The driver of the test vehicle drove the speed limit if no other cars were present and at the school zone speed limit if a school zone speed limit was in effect at the time of the travel time run.

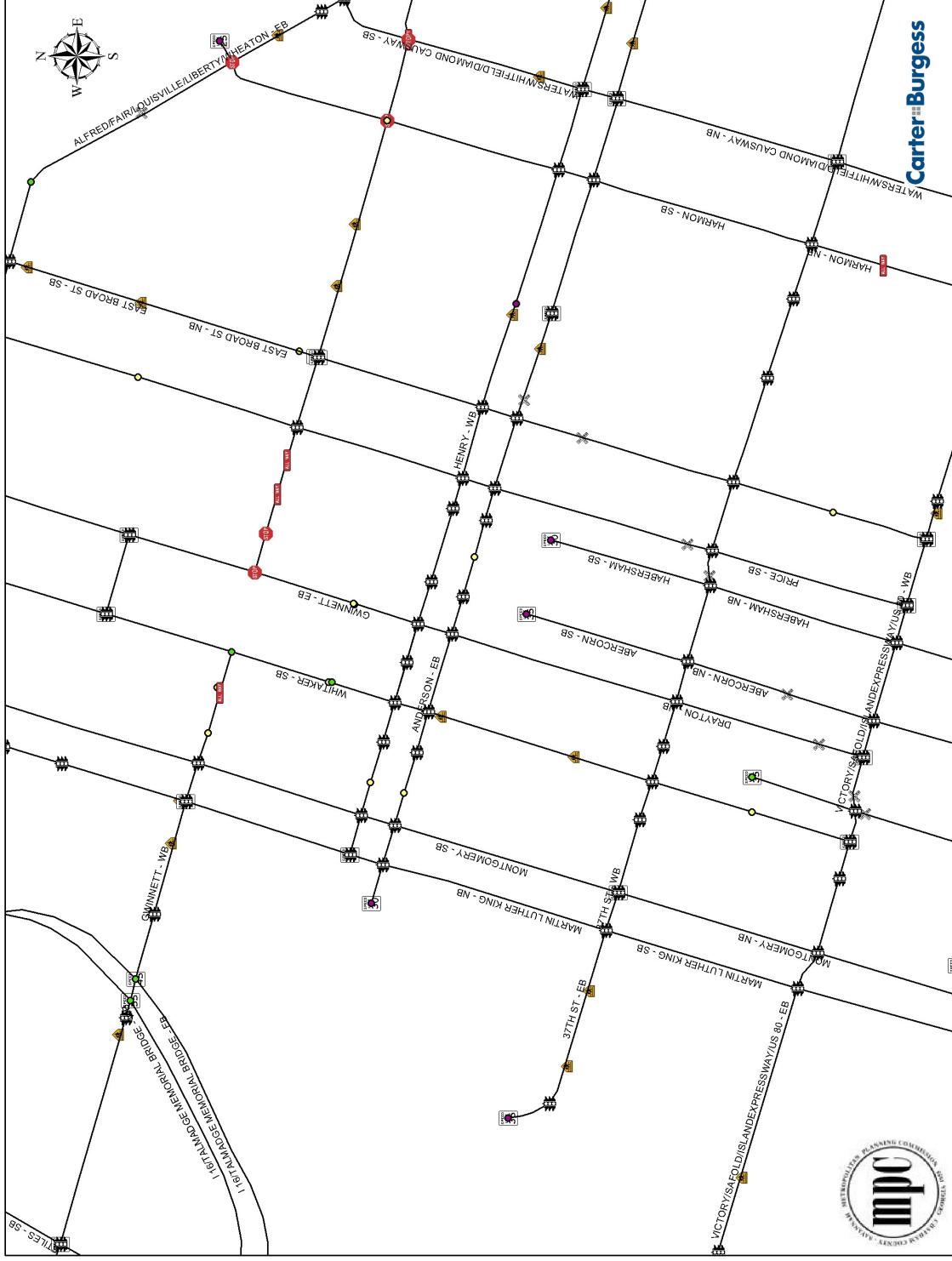


Figure 2 – Mapping Elements

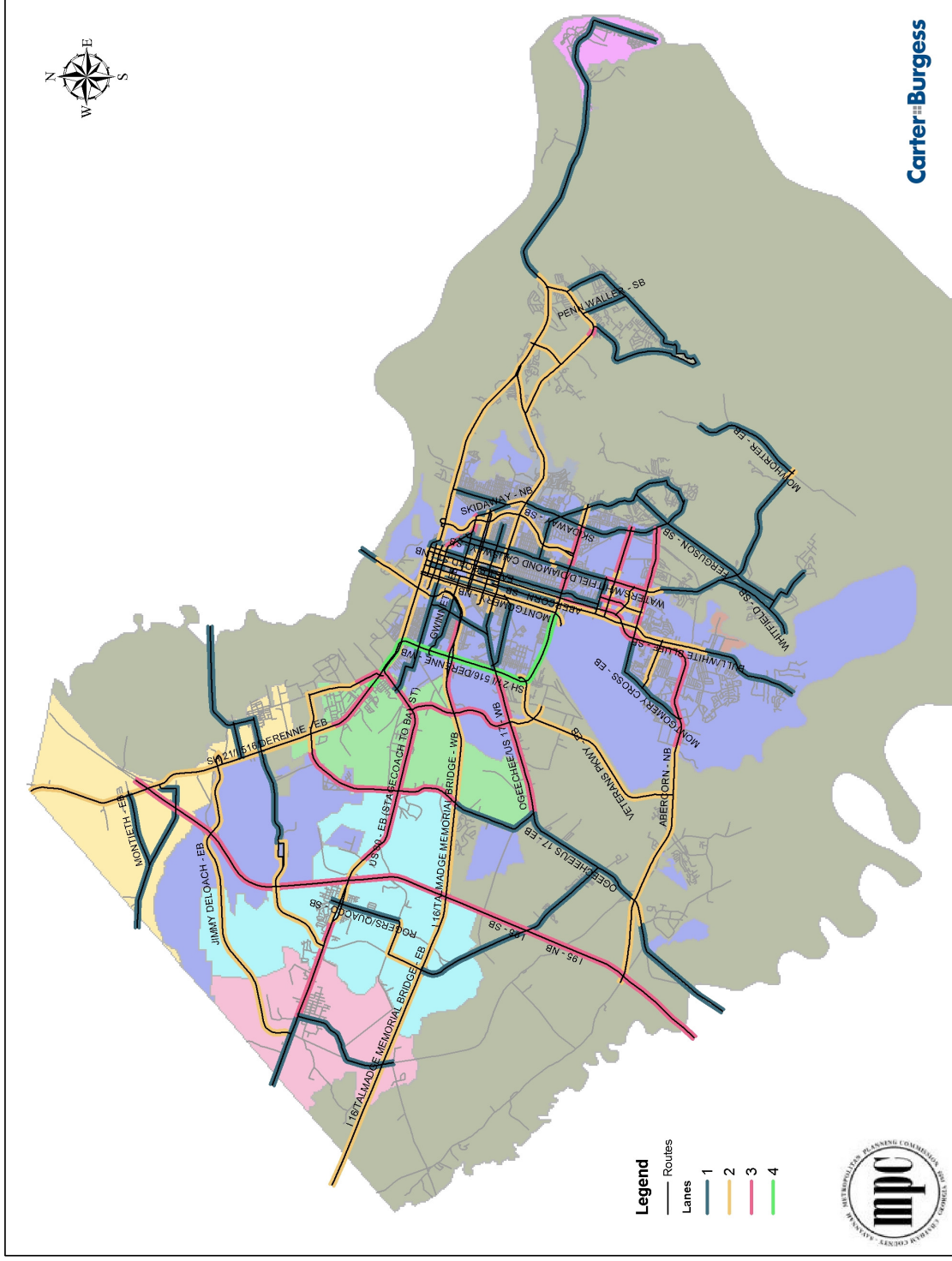


Figure 3 – Directional Lanes

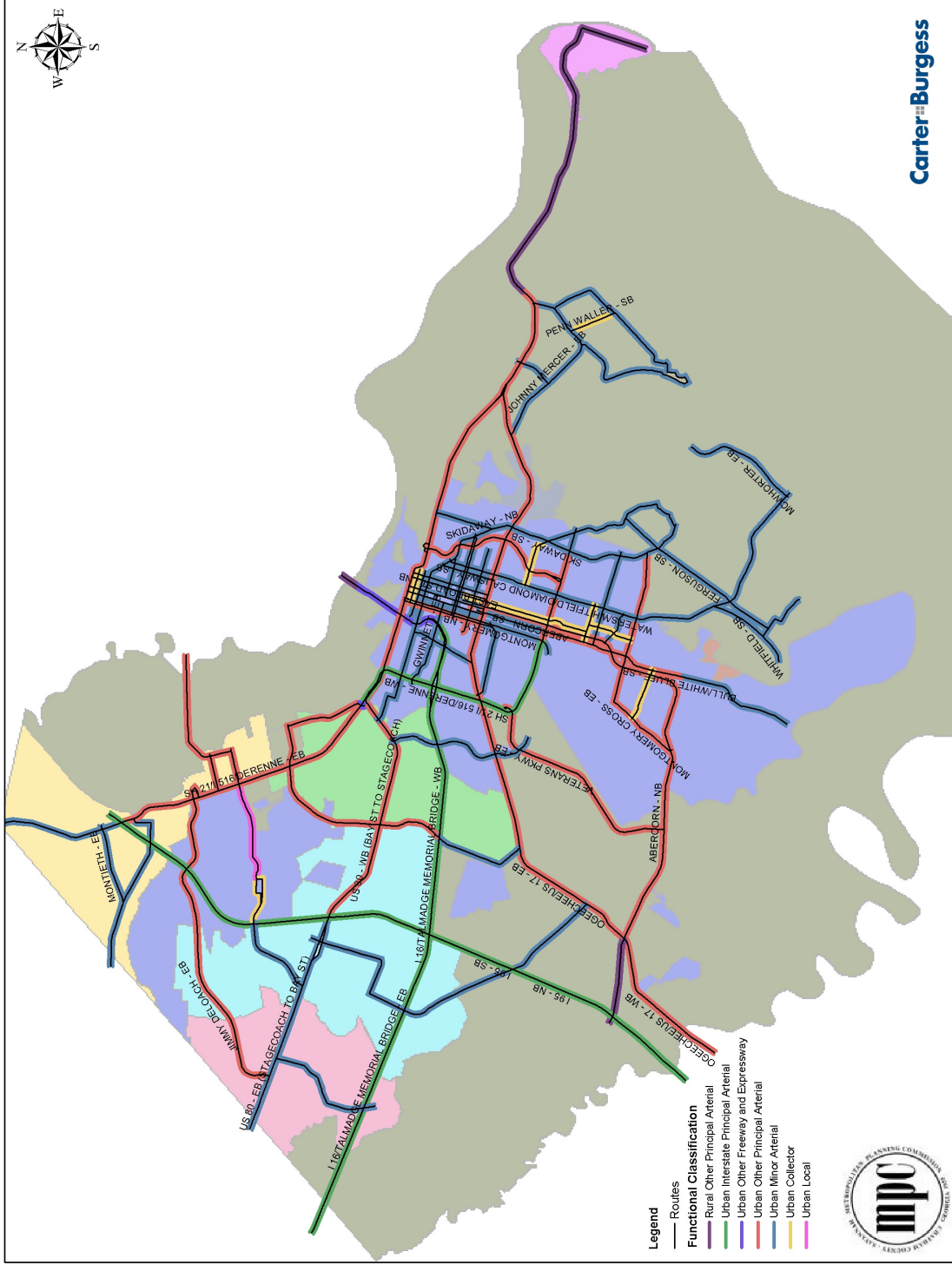


Figure 4 – Functional Classification

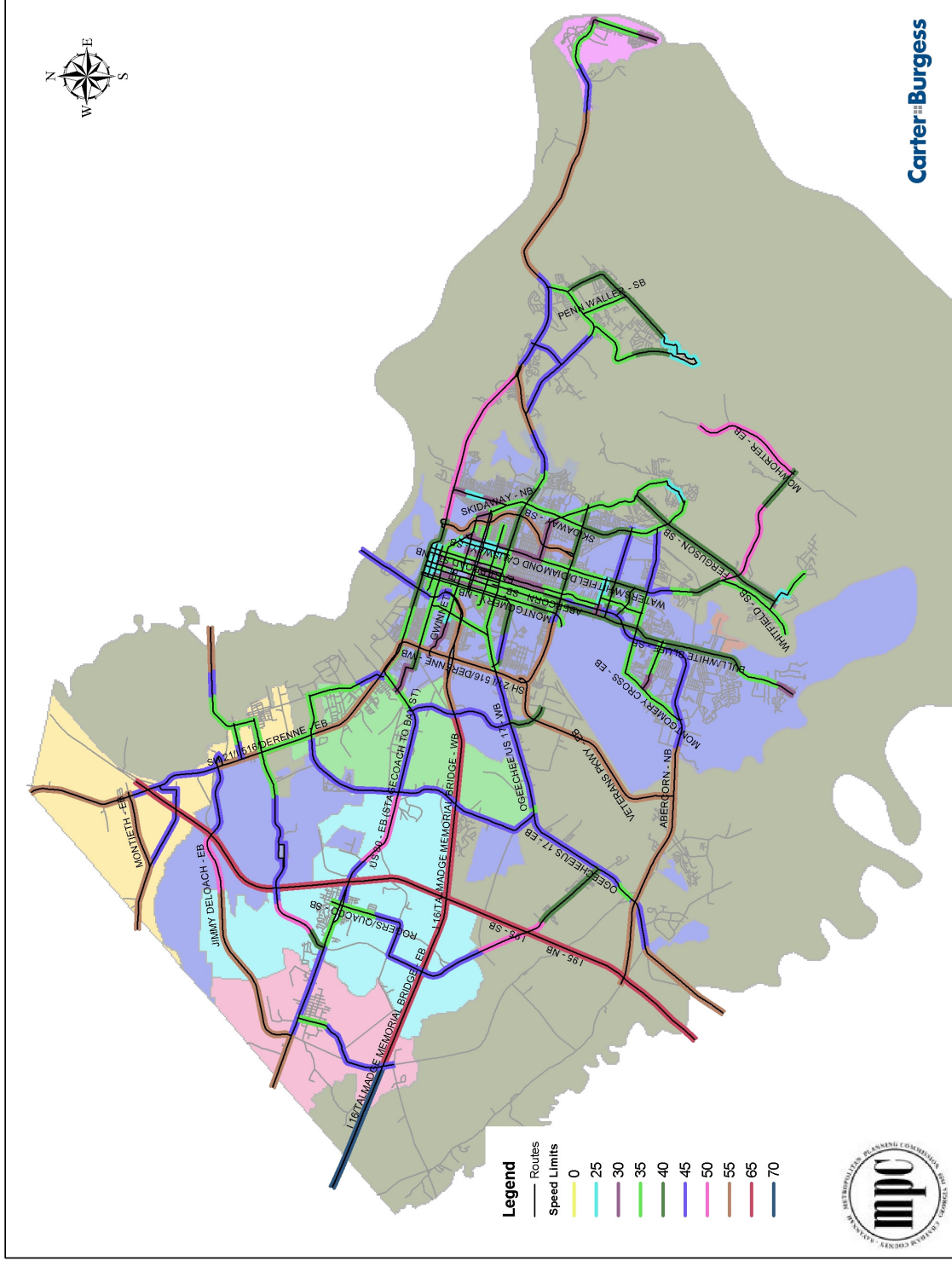


Figure 5 – Speed Limits

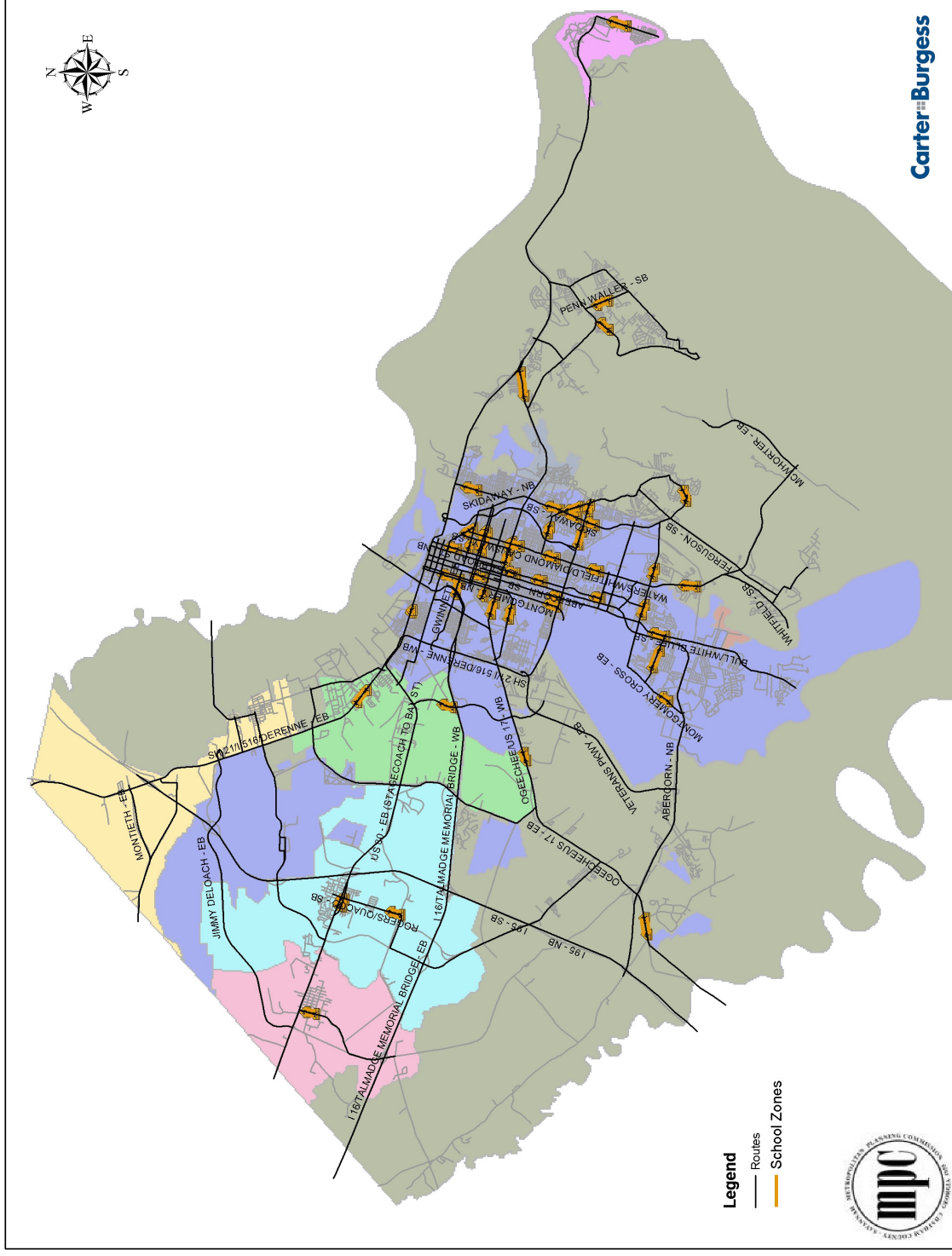


Figure 6 – School Zones

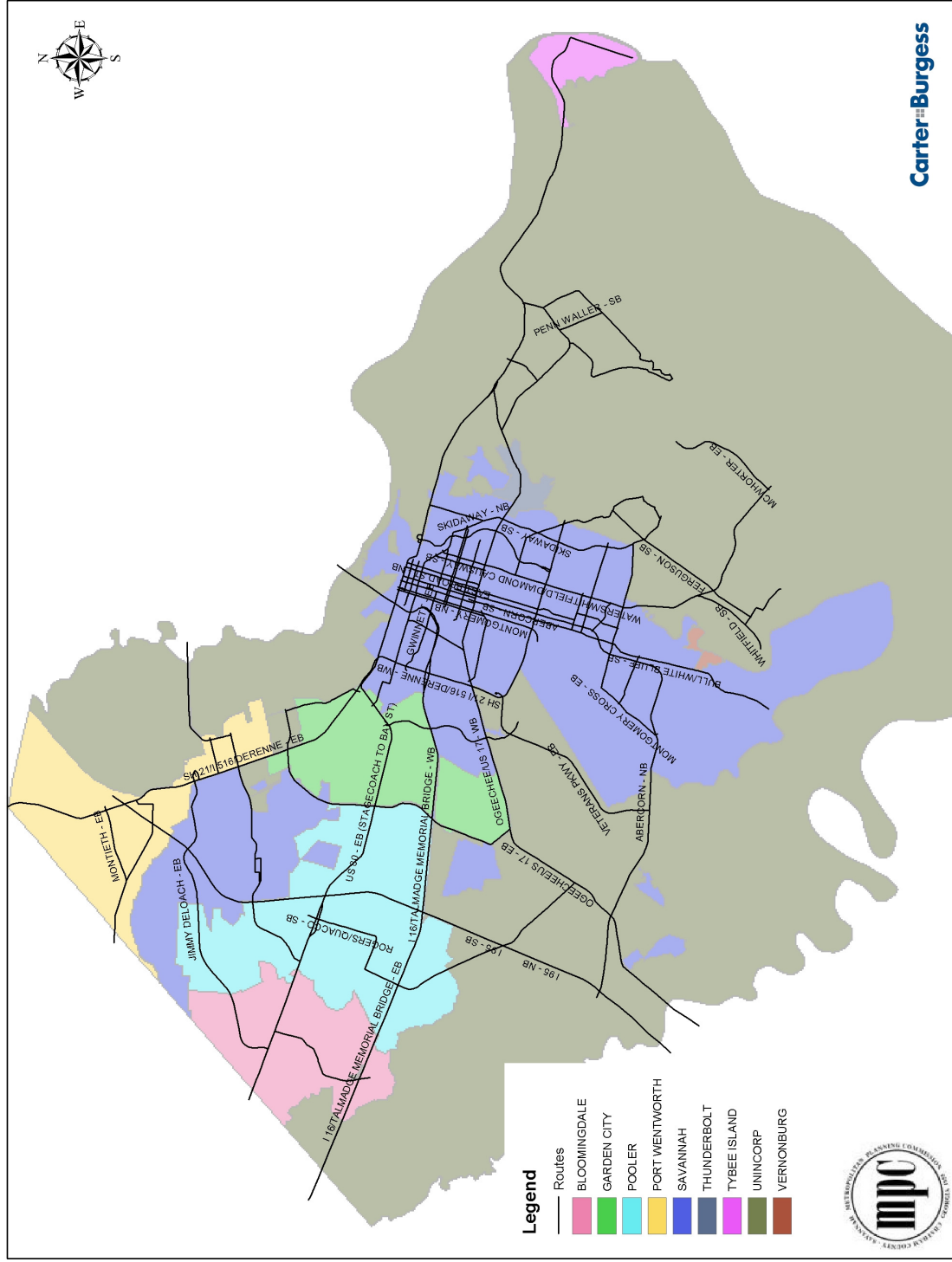


Figure 7 – Jurisdictions

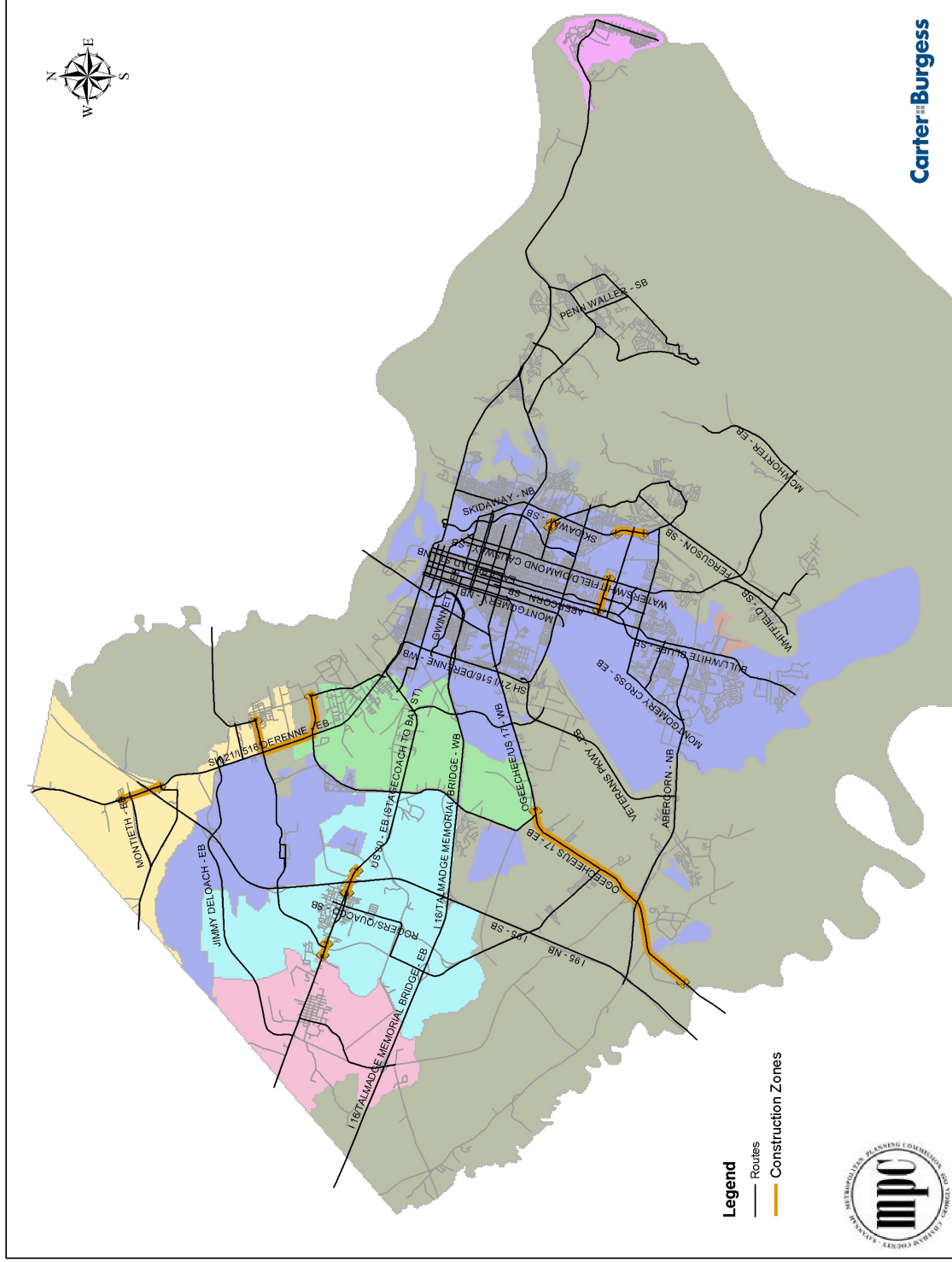


Figure 8 – Construction Zones

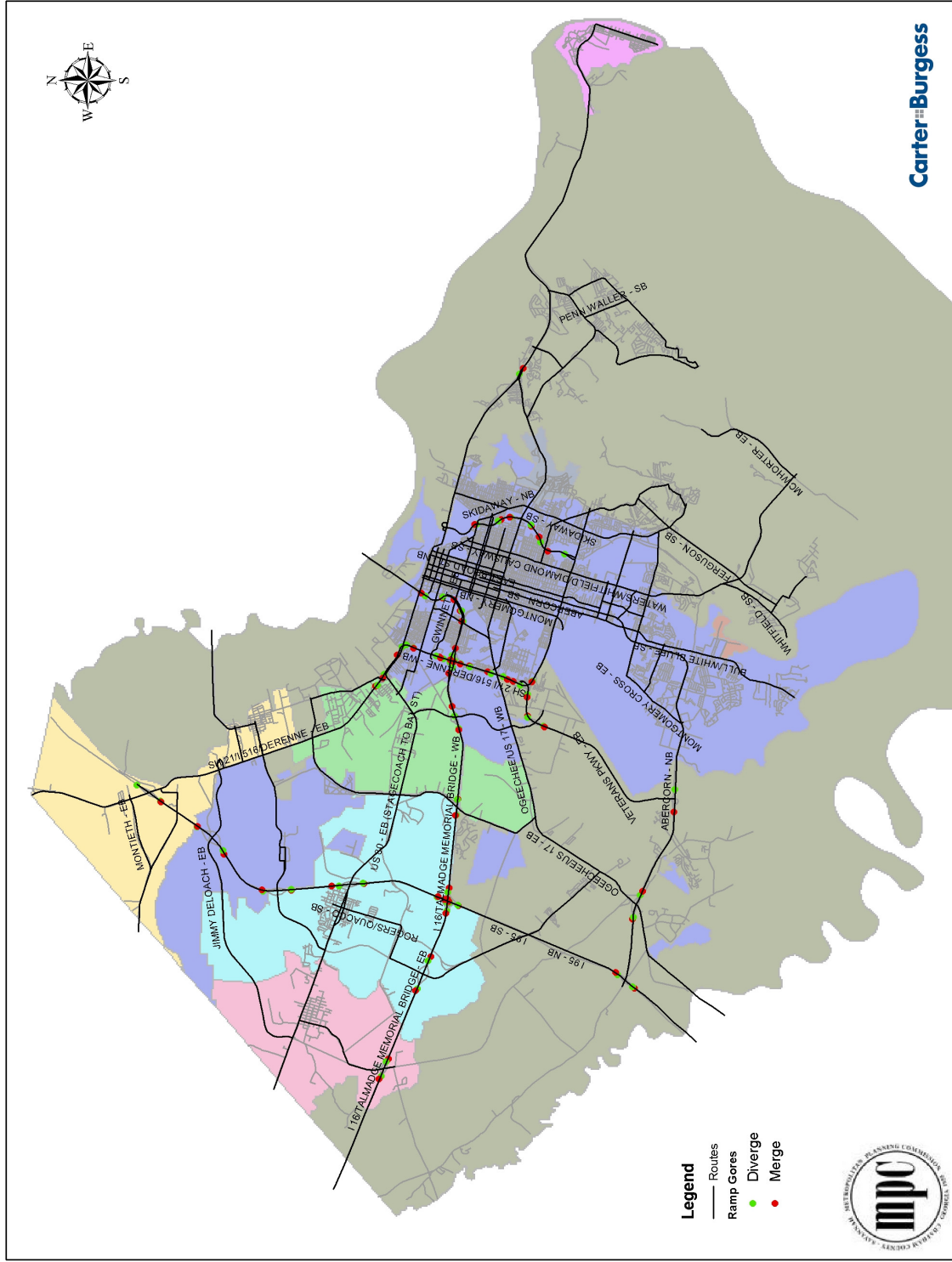


Figure 9 – Ramp Gores

4.3 Video on Travel Time Runs

The roadway segments were videotaped during selected travel time runs in order to provide a reference of operational conditions for improvement recommendations. The digital videos were later linked to the GIS results for future reference. This provides a video log of most primary roadways within Chatham County.

4.4 Problem Areas

Several problems were noted during both the mapping runs and the travel time runs. Several roadway segments were under construction with lane reductions and traffic control, which slowed traffic especially during the peak periods. These construction zones were noted and future improvement recommendations were made accordingly, accounting for current improvements under way.

5.0 ANALYSIS

5.1 Congestion Index

In addition to level of service (LOS), one performance measure introduced to the MPC and applied to the CMS is called Congestion Index (CI). CI is the ratio of the actual travel time to the theoretical travel time. Theoretical travel time is the time it would take a vehicle to traverse the segment distance at the posted speed limit without interruptions from other traffic or traffic control devices.

CI = Actual Travel Time / Theoretical Travel Time

CI = Congestion Index

Actual Travel Time = the recorded travel time for a given segment

Theoretical Travel Time = segment length / posted speed limit

The project oversight committee determined that a CI less than 0.70 indicates a congested section, a CI of 0.70 to 0.99 indicates a section of stable flow, and a CI greater than .99 indicates free flow conditions. **Table 1** defines the congestion index criteria.

The travel speeds on congested segments are slower than drivers typically want to drive, and there may be less opportunity for lane changing and maneuvering. Stable sections are typically accommodating volumes less than capacity. Travel speeds are somewhat slower than the speed limit, but generally acceptable to drivers. Lane changing and maneuvering is less difficult than in congested segments. Free-flow sections are operating well below capacity. Travel speeds equal or exceed the speed limit and traffic can maneuver without interference.

Table 1-Congestion Index Criteria

Congestion Index (CI)		
Congestion	Stable Flow	Free Flow
< 0.70	0.70 to 0.99	> 0.99

5.2 Roadway Segment Definition

The method used in this study was to define segment endpoints at each traffic signal or stop sign so that segments could be evaluated on a detailed level, and then combine appropriate segments to make corridor recommendations. The 2004 CMS included evaluation of approximately 336 centerline miles of roadways, including 59 different roads. These roads were further divided into 1,049 directional links for detailed evaluation. These links had a signal, stop sign, or major cross street as the end points.

The methodology developed and applied specifically for this project resulted in a calculated congestion index for each 1-second GPS data point. The actual speed between successive points provides detailed results that can highlight the congested segments. The detailed 1-second CI was used to develop the appropriate recommendations for the congested segments.

5.3 Data Reduction

The method of recording roadway information and travel times using GPS resulted in large amounts of data that required manipulation into a useable format. The roadway information was reviewed and “cleaned up” to remove items that were double-counted where two roadways crossed. City limits that were not posted in the field (most were not) were added directly into the database using the most current boundary files in the MPC’s system. Each roadway was defined as a “route” in both directions and beginning and ending points were determined in order to calculate travel time for the segment. The GIS coordinate system provided by the MPC was modified to match the NAD 83 (feet) coordinate system used in the data collection. All information was organized so that data could be sorted by jurisdiction.

5.4 Presentation

The travel time information, associated LOS, and CI values were formatted into tables, graphs, and in ArcGIS.

The 1-second data points are color coded according to the criteria for free-flow, stable, and congested conditions. These 1-second points can be used to determine at what point along a segment a traveler experiences delays or congestion.

The data in the figures and tables in this report combines information for AM peak, off-peak, and PM peak travel time runs. When congestion occurs during only one time

period, the user can study the detailed information to determine the cause of the delay. This information includes the 1-second data points and the geo-referenced digital video. These videos have been linked within ArcGIS. The user can click on a section of road and see the video for that run indexed at that point. Thus, improvements can be better focused to ensure the most appropriate use of funds.

ArcGIS can be used to view the information provided in this study for reference and for future projects. Maps and figures can be made for presentations. Information such as speed limits along specific roadways, location and number of traffic signals, the location and number of stop signs, and the location and length of school zones can be summarized and viewed. The information can be summarized for the County or broken down and summarized by city, and can be used to identify future improvements. The data provided as part of this study combined with the use of ArcGIS gives the MPC a powerful tool for everyday operation as well as future planning.

6.0 EVALUATION

6.1 Approach Level of Service (LOS) and Congestion Index (CI)

Appendix A lists each roadway segments approach LOS and the average CI for the travel time runs. Considering all the time periods, of the 589 directional miles of roadways studied, 531.7 miles were LOS A-C and 57.1 miles were LOS D-F. This means that approximately 10% of the roadways studied were congested. **Table 2** summarizes the number of segments and miles operating under each respective LOS condition by time of day.

Table 2 - Summary of Study Roadways in Terms of LOS

LOS	Time Period	Number of Miles	Percentage	Summary LOS A-C and D-F			Average LOS A-C and D-F	
				Time Period	Number of Miles	Percentage	Number of Miles	Percentage
A	AM	318.1	67.1%	AM	542.4	90.3%	531.7	90.3%
	MD	338.5	71.1%					
	PM	275.9	61.0%					
B	AM	89.2	14.0%	MD	546.0	90.3%	531.7	90.3%
	MD	88.6	14.1%					
	PM	93.5	15.6%					
C	AM	67.0	11.0%	PM	506.6	83.1%	531.7	90.3%
	MD	46.9	7.5%					
	PM	67.0	9.4%					
D	AM	21.8	3.6%	AM	46.4	9.7%	57.1	9.7%
	MD	28.1	3.9%					
	PM	44.2	7.0%					
E	AM	16.0	2.4%	MD	42.8	9.7%	57.1	9.7%
	MD	12.8	1.8%					
	PM	22.6	4.0%					
F	AM	13.1	1.9%	PM	82.1	16.9%	57.1	9.7%
	MD	10.3	1.5%					
	PM	22.0	3.0%					

Only the congested segments (LOS D-F) are summarized in **Tables 4 & 5**. These tables list the roadway, direction, endpoints, city, distance, weighted average speed limit, delay, LOS, weighted average congestion index, congestion level, and a recommendation for improvement.

The 20 most congested segments are summarized in **Table 6**. This table was developed by ranking segments by LOS/Delay from most delay to least delay. Starting with the highest, the segments were examined in detail to determine the cause of congestion.

In many cases, LOS fell below C due to stop signs or traffic signals, and many of the recommendations call for signal timing improvements. These situations can be clearly seen in ArcGIS. The 1-second points are green along the length of a segment and then several red 1-second points occur while stopped at a stop sign or traffic signal. An example is provided in **Figure 9**. Traffic may be traveling at good speeds until they hit a red light. Less than optimal timing or lack of signal progression are primary causes of delay in these areas.

A number of the intersections were studied more closely. For these locations, shown on **Figure 10**, the traffic was observed and counted during the AM and PM peak periods. The volumes and intersection details were entered into Synchro, which is a traffic modeling and signal optimization program. The results demonstrate the conditions that would occur in the field following optimization and implementation of the improved signal timing. The following intersections were studied with the results as shown for the overall intersection delay and the corresponding LOS:

Table 3 – Isolated Intersection Optimized with Synchro

Intersection	AM Peak hour		PM Peak hour	
	Intersection Delay (sec)	Intersection LOS	Intersection Delay (sec)	Intersection LOS
SR 21 and Dukes Dr.	6.3	A	9.1	A
SR 21 and Brampton	7.9	A	14.6	B
SR 204 (Abercorn) and King George	28.7	C	146.3	F
Abercorn and Wilshire	6.2	A	9.7	A
Abercorn and Gateway	14.7	B	32.3	C
White Bluff and Wilshire	5.6	A	7.1	A
Bay Street and East Lathrop	11.9	B	12.4	B
Bay Street and West Lathrop	5.0	A	5.9	A

Additional Synchro details are provided in Appendix B for reference.

Table 4 - Summary of Congested Segments (LOS D-F) AM Peak Hour

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
MONTGOMERY CROSS - EB	Tibet Ave to Abercorn	5003002	5003	8340.3	23.8	35	0.68	85.8	67.0	Signal	F	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
	Abercorn to White Bluff	5003003	5003	1567.6	14.4	35	0.41	57.7	42.8	Signal	E	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
	White Bluff to Hodgson Memorial	5003004	5003	2376.4	23.1	35	0.66	36.1	23.3	Signal	D	Signal Timing	Delays along Montgomery between Abercorn and Waters, Coordinate signals
	Sallie Mood to Waters	5004002	5004	4851.7	24.1	45	0.53	73.7	37.6	Signal	E	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
	White Bluff to Abercorn	5004005	5004	1567.6	14.8	35	0.42	52.7	34.8	Signal	D	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
	Tibet Ave to Abercorn	5004007	5004	7029.6	23.3	35	0.67	75.1	47.7	Signal	E	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn
MALL BLVD - EB	Hodgson Memorial to Waters	5005004	5005	3116.6	24.2	40	0.60	37.7	22.5	Signal	D	T intersection with Dual left	Delays caused by signal timing, sufficient capacity for all movements
	Waters to Hodgson Memorial	5006002	5006	3116.5	24.4	40	0.61	37.6	21.3	Signal	D	Signal Operations, NB right turn	NB right turn may free up time for Mall Blvd traffic along with optimized timing
	Mall Way to Abercorn	5006004	5006	889.8	9.6	40	0.24	76.1	57.5	Signal	E	Excessive delays back through Mall Way	Consider change in lane use for shared dual left, study addition of NB right turn
EISENHOWER - WB	Seawright to Waters	5008004	5008	1520.6	15.6	45	0.35	48.0	28.7	Signal	D	Delays throughout the corridor to Truman	Coordinate timing throughout corridor
	Abercorn to White Bluff	5008007	5008	874.6	5.2	40	0.13	99.9	79.0	Signal	F	West Approach will improve with east side widening	PI #0002924 will widen to 4L divided between Abercorn and Truman, Consider SB continuous flow signal
	Liberty to Victory	5010004	5010	1108	12.7	40	0.32	43.2	20.3	Signal	D	Preference given to Ogeechee traffic	Signal Operations - Coordination between Liberty and Ogeechee for minimum system delay
OGEECHEE/US 17 - EB	Chevis to SH 204 EB Ramp	5011003	5011	3154.4	25.6	45	0.57	37.4	15.8	Signal	D	Currently under construction	Study next CMS
	Waters to Bee Rd	5013015	5013	2817.4	20.4	35	0.58	44.5	19.5	Signal	D	Secondary street on fringe of urban core	This is the end of route with a Stop sign, delays acceptable on fringe in this case
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	West Boundary to MLK	5021009	5021	1483.5	15.3	35	0.44	45.9	31.0	Signal	D	Eastbound Delays	Coordinate Westbound traffic between Montgomery and MLK to max efficiency and allow more time for EB
	Montgomery to Whitaker	5021011	5021	1044.5	13.9	35	0.40	39.9	22.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations

AM Congested Segments Cont.
Table 4

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Randolph to East Broad St	5022006	5022	727.7	13.5	35	0.39	26.2	13.8	Cross Street	E	Canopy - Constrained Corridor, Urban Core	Constrained Corridor - Improvements limited to Optimizing Signals, Delays acceptable in Core
OGLETHORPE - EB	Price to East Broad St	5023009	5023	647.8	8.5	25	0.34	38.1	28.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
OGLETHORPE - WB	Montgomery to MLK	5024008	5024	363	3.2	25	0.13	69.7	56.3	Signal	E	Short distance between signals	Coordinate signals between Montgomery and Fahm
	MLK to Fahm	5024009	5024	954	12.0	35	0.34	38.0	23.3	Signal	D	Short distance between signals	Coordinate signals between Montgomery and Fahm
US 80 - WB (BAY ST TO STAGECOACH)	Coleman to I-95 NB Ramp	5028005	5028	3287.4	23.6	45	0.52	45.6	31.7	Signal	D	Signal not coordinated with Coleman or Rogers	Coordinate signals between Coleman and Rogers, need to account for Auto Plant
JIMMY DELOACH - EB	US 80 to Prescott	5029001	5029	6215.1	45.4	55	0.83	36.0	0.0	TWSC	E	No delays observed, just slow start-ups from US 80	No improvements necessary
	SH 30 to Cross Gate	5035009	5035	3013.1	28.1	55	0.51	70.8	31.8	Signal	E	Currently detour due to construction on SR 25	Study next CMS
	Cross Gate to SH 25	5035010	5035	7509.7	29.3	55	0.53	138.1	64.0	Signal	F	Currently detour due to construction on SR 25	Study next CMS
	Liberty to Montgomery	5035024	5035	8966.9	18.8	54	0.35	218.0	114.0	Cross Street	E	End of Freeway Section, Delays expected	Excessive demand from freeway, delays unavoidable, Consider in E-W Study
SH 21/1516/DERENNE - EB	Montgomery to Bull	5035025	5035	1374.5	21.0	40	0.53	60.1	39.0	Signal	E	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
	Bull to Abercorn	5035026	5035	869.4	5.5	40	0.14	98.6	72.0	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
	Paulsen to Waters	5035030	5035	1059	22.6	40	0.57	50.1	39.5	Signal	D	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1516/DERENNE - WB	La Roche to Skidaway	5036002	5036	2702.4	17.8	32	0.56	65.7	45.4	Signal	E	1 lane section, long delays at Skidaway	Consider widening approach to provide 2 thru lanes to match west side of int
BAY ST/GEN MC INTOSH/ PRESIDENT/ISLAND EXPWY - WB	I-516 to Lathrop Main St to Burnsed	5042023	5042	397.7	10.3	35	0.29	26.0	15.7	Cross Street	E	Closely spaced signals between Graham and Lathrop	Coordinate signals between Graham and Lathrop
		5042026	5042	799.2	13.6	35	0.39	42.5	31.8	Signal	D	Closely spaced signals and RR crossing	Coordinate signals between Burnsed and Market
ROGERS/QUACCO - NB	Pine Barren to US 80 EB	5045010	5045	8502.8	26.6	39	0.68	73.4	66.0	TWSC	F	Short Distance between US 80 E/W	Signal Operations - Coordinate signals between US 80 E/W

AM Congested Segments Cont.
Table 4

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
DEAN FOREST/BOURNE - NB	Southridge to I-16 EB Ramp	5051002	5051	1530.4	23.2	45	0.52	31.6	21.7	Cross Street	D	High truck volumes	Priority IA - Widen from 2-4 between US 17 and I-16 - Consider Single Point Urban Interchange (SPUI)
	Garden City City Limit to SH 21	5051008	5051	2474.6	18.9	45	0.42	120.0	84.3	Cross Street	E	Funded Project for construction FY 2004-06 (PRC)	PI #562165 will widen to include center turn lane, lengthen bay for EB Rt across RR tracks
	SH 25 to SH 21	5052002	5052	5674.7	22.9	45	0.51	104.9	93.8	Signal	F	Heavy Truck Traffic, construction detour	High Percentage of Trucks and many stopped for queuing at Port - Widen shoulder to provide storage
MARTIN LUTHER KING - NB	Exchange/52nd St to Victory	5059001	5059	1908	16.9	35	0.48	41.1	21.7	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - SB	Oglethorpe to Liberty	5060004	5060	1036.5	10.2	35	0.29	49.9	35.9	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
	37th St to Victory	5060011	5060	1760.9	17.1	35	0.49	36.4	25.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
	Franklin SQ N to Bay St	5061017	5061	247.1	5.9	30	0.20	31.8	20.6	Cross Street	F	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
MONTGOMERY - SB	Church Driveway to DeRenne	5062010	5062	1359.8	17.3	35	0.49	58.6	43.4	Signal	E	Canopy - Constrained Corridor, Minor Approach	Consider the addition of a right turn bay
WHITAKER - SB	West Park to Henry	5064007	5064	607	10.3	35	0.29	25.8	16.7	Flashing Yellow	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Anderson to 37th St	5064009	5064	2059.4	17.4	35	0.50	47.1	32.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	43th St to Victory	5064011	5064	898.6	15.5	35	0.44	26.5	14.7	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Television Circle to Montgomery Cross	5065010	5065	3378	18.5	40	0.46	71.5	45.2	Signal	E	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
BULLWHITE BLUFF - NB	Mall Driveway to Abercorn	5065012	5065	710.5	7.1	40	0.18	69.9	48.0	Signal	E	Abercorn volumes very heavy	NBSB left turns very light, consider restricting them, coordinate signal with Mall Dr
	Hampstead to DeRenne	5065017	5065	1250	8.2	35	0.23	91.2	69.8	Signal	F	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations, study in E-W study

AM Congested Segments Cont.
Table 4

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BULLWHITE BLUFF - SB	40th St to Victory	5066001	5066	950	9.8	35	0.28	45.7	28.5	Cross Street	F	Excessive delay at Victory and over to Montgomery	Update and coordinate signal timing on Victory from MLK to the east
	61st St to DeRenne	5066005	5066	3527.4	23.0	32	0.72	35.5	22.8	Signal	D	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Eisenhower to Abercorn	5066010	5066	2720.2	26.2	40	0.66	44.8	33.5	Signal	D	Canopy - Constrained Corridor, Minor Approach	NB/SB left turns very light, consider restricting them, add NB Right turn overlap
	Mail Driveway to Montgomery Cross	5066012	5066	1406	14.0	40	0.35	50.8	34.4	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	I-95 to Gateway	5069003	5069	396	17.6	55	0.32	25.9	17.0	Cross Street	E	Delays between I-95 S and Gateway	Priority II - Operational at I-95, Coordinate signals between I-95 South ramp and Gateway
	Pine Grove to King George	5069006	5069	3413.4	26.2	55	0.48	103.9	59.5	Signal	F	Excessive eastbound delays at King George	Priority II - Widen 4-6 from US 17 to King George, accel lane for EB rights, widen King George appr
ABERCORN - NB	Rio to Apache	5069010	5069	2885.1	29.3	45	0.65	35.9	21.0	Signal	D	Excessive delays at Apache	Priority IB - Operational, Priority IC - Widen from Rio to Truman, Coordinate between Rio and King George
	Mail Blvd to Eisenhower	5069022	5069	1555.4	27.3	45	0.61	37.1	28.8	Signal	D	Poor signal coordination	Coordinate signals along Abercorn
	Private Drive to DeRenne	5069028	5069	729.3	5.6	40	0.14	83.8	66.2	Signal	F	Excessive Intersection Delays	Priority IB - Operational - Optimize DeRenne and Abercorn will improve, NB right turn lane planned
	Washington to Victory	5069032	5069	1167.4	12.9	35	0.37	38.5	23.2	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	37th St to Victory	5070002	5070	1716.6	14.7	35	0.42	64.1	41.8	Signal	E	Urban Core	Constrained Corridor - Optimize Victory then Abercorn will benefit from more time
	63rd St to DeRenne	5070006	5070	2759.3	19.5	40	0.49	50.3	32.3	Signal	D	Excessive Intersection Delays	Optimize DeRenne and Abercorn, NB right turn lane planned
STILES - SB	Mail Driveway to Montgomery Cross	5070016	5070	1638.4	20.7	45	0.46	35.1	23.3	Signal	D	Oversaturated Intersection	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn on Montgomery Cross
	Cloverdale to US 17	5074004	5074	3194.9	21.4	35	0.61	50.5	44.5	Signal	D	Delay for left turning vehicles	GDOT will be installing a signal for SB left turns
SH 25 (CROSSGATE/BOURNE) - NB	SH 21 Spur to Port Authority	5079004	5079	2073.9	26.3	35	0.75	80.8	58.0	Signal	F	Sufficient Roadway Capacity but High Delays	Signal Operations - High Truck Volumes and construction delay, study again next CMS
	White Marsh to US 80	5084009	5084	4488	28.8	45	0.64	41.7	25.2	Signal	D	Canopy - Constrained Corridor	Priority II - Operational, consider WB US 80 Continuous movement

AM Congested Segments Cont.
Table 4

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WALTHOUR/WILLMINGTON ISLAND- SB	Wilmington Island to Johnny Mercer	5086007	5086	1219.7	16.7	35	0.48	38.8	25.7	Cross Street	D	Canopy - Constrained Corridor	Constrained Corridor - Optimize Signal, add channelized NB right turn, Access Mgmt with WB cont flow
BRYAN WOODS - EB	Johnny Mercer to US 80	5087001	5087	4918.8	28.5	45	0.63	46.0	32.0	Signal	D	Minor Approach at Island Expressway	Cross Street delays expected
HODGESON MEMORIAL - SB	Stephenson to Eisenhower	5090001	5090	1368.5	10.5	35	0.30	66.8	43.0	Signal	E	Currently under construction on Stephenson	Study next CMS
	Mall Way to Montgomery Cross	5090004	5090	2054.7	24.4	35	0.70	42.4	36.0	Signal	D	Signal Operations, good capacity for all mvmnts	Optimize signal timing at Montgomery
STEPHENSON - WB	Habersham to Abercorn	5092004	5092	702.3	5.4	30	0.18	99.6	78.0	Signal	F	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
	Abercorn to White Bluff	5092005	5092	793.1	9.5	30	0.32	49.5	37.3	Signal	D	Consistent WB Delays	Consider widening WB approach to allow 2 through lanes
HABERSHAM - NB	Johnston to DeRenne	5093002	5093	2430.1	13.8	35	0.39	82.6	67.7	Cross Street	E	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
HABERSHAM - SB	63rd St to DeRenne	5094006	5094	2741.8	16.3	35	0.46	66.4	43.3	Signal	E	Minor Approach at SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
	Johnston to Stephenson	5094008	5094	3189.1	17.5	35	0.50	66.7	44.3	Cross Street	D	Currently under construction on Stephenson	Stephenson widening will help Habersham
BONNY BRIDGE - WB	SH 25 to SH 21	5096002	5096	4947.8	28.2	40	0.71	46.4	35.3	Signal	D	Delays at SH 21, Minor approach	Delays expected at minor appr to SH 21, Optimize Signal
	GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	5098002	5098	4673.4	20.9	41	0.51	78.8	48.3	Signal	E	Currently detour due to construction on SR 25	Study next CMS
HARMON - SB	Gwinnett to Henry	5106003	5106	1564.1	14.1	25	0.57	38.3	38.0	TWSC	E	Urban Core	Cross Street delays expected with priority given to east-west
	Henry to Anderson	5106004	5106	321.2	4.8	25	0.19	37.6	30.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions

AM Congested Segments Cont.
Table 4

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Green Island to Landings/Village	5107002	5107	1197.7	14.2	40	0.35	45.6	28.0	AWSC	E	Delays at Landings/Village	Priority IC - Widen 2-4 from Ferguson to McWhorter
	City Limit to Montgomery Cross	5107010	5107	2227.8	18.4	45	0.41	54.1	36.0	City Limit	E	Heavy left turn volumes overflow storage bays	Optimize signal timing to maximize flowrate for left turn vehicles, this will free-up green time for other phases
	Stephenson to DeRenne	5107014	5107	5497.7	18.7	35	0.53	109.4	49.7	Signal	F	Corridor will improve with extension of Truman	Study next CMS, review in E-W Study
	63rd St to Columbus	5107017	5107	1490.8	13.2	35	0.38	47.5	35.0	Signal	D	Short Distance between Columbus and LaRoche	Coordinate signals between Columbus and LaRoche
	37th St to Victory	5108005	5108	1705.4	12.8	29	0.44	66.7	41.0	Signal	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	65th St to DeRenne	5108012	5108	1973.7	15.0	35	0.43	58.8	41.3	Signal	E	Corridor will improve with extension of Truman	Study next CMS
FERGUSON - SB	La Roche to Skidaway	5114001	5114	6100.5	26.2	40	0.65	56.7	26.8	TWSC	F	Canopy - Constrained Corridor	Constrained Corridor - Secondary roadway for access, higher speeds not desired
SKIDAWAY - NB	Montgomery Cross to Eisenhower	5115004	5115	3950.4	19.9	35	0.57	67.3	44.0	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	Colorado to Victory	5115010	5115	953.4	15.7	35	0.45	39.6	25.3	Signal	D	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops
	Henry/Anderson to 36th St	5116002	5116	2853.5	20.4	35	0.58	42.9	16.0	Signal	D	Short Distance between Penn and 36th St	Coordinate signals between Penn and 36th St
	36th St to Victory	5116003	5116	2607.6	13.6	35	0.39	83.8	59.3	Signal	F	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops
SKIDAWAY - SB	La Roche to DeRenne	5116007	5116	3331.7	13.3	35	0.38	126.9	85.5	Signal	F	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	Bonna Bella to Eisenhower	5116009	5116	4611.3	27.5	40	0.69	47.3	25.3	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
TIBET - EB	Largo to Abercorn	5121002	5121	4218.9	23.5	30	0.79	34.8	28.3	AWSC	D	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
	Abercorn to White Bluff	5121003	5121	704.2	7.6	35	0.22	51.5	38.5	Signal	D	Minor Approach at Bill White	Cross street delays expected
TIBET - WB	White Bluff to Abercorn	5122001	5122	704.2	7.4	35	0.21	77.8	61.0	Signal	E	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Harry Truman NB Ramp to Skidaway	5124003	5124	4533.9	21.5	30	0.72	46.9	35.3	Signal	D	Delays at Skidaway	Priority III - Operational between Waters and Skidaway, will improve with Skidaway widening, Optimize signal timing

AM Congested Segments Cont.
Table 4

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
VICTORY/SAFOLD/ ISLANDEXPRESSWAY/US 80 - EB	Johnny Mercer to White Marsh	5129027	5129	3924.1	29.4	55	0.53	49.8	29.0	Signal	D	Signal Operations - sufficient capacity	Coordinate signals between White Marsh and Johnny Mercer
	White Marsh to Johnny Mercer	5130013	5130	3924.1	36.7	55	0.67	36.5	14.7	Signal	D	Signal Operations - sufficient capacity	Coordinate signals between White Marsh and Johnny Mercer
VICTORY/SAFOLD/ ISLANDEXPRESSWAY/US 80 - WB	Thunderbolt City Limit to Commercial Driveway	5130019	5130	2207.9	18.7	40	0.47	42.8	19.0	Cross Street	D	Delay at Victory, sufficient capacity for all mvmt	Coordinate signal with Skidaway
	Commercial Driveway to Skidaway	5130020	5130	542.1	5.4	40	0.13	61.3	42.7	Signal	E	Delay at Skidaway, sufficient capacity	Dedicated right turn bay both sides, coordinating Victory timing will improve int ops
	Hopkins to Stiles	5130037	5130	3300.2	21.5	35	0.61	53.9	35.0	Signal	D	Delays at intersection with Ogeechee	Study intersection for possible signalization

Table 5 - Summary of Congested Segments (LOS D-F)-PM Peak Hour

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
MONTGOMERY CROSS - EB	Tibet Ave to Abercorn	5003002	5003	8340.3	20.9	35	0.60	113.1	89.0	Signal	F	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
	Abercorn to White Bluff	5003003	5003	1567.6	11.8	35	0.34	58.6	41.7	Signal	E	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
	Sallie Mood to Skidaway	5003007	5003	4487.2	24.6	45	0.55	58.0	27.3	Signal	E	T Intersection limits capacity	Intersection capacity if limited due to the T configuration, optimize signal operations
MONTGOMERY CROSS - WB	Waters to Hodgson Memorial	5004003	5004	3078.1	19.1	35	0.55	53.5	38.3	Signal	D	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
	Hodgeson Memorial to White Bluff	5004004	5004	2376.4	17.5	35	0.50	46.1	32.7	Signal	D	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
	Abercorn to Tibet Ave	5004006	5004	8340.3	28.6	35	0.82	37.6	7.0	Signal	D	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn
MALL BLVD - EB	Tibet Ave to Abercorn	5004007	5004	7029.6	25.3	35	0.72	60.8	14.8	Signal	E	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn
	Mail Way to Hodgson Memorial	5005003	5005	871.9	10.1	40	0.25	48.6	30.7	Signal	D	High Volume of Right turning Mail vehicles	Geometrics - Add right turn bay for existing channelized movement
	Hodgeson Memorial to Waters	5005004	5005	3116.6	24.4	40	0.61	35.7	16.7	Signal	D	T Intersection with Dual left	Delays caused by signal timing, sufficient capacity for all movements
MALL BLVD - WB	Mail Way to Abercorn	5006004	5006	889.8	5.0	40	0.12	179.2	138.0	Signal	F	Planned Intersection TIP	Consider change in lane use for shared dual left, study addition of NB right turn
	White Bluff to Abercorn	5007001	5007	874.6	5.9	40	0.15	84.2	60.8	Signal	F	West Approach will improve with east side widening	PI #0002924 will widen to 4L divided between Abercorn and Truman, Consider SB continuous flow signal
	Abercorn to Hodgson Memorial	5007002	5007	1679.8	10.5	40	0.26	84.5	57.0	Signal	F	Delays throughout the corridor to Truman	Priority IC - Operational between Abercorn and Truman widen to include center turn lane, Coordinate timing throughout corridor
EISENHOWER - EB	Sallie Mood to Skidaway	5007006	5007	4273.3	25.8	45	0.57	58.4	35.0	Signal	E	Corridor will improve with extension of Truman	Study next CMS
	Hodgeson Memorial to Abercorn	5008006	5008	1679.8	14.1	40	0.35	60.8	38.0	Signal	E	Delays throughout the corridor to Truman	Priority IC - Operational between Abercorn and Truman widen to include center turn lane, Coordinate timing throughout corridor
	Abercorn to White Bluff	5008007	5008	874.6	7.6	40	0.19	73.5	55.4	Signal	E	West Approach will improve with east side widening	PI #0002924 will widen to 4L divided between Abercorn and Truman, Consider SB continuous flow signal

PM Congested Segments Cont.
Table 5

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
52ND ST/MILLS - WB	Hopkins to Liberty	5010003	5010	6113.7	30.9	43	0.72	43.6	14.8	Signal	D	Delays between Hopkins and Victory - 1 lane approach and short distance between Liberty and Victory	Signal Operations - Coordination between Hopkins and Victory
	Liberty to Victory	5010004	5010	1108	8.6	40	0.22	68.1	42.8	Signal	E	Preference given to Ogeechee traffic	Signal Operations - Coordination between Liberty and Ogeechee for minimum system delay
OGEECHEE/US 17 - EB	Chevis to SH 204 EB Ramp	5011003	5011	3154.4	22.8	45	0.51	51.9	29.4	Signal	D	Currently under construction	Study next CMS
	Gamble to Chatham Pkwy	5012003	5012	4079.5	26.2	45	0.58	54.7	39.8	Signal	D	Study further for WB and SB right turn bays	Signal Operations - sufficient roadway capacity, excessive intersection delay
	Garden City City Limit to Quacco	5012006	5012	12561.7	20.0	45	0.44	324.8	85.5	Cross Street	E	Currently under construction	Study next CMS
	Quacco to SH 204 WB Ramp	5012007	5012	6651.9	19.0	40	0.47	138.7	53.0	Signal	F	Currently under construction	Study next CMS
	SH 204 EB Ramp to Chevis	5012009	5012	3154.4	20.4	45	0.45	75.1	21.0	Signal	E	Currently under construction	Study next CMS
GWINNETT - EB	May to MLK	5019006	5019	1029.5	15.3	35	0.44	35.2	23.3	Signal	D	Urban Core	Delays acceptable in Urban Core. Optimize signal to desired conditions
	Jefferson to Barnard	5019009	5019	367.8	12.6	25	0.50	11.6	5.5	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core. Optimize signal to desired conditions
	Waters to Wheaton	5019021	5019	773.1	11.2	30	0.37	30.7	17.7	TWSC	D	Urban Core	Delays acceptable in Urban Core. Optimize signal to desired conditions
GWINNETT - WB	Jefferson to Montgomery	5020014	5020	283.5	11.9	25	0.48	13.8	10.3	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core. Optimize signal to desired conditions
	East Lathrop to Stiles	5021006	5021	603.2	9.2	35	0.26	35.8	24.0	Signal	D	Short distance between East Lathrop and Stiles	Signal Operations - Coordinate signals between East Lathrop and Stiles
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	I-16 to West Boundary	5021008	5021	1096.5	17.3	35	0.49	27.3	12.3	Cross Street	D	Freq right turns	Construct right turn bay to remove turning traffic from 1 lane approach
	West Boundary to MLK	5021009	5021	1483.5	13.5	35	0.39	53.4	38.5	Signal	D	Eastbound Delays	Coordinate Westbound traffic between Montgomery and MLK to max efficiency and allow more time for EB
	MLK to Montgomery	5021010	5021	344.3	15.4	35	0.44	35.2	25.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Montgomery to Whitaker	5021011	5021	1044.5	12.8	35	0.37	52.0	33.7	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Habersham to Price	5021015	5021	304	5.0	35	0.14	41.3	24.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Randolph to East Broad St	5022006	5022	727.7	15.8	35	0.45	33.4	21.3	Cross Street	D	Canopy - Constrained Corridor, Urban Core	Constrained Corridor - Improvements limited to Optimizing Signals, Delays acceptable in Core

PM Congested Segments Cont.
Table 5

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
OGLETHORPE - EB	Price to East Broad St	5023009	5023	647.8	6.1	25	0.25	68.4	52.8	Signal	E	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Whitaker to Montgomery	5024007	5024	1041.8	11.0	25	0.44	35.9	24.8	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
US 80 - WB (BAY ST TO STAGECOACH)	Heidt to SH 307 - Bourne	5028003	5028	11979.2	37.5	45	0.83	38.7	33.0	Signal	D	Excessive delay at Dean Forest Rd	All the delay occurs at the intersection and it appears this could be minimized through signal optimization
	Coleman to I-95 NB Ramp	5028005	5028	3267.4	26.4	45	0.59	38.4	16.8	Signal	D	Signal not coordinated with Coleman or Rogers	Coordinate signals between Coleman and Rogers, need to account for Auto Plant
	Parsons to Rogers	5028007	5028	2662	22.2	45	0.49	44.6	18.0	Signal	D	Poor signal coordination between I-95 and Rogers	Coordinate signals between I-95 and Rogers
	Jimmy DeLoach to Effingham County	5028012	5028	7829.1	39.8	55	0.72	38.6	0.0	TWSC	E	Minor Delays in the PM Period	Priority I - Widen from 2-5 lanes from County Line to Cherry
	SH 30 to Cross Gate	5035009	5035	3013.1	18.1	55	0.33	84.4	57.0	Signal	F	Currently detour due to construction on SR 25	Study next CMS
SH 21/I 516/DERENNE - EB	Cross Gate to SH 25	5035010	5035	7509.7	33.0	55	0.60	72.3	43.0	Signal	E	Currently detour due to construction on SR 25	Study next CMS
	Smith to Brampton	5035012	5035	6510.3	35.6	55	0.65	43.8	24.5	Signal	D	PM Delays for EB	Long Range Plan calls for Widening SH 21, Consider continuous EB intersection operations
	Montgomery to Bull	5035025	5035	1374.5	6.0	40	0.15	140.9	103.0	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
	Abercorn to Habersham	5035027	5035	733.1	4.7	40	0.12	94.0	74.5	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
	Paulsen to Waters	5035030	5035	1059	8.2	40	0.20	91.5	70.0	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
Skidaway to La Roche	5035034	5035	2702.5	23.6	40	0.59	36.4	15.3	Signal	D	Sufficient Capacity for turning movements	Consider widening to match section to West	

PM Congested Segments Cont.
Table 5

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SH 21/I-16/DERENNE - WB	La Roche to Skidaway	5036002	5036	2702.4	19.2	40	0.48	53.6	31.7	Signal	D	1 lane section, long delays at Skidaway	Consider widening approach to provide 2 thru lanes to match west side of Int
	Harry Truman SB Ramp to Waters	5036005	5036	1925.4	14.0	40	0.35	68.7	50.7	Signal	E	PM WB needs progression from Truman to Bull	Coordinate signal timing for outbound PM traffic through Bull, Consider in E-W Study
	Reynolds to Habersham	5036008	5036	1275.4	10.8	40	0.27	75.7	44.0	Signal	E	PM WB needs progression from Truman to Bull	Coordinate signal timing for outbound PM traffic through Bull
	Smith to SH 25	5036025	5036	3445.5	22.8	55	0.41	77.7	34.4	Signal	E	Excessive delays due to high truck volumes	Priority IB - Widen 4-6, Heavy PM volumes with Truck traffic - construct storage for trucks
	SH 25 to Cross Gate	5036026	5036	7509.7	26.6	55	0.48	135.5	55.8	Signal	F	Currently under construction on SR 25	Study next CMS
BAY ST/GEN MCINTOSH /PRESIDENT/ISLAND EXPWY - EB	East Broad St to President	5041021	5041	1850.7	17.8	40	0.44	42.1	17.5	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
BAY ST/GEN MCINTOSH/ PRESIDENT/ISLAND EXPWY - WB	I-16 to Lathrop	5042023	5042	397.7	15.9	35	0.45	20.2	13.0	Cross Street	D	Closely spaced signals between Graham and Lathrop	Coordinate signals between Graham and Lathrop
ROGERS/QUACCO - NB	Pine Barren to US 80 EB	5045010	5045	8502.8	23.5	39	0.60	102.0	79.8	TWSC	F	Short Distance between US 80 E/W	Signal Operations - Coordinate signals between US 80 E/W
DEAN FOREST/ BOURNE - NB	Garden City City Limit to SH 21	5051008	5051	2474.6	26.1	45	0.58	67.7	36.0	Cross Street	D	Funded Project for construction FY 2004-06 (PRC)	PI #562165 will widen to include center turn lane, lengthen bay for EB Rt across RR tracks
	SH 25 to SH 21	5052002	5052	5674.7	27.8	45	0.62	66.7	38.8	Signal	E	Heavy Truck Traffic, construction detour	High Percentage of Trucks and many stopped for queuing at Port - Widen shoulder to provide storage
DEAN FOREST/BOURNE - SB	Old Louisville Rd to US 80	5052006	5052	1555.5	13.1	45	0.29	66.7	49.3	Flashing Yellow	F	Excessive Delay at US 80	Priority IC - Operational will improve corridor operations at US 80
CHATHAM PKWY - SB	US 80 to I-16 WB Ramp	5056002	5056	5761.9	31.8	45	0.71	36.6	17.0	Signal	D	Lone signal after long distance uncontrolled leads to random arrivals	Signal Operations - sufficient roadway capacity, excessive intersection delay
	I-16 EB Ramp to US 17	5056004	5056	8648.5	33.5	45	0.74	54.7	41.7	Signal	D	Study further for WB and SB right turn bays	Signal Operations - sufficient roadway capacity, excessive intersection delay

PM Congested Segments Cont.
Table 5

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SH 211/516/DERENNE - WB	La Roche to Skidaway	5036002	5036	2702.4	19.2	40	0.48	53.6	31.7	Signal	D	1 lane section, long delays at Skidaway	Consider widening approach to provide 2 thru lanes to match west side of Int
	Harry Truman SB Ramp to Walters	5036005	5036	1925.4	14.0	40	0.35	68.7	50.7	Signal	E	PM WB needs progression from Truman to Bull	Coordinate signal timing for outbound PM traffic through Bull, Consider in E-W Study
	Reynolds to Habersham	5036008	5036	1275.4	10.8	40	0.27	75.7	44.0	Signal	E	PM WB needs progression from Truman to Bull	Coordinate signal timing for outbound PM traffic through Bull
	Smith to SH 25	5036025	5036	3445.5	22.8	55	0.41	77.7	34.4	Signal	E	Excessive delays due to high truck volumes	Priority IB - Widen 4-6, Heavy PM volumes with Truck traffic - construct storage for trucks
	SH 25 to Cross Gate	5036026	5036	7509.7	26.6	55	0.48	135.5	55.8	Signal	F	Currently under construction on SR 25	Study next CMS
BAY ST/GEN MCINTOSH /PRESIDENT/ISLAND EXPWY - EB	East Broad St to President	5041021	5041	1850.7	17.8	40	0.44	42.1	17.5	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
BAY ST/GEN MCINTOSH/ PRESIDENT/ISLAND EXPWY - WB	I-516 to Lathrop	5042023	5042	397.7	15.9	35	0.45	20.2	13.0	Cross Street	D	Closely spaced signals between Graham and Lathrop	Coordinate signals between Graham and Lathrop
ROGERS/QUACCO - NB	Pine Barren to US 80 EB	5045010	5045	8502.8	23.5	39	0.60	102.0	79.8	TWSC	F	Short Distance between US 80 E/W	Signal Operations - Coordinate signals between US 80 E/W
DEAN FOREST/ BOURNE - NB	Garden City City Limit to SH 21	5051008	5051	2474.6	26.1	45	0.58	67.7	36.0	Cross Street	D	Funded Project for construction FY 2004-06 (PRC)	PI #562165 will widen to include center turn lane, lengthen bay for EB Rt across RR tracks
	SH 25 to SH 21	5052002	5052	5674.7	27.8	45	0.62	66.7	38.8	Signal	E	Heavy Truck Traffic, construction detour	High Percentage of Trucks and many stopped for queuing at Port - Widen shoulder to provide storage
	Old Louisville Rd to US 80	5052006	5052	1555.5	13.1	45	0.29	66.7	49.3	Flashing Yellow	F	Excessive Delay at US 80	Priority IC - Operational will improve corridor operations at US 80
CHATHAM PKWY - SB	US 80 to I-16 WB Ramp	5056002	5056	5761.9	31.8	45	0.71	36.6	17.0	Signal	D	Lone signal after long distance uncontrolled leads to random arrivals	Signal Operations - sufficient roadway capacity, excessive intersection delay
	I-16 EB Ramp to US 17	5056004	5056	8648.5	33.5	45	0.74	54.7	41.7	Signal	D	Study further for WB and SB right turn bays	Signal Operations - sufficient roadway capacity, excessive intersection delay
MARTIN LUTHER KING - NB	Exchange/52nd St to Victory	5059001	5059	1908	15.4	35	0.44	45.2	25.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
	37th St to Anderson	5059003	5059	2045.8	17.5	35	0.50	42.8	30.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
	Broughton to Bay St	5059011	5059	771.2	10.0	35	0.29	46.8	30.7	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor

PM Congested Segments Cont.
Table 5

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
MARTIN LUTHER KING - SB	Broughton to Oglethorpe	5060003	5060	714.8	12.5	35	0.36	39.9	24.4	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
	Oglethorpe to Liberty	5060004	5060	1036.5	10.3	35	0.29	47.1	31.6	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MONTGOMERY - NB	Victory to 37th St	5061007	5061	1832.1	16.0	35	0.46	49.4	25.9	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Oglethorpe to Broughton	5061014	5061	804.2	11.9	30	0.40	40.5	23.2	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Franklin SQ N to Bay St	5061017	5061	247.1	9.4	30	0.31	25.3	14.8	Cross Street	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	37th St to Victory	5062005	5062	1832.1	17.8	35	0.51	36.7	15.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
MONTGOMERY - SB	Church Driveway to DeRenne	5062010	5062	1359.8	11.3	35	0.32	73.0	53.3	Signal	E	Canopy - Constrained Corridor, Minor Approach	Consider the addition of a right turn bay
	Franklin SQ N to Franklin SQ S	5062015	5062	317.3	11.9	30	0.40	12.8	0.6	Cross Street	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Bay St to Broughton	5064001	5064	852.7	9.6	25	0.38	62.5	42.7	Signal	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WHITAKER - SB	Broughton to Oglethorpe	5064002	5064	809.9	15.5	25	0.62	39.9	20.6	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	West Park to Henry	5064007	5064	607	17.3	35	0.49	19.0	9.6	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	43th St to Victory	5064011	5064	898.6	13.3	35	0.38	45.7	28.5	Flashing Yellow	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Willow to Windsor	5065004	5065	901.8	20.5	40	0.51	18.5	8.3	Flashing Yellow	D	Signal Operations inefficient due to offset geometry	Improvements limited due to geometry, optimize signal timing and consider realignment for eastern approach
BULLWHITE BLUFF - NB	Montgomery Cross to Mail Driveway	5065011	5065	1406	22.5	40	0.56	36.1	24.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Mail Driveway to Abercorn	5065012	5065	710.5	11.1	40	0.28	75.0	58.0	Signal	E	Abercorn volumes very heavy	NB/SB left turns very light, consider restricting them, coordinate signal with Mail Dr
	Stephenson Ave / Hunter Airfield to Johnston	5065015	5065	3200	23.4	40	0.58	91.9	40.7	Signal	F	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations, Left turn signal control
	Johnston to Hampstead	5065016	5065	1051.8	9.8	40	0.25	103.7	62.3	Signal	F	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Hampstead to DeRenne	5065017	5065	1250	4.3	35	0.12	177.4	132.7	Signal	F	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations, study in E-W study

PM Congested Segments Cont.
Table 5

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BULLWHITE BLUFF - SB	61st St to DeRenne	5066005	5066	3527.4	23.0	35	0.66	35.8	19.0	Signal	D	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	Eisenhower to Abercorn	5066010	5066	2720.2	9.2	40	0.23	179.3	129.3	Signal	F	Canopy - Constrained Corridor, Minor Approach	NB/SB left turns very light, consider restricting them, add NB Right turn overlap
	Mall Driveway to Montgomery Cross	5066012	5066	1406	11.0	40	0.27	71.4	44.6	Signal	E	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
DRAYTON - NB	Victory to 37th St	5067001	5067	1712.5	17.4	35	0.50	39.3	19.5	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	I-95 to Gateway	5069003	5069	396	8.2	55	0.15	27.7	16.7	Cross Street	F	Delays between I-95 S and Gateway	Priority II - Operational at I-95, Coordinate signals between I-95 South ramp and Gateway
ABERCORN - NB	Pine Grove to King George	5069006	5069	3413.4	28.2	55	0.51	69.3	40.3	Signal	E	Excessive eastbound delays at King George	Priority II - Widen 4-6 from US 17 to King George, accel lane for EB rights, widen King George appr
	City Limit to Rio	5069009	5069	1579.9	26.3	55	0.48	26.9	2.7	City Limit	D	Excessive delays at Rio	Priority IC - Widen 4-6 from Rio to Truman, Optimize from Rio to King George
	Apache to Science	5069011	5069	1401.1	20.1	45	0.45	42.4	29.0	Signal	D	Delays throughout corridor	Priority IC - Widen 4-6 from Rio to Truman, Coordinate between Rio and King George
	Mercy to Largo	5069013	5069	1390.8	11.8	45	0.26	57.6	38.3	Signal	E	Intersection Delays at Largo	Priority IB - Operational, Priority IC - Widen 4-6 from Rio to Truman
	Television Circle to Montgomery Cross	5069018	5069	2959.3	23.9	45	0.53	48.0	29.3	Signal	D	Oversaturated Intersection	Consider NB and SB right turn lanes and optimize signal, Truman ext may relieve some volume
	Mall Driveway to White Bluff	5069020	5069	1234.6	7.3	45	0.16	93.9	71.3	Signal	F	short distance between Mall and White Bluff	Coordinate signals between Mall driveway and White Bluff, review turning movements
	White Bluff to Mall Blvd	5069021	5069	1536.8	9.3	45	0.21	87.2	61.5	Signal	F	Excessive Intersection Delays	Priority IB - Operational, NB right turn lane planned, will free up some time for others
	Mall Blvd to Eisenhower	5069022	5069	1555.4	22.5	45	0.50	65.4	45.0	Signal	E	Poor signal coordination	Coordinate signals along Abercorn
	Eisenhower to Stephenson	5069023	5069	1364.3	16.9	45	0.38	47.2	28.3	Signal	D	Currently under construction on Stephenson	Coordinate signals along Abercorn, Study next CMS after construction
	Lee Blvd to Janet Drive	5069026	5069	1361.3	10.7	45	0.24	91.1	58.4	Signal	F	Poor signal coordination	Coordinate signals along Abercorn
Janet to Private Drive	5069027	5069	1124.9	24.1	45	0.54	45.5	21.4	Signal	D	Poor signal coordination	Coordinate signals along Abercorn	
Private Drive to DeRenne	5069028	5069	729.3	4.4	40	0.11	107.0	81.6	Signal	F	Excessive Intersection Delays	Priority IB - Operational - Optimize Derenne and Abercorn will improve, NB Right turn lane planned	

PM Congested Segments Cont.
Table 5

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ABERCORN - NB	Washington to Victory	5069032	5069	1167.4	15.6	35	0.45	37.8	23.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
	37th St to Victory	5070002	5070	1716.6	17.8	35	0.51	46.2	33.0	Signal	D	Urban Core	Constrained Corridor - Optimize Victory then Abercorn will benefit from more time
	63rd St to DeRenne	5070006	5070	2759.3	22.7	40	0.57	47.2	31.0	Signal	D	Excessive Intersection Delays	Optimize Derenne and Abercorn, NB right turn lane planned
	Jackson to Stephenson	5070011	5070	1300.9	16.1	45	0.36	47.9	30.0	Signal	D	Excessive Delays at Stephenson	Coordinate signals between DeRenne and Stephenson
	Mail Driveway to Montgomery Cross	5070016	5070	1638.4	18.6	45	0.41	54.3	32.0	Signal	D	Oversaturated Intersection	PI #50570 will widen from 2-4 lanes between Abercorn & Abercorn on Montgomery Cross
ABERCORN - SB	Mercy to Science	5070023	5070	3831.4	29.6	45	0.66	39.0	20.5	Signal	D	Delays throughout corridor	Priority IC - Widen 4-6 from Rio to Truman
	Apache to Rio	5070025	5070	2685.1	15.8	45	0.35	127.9	70.5	Signal	F	Excessive delays at Rio	Priority IC - Widen 4-6 from Rio to Truman, Optimize from Rio to King George
	Veterans Pkwy to King George	5070028	5070	5532.3	27.0	55	0.49	144.9	64.5	Signal	F	Westbound Delays to King George	Priority IC - Widen 4-6 between King George and Rio, Priority II - Widen 6-8, widen King George appr
	I-95 to I-95 SB Ramp	5070033	5070	691	21.8	55	0.40	21.5	9.2	Cross Street	D	Delays between I-95 S and Gateway	Priority II - Operational at I-95, Coordinate signals between I-95 South ramp and Gateway
	Bay St to Broughton	5072001	5072	743.8	16.6	30	0.55	49.5	11.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Anderson to 37th St	5072008	5072	1991.1	14.5	35	0.41	54.5	39.8	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	37th St to Victory	5072009	5072	1781.3	19.2	35	0.55	36.0	21.8	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	40th St to 37th St	5075002	5075	922	16.8	35	0.48	29.9	17.3	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	Gwinnett to Liberty	5075006	5075	2845.5	23.4	35	0.67	40.9	22.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	SH 25 (CROSSGATEBOURNE) - NB	SH 25 Merge to SH 21 Spur	5079003	5079	3088.4	26.7	45	0.59	47.9	Signal	D	Sufficient Roadway Capacity but High Delays	Signal Operations - High Truck Volumes and construction detour, study again next CMS
JOHNNY MERCER - EB	Walgreens to Wilmington Island	5083005	5083	1348.8	13.3	35	0.38	49.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Optimize Signal, add channelized NB right turn, Access Mgmt with WB cont flow	
JOHNNY MERCER - WB	White Marsh to US 80	5084009	5084	4488	27.2	45	0.61	44.8	Signal	D	Canopy - Constrained Corridor	Priority II - Operational, consider WB US 80 Continuous movement	

PM Congested Segments Cont.
Table 5

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
HODGESON MEMORIAL - NB	Mall Way to Mall Blvd	5089003	5089	500.3	8.7	35	0.25	38.2	27.7	Signal	D	Short distance between Mall Way and Mall Blvd	Signal Operations - Coordinate signals between Mall Way and Mall Blvd
	Stephenson to Eisentower	5090001	5090	1368.5	9.3	35	0.26	77.5	61.3	Signal	E	Currently under construction on Stephenson	Study next CMS
STEPHENSON - EB	White Bluff to Abercorn	5091001	5091	793.1	6.2	30	0.21	70.3	55.8	Signal	E	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
	Hodgeson Memorial to Habersham	5092003	5092	1012.3	10.6	25	0.43	43.8	26.8	Signal	D	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
STEPHENSON - WB	Habersham to Abercorn	5092004	5092	702.3	10.8	30	0.36	44.2	32.3	Signal	D	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
	Abercorn to White Bluff	5092005	5092	793.1	12.6	30	0.42	52.5	41.0	Signal	D	Consistent WB Delays	Consider widening WB approach to allow 2 through lanes
HABERSHAM - NB	Johnston to DeRenne	5093002	5093	2430.1	7.6	35	0.22	176.3	106.7	Cross Street	F	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
	Victory to 37th St	5093007	5093	1712.5	15.2	30	0.51	40.4	25.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
HABERSHAM - SB	63rd St to DeRenne	5094006	5094	2741.8	21.1	35	0.60	35.0	14.0	Signal	D	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
	Johnston to Stephenson	5094008	5094	3189.1	7.9	35	0.23	241.3	126.0	Cross Street	F	Currently under construction on Stephenson	Stephenson widening will help Habersham
BONNY BRIDGE - WB	SH 25 to SH 21	5096002	5096	4947.8	21.9	40	0.55	74.3	47.8	Signal	E	Delays at SH 21, Minor approach	Delays expected at minor appr to SH 21, Optimize Signal
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Patrick Graham Terminal to SH 21	5097009	5097	12131.6	21.0	40	0.53	224.0	120.0	Cross Street	D	Currently detour due to construction on SR 25	Study next CMS
	SH 21 to SH 25	5097010	5097	4673.4	26.6	41	0.65	42.3	13.0	Signal	D	Currently detour due to construction on SR 25	Study next CMS
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	SH 25 to SH 21	5098002	5098	4673.4	26.5	41	0.65	54.8	33.6	Signal	D	Currently detour due to construction on SR 25	Study next CMS
	Wassaw to Johnny Mercer	5103004	5103	1115.9	14.9	35	0.43	33.4	22.3	Cross Street	D	Minor Approach to Johnny Mercer	Side street delays are expected
HARMON - NB	37th St to Anderson	5105004	5105	1999.1	14.9	25	0.59	37.9	33.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions

PM Congested Segments Cont.
Table 5

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
HARMON - SB	Henry to Anderson	5106004	5106	321.2	4.5	25	0.18	35.4	31.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	39th St to Victory	5106007	5106	1056.6	13.1	25	0.52	25.9	18.7	AWSC	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired cond., Stop sign upstream restricts coordination
WATERS/WHITFIELD/DIAMOND CAUSWAY - NB	City Limit to Montgomery Cross	5107010	5107	2227.8	15.6	45	0.35	67.3	53.7	City Limit	F	Heavy left turn volumes overflow storage bays	Optimize signal timing to maximize flowrate for left turn vehicles, this will free-up green time for other phases
	Eisenhower to Stephenson	5107013	5107	1307.8	15.2	40	0.38	45.2	25.7	Signal	D	Corridor will improve with extension of Truman	Study next CMS
	Stephenson to DeRenne	5107014	5107	5497.7	11.3	35	0.32	251.2	111.7	Signal	F	Corridor will improve with extension of Truman	Study next CMS, review in E-W Study
	Gwinnett to Henry	5108002	5108	1592.1	19.0	30	0.63	25.2	14.3	AWSC	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
	37th St to Victory	5108005	5108	1705.4	11.2	30	0.37	67.4	44.7	Signal	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WATERS/WHITFIELD/DIAMOND CAUSWAY - SB	55th St to DeRenne	5108012	5108	1973.7	17.2	35	0.49	50.1	13.0	Signal	D	Corridor will improve with extension of Truman	Study next CMS
	DeRenne to Stephenson	5108013	5108	5497.8	14.0	35	0.40	159.8	47.3	Signal	F	Corridor will improve with extension of Truman	Study next CMS
	Stephenson to Eisenhower	5108014	5108	1307.7	13.3	40	0.33	48.8	29.7	Signal	D	Corridor will improve with extension of Truman and Whitfield widening	Study next CMS
	Mall Blvd to Montgomery Cross	5108016	5108	1919.6	17.9	40	0.45	41.1	21.0	Signal	D	Corridor will improve with extension of Truman and Whitfield widening	Study next CMS
FERGUSON - NB	Shipyard to Diamond Causeway	5113002	5113	6509.6	30.5	40	0.76	36.6	15.3	TWSC	E	Canopy - Constrained Corridor	Constrained Corridor - Secondary roadway for access, higher speeds not desired
	La Roche to Skidaway	5114001	5114	6100.5	26.2	40	0.66	54.5	19.5	TWSC	F	Canopy - Constrained Corridor	Constrained Corridor - Secondary roadway for access, higher speeds not desired
SKIDAWAY - NB	Montgomery Cross to Eisenhower	5115004	5115	3950.4	17.6	35	0.50	79.7	47.7	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	DeRenne to La Roche	5115007	5115	3331.8	20.5	35	0.59	50.6	22.3	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	La Roche to 52nd St	5115008	5115	2124.2	14.8	35	0.42	58.7	18.0	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	Colorado to Victory	5115010	5115	953.4	8.4	35	0.24	63.7	47.3	Signal	E	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops

PM Congested Segments Cont.
Table 5

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SKIDAWAY - SB	Wheaton to Henry/Anderson	5116001	5116	1912.8	14.2	30	0.47	48.0	37.3	TWSC	E	Minor Approach to 5-legged intersection	Optimize Signal at Anderson
	36th St to Victory	5116003	5116	2607.6	19.7	35	0.56	42.6	24.0	Signal	D	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops
	Colorado to 52nd St	5116005	5116	2264.6	16.4	35	0.47	52.0	27.7	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	La Roche to DeRenne	5116007	5116	3331.7	19.9	35	0.57	50.1	24.3	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
	Bonna Bella to Eisenhower	5116009	5116	4611.3	21.4	40	0.53	68.5	29.7	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
PENNSYLVANIA - NB	Capital to Islands Expressway	5117003	5117	1858.6	13.8	30	0.46	63.8	45.5	Signal	E	Minor Approach at Bay	Cross Street Delay Expected
PENNSYLVANIA - SB	Islands Expressway to Capital	5118001	5118	1858.6	18.1	30	0.60	58.4	16.3	Signal	E	Signal Operations at Capital	Signal Operations - at Capital
TIBET - EB	Largo to Abercorn	5121002	5121	4218.9	17.6	35	0.50	82.4	56.3	AWSC	F	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
TIBET - WB	White Bluff to Abercorn	5122001	5122	704.2	13.9	35	0.40	52.2	38.7	Signal	D	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
	Largo to Middleground	5122003	5122	2293.9	20.9	30	0.70	26.1	19.8	AWSC	D	Minor Approach at Middleground	Cross Street Delay Expected
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	DeRenne to Skidaway	5123006	5123	3966.4	19.7	35	0.56	62.8	39.0	Signal	E	Delays at Skidaway and SR 21	Priority II - Operational from City limits to Skidaway will improve with Skidaway widening, Optimize signal timing
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Harry Truman NB Ramp to Skidaway	5124003	5124	4533.9	19.0	30	0.63	60.9	48.0	Signal	E	Delays at Skidaway	Priority III - Operational between Waters and Skidaway, will improve with Skidaway widening, Optimize signal timing
	Skidaway to DeRenne	5124004	5124	3966.4	25.3	35	0.72	36.4	16.0	Signal	D	Delays at Skidaway and SR 21	Priority II - Operational from City limits to Skidaway

PM Congested Segments Cont.
Table 5

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
VICTORY/SAFOLD/ISLANDEXPRESSWAY/US 80 - EB	Bull to Abercorn	5129009	5129	817.4	18.3	35	0.52	39.2	31.3	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Paulsen to Waters	5129014	5129	1255.7	16.8	35	0.48	40.5	30.3	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Bee Rd to Harry Truman SB Ramp	5129016	5129	2149.2	18.1	40	0.45	49.5	30.3	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
VICTORY/SAFOLD/ISLANDEXPRESSWAY/US 80 - WB	Wallin to Skidaway	5129019	5129	1174.6	11.3	40	0.28	75.3	45.5	Signal	E	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Thunderbolt City Limit to Whatley	5129022	5129	609.8	16.0	35	0.46	35.5	24.0	Cross Street	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Skidaway to Wallin	5130021	5130	1174.6	8.4	40	0.21	73.1	55.3	Signal	E	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
VICTORY/SAFOLD/ISLANDEXPRESSWAY/US 80 - WB	Bee Rd to Waters	5130025	5130	2834.3	24.1	40	0.60	42.0	29.8	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Habersham to Abercorn	5130030	5130	716	7.1	35	0.20	55.3	36.7	Signal	E	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
	Hopkins to Stiles	5130037	5130	3300.2	21.6	35	0.62	58.3	34.5	Signal	E	Delays at intersection with Ogeechee	Study intersection for possible signalization

Table 6 – Top 20 Most Congested Segments

Rank	Route and Direction	Roadway Segment	Segment ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
1	WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Stephenson to DeRenne	5107014	5497.7	PM	11.3	35	0.32	251.2	111.7	Signal	F	Corridor will improve with extension of Truman	Study next CMS, review in E-W Study
			5107014	5497.7	MD	16.1	35	0.46	130.3	62.0	Signal	F		
			5107014	5497.7	AM	18.7	35	0.53	109.4	49.7	Signal	F		
2	HABERSHAM - SB	Johnston to Stephenson	5094008	3189.1	PM	7.9	35	0.23	241.3	126.0	Cross Street	F	Currently under construction on Stephenson	Stephenson widening will help Habersham
			5094008	3189.1	AM	17.5	35	0.50	66.7	44.3	Cross Street	D		
3	BULL/WHITE BLUFF - SB	Eisenhower to Abercorn	5066010	2720.2	PM	9.2	40	0.23	179.3	129.3	Signal	F	Canopy - Constrained Corridor, Minor Approach	NB/SB left turns very light, consider restricting them, add NB Right turn overlap.
			5066010	2720.2	AM	26.2	40	0.66	44.8	33.5	Signal	D		
			5066010	2720.2	MD	23.5	40	0.59	44.1	29.3	Signal	D		
4	MALL BLVD - WB	Mall Way to Abercorn	5006004	889.8	PM	5.0	40	0.12	179.2	138.0	Signal	F	Planned Intersection TIP	Consider change in lane use for shared dual left, study addition of NB right turn.
			5006004	889.8	AM	9.6	40	0.24	76.1	57.5	Signal	E		
5	BULL/WHITE BLUFF - NB	Hampstead to DeRenne	5065017	1250	PM	4.3	35	0.12	177.4	132.7	Signal	F	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations, study in E-W study
			5065017	1250	MD	6.2	35	0.18	111.7	89.0	Signal	F		
			5065017	1250	AM	8.2	35	0.23	91.2	69.8	Signal	F		
6	HABERSHAM - NB	Johnston to DeRenne	5093002	2430.1	PM	7.6	35	0.22	176.3	106.7	Cross Street	F	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
			5093002	2430.1	AM	13.8	35	0.39	82.6	67.7	Cross Street	E		
7	WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	DeRenne to Stephenson	5108013	5497.8	PM	14.0	35	0.40	159.8	47.3	Signal	F	Corridor will improve with extension of Truman	Study next CMS
			5070028	5532.3	PM	27.0	55	0.49	144.9	64.5	Signal	F		
8	ABERCORN - SB	Veterans Pkwy to King George	5070028	5532.3	MD	36.5	55	0.66	38.2	22.0	Signal	D	Westbound Delays to King George	Priority IC - Widen 4-6 between King George and Rio, Priority II - Widen 6-8, widen King George approach.
			5035025	1374.5	PM	6.0	40	0.15	140.9	103.0	Signal	F		
9	SH 21/I 516/DERENNE - EB	Montgomery to Bull	5035025	1374.5	MD	15.2	40	0.38	69.4	48.7	Signal	E	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study.
			5035025	1374.5	AM	21.0	40	0.53	60.1	39.0	Signal	E		
10	OGEECHEE/US 17 - WB	Quacco to SH 204 WB Ramp	5012007	6651.9	PM	19.0	40	0.47	138.7	53.0	Signal	F	Currently under construction	Study next CMS
			5035010	7509.7	AM	29.3	55	0.53	138.1	64.0	Signal	F		
11	SH 21/I 516/DERENNE - EB	Cross Gate to SH 25	5035010	7509.7	MD	25.2	55	0.46	137.1	44.0	Signal	F	Currently delour due to construction on SR 25	Study next CMS
			5035010	7509.7	PM	33.0	55	0.60	72.3	43.0	Signal	E		

Top 20 Segments Continued
Table 6

Rank	Route and Direction	Roadway Segment	Segment ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
12	SH 21/1 516/DERENNE - WB	SH 25 to Cross Gate	5036026	7509.7	PM	26.6	55	0.48	135.5	55.8	Signal	F	Currently under construction on SR 25	Study next CMS
13	ABERCORN - SB	Apache to Rio	5070025	2685.1	PM	15.8	45	0.35	127.9	70.5	Signal	F	Excessive delays at Rio	Priority IC - Widen 4-6 from Rio to Truman, Optimize from Rio to King George
14	SKIDAWAY - SB	La Roche to DeRenne	5116007	3331.7	AM	13.3	35	0.38	126.9	85.5	Signal	F	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
15	BULL/WHITE BLUFF - SB	61st St to DeRenne	5066005	3527.4	MD	13.6	35	0.39	118.2	92.5	Signal	F	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations
16	MONTGOMERY CROSS - EB	Tibet Ave to Abercorn	5003002	8340.3	PM	20.9	35	0.60	113.1	89.0	Signal	F	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
17	MONTGOMERY CROSS - WB	Sallie Mood to Waters	5004002	4851.7	MD	18.1	45	0.40	111.0	94.5	Signal	F	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
18	ABERCORN - NB	Private Drive to DeRenne	5069028	729.3	AM	5.6	40	0.14	83.8	66.2	Signal	F	Excessive Intersection Delays	Priority IB - Operational - Optimize Derenne and Abercorn will improve, NB right turn lane planned
19	DEAN FOREST/BOURNE - SB	SH 25 to SH 21	5052002	5674.7	PM	27.7	45	0.62	72.5	56.7	Signal	E	Heavy Truck Traffic, construction delour	High Percentage of Trucks and many stopped for queuing at Port - Widen shoulder to provide storage
20	ABERCORN - NB	Pine Grove to King George	5069006	3413.4	AM	26.2	55	0.48	103.9	59.5	Signal	F	Excessive eastbound delays at King George	Priority II - Widen 4-6 from US 17 to King George, accel lane for EB rights, widen King George approach.



Figure 10 – Example 1-Second Speed on Congested Segment Near Signal

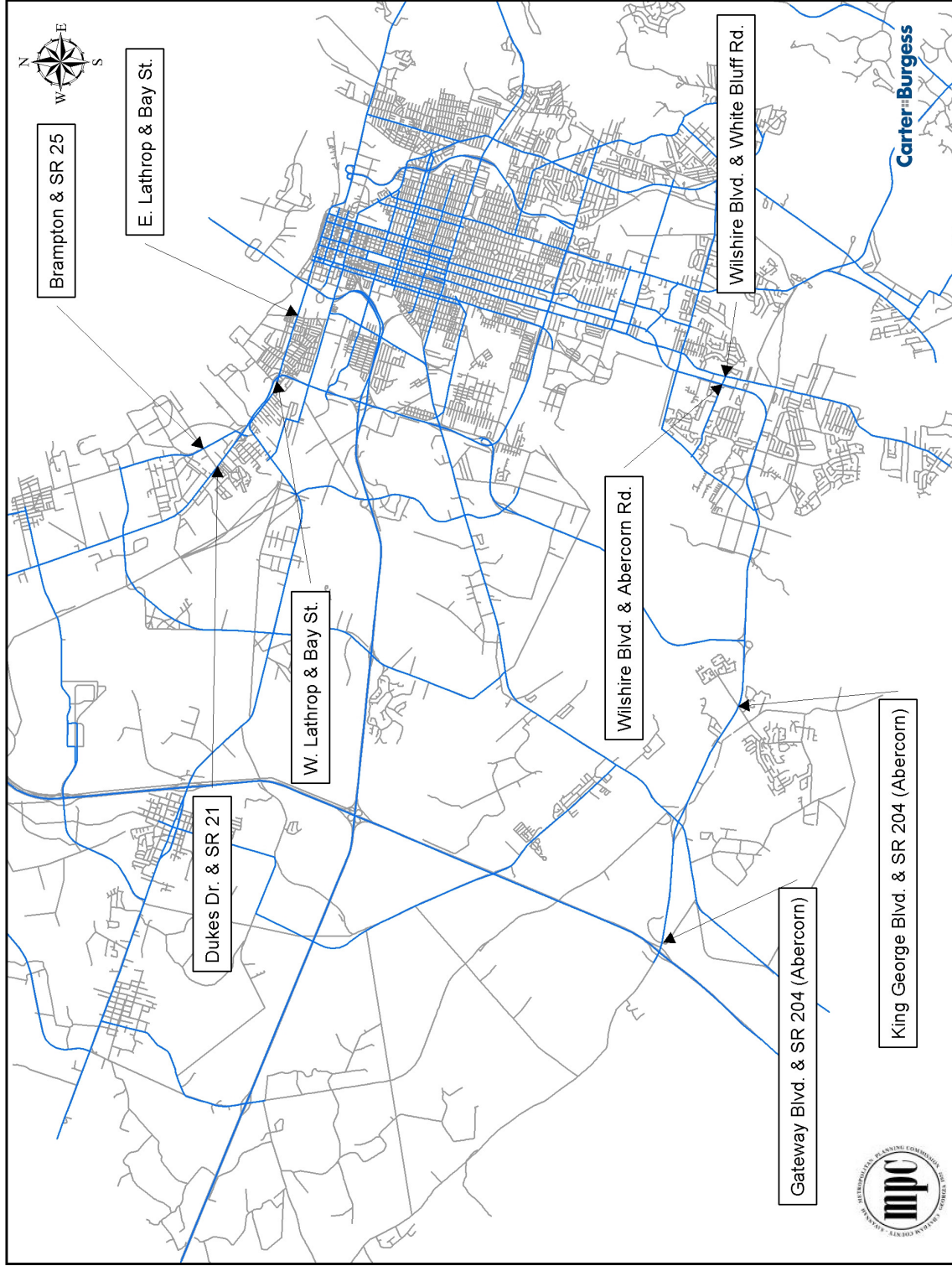


Figure 11 – Isolated Intersection Locations

7.0 CONCLUSIONS

Based on average segment delay and the resulting approach LOS, the majority of roadways studied are operating under stable or free-flow conditions. Only 10% of the roadways were operating under congested conditions during the Winter 2003-2004 season. The primary criterion used for determining congestion was approach LOS as included in the summary tables.

On many of the segments with CI's in the congested range (< 70% of posted speed), the congestion occurred only near a stop sign or traffic signal and had acceptable conditions through the remainder of the segment. This is demonstrated by referring to the 0.1-mile segments as shown in **Figure 11** and observing the frequency of low speed near the segment nodes or intersections.

The U.S. Department of Transportation's Federal Highway Administration (FHWA) has produced a video showing that retiming traffic signals is one of the more cost-effective techniques available to state and local agencies in their efforts to manage congestion and growing travel demand. The video, "It's About Time, Traffic Signal Management: Cost-Effective Street Capacity and Safety," demonstrates how signal timing on roads can improve air quality while reducing fuel consumption, decreasing traffic congestion, and saving time for commercial and emergency vehicles. Two-thirds of all highway miles in the United States are roads with traffic signals. According to the Institute of Transportation Engineers, the United States has about 300,000 traffic signals. The performance of about 75 percent of them could be improved easily and inexpensively by updating equipment or by simply adjusting the timing.

As required by FHWA, every effort must be made to optimize the existing system prior to implementing capital improvements. The operational improvements discussed above are ones that have the largest benefit cost ratio. Other improvements that should be considered are related to TDM, and TSM type projects. Transit type projects would fall into the category of travel demand management (TDM). At the time of this project, the amount of data available in GIS was limited for comparison to the results. One observation in the area of transit operations relates to the use of bus bays. There are varying opinions on the benefits of bays, but there are many situations where "far side" bays on the downstream side of the intersection would remove the bus from the mainlanes and allow through traffic to continue. This would also provide opportunities for the bus to depart the bay in gaps created by the intersection control.

As noted in the Appendix, a few locations would benefit from TSM improvements or localized intersection geometric additions. These would primarily include turn bay extensions to allow improved access to the existing turn bays so they are not blocked by queued vehicles in the through lanes.

Other congested segments were found to include plans within the TIP or Long Range Plan. Those situations were noted as such.

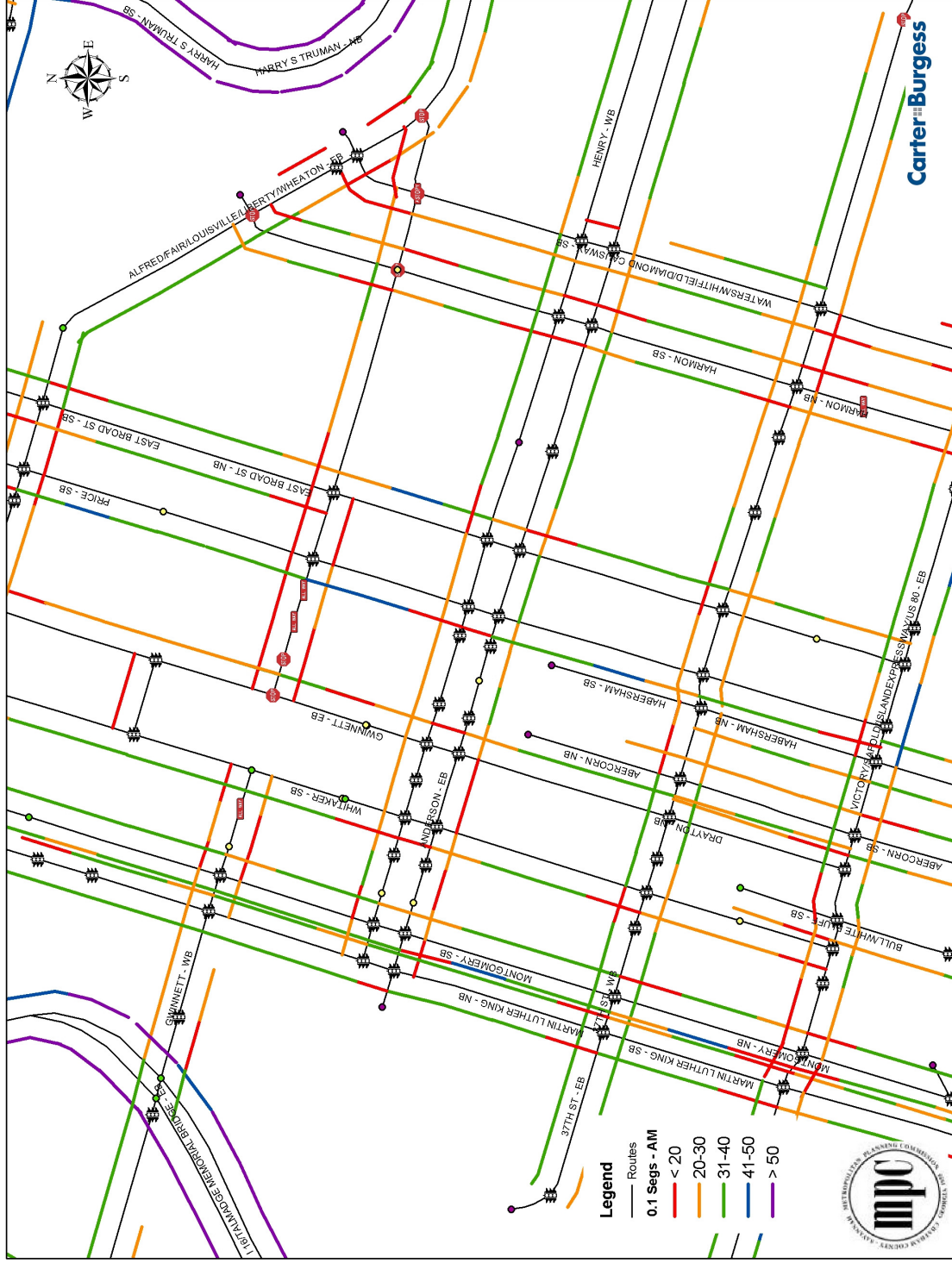


Figure 12 – 0.1 Mile Segments

8.0 RECOMMENDATIONS

Recommendations for each section of congested roadway are shown in **Tables 4 and 5** in the right-hand columns.

Recommendations for the 20 sections of roadway with the worst LOS/Delay are summarized in **Table 6**.

Improvements include signal timing optimization, traffic signal coordination for improved progression, access management, multi-modal considerations, new signals where stop signs currently exist, and roadway widening. Benefits of these improvements are described below.

Many of the recommendations include signal timing improvements. Signal timing improvements are a relatively inexpensive way to make significant improvements on a transportation network. Improved signal timing can decrease delay by appropriately allocating green time among competing phases. This allows more traffic to pass through the signal with less delay. By adjusting cycle lengths and offsets, drivers can travel longer distances along a corridor before having to stop for a red light. This decreases travel time and improves air quality. Both signal timing optimization and traffic signal progression are relatively low cost improvements to make the best use of existing capacity and optimize allocation of funding. The cost for a signal timing improvement project varies depending on the number of traffic signals, the controller capabilities, the location of the traffic signals and adjacent signals, the number of timing plans required, and implementation and fine-tuning needs. Depending on the condition and capabilities of the existing signal equipment, these improvements could range from \$4,000 per intersection to over \$10,000.

Access management minimizes the number of access points along a given section of roadway. Reducing and combining access points minimize the number of conflict areas along a corridor. Traffic generally slows down to make right and left turns into driveways, and reducing the number of driveways limits the areas where traffic is interrupted by turning movements. In some cases, right and left turn lanes can be provided at combined driveways, and the slow turning movements can be removed from the through lanes.

The Chatham County – Savannah MPC prepared a comprehensive Bikeway Plan in September 2000. The plans developed at that time and upon ultimate implementation will create an extensive network of on-street and off-street paths available for both bikes and pedestrians. As noted in that publication:

“Bikeways and greenways provide opportunities for alternative modes of transportation and therefore can reduce automobile travel. Some traffic congestion problems may be helped by a bikeway / greenway system because more people will find it convenient to cycle or walk to employment centers, commercial districts, transit stations,



institutions, and recreation destinations. Thus a bikeway / greenway system can increase the traffic carrying capacity of the roadway system. As bicycle and pedestrian trips increase, all residents will benefit from reductions in traffic congestion, air pollution, and energy consumption.”

Transit route coverage blankets the vast majority of all the arterials evaluated in the CMS. This provides the opportunity for patrons and ease of access to those desiring to use transit. The one element observed regarding transit is the lack of bus bays to remove them from the traffic stream. Far-side bus bays improve the operations of the bus by making it easier to return to the travel lane. In contrast, when stopped at the near-side, it is always a challenge to pull back into the lane due to queued vehicles.

Adding signals may be an improvement at four-way stop intersections or intersections with heavy major street and cross street traffic. This reduces delay for previously stop-controlled movements but may increase delay for movements that were not controlled. As traffic volumes increase, as warranted traffic signals are necessary to efficiently move traffic.

Continuous flow intersections are a unique configuration that is primarily applicable for T-intersections. This design provides a continuous green indication for the primary movement on the side of the “T” that does not have a side street approach. This is accomplished by modifying the median or center of intersection to provide channelization of the side street left turns and directing them into a merge situation with the continuous movement. This is highlighted in **Figure 12**. This should only be applied in those areas where the 4th leg of the intersection will not be added at a later date. This intersection configuration can greatly reduce delays for those intersection uniquely qualified.

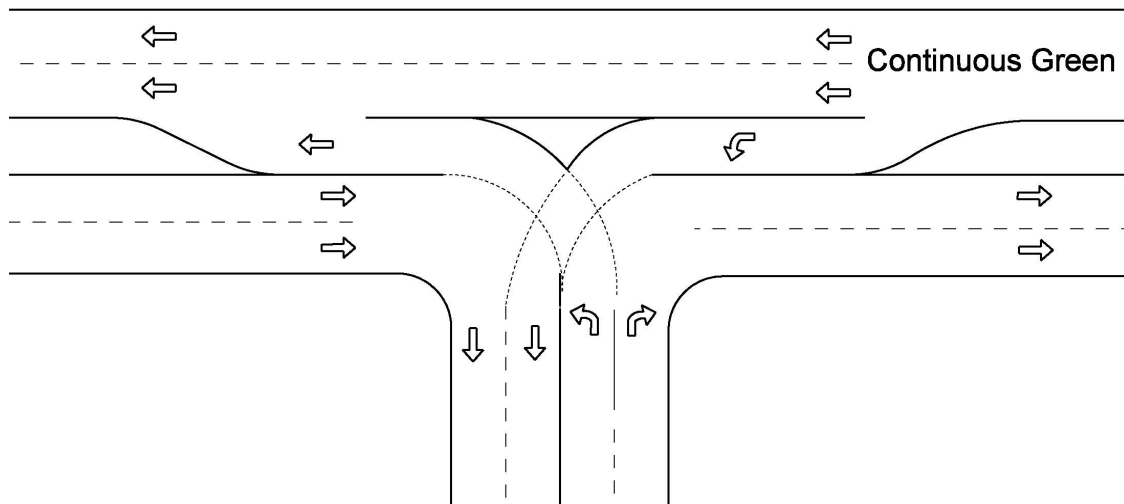


Figure 13 –Continuous Flow Intersection Diagram

Roadway widening is necessary where traffic signal timing and access management are unable to provide enough capacity for heavy traffic volumes. Widening could include adding a through lane for a long section of road, or providing turn lanes at intersections. Adding capacity through roadway widening is generally expensive.

A categorical summary of recommended improvements from the Winter 2003-2004 report are shown in **Figure 13**. As illustrated, the most often recommended improvement was signal timing at 24% aside from those congested segments that fall on roadways that have planned/programmed improvements in the system. **Figure 14** illustrate the recommendations for each segment found to have a LOS of D-F. The segments are color-coded by recommendation category.

The results of the CMS indicate that the majority of the observed areas of congestion are either addressed in “planned projects” or are related to traffic signal operations. The planned projects have been evaluated in model updates to consider their benefits in the future. Traffic signal operations are details that are difficult to reflect in a transportation model. Most models consider the demand and capacity on links between intersections and don’t consider details like the quality of the signal operations. Therefore, it is difficult to know for certain how much more life one can have by improving the signal timing. As the area grows and the traffic patterns change, studies similar to this CMS need to occur to monitor the quality of the intersection operations so that the network can be managed and provide maximum life before having to add capacity.

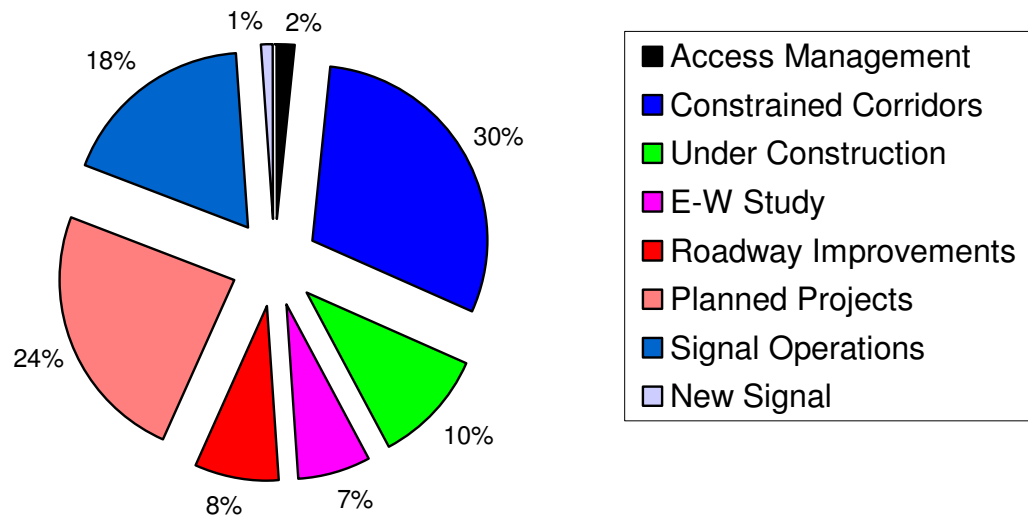


Figure 14 –Breakdown of Winter 2003-2004 Improvement Recommendations

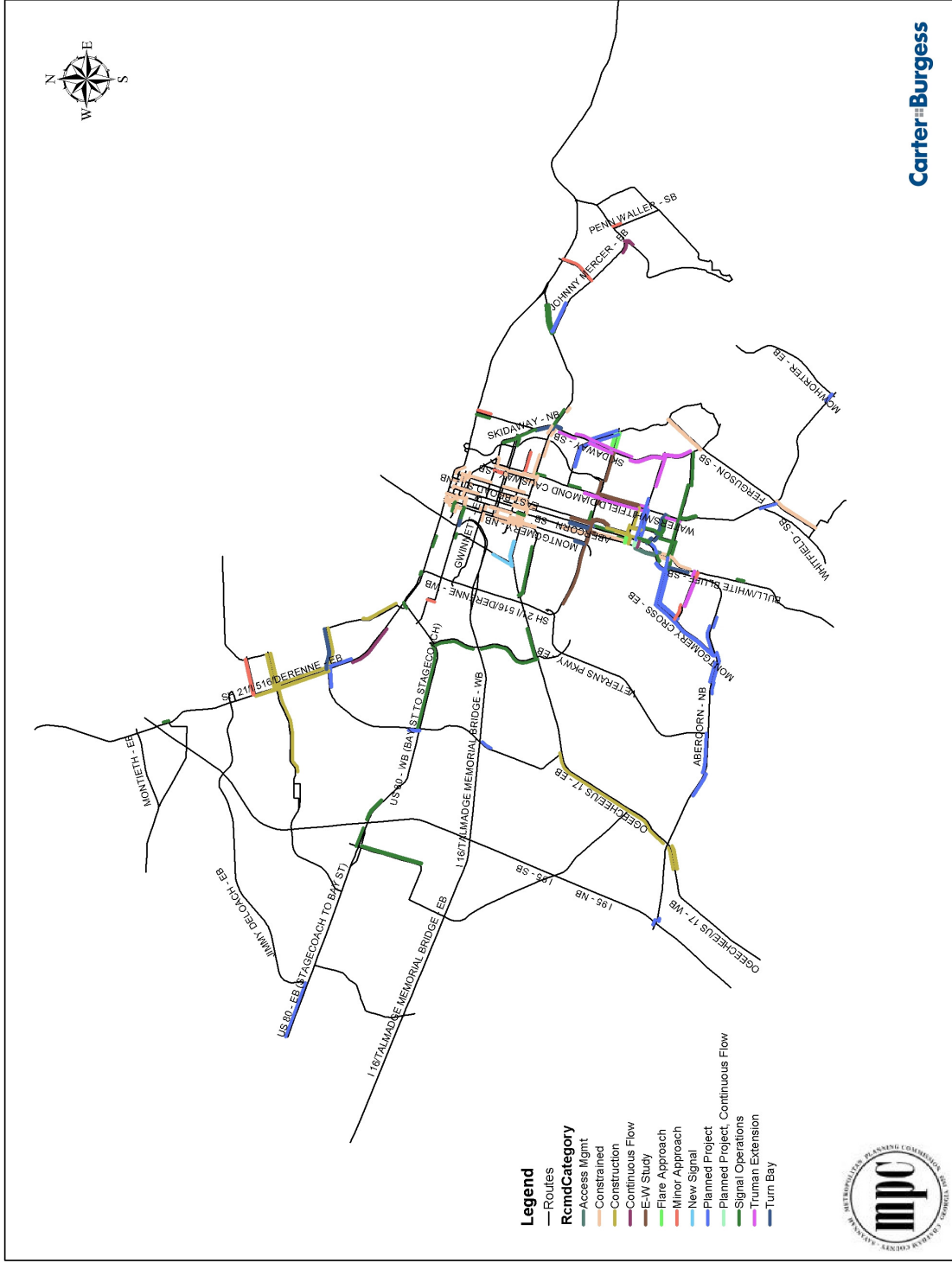


Figure 15 – Breakdown of Winter 2003-2004 Improvement Recommendations by Segment

APPENDIX A



Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SHIPYARD - EB	Whitfield to North Drive	5001001	5001	7645.8	AM	28.3	30	0.93	23.6	9.7	Cross Street	B		B
SHIPYARD - EB	Whitfield to North Drive	5001001	5001	7645.8	MD	34.2	30	1.12	0.7	0.0	Cross Street	A		A
SHIPYARD - EB	Whitfield to North Drive	5001001	5001	7645.8	PM	32.2	30	1.06	0.0	0.0	Cross Street	A		A
SHIPYARD - WB	North Drive to Whitfield	5002002	5002	7645.8	AM	33.9	30	1.12	0.0	1.0	Cross Street	A		A
SHIPYARD - WB	North Drive to Whitfield	5002002	5002	7645.8	MD	36.7	30	1.21	0.0	1.2	Cross Street	A		A
SHIPYARD - WB	North Drive to Whitfield	5002002	5002	7645.8	PM	32.9	30	1.08	0.0	0.7	Cross Street	A		A
MONTGOMERY CROSS - EB	Abercorn to Tibet Ave	5003001	5003	7029.6	AM	31.3	35	0.89	16.6	0.6	Signal	B		B
MONTGOMERY CROSS - EB	Abercorn to Tibet Ave	5003001	5003	7029.6	MD	39.7	35	1.14	0.0	0.0	Signal	A		A
MONTGOMERY CROSS - EB	Abercorn to Tibet Ave	5003001	5003	7029.6	PM	29.9	35	0.85	23.8	0.0	Signal	C		C
MONTGOMERY CROSS - EB	Tibet Ave to Abercorn	5003002	5003	8340.3	AM	23.8	35	0.68	85.8	67.0	Signal	F	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
MONTGOMERY CROSS - EB	Tibet Ave to Abercorn	5003002	5003	8340.3	MD	25.8	35	0.74	57.7	69.5	Signal	E	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
MONTGOMERY CROSS - EB	Tibet Ave to Abercorn	5003002	5003	8340.3	PM	20.9	35	0.60	113.1	89.0	Signal	F	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
MONTGOMERY CROSS - EB	Abercorn to White Bluff	5003003	5003	1567.6	AM	14.4	35	0.41	57.7	42.8	Signal	E	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
MONTGOMERY CROSS - EB	Abercorn to White Bluff	5003003	5003	1567.6	MD	17.6	35	0.50	36.3	29.0	Signal	D	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
MONTGOMERY CROSS - EB	Abercorn to White Bluff	5003003	5003	1567.6	PM	11.8	35	0.34	58.6	41.7	Signal	E	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
MONTGOMERY CROSS - EB	White Bluff to Hodgeson Memorial	5003004	5003	2376.4	AM	23.1	35	0.66	36.1	23.3	Signal	D	Signal Timing	Delays along Montgomery between Abercorn and Waters, Coordinate signals
MONTGOMERY CROSS - EB	White Bluff to Hodgeson Memorial	5003004	5003	2376.4	MD	38.7	35	1.11	0.0	0.0	Signal	A		A
MONTGOMERY CROSS - EB	White Bluff to Hodgeson Memorial	5003004	5003	2376.4	PM	21.5	35	0.61	32.7	15.0	Signal	C		C
MONTGOMERY CROSS - EB	Hodgeson Memorial to Waters	5003005	5003	3078.1	AM	33.0	35	0.94	9.2	7.0	Signal	A		A
MONTGOMERY CROSS - EB	Hodgeson Memorial to Waters	5003005	5003	3078.1	MD	31.6	35	0.90	6.4	9.0	Signal	A		A
MONTGOMERY CROSS - EB	Hodgeson Memorial to Waters	5003005	5003	3078.1	PM	29.1	35	0.83	25.7	18.7	Signal	C		C
MONTGOMERY CROSS - EB	Waters to Sallie Mood	5003006	5003	4851.6	AM	34.3	45	0.76	25.3	2.5	Signal	C		C
MONTGOMERY CROSS - EB	Waters to Sallie Mood	5003006	5003	4851.6	MD	45.3	45	1.01	1.0	0.0	Signal	A		A
MONTGOMERY CROSS - EB	Waters to Sallie Mood	5003006	5003	4851.6	PM	34.5	45	0.77	23.5	2.7	Signal	C		C
MONTGOMERY CROSS - EB	Sallie Mood to Skidaway	5003007	5003	4487.2	AM	37.7	45	0.84	18.5	11.0	Signal	B		B
MONTGOMERY CROSS - EB	Sallie Mood to Skidaway	5003007	5003	4487.2	MD	48.4	45	1.08	0.0	0.0	Signal	A		A
MONTGOMERY CROSS - EB	Sallie Mood to Skidaway	5003007	5003	4487.2	PM	24.6	45	0.55	58.0	27.3	Signal	E	T intersection limits capacity	Intersection capacity if limited due to the T configuration, optimize signal operations
MONTGOMERY CROSS - WB	Skidaway to Sallie Mood	5004001	5004	4487.1	AM	39.9	45	0.89	8.9	2.2	Signal	A		A
MONTGOMERY CROSS - WB	Skidaway to Sallie Mood	5004001	5004	4487.1	MD	50.0	45	1.11	0.0	0.0	Signal	A		A
MONTGOMERY CROSS - WB	Skidaway to Sallie Mood	5004001	5004	4487.1	PM	40.3	45	0.90	8.2	0.0	Signal	A		A
MONTGOMERY CROSS - WB	Sallie Mood to Waters	5004002	5004	4851.7	AM	24.1	45	0.53	73.7	37.6	Signal	E	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
MONTGOMERY CROSS - WB	Sallie Mood to Waters	5004002	5004	4851.7	MD	18.1	45	0.40	111.0	94.5	Signal	F	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
MONTGOMERY CROSS - WB	Sallie Mood to Waters	5004002	5004	4851.7	PM	37.1	45	0.82	17.3	2.3	Signal	B		B
MONTGOMERY CROSS - WB	Waters to Hodgeson Memorial	5004003	5004	3078.1	AM	30.5	35	0.87	11.0	5.4	Signal	B		B
MONTGOMERY CROSS - WB	Waters to Hodgeson Memorial	5004003	5004	3078.1	MD	33.6	35	0.96	8.7	10.0	Signal	A		A
MONTGOMERY CROSS - WB	Waters to Hodgeson Memorial	5004003	5004	3078.1	PM	19.1	35	0.55	53.5	38.3	Signal	D	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
MONTGOMERY CROSS - WB	Hodgeson Memorial to White Bluff	5004004	5004	2376.4	AM	26.8	35	0.77	15.9	5.4	Signal	B		B
MONTGOMERY CROSS - WB	Hodgeson Memorial to White Bluff	5004004	5004	2376.4	MD	23.8	35	0.68	30.5	24.5	Signal	C		C
MONTGOMERY CROSS - WB	Hodgeson Memorial to White Bluff	5004004	5004	2376.4	PM	17.5	35	0.50	46.1	32.7	Signal	D	Lack of coordination between Waters and Abercorn	Signal Operations - Coordination between Waters and Abercorn
MONTGOMERY CROSS - WB	White Bluff to Abercorn	5004005	5004	1567.6	AM	14.8	35	0.42	52.7	34.8	Signal	D	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn, study approach at Abercorn
MONTGOMERY CROSS - WB	White Bluff to Abercorn	5004005	5004	1567.6	MD	21.1	35	0.60	29.4	21.0	Signal	C		C
MONTGOMERY CROSS - WB	White Bluff to Abercorn	5004005	5004	1567.6	PM	18.0	35	0.52	29.3	15.7	Signal	C		C
MONTGOMERY CROSS - WB	Abercorn to Tibet Ave	5004006	5004	8340.3	AM	31.8	35	0.91	19.2	1.0	Signal	B		B
MONTGOMERY CROSS - WB	Abercorn to Tibet Ave	5004006	5004	8340.3	MD	37.5	35	1.07	14.3	6.0	Signal	B		B

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
MONTGOMERY CROSS - WB	Abercorn to Tibet Ave	5004006	5004	8340.3	PM	28.6	35	0.82	37.6	7.0	Signal	D	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn
MONTGOMERY CROSS - WB	Tibet Ave to Abercorn	5004007	5004	7029.6	AM	23.3	35	0.67	75.1	47.7	Signal	E	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn
MONTGOMERY CROSS - WB	Tibet Ave to Abercorn	5004007	5004	7029.6	MD	35.7	35	1.02	9.0	17.5	Signal	A		A
MONTGOMERY CROSS - WB	Tibet Ave to Abercorn	5004007	5004	7029.6	PM	25.3	35	0.72	60.8	14.8	Signal	E	Funded Project for construction FY 2004-06 (PRC)	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn
MALL BLVD - EB	Abercorn to Mall Way	5005002	5005	889.8	AM	27.6	40	0.69	6.8	0.8	Signal	A		A
MALL BLVD - EB	Abercorn to Mall Way	5005002	5005	889.8	MD	18.9	40	0.47	25.3	9.5	Signal	C		C
MALL BLVD - EB	Abercorn to Mall Way	5005002	5005	889.8	PM	16.7	40	0.42	26.5	13.7	Signal	C		C
MALL BLVD - EB	Mall Way to Hodgeson Memorial	5005003	5005	871.9	AM	22.9	40	0.57	27.2	16.8	Signal	C		C
MALL BLVD - EB	Mall Way to Hodgeson Memorial	5005003	5005	871.9	MD	15.0	40	0.37	25.4	14.0	Signal	C		C
MALL BLVD - EB	Mall Way to Hodgeson Memorial	5005003	5005	871.9	PM	10.1	40	0.25	48.6	30.7	Signal	D	High Volume of Right turning Mall vehicles	Geometrics - Add right turn bay for existing channelized movement
MALL BLVD - EB	Hodgeson Memorial to Waters	5005004	5005	3116.6	AM	24.2	40	0.60	37.7	22.5	Signal	D	T intersection with Dual left	Delays caused by signal timing, sufficient capacity for all movements
MALL BLVD - EB	Hodgeson Memorial to Waters	5005004	5005	3116.6	MD	21.6	40	0.54	50.0	32.0	Signal	D	T intersection with Dual left	Delays caused by signal timing, sufficient capacity for all movements
MALL BLVD - EB	Hodgeson Memorial to Waters	5005004	5005	3116.6	PM	24.4	40	0.61	35.7	16.7	Signal	D	T intersection with Dual left	Delays caused by signal timing, sufficient capacity for all movements
MALL BLVD - WB	Waters to Hodgeson Memorial	5006002	5006	3116.5	AM	24.4	40	0.61	37.6	21.3	Signal	D	Signal Operations, NB right turn	NB right turn may free up time for Mall Blvd traffic along with optimized timing
MALL BLVD - WB	Waters to Hodgeson Memorial	5006002	5006	3116.5	MD	25.0	40	0.63	41.2	26.5	Signal	D	Signal Operations, NB right turn	NB right turn may free up time for Mall Blvd traffic along with optimized timing
MALL BLVD - WB	Waters to Hodgeson Memorial	5006002	5006	3116.5	PM	31.1	40	0.78	18.4	8.7	Signal	B		B
MALL BLVD - WB	Hodgeson Memorial to Mall Way	5006003	5006	872	AM	29.7	40	0.74	7.1	0.0	Signal	A		A
MALL BLVD - WB	Hodgeson Memorial to Mall Way	5006003	5006	872	MD	24.4	40	0.61	10.6	4.5	Signal	B		B
MALL BLVD - WB	Hodgeson Memorial to Mall Way	5006003	5006	872	PM	19.9	40	0.50	18.4	4.7	Signal	B		B
MALL BLVD - WB	Mall Way to Abercorn	5006004	5006	889.8	AM	9.6	40	0.24	76.1	57.5	Signal	E	Excessive delays back through Mall Way	Consider change in lane use for shared dual left, study addition of NB right turn
MALL BLVD - WB	Mall Way to Abercorn	5006004	5006	889.8	MD	15.9	40	0.40	34.4	22.0	Signal	C		C
MALL BLVD - WB	Mall Way to Abercorn	5006004	5006	889.8	PM	5.0	40	0.12	179.2	138.0	Signal	F	Planned Intersection TIP	Consider change in lane use for shared dual left, study addition of NB right turn
EISENHOWER - EB	White Bluff to Abercorn	5007001	5007	874.6	AM	13.3	40	0.33	28.1	9.0	Signal	C		C
EISENHOWER - EB	White Bluff to Abercorn	5007001	5007	874.6	MD	15.1	40	0.38	43.4	28.0	Signal	D	West Approach will improve with east side widening	Consider SB continuous flow signal
EISENHOWER - EB	White Bluff to Abercorn	5007001	5007	874.6	PM	5.9	40	0.15	84.2	60.8	Signal	F	West Approach will improve with east side widening	PI #0002924 will widen to 4L divided between Abercorn and Truman, Consider SB continuous flow signal
EISENHOWER - EB	Abercorn to Hodgeson Memorial	5007002	5007	1679.8	AM	21.7	40	0.54	25.8	11.5	Signal	C		C
EISENHOWER - EB	Abercorn to Hodgeson Memorial	5007002	5007	1679.8	MD	17.0	40	0.42	44.3	28.8	Signal	D	Delays throughout the corridor to Truman	Priority IC - Operational between Abercorn and Truman widen to include center turn lane, Coordinate timing throughout corridor
EISENHOWER - EB	Abercorn to Hodgeson Memorial	5007002	5007	1679.8	PM	10.5	40	0.26	84.5	57.0	Signal	F	Delays throughout the corridor to Truman	Priority IC - Operational between Abercorn and Truman widen to include center turn lane, Coordinate timing throughout corridor
EISENHOWER - EB	Hodgeson Memorial to Waters	5007003	5007	2707.2	AM	27.0	40	0.68	26.6	13.8	Signal	C		C
EISENHOWER - EB	Hodgeson Memorial to Waters	5007003	5007	2707.2	MD	20.3	40	0.51	57.1	37.8	Signal	E	Delays throughout the corridor to Truman	Priority IC - Operational between Abercorn and Truman widen to include center turn lane, Coordinate timing throughout corridor
EISENHOWER - EB	Hodgeson Memorial to Waters	5007003	5007	2707.2	PM	24.5	40	0.61	33.2	18.3	Signal	C		C
EISENHOWER - EB	Waters to Seawright	5007004	5007	1520.6	AM	35.0	45	0.78	6.7	0.0	Signal	A		A
EISENHOWER - EB	Waters to Seawright	5007004	5007	1520.6	MD	32.1	45	0.71	9.2	0.3	Signal	A		A
EISENHOWER - EB	Waters to Seawright	5007004	5007	1520.6	PM	23.7	45	0.53	21.3	4.7	Signal	C		C
EISENHOWER - EB	Seawright to Sallie Mood	5007005	5007	1834.1	AM	29.6	45	0.66	15.6	6.8	Signal	B		B
EISENHOWER - EB	Seawright to Sallie Mood	5007005	5007	1834.1	MD	39.9	45	0.89	3.5	0.0	Signal	A		A
EISENHOWER - EB	Seawright to Sallie Mood	5007005	5007	1834.1	PM	25.7	45	0.57	25.8	9.7	Signal	C		C
EISENHOWER - EB	Sallie Mood to Skidaway	5007006	5007	4273.3	AM	35.3	45	0.78	19.9	3.5	Signal	B		B
EISENHOWER - EB	Sallie Mood to Skidaway	5007006	5007	4273.3	MD	26.9	45	0.60	46.7	23.7	Signal	D	Corridor will improve with extension of Truman	Study next CMS
EISENHOWER - EB	Sallie Mood to Skidaway	5007006	5007	4273.3	PM	25.8	45	0.57	58.4	35.0	Signal	E	Corridor will improve with extension of Truman	Study next CMS
EISENHOWER - WB	Skidaway to Sallie Mood	5008002	5008	4273.3	AM	33.0	45	0.73	25.8	6.3	Signal	C		C

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
EISENHOWER - WB	Skidaway to Sallie Mood	5008002	5008	4273.3	MD	38.5	45	0.86	11.1	0.7	Signal	B		B
EISENHOWER - WB	Skidaway to Sallie Mood	5008002	5008	4273.3	PM	41.3	45	0.92	5.9	0.0	Signal	A		A
EISENHOWER - WB	Sallie Mood to Seawright	5008003	5008	1834.1	AM	31.8	45	0.71	11.8	2.0	Signal	B		B
EISENHOWER - WB	Sallie Mood to Seawright	5008003	5008	1834.1	MD	36.9	45	0.82	7.2	0.7	Signal	A		A
EISENHOWER - WB	Sallie Mood to Seawright	5008003	5008	1834.1	PM	35.7	45	0.79	9.0	2.7	Signal	A		A
EISENHOWER - WB	Seawright to Waters	5008004	5008	1520.6	AM	15.6	45	0.35	48.0	28.7	Signal	D	Delays throughout the corridor to Truman	Coordinate timing throughout corridor
EISENHOWER - WB	Seawright to Waters	5008004	5008	1520.6	MD	16.6	45	0.37	39.1	22.7	Signal	D	Delays throughout the corridor to Truman	Coordinate timing throughout corridor
EISENHOWER - WB	Seawright to Waters	5008004	5008	1520.6	PM	25.0	45	0.56	33.3	23.0	Signal	C		C
EISENHOWER - WB	Waters to Hodgeson Memorial	5008005	5008	2707.2	AM	28.5	40	0.71	22.7	12.0	Signal	C		C
EISENHOWER - WB	Waters to Hodgeson Memorial	5008005	5008	2707.2	MD	22.5	40	0.56	50.8	31.0	Signal	D	Delays throughout the corridor to Truman	Priority IC - Operational between Abercorn and Truman widen to include center turn lane, Coordinate timing throughout corridor
EISENHOWER - WB	Waters to Hodgeson Memorial	5008005	5008	2707.2	PM	29.5	40	0.74	18.9	9.0	Signal	B		B
EISENHOWER - WB	Hodgeson Memorial to Abercorn	5008006	5008	1679.8	AM	24.8	40	0.62	19.4	3.7	Signal	B		B
EISENHOWER - WB	Hodgeson Memorial to Abercorn	5008006	5008	1679.8	MD	22.7	40	0.57	40.2	26.3	Signal	D	Delays throughout the corridor to Truman	Priority IC - Operational between Abercorn and Truman widen to include center turn lane, Coordinate timing throughout corridor
EISENHOWER - WB	Hodgeson Memorial to Abercorn	5008006	5008	1679.8	PM	14.1	40	0.35	60.8	38.0	Signal	E	Delays throughout the corridor to Truman	Priority IC - Operational between Abercorn and Truman widen to include center turn lane, Coordinate timing throughout corridor
EISENHOWER - WB	Abercorn to White Bluff	5008007	5008	874.6	AM	5.2	40	0.13	99.9	79.0	Signal	F	West Approach will improve with east side widening	PI #0002924 will widen to 4L divided between Abercorn and Truman, Consider SB continuous flow signal
EISENHOWER - WB	Abercorn to White Bluff	5008007	5008	874.6	MD	9.6	40	0.24	46.9	32.5	Signal	D	West Approach will improve with east side widening	PI #0002924 will widen to 4L divided between Abercorn and Truman, Consider SB continuous flow signal
EISENHOWER - WB	Abercorn to White Bluff	5008007	5008	874.6	PM	7.6	40	0.19	73.5	55.4	Signal	E	West Approach will improve with east side widening	PI #0002924 will widen to 4L divided between Abercorn and Truman, Consider SB continuous flow signal
52ND ST/MILLS - EB	Victory to Liberty	5009002	5009	1108.1	AM	22.3	40	0.56	14.9	0.0	Signal	B		B
52ND ST/MILLS - EB	Victory to Liberty	5009002	5009	1108.1	MD	15.3	40	0.38	32.0	5.5	Signal	C		C
52ND ST/MILLS - EB	Victory to Liberty	5009002	5009	1108.1	PM	17.6	40	0.44	23.9	1.0	Signal	C		C
52ND ST/MILLS - EB	Liberty to Hopkins	5009003	5009	6113.7	AM	34.6	43	0.80	24.6	5.7	Signal	C		C
52ND ST/MILLS - EB	Liberty to Hopkins	5009003	5009	6113.7	MD	37.3	43	0.86	16.3	0.0	Signal	B		B
52ND ST/MILLS - EB	Liberty to Hopkins	5009003	5009	6113.7	PM	37.5	43	0.87	17.5	3.0	Signal	B		B
52ND ST/MILLS - EB	Hopkins to Montgomery	5009004	5009	2742.1	AM	28.5	40	0.71	19.0	0.0	Signal	B		B
52ND ST/MILLS - EB	Hopkins to Montgomery	5009004	5009	2742.1	MD	30.7	40	0.77	14.5	0.0	Signal	B		B
52ND ST/MILLS - EB	Hopkins to Montgomery	5009004	5009	2742.1	PM	32.8	40	0.82	10.2	0.0	Signal	B		B
52ND ST/MILLS - WB	Montgomery to Hopkins	5010002	5010	2742.1	AM	25.7	40	0.64	26.5	12.0	Signal	C		C
52ND ST/MILLS - WB	Montgomery to Hopkins	5010002	5010	2742.1	MD	26.9	40	0.67	22.3	3.5	Signal	C		C
52ND ST/MILLS - WB	Montgomery to Hopkins	5010002	5010	2742.1	PM	30.7	40	0.77	15.4	0.0	Signal	B		B
52ND ST/MILLS - WB	Hopkins to Liberty	5010003	5010	6113.7	AM	32.2	43	0.75	33.3	8.0	Signal	C		C
52ND ST/MILLS - WB	Hopkins to Liberty	5010003	5010	6113.7	MD	35.2	43	0.82	22.0	0.0	Signal	C		C
52ND ST/MILLS - WB	Hopkins to Liberty	5010003	5010	6113.7	PM	30.9	43	0.72	43.6	14.8	Signal	D	Delays between Hopkins and Victory -1 lane approach and short distance between Liberty and Victory	Signal Operations - Coordination between Hopkins and Victory
52ND ST/MILLS - WB	Liberty to Victory	5010004	5010	1108	AM	12.7	40	0.32	43.2	20.3	Signal	D	Preference given to Ogeechee traffic	Signal Operations - Coordination between Liberty and Ogeechee for minimum system delay
52ND ST/MILLS - WB	Liberty to Victory	5010004	5010	1108	MD	21.9	40	0.55	15.2	0.0	Signal	B		B
52ND ST/MILLS - WB	Liberty to Victory	5010004	5010	1108	PM	8.6	40	0.22	68.1	42.8	Signal	E	Preference given to Ogeechee traffic	Signal Operations - Coordination between Liberty and Ogeechee for minimum system delay
OGEECHIEE/US 17 - EB	Chatham County Line to Chevis	5011002	5011	12142	AM	40.9	52	0.78	49.5	11.3	Cross Street	B		B
OGEECHIEE/US 17 - EB	Chatham County Line to Chevis	5011002	5011	12142	MD	50.4	52	0.96	8.6	0.0	Cross Street	A		A
OGEECHIEE/US 17 - EB	Chatham County Line to Chevis	5011002	5011	12142	PM	49.1	52	0.94	11.2	0.0	Cross Street	A		A
OGEECHIEE/US 17 - EB	Chevis to SH 204 EB Ramp	5011003	5011	3154.4	AM	25.6	45	0.57	37.4	15.8	Signal	D	Currently under construction	Study next CMS
OGEECHIEE/US 17 - EB	Chevis to SH 204 EB Ramp	5011003	5011	3154.4	MD	38.8	45	0.86	8.5	1.3	Signal	A		A
OGEECHIEE/US 17 - EB	Chevis to SH 204 EB Ramp	5011003	5011	3154.4	PM	22.8	45	0.51	51.9	29.4	Signal	D	Currently under construction	Study next CMS
OGEECHIEE/US 17 - EB	SH 204 EB Ramp to SH 204 WB Ramp	5011004	5011	971.7	AM	41.3	45	0.92	2.1	0.0	Signal	A		A
OGEECHIEE/US 17 - EB	SH 204 EB Ramp to SH 204 WB Ramp	5011004	5011	971.7	MD	13.8	45	0.31	34.1	21.0	Signal	C		C

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
OGEECHEE/US 17 - EB	SH 204 EB Ramp to SH 204 WB Ramp	5011004	5011	971.7	PM	34.6	45	0.77	4.5	0.0	Signal	A		A
OGEECHEE/US 17 - EB	SH 204 WB Ramp to Quacco	5011005	5011	6651.8	AM	45.6	40	1.13	4.4	1.8	Signal	A		A
OGEECHEE/US 17 - EB	SH 204 WB Ramp to Quacco	5011005	5011	6651.8	MD	42.6	40	1.05	4.8	0.0	Signal	A		A
OGEECHEE/US 17 - EB	SH 204 WB Ramp to Quacco	5011005	5011	6651.8	PM	41.1	40	1.02	4.8	0.0	Signal	A		A
OGEECHEE/US 17 - EB	Quacco to Garden City City Limit	5011006	5011	12561.7	AM	45.4	45	1.01	10.5	0.0	Signal	B		B
OGEECHEE/US 17 - EB	Quacco to Garden City City Limit	5011006	5011	12561.7	MD	43.4	45	0.96	9.1	0.0	Signal	A		A
OGEECHEE/US 17 - EB	Quacco to Garden City City Limit	5011006	5011	12561.7	PM	41.8	45	0.93	15.6	0.4	Signal	B		B
OGEECHEE/US 17 - EB	Garden City City Limit to Buckholter	5011007	5011	7593.5	AM	51.4	44	1.18	0.5	0.0	Cross Street	A		A
OGEECHEE/US 17 - EB	Garden City City Limit to Buckholter	5011007	5011	7593.5	MD	45.7	44	1.05	0.0	0.0	Cross Street	A		A
OGEECHEE/US 17 - EB	Garden City City Limit to Buckholter	5011007	5011	7593.5	PM	47.3	44	1.09	0.3	0.0	Cross Street	A		A
OGEECHEE/US 17 - EB	Buckholter to Chatham Pkwy	5011008	5011	5927.5	AM	50.8	45	1.13	2.3	0.0	Signal	A		A
OGEECHEE/US 17 - EB	Buckholter to Chatham Pkwy	5011008	5011	5927.5	MD	47.2	45	1.05	10.4	9.0	Signal	B		B
OGEECHEE/US 17 - EB	Buckholter to Chatham Pkwy	5011008	5011	5927.5	PM	36.4	45	0.81	28.1	18.8	Signal	C		C
OGEECHEE/US 17 - EB	Chatham Pkwy to Gamble	5011009	5011	4079.5	AM	48.9	45	1.09	0.7	0.0	Signal	A		A
OGEECHEE/US 17 - EB	Chatham Pkwy to Gamble	5011009	5011	4079.5	MD	40.4	45	0.90	11.2	3.3	Signal	B		B
OGEECHEE/US 17 - EB	Chatham Pkwy to Gamble	5011009	5011	4079.5	PM	39.8	45	0.88	14.0	8.6	Signal	B		B
OGEECHEE/US 17 - EB	Gamble to I-516 EB Ramp	5011010	5011	3305.2	AM	35.2	45	0.78	14.3	7.8	Signal	B		B
OGEECHEE/US 17 - EB	Gamble to I-516 EB Ramp	5011010	5011	3305.2	MD	45.3	45	1.01	5.4	0.0	Signal	A		A
OGEECHEE/US 17 - EB	Gamble to I-516 EB Ramp	5011010	5011	3305.2	PM	36.8	45	0.82	11.7	2.1	Signal	B		B
OGEECHEE/US 17 - EB	I-516 EB Ramp to I-516 WB Ramp	5011011	5011	566.3	AM	21.9	45	0.49	12.7	5.3	Signal	B		B
OGEECHEE/US 17 - EB	I-516 EB Ramp to I-516 WB Ramp	5011011	5011	566.3	MD	44.0	45	0.98	1.7	0.0	Signal	A		A
OGEECHEE/US 17 - EB	I-516 EB Ramp to I-516 WB Ramp	5011011	5011	566.3	PM	31.1	45	0.69	5.6	0.0	Signal	A		A
OGEECHEE/US 17 - WB	I-516 WB Ramp to I-516 EB Ramp	5012001	5012	566.3	AM	38.5	45	0.86	1.7	0.0	Signal	A		A
OGEECHEE/US 17 - WB	I-516 WB Ramp to I-516 EB Ramp	5012001	5012	566.3	MD	45.8	45	1.02	0.0	0.0	Signal	A		A
OGEECHEE/US 17 - WB	I-516 WB Ramp to I-516 EB Ramp	5012001	5012	566.3	PM	19.6	45	0.44	15.4	7.8	Signal	B		B
OGEECHEE/US 17 - WB	I-516 EB Ramp to Gamble	5012002	5012	3305.2	AM	47.2	45	1.05	1.0	0.0	Signal	A		A
OGEECHEE/US 17 - WB	I-516 EB Ramp to Gamble	5012002	5012	3305.2	MD	39.6	45	0.88	7.3	3.0	Signal	A		A
OGEECHEE/US 17 - WB	I-516 EB Ramp to Gamble	5012002	5012	3305.2	PM	38.9	45	0.86	8.5	0.0	Signal	A		A
OGEECHEE/US 17 - WB	Gamble to Chatham Pkwy	5012003	5012	4079.5	AM	34.8	45	0.77	20.4	16.7	Signal	C		C
OGEECHEE/US 17 - WB	Gamble to Chatham Pkwy	5012003	5012	4079.5	MD	27.5	45	0.61	47.9	40.0	Signal	D	Study further for WB and SB right turn bays	Signal Operations - sufficient roadway capacity, excessive intersection delay
OGEECHEE/US 17 - WB	Gamble to Chatham Pkwy	5012003	5012	4079.5	PM	26.2	45	0.58	54.7	39.8	Signal	D	Study further for WB and SB right turn bays	Signal Operations - sufficient roadway capacity, excessive intersection delay
OGEECHEE/US 17 - WB	Chatham Pkwy to Buckholter	5012004	5012	5927.5	AM	41.0	45	0.91	9.8	0.0	Signal	A		A
OGEECHEE/US 17 - WB	Chatham Pkwy to Buckholter	5012004	5012	5927.5	MD	48.4	45	1.08	0.9	0.0	Signal	A		A
OGEECHEE/US 17 - WB	Chatham Pkwy to Buckholter	5012004	5012	5927.5	PM	39.5	45	0.88	14.2	7.0	Signal	B		B
OGEECHEE/US 17 - WB	Buckholter to Garden City City Limit	5012005	5012	7593.4	AM	49.6	44	1.14	0.0	0.0	Signal	A		A
OGEECHEE/US 17 - WB	Buckholter to Garden City City Limit	5012005	5012	7593.4	MD	52.1	44	1.20	0.0	0.0	Signal	A		A
OGEECHEE/US 17 - WB	Buckholter to Garden City City Limit	5012005	5012	7593.4	PM	46.6	44	1.07	0.0	0.0	Signal	A		A
OGEECHEE/US 17 - WB	Garden City City Limit to Quacco	5012006	5012	12561.7	AM	36.1	45	0.80	48.3	21.3	Cross Street	B		B
OGEECHEE/US 17 - WB	Garden City City Limit to Quacco	5012006	5012	12561.7	MD	38.2	45	0.85	35.2	20.0	Cross Street	B		B
OGEECHEE/US 17 - WB	Garden City City Limit to Quacco	5012006	5012	12561.7	PM	20.0	45	0.44	324.8	85.5	Cross Street	E	Currently under construction	Study next CMS

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
OGEECHEE/US 17 - WB	Quacco to SH 204 WB Ramp	5012007	5012	6651.9	AM	36.3	40	0.90	15.0	13.3	Signal	B		B
OGEECHEE/US 17 - WB	Quacco to SH 204 WB Ramp	5012007	5012	6651.9	MD	31.4	40	0.78	32.0	15.5	Signal	C		C
OGEECHEE/US 17 - WB	Quacco to SH 204 WB Ramp	5012007	5012	6651.9	PM	19.0	40	0.47	138.7	53.0	Signal	F	Currently under construction	Study next CMS
OGEECHEE/US 17 - WB	SH 204 WB Ramp to SH 204 EB Ramp	5012008	5012	971.7	AM	36.5	45	0.81	4.5	0.0	Signal	A		A
OGEECHEE/US 17 - WB	SH 204 WB Ramp to SH 204 EB Ramp	5012008	5012	971.7	MD	20.5	45	0.46	21.0	4.7	Signal	C		C
OGEECHEE/US 17 - WB	SH 204 WB Ramp to SH 204 EB Ramp	5012008	5012	971.7	PM	20.4	45	0.45	18.6	0.0	Signal	B		B
OGEECHEE/US 17 - WB	SH 204 EB Ramp to Chevis	5012009	5012	3154.4	AM	40.5	45	0.90	5.6	0.0	Signal	A		A
OGEECHEE/US 17 - WB	SH 204 EB Ramp to Chevis	5012009	5012	3154.4	MD	33.3	45	0.74	16.5	0.0	Signal	B		B
OGEECHEE/US 17 - WB	SH 204 EB Ramp to Chevis	5012009	5012	3154.4	PM	20.4	45	0.45	75.1	21.0	Signal	E	Currently under construction	Study next CMS
OGEECHEE/US 17 - WB	Chevis to Chatham County Line	5012010	5012	12142	AM	44.6	52	0.85	28.8	0.0	Signal	C		C
OGEECHEE/US 17 - WB	Chevis to Chatham County Line	5012010	5012	12142	MD	46.0	52	0.88	21.7	0.0	Signal	C		C
OGEECHEE/US 17 - WB	Chevis to Chatham County Line	5012010	5012	12142	PM	47.1	52	0.90	18.1	0.0	Signal	B		B
37TH ST - EB	37th St Connector to MLK	5013002	5013	1606.8	AM	30.4	33	0.91	3.3	0.0	Signal	A		A
37TH ST - EB	37th St Connector to MLK	5013002	5013	1606.8	MD	34.5	35	0.99	0.9	0.0	Signal	A		A
37TH ST - EB	37th St Connector to MLK	5013002	5013	1606.8	PM	21.6	35	0.62	25.2	12.0	Signal	C		C
37TH ST - EB	MLK to Montgomery	5013003	5013	350.4	AM	32.7	35	0.93	0.7	0.0	Signal	A		A
37TH ST - EB	MLK to Montgomery	5013003	5013	350.4	MD	37.9	35	1.08	0.3	0.0	Signal	A		A
37TH ST - EB	MLK to Montgomery	5013003	5013	350.4	PM	17.1	35	0.49	19.2	11.5	Signal	B		B
37TH ST - EB	Montgomery to Barnard	5013004	5013	671.8	AM	33.3	35	0.95	1.6	0.0	Signal	A		A
37TH ST - EB	Montgomery to Barnard	5013004	5013	671.8	MD	39.5	35	1.13	0.0	0.0	Signal	A		A
37TH ST - EB	Montgomery to Barnard	5013004	5013	671.8	PM	30.4	35	0.87	2.5	0.0	Signal	A		A
37TH ST - EB	Barnard to Whitaker	5013005	5013	350.3	AM	29.9	35	0.85	1.4	0.0	Signal	A		A
37TH ST - EB	Barnard to Whitaker	5013005	5013	350.3	MD	38.3	35	1.09	0.0	0.0	Signal	A		A
37TH ST - EB	Barnard to Whitaker	5013005	5013	350.3	PM	29.2	35	0.84	1.2	0.0	Signal	A		A
37TH ST - EB	Whitaker to Bull	5013006	5013	326.9	AM	28.5	35	0.81	1.5	0.0	Signal	A		A
37TH ST - EB	Whitaker to Bull	5013006	5013	326.9	MD	38.5	35	1.10	0.9	0.0	Signal	A		A
37TH ST - EB	Whitaker to Bull	5013006	5013	326.9	PM	32.4	35	0.92	0.7	0.0	Signal	A		A
37TH ST - EB	Bull to Drayton	5013007	5013	409	AM	34.9	35	1.00	0.1	0.0	Signal	A		A
37TH ST - EB	Bull to Drayton	5013007	5013	409	MD	31.6	35	0.90	1.2	0.0	Signal	A		A
37TH ST - EB	Bull to Drayton	5013007	5013	409	PM	30.7	35	0.88	1.4	0.0	Signal	A		A
37TH ST - EB	Drayton to Abercorn	5013008	5013	368.4	AM	35.9	35	1.02	0.1	0.0	Signal	A		A
37TH ST - EB	Drayton to Abercorn	5013008	5013	368.4	MD	26.5	35	0.76	1.9	0.0	Signal	A		A
37TH ST - EB	Drayton to Abercorn	5013008	5013	368.4	PM	23.9	35	0.68	2.9	12.0	Signal	A		A
37TH ST - EB	Abercorn to Habersham	5013009	5013	695.1	AM	28.4	35	0.81	4.1	0.0	Signal	A		A
37TH ST - EB	Abercorn to Habersham	5013009	5013	695.1	MD	28.4	35	0.81	2.5	0.0	Signal	A		A
37TH ST - EB	Abercorn to Habersham	5013009	5013	695.1	PM	25.9	35	0.74	5.2	0.0	Signal	A		A
37TH ST - EB	Habersham to Price	5013010	5013	314.4	AM	27.5	35	0.79	1.4	0.0	Signal	A		A
37TH ST - EB	Habersham to Price	5013010	5013	314.4	MD	15.2	35	0.44	23.6	17.5	Signal	C		C
37TH ST - EB	Habersham to Price	5013010	5013	314.4	PM	23.2	35	0.66	2.3	0.0	Signal	A		A
37TH ST - EB	Price to Atlantic	5013011	5013	1593.6	AM	25.3	35	0.72	17.9	10.3	Signal	B		B
37TH ST - EB	Price to Atlantic	5013011	5013	1593.6	MD	26.9	35	0.77	10.2	0.0	Signal	B		B
37TH ST - EB	Price to Atlantic	5013011	5013	1593.6	PM	28.2	35	0.81	7.4	0.0	Signal	A		A
37TH ST - EB	Atlantic to Paulsen	5013012	5013	735.8	AM	26.1	35	0.74	6.1	2.8	Signal	A		A
37TH ST - EB	Atlantic to Paulsen	5013012	5013	735.8	MD	34.9	35	1.00	0.5	0.0	Signal	A		A
37TH ST - EB	Atlantic to Paulsen	5013012	5013	735.8	PM	21.6	35	0.62	9.6	2.8	Signal	A		A
37TH ST - EB	Paulsen to Harmon	5013013	5013	505.4	AM	26.6	35	0.76	3.1	0.0	Signal	A		A
37TH ST - EB	Paulsen to Harmon	5013013	5013	505.4	MD	34.8	35	0.99	0.3	0.0	Signal	A		A
37TH ST - EB	Paulsen to Harmon	5013013	5013	505.4	PM	27.0	35	0.77	3.1	1.8	Signal	A		A
37TH ST - EB	Harmon to Waters	5013014	5013	759.3	AM	19.1	35	0.55	13.6	4.5	Signal	B		B
37TH ST - EB	Harmon to Waters	5013014	5013	759.3	MD	17.7	35	0.51	14.4	8.5	Signal	B		B
37TH ST - EB	Harmon to Waters	5013014	5013	759.3	PM	23.0	35	0.66	8.1	5.3	Signal	A		A
37TH ST - EB	Waters to Bee Rd	5013015	5013	2817.4	AM	20.4	35	0.58	44.5	19.5	Signal	D	Secondary street on fringe of urban core	This is the end of route with a Stop sign, delays acceptable on fringe in this case
37TH ST - EB	Waters to Bee Rd	5013015	5013	2817.4	MD	26.2	35	0.75	19.0	1.0	Signal	B		B
37TH ST - EB	Waters to Bee Rd	5013015	5013	2817.4	PM	25.1	35	0.72	21.5	4.8	Signal	C		C
37TH ST - WB	Bee Rd to Waters	5014002	5014	2817.4	AM	28.7	35	0.82	11.9	0.0	TWSC	B		B
37TH ST - WB	Bee Rd to Waters	5014002	5014	2817.4	MD	29.0	35	0.83	12.5	3.5	TWSC	B		B
37TH ST - WB	Bee Rd to Waters	5014002	5014	2817.4	PM	25.4	35	0.72	22.0	4.3	TWSC	C		C
37TH ST - WB	Waters to Harmon	5014003	5014	759.3	AM	27.1	35	0.78	4.7	0.0	Signal	A		A
37TH ST - WB	Waters to Harmon	5014003	5014	759.3	MD	27.3	35	0.78	8.3	4.0	Signal	A		A
37TH ST - WB	Waters to Harmon	5014003	5014	759.3	PM	22.8	35	0.65	9.4	1.8	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
37TH ST - WB	Harmon to Paulsen	5014004	5014	505.5	AM	26.1	35	0.75	2.8	0.0	Signal	A		A
37TH ST - WB	Harmon to Paulsen	5014004	5014	505.5	MD	35.0	35	1.00	1.5	0.0	Signal	A		A
37TH ST - WB	Harmon to Paulsen	5014004	5014	505.5	PM	19.9	35	0.57	11.7	6.0	Signal	B		B
37TH ST - WB	Paulsen to Atlantic	5014005	5014	735.7	AM	28.7	35	0.82	3.7	0.0	Signal	A		A
37TH ST - WB	Paulsen to Atlantic	5014005	5014	735.7	MD	37.3	35	1.07	1.4	0.0	Signal	A		A
37TH ST - WB	Paulsen to Atlantic	5014005	5014	735.7	PM	29.6	35	0.84	3.5	0.0	Signal	A		A
37TH ST - WB	Atlantic to Price	5014006	5014	1593.7	AM	22.5	35	0.64	19.8	8.3	Signal	B		B
37TH ST - WB	Atlantic to Price	5014006	5014	1593.7	MD	18.8	35	0.54	26.0	8.0	Signal	C		C
37TH ST - WB	Atlantic to Price	5014006	5014	1593.7	PM	19.5	35	0.56	25.7	17.0	Signal	C		C
37TH ST - WB	Price to Habersham	5014007	5014	314.3	AM	24.1	35	0.69	2.8	0.0	Signal	A		A
37TH ST - WB	Price to Habersham	5014007	5014	314.3	MD	13.5	35	0.39	25.1	16.5	Signal	C		C
37TH ST - WB	Price to Habersham	5014007	5014	314.3	PM	20.1	35	0.58	4.3	0.0	Signal	A		A
37TH ST - WB	Habersham to Abercorn	5014008	5014	695.2	AM	18.0	35	0.51	27.9	16.0	Signal	C		C
37TH ST - WB	Habersham to Abercorn	5014008	5014	695.2	MD	14.2	35	0.41	26.9	17.3	Signal	C		C
37TH ST - WB	Habersham to Abercorn	5014008	5014	695.2	PM	15.0	35	0.43	27.5	22.0	Signal	C		C
37TH ST - WB	Abercorn to Drayton	5014009	5014	368.3	AM	31.7	35	0.91	0.9	0.0	Signal	A		A
37TH ST - WB	Abercorn to Drayton	5014009	5014	368.3	MD	25.3	35	0.72	2.8	0.0	Signal	A		A
37TH ST - WB	Abercorn to Drayton	5014009	5014	368.3	PM	23.7	35	0.68	3.2	0.0	Signal	A		A
37TH ST - WB	Drayton to Bull	5014010	5014	409	AM	35.7	35	1.02	0.6	0.0	Signal	A		A
37TH ST - WB	Drayton to Bull	5014010	5014	409	MD	33.0	35	0.94	1.2	0.0	Signal	A		A
37TH ST - WB	Drayton to Bull	5014010	5014	409	PM	23.9	35	0.68	4.6	0.5	Signal	A		A
37TH ST - WB	Bull to Whitaker	5014011	5014	327	AM	36.4	35	1.04	0.6	0.0	Signal	A		A
37TH ST - WB	Bull to Whitaker	5014011	5014	327	MD	33.7	35	0.96	0.2	0.0	Signal	A		A
37TH ST - WB	Bull to Whitaker	5014011	5014	327	PM	29.5	35	0.84	0.9	8.8	Signal	A		A
37TH ST - WB	Whitaker to Barnard	5014012	5014	350.3	AM	15.3	35	0.44	21.3	15.7	Signal	C		C
37TH ST - WB	Whitaker to Barnard	5014012	5014	350.3	MD	21.3	35	0.61	13.6	10.5	Signal	B		B
37TH ST - WB	Whitaker to Barnard	5014012	5014	350.3	PM	28.8	35	0.82	1.6	0.0	Signal	A		A
37TH ST - WB	Barnard to Montgomery	5014013	5014	671.8	AM	32.0	35	0.91	1.7	0.0	Signal	A		A
37TH ST - WB	Barnard to Montgomery	5014013	5014	671.8	MD	31.9	35	0.91	2.1	0.0	Signal	A		A
37TH ST - WB	Barnard to Montgomery	5014013	5014	671.8	PM	13.8	35	0.39	31.1	19.8	Signal	C		C
37TH ST - WB	Montgomery to MLK	5014014	5014	350.3	AM	32.5	35	0.93	1.4	0.0	Signal	A		A
37TH ST - WB	Montgomery to MLK	5014014	5014	350.3	MD	26.4	35	0.75	1.9	0.0	Signal	A		A
37TH ST - WB	Montgomery to MLK	5014014	5014	350.3	PM	23.2	35	0.66	3.2	0.0	Signal	A		A
37TH ST - WB	MLK to 37th St Connector	5014015	5014	1606.8	AM	35.8	35	1.02	1.3	0.0	Signal	A		A
37TH ST - WB	MLK to 37th St Connector	5014015	5014	1606.8	MD	31.0	35	0.89	3.9	0.0	Signal	A		A
37TH ST - WB	MLK to 37th St Connector	5014015	5014	1606.8	PM	26.6	35	0.76	9.7	1.0	Signal	A		A
ANDERSON - EB	MLK to Montgomery	5015002	5015	362.9	AM	18.8	30	0.63	8.2	4.2	Signal	A		A
ANDERSON - EB	MLK to Montgomery	5015002	5015	362.9	MD	16.7	30	0.56	17.3	12.5	Signal	B		B
ANDERSON - EB	MLK to Montgomery	5015002	5015	362.9	PM	14.7	30	0.49	16.3	10.0	Signal	B		B
ANDERSON - EB	Montgomery to Jefferson	5015003	5015	299.9	AM	26.9	30	0.90	0.9	0.0	Signal	A		A
ANDERSON - EB	Montgomery to Jefferson	5015003	5015	299.9	MD	27.2	30	0.91	1.1	0.0	Signal	A		A
ANDERSON - EB	Montgomery to Jefferson	5015003	5015	299.9	PM	25.7	30	0.86	0.7	0.0	Signal	A		A
ANDERSON - EB	Jefferson to Barnard	5015004	5015	369.4	AM	16.4	30	0.55	9.2	3.6	Flashing Yellow	C		C
ANDERSON - EB	Jefferson to Barnard	5015004	5015	369.4	MD	12.5	30	0.42	11.3	4.0	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
ANDERSON - EB	Jefferson to Barnard	5015004	5015	369.4	PM	13.1	30	0.44	11.6	3.6	Flashing Yellow	C		C
ANDERSON - EB	Barnard to Whitaker	5015005	5015	373.4	AM	21.1	30	0.70	4.2	0.2	Signal	A		A
ANDERSON - EB	Barnard to Whitaker	5015005	5015	373.4	MD	19.6	30	0.65	3.9	0.0	Signal	A		A
ANDERSON - EB	Barnard to Whitaker	5015005	5015	373.4	PM	18.1	30	0.60	6.1	0.0	Signal	A		A
ANDERSON - EB	Whitaker to Drayton	5015006	5015	712.9	AM	14.5	30	0.48	17.5	7.8	Signal	B		B
ANDERSON - EB	Whitaker to Drayton	5015006	5015	712.9	MD	13.2	30	0.44	20.8	13.5	Signal	C		C
ANDERSON - EB	Whitaker to Drayton	5015006	5015	712.9	PM	12.3	30	0.41	23.3	6.2	Signal	C		C
ANDERSON - EB	Drayton to Abercorn	5015007	5015	346.4	AM	27.4	30	0.91	0.5	0.0	Signal	A		A
ANDERSON - EB	Drayton to Abercorn	5015007	5015	346.4	MD	29.5	30	0.98	0.5	0.0	Signal	A		A
ANDERSON - EB	Drayton to Abercorn	5015007	5015	346.4	PM	21.2	30	0.71	4.0	0.0	Signal	A		A
ANDERSON - EB	Abercorn to Lincoln	5015008	5015	364.2	AM	29.6	30	0.99	0.4	0.0	Signal	A		A
ANDERSON - EB	Abercorn to Lincoln	5015008	5015	364.2	MD	32.1	30	1.07	0.2	0.0	Signal	A		A
ANDERSON - EB	Abercorn to Lincoln	5015008	5015	364.2	PM	25.9	30	0.86	1.4	0.0	Signal	A		A
ANDERSON - EB	Lincoln to Habersham	5015009	5015	336.1	AM	27.2	30	0.91	1.2	0.0	Flashing Yellow	A		A
ANDERSON - EB	Lincoln to Habersham	5015009	5015	336.1	MD	20.8	30	0.69	3.4	0.0	Flashing Yellow	B		B
ANDERSON - EB	Lincoln to Habersham	5015009	5015	336.1	PM	23.5	30	0.78	2.2	0.0	Flashing Yellow	B		B
ANDERSON - EB	Habersham to Price	5015010	5015	292.9	AM	26.7	30	0.89	1.1	0.0	Signal	A		A
ANDERSON - EB	Habersham to Price	5015010	5015	292.9	MD	29.7	30	0.99	0.4	0.0	Signal	A		A
ANDERSON - EB	Habersham to Price	5015010	5015	292.9	PM	26.0	30	0.87	0.4	0.0	Signal	A		A
ANDERSON - EB	Price to East Broad St	5015011	5015	644.8	AM	30.8	30	1.03	0.9	0.0	Signal	A		A
ANDERSON - EB	Price to East Broad St	5015011	5015	644.8	MD	36.7	30	1.22	0.0	0.0	Signal	A		A
ANDERSON - EB	Price to East Broad St	5015011	5015	644.8	PM	27.4	30	0.91	1.9	0.0	Signal	A		A
ANDERSON - EB	East Broad St to Atlantic	5015012	5015	976.9	AM	29.0	28	1.02	1.1	0.0	Signal	A		A
ANDERSON - EB	East Broad St to Atlantic	5015012	5015	976.9	MD	34.6	30	1.15	0.0	0.0	Signal	A		A
ANDERSON - EB	East Broad St to Atlantic	5015012	5015	976.9	PM	24.7	30	0.82	4.9	0.0	Signal	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ANDERSON - EB	Atlantic to Harmon	5015013	5015	1230.1	AM	34.7	35	0.99	1.0	0.0	Signal	A		A
ANDERSON - EB	Atlantic to Harmon	5015013	5015	1230.1	MD	38.1	35	1.09	0.0	0.0	Signal	A		A
ANDERSON - EB	Atlantic to Harmon	5015013	5015	1230.1	PM	31.2	35	0.89	3.0	0.0	Signal	A		A
ANDERSON - EB	Harmon to Waters	5015014	5015	745.1	AM	29.0	35	0.83	3.9	0.4	Signal	A		A
ANDERSON - EB	Harmon to Waters	5015014	5015	745.1	MD	24.7	35	0.71	6.8	1.5	Signal	A		A
ANDERSON - EB	Harmon to Waters	5015014	5015	745.1	PM	32.0	35	0.91	2.4	0.0	Signal	A		A
ANDERSON - EB	Waters to Bee Rd	5015015	5015	2790.9	AM	28.9	33	0.87	15.9	9.2	Signal	B		B
ANDERSON - EB	Waters to Bee Rd	5015015	5015	2790.9	MD	35.3	35	1.01	0.0	0.0	Signal	A		A
ANDERSON - EB	Waters to Bee Rd	5015015	5015	2790.9	PM	22.4	35	0.64	33.6	22.8	Signal	C		C
ANDERSON - EB	Bee Rd to Harry Truman NB Ramp	5015016	5015	388.1	AM	21.4	35	0.61	5.9	2.4	Signal	A		A
ANDERSON - EB	Bee Rd to Harry Truman NB Ramp	5015016	5015	388.1	MD	32.5	35	0.93	0.9	0.0	Signal	A		A
ANDERSON - EB	Bee Rd to Harry Truman NB Ramp	5015016	5015	388.1	PM	25.9	35	0.74	2.5	0.0	Signal	A		A
ANDERSON - EB	Harry Truman NB Ramp to Skidaway	5015017	5015	1313.1	AM	19.6	35	0.56	20.7	7.0	Signal	C		C
ANDERSON - EB	Harry Truman NB Ramp to Skidaway	5015017	5015	1313.1	MD	13.1	35	0.38	40.6	29.0	Signal	D	Delays due to 5 legged intersection	Skidaway improvements will improve operations
ANDERSON - EB	Harry Truman NB Ramp to Skidaway	5015017	5015	1313.1	PM	18.2	35	0.52	29.1	13.8	Signal	C		C
HENRY - WB	Skidaway to Harry Truman NB Ramp	5018002	5018	1310	AM	20.8	35	0.59	19.7	11.0	Signal	B		B
HENRY - WB	Skidaway to Harry Truman NB Ramp	5018002	5018	1310	MD	33.0	35	0.94	1.5	0.0	Signal	A		A
HENRY - WB	Skidaway to Harry Truman NB Ramp	5018002	5018	1310	PM	28.7	35	0.82	8.4	2.0	Signal	A		A
HENRY - WB	Harry Truman NB Ramp to Harry Truman SB Ramp	5018003	5018	281.5	AM	20.7	35	0.59	3.8	0.0	Signal	A		A
HENRY - WB	Harry Truman NB Ramp to Harry Truman SB Ramp	5018003	5018	281.5	MD	20.1	35	0.57	16.2	12.0	Signal	B		B
HENRY - WB	Harry Truman NB Ramp to Harry Truman SB Ramp	5018003	5018	281.5	PM	27.7	35	0.79	6.6	0.0	Signal	A		A
HENRY - WB	Harry Truman SB Ramp to Waters	5018004	5018	2789.7	AM	32.9	32	1.03	6.5	3.2	Signal	A		A
HENRY - WB	Harry Truman SB Ramp to Waters	5018004	5018	2789.7	MD	25.6	35	0.73	20.0	14.0	Signal	B		B
HENRY - WB	Harry Truman SB Ramp to Waters	5018004	5018	2789.7	PM	31.6	35	0.90	18.9	12.3	Signal	B		B
HENRY - WB	Waters to Harmon	5018005	5018	737.2	AM	32.0	30	1.07	0.9	0.0	Signal	A		A
HENRY - WB	Waters to Harmon	5018005	5018	737.2	MD	28.0	30	0.93	1.2	0.0	Signal	A		A
HENRY - WB	Waters to Harmon	5018005	5018	737.2	PM	36.6	30	1.22	0.7	0.0	Signal	A		A
HENRY - WB	Harmon to Atlantic	5018006	5018	1234.3	AM	33.7	30	1.12	0.3	0.0	Signal	A		A
HENRY - WB	Harmon to Atlantic	5018006	5018	1234.3	MD	37.8	30	1.26	0.0	0.0	Signal	A		A
HENRY - WB	Harmon to Atlantic	5018006	5018	1234.3	PM	34.9	30	1.16	0.0	0.0	Signal	A		A
HENRY - WB	Atlantic to East Broad St	5018007	5018	962.6	AM	15.3	29	0.53	24.2	17.8	CROSS STREET	C		C
HENRY - WB	Atlantic to East Broad St	5018007	5018	962.6	MD	27.6	30	0.92	4.5	3.5	CROSS STREET	A		A
HENRY - WB	Atlantic to East Broad St	5018007	5018	962.6	PM	21.3	30	0.71	16.5	10.5	CROSS STREET	B		B
HENRY - WB	East Broad St to Price	5018008	5018	648.2	AM	27.5	30	0.92	2.3	0.0	Signal	A		A
HENRY - WB	East Broad St to Price	5018008	5018	648.2	MD	31.3	30	1.04	0.3	0.0	Signal	A		A
HENRY - WB	East Broad St to Price	5018008	5018	648.2	PM	26.6	30	0.89	1.9	0.0	Signal	A		A
HENRY - WB	Price to Habersham	5018009	5018	279.5	AM	29.5	30	0.98	0.8	0.0	Signal	A		A
HENRY - WB	Price to Habersham	5018009	5018	279.5	MD	33.3	30	1.11	0.0	0.0	Signal	A		A
HENRY - WB	Price to Habersham	5018009	5018	279.5	PM	24.9	30	0.83	1.8	0.0	Signal	A		A
HENRY - WB	Habersham to Abercorn	5018010	5018	673.3	AM	29.0	30	0.97	1.0	0.0	Signal	A		A
HENRY - WB	Habersham to Abercorn	5018010	5018	673.3	MD	28.3	30	0.94	1.0	0.0	Signal	A		A
HENRY - WB	Habersham to Abercorn	5018010	5018	673.3	PM	24.7	30	0.82	3.3	0.0	Signal	A		A
HENRY - WB	Abercorn to Drayton	5018011	5018	388.3	AM	27.6	30	0.92	1.0	0.0	Signal	A		A
HENRY - WB	Abercorn to Drayton	5018011	5018	388.3	MD	22.5	30	0.75	5.0	0.0	Signal	A		A
HENRY - WB	Abercorn to Drayton	5018011	5018	388.3	PM	24.0	30	0.80	2.2	0.0	Signal	A		A
HENRY - WB	Drayton to Bull	5018012	5018	351.9	AM	26.9	30	0.90	1.4	0.0	Signal	A		A
HENRY - WB	Drayton to Bull	5018012	5018	351.9	MD	26.4	30	0.88	1.7	0.0	Signal	A		A
HENRY - WB	Drayton to Bull	5018012	5018	351.9	PM	25.3	30	0.84	1.6	0.0	Signal	A		A
HENRY - WB	Bull to Whitaker	5018013	5018	367.8	AM	23.7	30	0.79	1.7	0.0	Signal	A		A
HENRY - WB	Bull to Whitaker	5018013	5018	367.8	MD	23.3	30	0.78	2.5	0.0	Signal	A		A
HENRY - WB	Bull to Whitaker	5018013	5018	367.8	PM	24.9	30	0.83	1.5	0.0	Signal	A		A
HENRY - WB	Whitaker to Barnard	5018014	5018	364.9	AM	26.6	30	0.89	0.8	0.0	Signal	A		A
HENRY - WB	Whitaker to Barnard	5018014	5018	364.9	MD	24.1	30	0.80	2.3	0.0	Signal	A		A
HENRY - WB	Whitaker to Barnard	5018014	5018	364.9	PM	28.9	30	0.96	0.8	0.0	Signal	A		A
HENRY - WB	Barnard to Jefferson	5018015	5018	369.4	AM	29.3	30	0.98	0.2	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
HENRY - WB	Barnard to Jefferson	5018015	5018	369.4	MD	28.1	30	0.94	0.3	0.0	Signal	A		A
HENRY - WB	Barnard to Jefferson	5018015	5018	369.4	PM	32.1	30	1.07	0.2	0.0	Signal	A		A
HENRY - WB	Jefferson to Montgomery	5018016	5018	303.5	AM	19.7	30	0.66	4.1	0.6	Flashing Yellow	B		B
HENRY - WB	Jefferson to Montgomery	5018016	5018	303.5	MD	25.6	30	0.85	1.7	0.0	Flashing Yellow	A		A
HENRY - WB	Jefferson to Montgomery	5018016	5018	303.5	PM	25.8	30	0.86	0.3	0.0	Flashing Yellow	A		A
HENRY - WB	Montgomery to MLK	5018017	5018	357.6	AM	21.8	30	0.73	2.2	0.0	Signal	A		A
HENRY - WB	Montgomery to MLK	5018017	5018	357.6	MD	19.0	30	0.63	5.7	0.0	Signal	A		A
HENRY - WB	Montgomery to MLK	5018017	5018	357.6	PM	22.2	30	0.74	2.3	0.0	Signal	A		A
GWINNETT - EB	I-516 to Railroad Crossing	5019002	5019	2974.9	AM	35.2	30	1.17	0.0	0.0	Signal	A		A
GWINNETT - EB	I-516 to Railroad Crossing	5019002	5019	2974.9	MD	35.7	30	1.19	0.0	0.0	Signal	A		A
GWINNETT - EB	I-516 to Railroad Crossing	5019002	5019	2974.9	PM	36.4	30	1.21	0.0	0.0	Signal	A		A
GWINNETT - EB	Railroad Crossing to Stiles	5019003	5019	3476.9	AM	28.3	28	1.02	1.6	0.8	Cross Street	A		A
GWINNETT - EB	Railroad Crossing to Stiles	5019003	5019	3476.9	MD	27.0	28	0.97	8.5	6.7	Cross Street	A		A
GWINNETT - EB	Railroad Crossing to Stiles	5019003	5019	3476.9	PM	23.9	28	0.86	20.0	8.0	Cross Street	B		B
GWINNETT - EB	Stiles to I-16	5019004	5019	2076.5	AM	28.2	35	0.80	15.6	6.0	Signal	B		B
GWINNETT - EB	Stiles to I-16	5019004	5019	2076.5	MD	22.6	35	0.64	22.1	5.0	Signal	C		C
GWINNETT - EB	Stiles to I-16	5019004	5019	2076.5	PM	29.4	35	0.84	8.2	4.4	Signal	A		A
GWINNETT - EB	I-16 to May	5019005	5019	943	AM	31.1	35	0.89	3.1	0.5	Signal	A		A
GWINNETT - EB	I-16 to May	5019005	5019	943	MD	35.9	35	1.03	2.2	0.0	Signal	A		A
GWINNETT - EB	I-16 to May	5019005	5019	943	PM	31.6	35	0.90	2.3	0.0	Signal	A		A
GWINNETT - EB	May to MLK	5019006	5019	1029.5	AM	22.8	35	0.65	14.6	6.5	Signal	B		B
GWINNETT - EB	May to MLK	5019006	5019	1029.5	MD	18.5	35	0.53	25.3	18.0	Signal	C		C
GWINNETT - EB	May to MLK	5019006	5019	1029.5	PM	15.3	35	0.44	35.2	23.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
GWINNETT - EB	MLK to Montgomery	5019007	5019	353.8	AM	20.9	25	0.84	2.3	0.0	Signal	A		A
GWINNETT - EB	MLK to Montgomery	5019007	5019	353.8	MD	13.4	25	0.54	15.3	10.7	Signal	B		B
GWINNETT - EB	MLK to Montgomery	5019007	5019	353.8	PM	12.0	25	0.48	14.8	8.0	Signal	B		B
GWINNETT - EB	Montgomery to Jefferson	5019008	5019	283.5	AM	27.5	25	1.10	0.1	0.0	Signal	A		A
GWINNETT - EB	Montgomery to Jefferson	5019008	5019	283.5	MD	25.0	25	1.00	0.2	0.0	Signal	A		A
GWINNETT - EB	Montgomery to Jefferson	5019008	5019	283.5	PM	20.3	25	0.81	2.7	0.0	Signal	A		A
GWINNETT - EB	Jefferson to Barnard	5019009	5019	367.8	AM	17.6	25	0.71	4.1	0.8	Flashing Yellow	C		C
GWINNETT - EB	Jefferson to Barnard	5019009	5019	367.8	MD	18.7	25	0.75	5.7	1.7	Flashing Yellow	C		C
GWINNETT - EB	Jefferson to Barnard	5019009	5019	367.8	PM	12.6	25	0.50	11.6	5.5	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
GWINNETT - EB	Barnard to Whitaker	5019010	5019	374.6	AM	16.2	25	0.65	6.5	1.0	AWSC	A		A
GWINNETT - EB	Barnard to Whitaker	5019010	5019	374.6	MD	16.4	25	0.65	5.0	0.0	AWSC	A		A
GWINNETT - EB	Barnard to Whitaker	5019010	5019	374.6	PM	11.3	25	0.45	17.7	8.5	AWSC	C		C
GWINNETT - EB	Whitaker to Park Ave	5019011	5019	919	AM	27.7	25	1.11	0.0	0.0	Cross Street	A		A
GWINNETT - EB	Whitaker to Park Ave	5019011	5019	919	MD	25.1	25	1.00	1.1	0.0	Cross Street	A		A
GWINNETT - EB	Whitaker to Park Ave	5019011	5019	919	PM	24.4	25	0.98	3.6	2.2	Cross Street	B		B
GWINNETT - EB	Park Ave to Drayton	5019013	5019	922.6	AM	23.7	25	0.95	2.2	0.0	Cross Street	B		B
GWINNETT - EB	Park Ave to Drayton	5019013	5019	922.6	MD	24.4	25	0.98	0.9	0.0	Cross Street	B		B
GWINNETT - EB	Park Ave to Drayton	5019013	5019	922.6	PM	23.9	25	0.96	2.7	0.0	Cross Street	B		B
GWINNETT - EB	Drayton to Abercorn	5019014	5019	352.4	AM	13.1	25	0.52	8.9	2.5	TWSC	A		A
GWINNETT - EB	Drayton to Abercorn	5019014	5019	352.4	MD	15.1	25	0.60	7.2	1.7	TWSC	A		A
GWINNETT - EB	Drayton to Abercorn	5019014	5019	352.4	PM	10.5	25	0.42	14.1	7.8	TWSC	B		B
GWINNETT - EB	Abercorn to Lincoln	5019015	5019	362.6	AM	16.6	25	0.66	5.1	0.5	TWSC	A		A
GWINNETT - EB	Abercorn to Lincoln	5019015	5019	362.6	MD	17.3	25	0.69	4.7	0.7	TWSC	A		A
GWINNETT - EB	Abercorn to Lincoln	5019015	5019	362.6	PM	14.8	25	0.59	7.5	2.0	TWSC	A		A
GWINNETT - EB	Lincoln to Habersham	5019016	5019	310.5	AM	13.1	25	0.52	8.4	2.0	AWSC	A		A
GWINNETT - EB	Lincoln to Habersham	5019016	5019	310.5	MD	13.6	25	0.54	6.0	1.7	AWSC	A		A
GWINNETT - EB	Lincoln to Habersham	5019016	5019	310.5	PM	10.0	25	0.40	17.4	8.3	AWSC	C		C
GWINNETT - EB	Habersham to Price	5019017	5019	298.3	AM	15.9	25	0.64	9.7	5.7	AWSC	A		A
GWINNETT - EB	Habersham to Price	5019017	5019	298.3	MD	21.8	25	0.87	1.1	0.0	AWSC	A		A
GWINNETT - EB	Habersham to Price	5019017	5019	298.3	PM	13.1	25	0.53	14.2	10.5	AWSC	B		B
GWINNETT - EB	Price to East Broad St	5019018	5019	647.3	AM	17.8	25	0.71	13.0	9.0	Signal	B		B
GWINNETT - EB	Price to East Broad St	5019018	5019	647.3	MD	14.8	25	0.59	15.2	13.0	Signal	B		B
GWINNETT - EB	Price to East Broad St	5019018	5019	647.3	PM	18.1	25	0.72	9.3	5.5	Signal	A		A
GWINNETT - EB	East Broad St to Harmon	5019019	5019	2174.1	AM	30.9	30	1.03	2.4	0.0	Signal	A		A
GWINNETT - EB	East Broad St to Harmon	5019019	5019	2174.1	MD	34.9	30	1.16	0.0	0.0	Signal	A		A
GWINNETT - EB	East Broad St to Harmon	5019019	5019	2174.1	PM	32.0	30	1.07	0.3	0.0	Signal	A		A
GWINNETT - EB	Harmon to Waters	5019020	5019	735.8	AM	24.5	30	0.82	4.5	0.3	Flashing Yellow	B		B
GWINNETT - EB	Harmon to Waters	5019020	5019	735.8	MD	21.2	30	0.71	7.1	3.0	Flashing Yellow	B		B
GWINNETT - EB	Harmon to Waters	5019020	5019	735.8	PM	17.3	30	0.58	12.8	4.2	Flashing Yellow	C		C
GWINNETT - EB	Waters to Wheaton	5019021	5019	773.1	AM	16.6	30	0.55	14.8	6.7	TWSC	B		B
GWINNETT - EB	Waters to Wheaton	5019021	5019	773.1	MD	19.7	30	0.66	8.2	1.0	TWSC	A		A
GWINNETT - EB	Waters to Wheaton	5019021	5019	773.1	PM	11.2	30	0.37	30.7	17.7	TWSC	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
GWINNETT - WB	Wheaton to Waters	5020001	5020	773.1	AM	18.4	30	0.61	9.8	0.3	TWSC	A		A
GWINNETT - WB	Wheaton to Waters	5020001	5020	773.1	MD	17.0	30	0.57	12.7	4.5	TWSC	B		B

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WINNETT - WB	Wheaton to Waters	5020001	5020	773.1	PM	17.5	30	0.58	11.9	1.3	TWSC	B		B
WINNETT - WB	Waters to Harmon	5020002	5020	735.8	AM	26.5	30	0.88	2.1	0.0	TWSC	A		A
WINNETT - WB	Waters to Harmon	5020002	5020	735.8	MD	27.3	30	0.91	2.0	0.0	TWSC	A		A
WINNETT - WB	Waters to Harmon	5020002	5020	735.8	PM	25.4	30	0.85	3.3	0.4	TWSC	A		A
WINNETT - WB	Harmon to East Broad St	5020003	5020	2174.1	AM	20.0	30	0.67	25.6	15.8	Flashing Yellow	B		B
WINNETT - WB	Harmon to East Broad St	5020003	5020	2174.1	MD	23.0	30	0.77	15.0	16.5	Flashing Yellow	B		B
WINNETT - WB	Harmon to East Broad St	5020003	5020	2174.1	PM	28.6	30	0.95	6.9	3.8	Flashing Yellow	A		A
WINNETT - WB	East Broad St to Price	5020004	5020	647.3	AM	14.4	25	0.58	13.6	6.5	Signal	B		B
WINNETT - WB	East Broad St to Price	5020004	5020	647.3	MD	14.1	25	0.56	12.9	8.0	Signal	B		B
WINNETT - WB	East Broad St to Price	5020004	5020	647.3	PM	16.1	25	0.64	15.5	8.9	Signal	B		B
WINNETT - WB	Price to Habersham	5020005	5020	298.3	AM	13.2	25	0.53	7.1	1.5	Signal	A		A
WINNETT - WB	Price to Habersham	5020005	5020	298.3	MD	13.4	25	0.53	7.5	3.5	Signal	A		A
WINNETT - WB	Price to Habersham	5020005	5020	298.3	PM	11.5	25	0.46	10.9	3.9	Signal	B		B
WINNETT - WB	Habersham to Lincoln	5020006	5020	310.5	AM	12.3	25	0.49	8.7	2.8	AWSC	A		A
WINNETT - WB	Habersham to Lincoln	5020006	5020	310.5	MD	13.4	25	0.54	7.8	0.0	AWSC	A		A
WINNETT - WB	Habersham to Lincoln	5020006	5020	310.5	PM	11.0	25	0.44	11.6	2.8	AWSC	B		B
WINNETT - WB	Lincoln to Abercorn	5020007	5020	362.6	AM	15.0	25	0.60	7.1	0.8	AWSC	A		A
WINNETT - WB	Lincoln to Abercorn	5020007	5020	362.6	MD	15.3	25	0.61	5.4	1.0	AWSC	A		A
WINNETT - WB	Lincoln to Abercorn	5020007	5020	362.6	PM	10.1	25	0.40	16.0	9.3	AWSC	C		C
WINNETT - WB	Abercorn to Drayton	5020008	5020	352.4	AM	18.4	25	0.74	4.0	1.6	TWSC	A		A
WINNETT - WB	Abercorn to Drayton	5020008	5020	352.4	MD	20.3	25	0.81	1.9	0.0	TWSC	A		A
WINNETT - WB	Abercorn to Drayton	5020008	5020	352.4	PM	16.4	25	0.66	7.8	3.6	TWSC	A		A
WINNETT - WB	Drayton to Gaston	5020009	5020	1150.6	AM	24.7	25	0.99	0.7	0.8	TWSC	A		A
WINNETT - WB	Drayton to Gaston	5020009	5020	1150.6	MD	21.1	25	0.84	5.9	2.5	TWSC	A		A
WINNETT - WB	Drayton to Gaston	5020009	5020	1150.6	PM	14.9	25	0.60	22.4	12.0	TWSC	C		C
WINNETT - WB	Gaston to Whitaker	5020010	5020	726.5	AM	12.5	25	0.50	25.9	17.8	Signal	C		C
WINNETT - WB	Gaston to Whitaker	5020010	5020	726.5	MD	12.4	25	0.50	24.3	13.0	Signal	C		C
WINNETT - WB	Gaston to Whitaker	5020010	5020	726.5	PM	13.0	25	0.52	24.1	14.1	Signal	C		C
WINNETT - WB	Whitaker to Whitaker	5020011	5020	1158.4	AM	24.8	25	0.99	1.9	0.0	Signal	A		A
WINNETT - WB	Whitaker to Whitaker	5020011	5020	1158.4	MD	26.0	25	1.04	1.4	0.0	Signal	A		A
WINNETT - WB	Whitaker to Whitaker	5020011	5020	1158.4	PM	24.8	25	0.99	1.2	0.0	Signal	A		A
WINNETT - WB	Whitaker to Barnard	5020012	5020	374.6	AM	15.5	25	0.62	5.6	0.0	Cross Street	C		C
WINNETT - WB	Whitaker to Barnard	5020012	5020	374.6	MD	13.9	25	0.55	6.9	1.0	Cross Street	C		C
WINNETT - WB	Whitaker to Barnard	5020012	5020	374.6	PM	13.2	25	0.53	7.8	2.5	Cross Street	C		C
WINNETT - WB	Barnard to Jefferson	5020013	5020	367.8	AM	23.3	25	0.93	1.3	0.0	AWSC	A		A
WINNETT - WB	Barnard to Jefferson	5020013	5020	367.8	MD	25.1	25	1.00	0.2	0.0	AWSC	A		A
WINNETT - WB	Barnard to Jefferson	5020013	5020	367.8	PM	23.1	25	0.92	0.9	0.0	AWSC	A		A
WINNETT - WB	Jefferson to Montgomery	5020014	5020	283.5	AM	19.7	25	0.79	3.6	2.3	Flashing Yellow	B		B
WINNETT - WB	Jefferson to Montgomery	5020014	5020	283.5	MD	28.4	25	1.14	0.7	0.0	Flashing Yellow	A		A
WINNETT - WB	Jefferson to Montgomery	5020014	5020	283.5	PM	11.9	25	0.48	13.8	10.3	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WINNETT - WB	Montgomery to MLK	5020015	5020	353.8	AM	24.9	25	0.99	0.2	0.0	Signal	A		A
WINNETT - WB	Montgomery to MLK	5020015	5020	353.8	MD	7.4	25	0.30	26.6	19.0	Signal	C		C
WINNETT - WB	Montgomery to MLK	5020015	5020	353.8	PM	8.7	25	0.35	31.6	23.5	Signal	C		C
WINNETT - WB	MLK to May	5020016	5020	1029.4	AM	22.0	35	0.63	17.8	10.0	Signal	B		B
WINNETT - WB	MLK to May	5020016	5020	1029.4	MD	28.8	35	0.82	5.0	0.7	Signal	A		A
WINNETT - WB	MLK to May	5020016	5020	1029.4	PM	29.3	35	0.84	5.6	1.3	Signal	A		A
WINNETT - WB	May to I-16	5020017	5020	943.1	AM	28.5	35	0.81	7.2	3.5	Signal	A		A
WINNETT - WB	May to I-16	5020017	5020	943.1	MD	35.5	35	1.01	0.6	0.0	Signal	A		A
WINNETT - WB	May to I-16	5020017	5020	943.1	PM	25.2	35	0.72	14.1	4.0	Signal	B		B
WINNETT - WB	I-16 to Stiles	5020018	5020	2076.5	AM	26.0	35	0.74	14.3	4.2	Signal	B		B
WINNETT - WB	I-16 to Stiles	5020018	5020	2076.5	MD	27.0	35	0.77	14.6	4.3	Signal	B		B
WINNETT - WB	I-16 to Stiles	5020018	5020	2076.5	PM	25.4	35	0.72	18.6	4.9	Signal	B		B
WINNETT - WB	Stiles to Railroad Crossing	5020019	5020	3476.9	AM	27.3	28	0.98	2.0	0.0	Signal	A		A
WINNETT - WB	Stiles to Railroad Crossing	5020019	5020	3476.9	MD	28.0	28	1.01	2.6	0.7	Signal	A		A
WINNETT - WB	Stiles to Railroad Crossing	5020019	5020	3476.9	PM	25.5	28	0.92	13.9	1.7	Signal	B		B
WINNETT - WB	Railroad Crossing to I-516	5020020	5020	2974.9	AM	35.0	30	1.17	0.0	0.0	Cross Street	A		A
WINNETT - WB	Railroad Crossing to I-516	5020020	5020	2974.9	MD	36.6	30	1.22	0.0	0.0	Cross Street	A		A
WINNETT - WB	Railroad Crossing to I-516	5020020	5020	2974.9	PM	35.1	30	1.17	1.4	0.1	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	US 80 to Alfred	5021002	5021	3561.5	AM	30.9	30	1.03	1.0	1.8	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	US 80 to Alfred	5021002	5021	3561.5	MD	31.9	30	1.06	0.5	1.7	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	US 80 to Alfred	5021002	5021	3561.5	PM	31.2	30	1.04	5.8	7.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Alfred to Fair	5021003	5021	1072.4	AM	18.1	30	0.60	18.1	1.8	Cross Street	C		C
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Alfred to Fair	5021003	5021	1072.4	MD	12.0	30	0.40	35.7	1.5	Cross Street	D	Residential Area	Slow speeds desired in this area with 90 degree turns

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Alfred to Fair	5021003	5021	1072.4	PM	23.7	30	0.79	6.3	0.0	Cross Street	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Fair to I-516	5021004	5021	3201.2	AM	38.1	40	0.95	6.2	0.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Fair to I-516	5021004	5021	3201.2	MD	34.0	40	0.85	11.5	0.0	Cross Street	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Fair to I-516	5021004	5021	3201.2	PM	39.7	40	0.99	2.0	0.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	I-516 to East Lathrop	5021005	5021	5696.8	AM	39.1	35	1.12	0.8	7.5	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	I-516 to East Lathrop	5021005	5021	5696.8	MD	36.6	35	1.05	2.6	0.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	I-516 to East Lathrop	5021005	5021	5696.8	PM	37.0	35	1.06	4.2	9.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	East Lathrop to Stiles	5021006	5021	603.2	AM	15.0	35	0.43	19.7	9.3	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	East Lathrop to Stiles	5021006	5021	603.2	MD	9.7	35	0.28	34.1	17.0	Signal	C		C
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	East Lathrop to Stiles	5021006	5021	603.2	PM	9.2	35	0.26	35.8	24.0	Signal	D	Short distance between East Lathrop and Stiles	Signal Operations - Coordinate signals between East Lathrop and Stiles
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Stiles to I-16	5021007	5021	1190.8	AM	34.5	35	0.98	2.3	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Stiles to I-16	5021007	5021	1190.8	MD	31.3	35	0.89	2.6	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Stiles to I-16	5021007	5021	1190.8	PM	35.8	35	1.02	1.2	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	I-16 to West Boundary	5021008	5021	1096.5	AM	31.6	35	0.90	8.1	4.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	I-16 to West Boundary	5021008	5021	1096.5	MD	15.2	35	0.43	26.0	17.0	Cross Street	D	Freq right turns	Construct right turn bay to remove turning traffic from 1 lane approach
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	I-16 to West Boundary	5021008	5021	1096.5	PM	17.3	35	0.49	27.3	12.3	Cross Street	D	Freq right turns	Construct right turn bay to remove turning traffic from 1 lane approach
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	West Boundary to MLK	5021009	5021	1483.5	AM	15.3	35	0.44	45.9	31.0	Signal	D	Eastbound Delays	Coordinate Westbound traffic between Montgomery and MLK to max efficiency and allow more time for EB
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	West Boundary to MLK	5021009	5021	1483.5	MD	19.0	35	0.54	24.2	10.0	Signal	C		C
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	West Boundary to MLK	5021009	5021	1483.5	PM	13.5	35	0.39	53.4	38.5	Signal	D	Eastbound Delays	Coordinate Westbound traffic between Montgomery and MLK to max efficiency and allow more time for EB
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	MLK to Montgomery	5021010	5021	344.3	AM	25.0	35	0.71	2.9	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	MLK to Montgomery	5021010	5021	344.3	MD	25.0	35	0.71	3.0	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	MLK to Montgomery	5021010	5021	344.3	PM	15.4	35	0.44	35.2	25.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Montgomery to Whitaker	5021011	5021	1044.5	AM	13.9	35	0.40	39.9	22.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Montgomery to Whitaker	5021011	5021	1044.5	MD	11.5	35	0.33	40.3	25.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Montgomery to Whitaker	5021011	5021	1044.5	PM	12.8	35	0.37	52.0	33.7	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Whitaker to Drayton	5021012	5021	736.3	AM	11.5	35	0.33	31.2	12.0	Signal	C		C
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Whitaker to Drayton	5021012	5021	736.3	MD	21.6	35	0.62	9.8	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Whitaker to Drayton	5021012	5021	736.3	PM	16.5	35	0.47	17.1	4.0	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Drayton to Abercorn	5021013	5021	355.6	AM	22.1	35	0.63	3.9	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Drayton to Abercorn	5021013	5021	355.6	MD	20.5	35	0.59	5.8	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Drayton to Abercorn	5021013	5021	355.6	PM	24.8	35	0.71	2.3	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Abercorn to Habersham	5021014	5021	662.9	AM	21.7	35	0.62	10.0	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Abercorn to Habersham	5021014	5021	662.9	MD	30.1	35	0.86	2.2	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Abercorn to Habersham	5021014	5021	662.9	PM	23.8	35	0.68	6.7	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Habersham to Price	5021015	5021	304	AM	15.2	35	0.43	11.8	5.5	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Habersham to Price	5021015	5021	304	MD	7.4	35	0.21	23.6	17.5	Signal	C		C
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Habersham to Price	5021015	5021	304	PM	5.0	35	0.14	41.3	24.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Price to East Broad St	5021016	5021	647.8	AM	19.5	35	0.56	14.4	4.8	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Price to East Broad St	5021016	5021	647.8	MD	24.1	35	0.69	5.6	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Price to East Broad St	5021016	5021	647.8	PM	17.1	35	0.49	19.9	4.3	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	East Broad St to Randolph	5021017	5021	727.6	AM	32.1	35	0.92	1.3	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	East Broad St to Randolph	5021017	5021	727.6	MD	33.6	35	0.96	1.2	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	East Broad St to Randolph	5021017	5021	727.6	PM	31.0	35	0.89	1.3	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Randolph to Waters	5021018	5021	2968.1	AM	30.6	35	0.88	8.3	0.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Randolph to Waters	5021018	5021	2968.1	MD	32.8	35	0.94	7.5	0.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Randolph to Waters	5021018	5021	2968.1	PM	30.5	35	0.87	10.3	0.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Waters to Live Oak	5021019	5021	943.5	AM	20.5	35	0.58	19.5	10.3	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Waters to Live Oak	5021019	5021	943.5	MD	36.3	35	1.04	1.0	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Waters to Live Oak	5021019	5021	943.5	PM	34.9	35	1.00	1.0	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Live Oak to Truman SB	5021020	5021	1850.7	AM	30.3	35	0.87	5.7	0.0	TWSC	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Live Oak to Truman SB	5021020	5021	1850.7	MD	33.4	35	0.95	1.8	0.0	TWSC	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Live Oak to Truman SB	5021020	5021	1850.7	PM	27.7	35	0.79	9.3	0.0	TWSC	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Truman SB to Truman NB	5021021	5021	407.1	AM	20.5	35	0.59	7.1	3.5	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Truman SB to Truman NB	5021021	5021	407.1	MD	32.3	35	0.92	0.9	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Truman SB to Truman NB	5021021	5021	407.1	PM	28.9	35	0.83	3.9	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Truman NB to Wheaton	5021022	5021	422.3	AM	27.4	35	0.78	2.3	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Truman NB to Wheaton	5021022	5021	422.3	MD	26.5	35	0.76	2.2	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - EB	Truman NB to Wheaton	5021022	5021	422.3	PM	28.8	35	0.82	1.7	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Wheaton to Truman NB	5022001	5022	422.3	AM	17.0	35	0.49	14.4	6.4	TWSC	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Wheaton to Truman NB	5022001	5022	422.3	MD	28.7	35	0.82	2.0	0.0	TWSC	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Wheaton to Truman NB	5022001	5022	422.3	PM	23.9	35	0.68	5.4	1.8	TWSC	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Truman NB to Truman SB	5022002	5022	407	AM	28.8	35	0.82	1.5	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Truman NB to Truman SB	5022002	5022	407	MD	36.9	35	1.05	0.4	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Truman NB to Truman SB	5022002	5022	407	PM	32.7	35	0.93	0.9	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Truman SB to Live Oak	5022003	5022	1850.7	AM	36.1	35	1.03	0.5	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Truman SB to Live Oak	5022003	5022	1850.7	MD	42.2	35	1.21	0.0	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Truman SB to Live Oak	5022003	5022	1850.7	PM	37.1	35	1.06	1.6	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Live Oak to Waters	5022004	5022	943.6	AM	24.5	35	0.70	12.7	5.8	TWSC	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Live Oak to Waters	5022004	5022	943.6	MD	40.6	35	1.16	0.0	0.0	TWSC	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Live Oak to Waters	5022004	5022	943.6	PM	32.4	35	0.92	5.0	2.8	TWSC	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Waters to Randolph	5022005	5022	2968	AM	32.3	35	0.92	6.6	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Waters to Randolph	5022005	5022	2968	MD	31.2	35	0.89	6.9	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Waters to Randolph	5022005	5022	2968	PM	33.5	35	0.96	4.7	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Randolph to East Broad St	5022006	5022	727.7	AM	13.5	35	0.39	26.2	13.8	Cross Street	E	Canopy - Constrained Corridor, Urban Core	Constrained Corridor - Improvements limited to Optimizing Signals, Delays acceptable in Core
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Randolph to East Broad St	5022006	5022	727.7	MD	30.4	35	0.87	2.2	0.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Randolph to East Broad St	5022006	5022	727.7	PM	15.8	35	0.45	33.4	21.3	Cross Street	D	Canopy - Constrained Corridor, Urban Core	Constrained Corridor - Improvements limited to Optimizing Signals, Delays acceptable in Core
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	East Broad St to Price	5022007	5022	647.8	AM	12.3	35	0.35	31.5	18.4	Signal	C		C
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	East Broad St to Price	5022007	5022	647.8	MD	16.6	35	0.47	25.4	16.0	Signal	C		C
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	East Broad St to Price	5022007	5022	647.8	PM	21.8	35	0.62	9.3	2.3	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Price to Habersham	5022008	5022	304	AM	23.9	35	0.68	2.5	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Price to Habersham	5022008	5022	304	MD	15.0	35	0.43	15.7	9.5	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Price to Habersham	5022008	5022	304	PM	25.0	35	0.72	3.0	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Habersham to Abercorn	5022009	5022	662.9	AM	27.4	35	0.78	3.6	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Habersham to Abercorn	5022009	5022	662.9	MD	25.6	35	0.73	4.7	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Habersham to Abercorn	5022009	5022	662.9	PM	16.8	35	0.48	19.9	10.0	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Abercorn to Drayton	5022010	5022	355.6	AM	24.3	35	0.69	3.8	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Abercorn to Drayton	5022010	5022	355.6	MD	6.0	35	0.17	41.0	26.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Abercorn to Drayton	5022010	5022	355.6	PM	21.5	35	0.61	4.2	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Drayton to Whitaker	5022011	5022	736.2	AM	26.7	35	0.76	4.4	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Drayton to Whitaker	5022011	5022	736.2	MD	9.2	35	0.26	43.9	21.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Drayton to Whitaker	5022011	5022	736.2	PM	19.1	35	0.54	13.1	1.0	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Whitaker to Montgomery	5022012	5022	1044.6	AM	17.1	35	0.49	22.4	6.8	Signal	C		C
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Whitaker to Montgomery	5022012	5022	1044.6	MD	26.6	35	0.76	6.6	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Whitaker to Montgomery	5022012	5022	1044.6	PM	20.2	35	0.58	19.3	6.0	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Montgomery to MLK	5022013	5022	344.3	AM	22.6	35	0.65	3.6	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Montgomery to MLK	5022013	5022	344.3	MD	11.7	35	0.33	27.2	18.5	Signal	C		C
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Montgomery to MLK	5022013	5022	344.3	PM	19.2	35	0.55	5.0	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	MLK to West Boundary	5022014	5022	1483.5	AM	25.7	35	0.73	11.1	3.5	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	MLK to West Boundary	5022014	5022	1483.5	MD	21.1	35	0.60	18.9	6.0	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	MLK to West Boundary	5022014	5022	1483.5	PM	25.7	35	0.74	12.6	6.0	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	West Boundary to I-16	5022015	5022	1096.5	AM	34.4	35	0.98	1.4	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	West Boundary to I-16	5022015	5022	1096.5	MD	34.3	35	0.98	1.3	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	West Boundary to I-16	5022015	5022	1096.5	PM	33.0	35	0.94	1.6	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	I-16 to Stiles	5022016	5022	1190.8	AM	28.4	35	0.81	11.9	8.0	Cross Street	B		B

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	I-16 to Stiles	5022016	5022	1190.8	MD	34.7	35	0.99	7.7	3.5	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	I-16 to Stiles	5022016	5022	1190.8	PM	21.2	35	0.61	16.2	11.0	Cross Street	C		C
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Stiles to East Lathrop	5022017	5022	603.2	AM	26.9	35	0.77	7.2	1.3	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Stiles to East Lathrop	5022017	5022	603.2	MD	23.8	35	0.68	5.8	1.5	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Stiles to East Lathrop	5022017	5022	603.2	PM	22.4	35	0.64	9.1	2.8	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	East Lathrop to I-516	5022018	5022	5696.8	AM	43.3	35	1.24	0.0	0.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	East Lathrop to I-516	5022018	5022	5696.8	MD	39.3	35	1.12	0.0	3.0	Signal	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	East Lathrop to I-516	5022018	5022	5696.8	PM	31.7	35	0.91	13.1	0.0	Signal	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	I-516 to Fair	5022019	5022	3201.2	AM	40.4	40	1.01	1.7	0.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	I-516 to Fair	5022019	5022	3201.2	MD	41.4	40	1.03	0.5	0.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	I-516 to Fair	5022019	5022	3201.2	PM	42.4	40	1.06	6.5	0.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Fair to Alfred	5022020	5022	1072.4	AM	21.7	30	0.72	9.9	1.3	Cross Street	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Fair to Alfred	5022020	5022	1072.4	MD	26.1	30	0.87	3.5	0.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Fair to Alfred	5022020	5022	1072.4	PM	19.3	30	0.64	13.0	0.0	Cross Street	B		B
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Alfred to US 80	5022021	5022	3561.5	AM	25.8	30	0.86	15.3	17.3	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Alfred to US 80	5022021	5022	3561.5	MD	29.5	30	0.98	11.1	13.0	Cross Street	A		A
ALFRED/FAIR/LOUISVILLE/ LIBERTY/WHEATON - WB	Alfred to US 80	5022021	5022	3561.5	PM	20.1	30	0.67	42.4	38.3	Cross Street	B		B
OGLETHORPE - EB	Fahm to MLK	5023002	5023	954	AM	16.8	35	0.48	30.3	18.3	Signal	C		C
OGLETHORPE - EB	Fahm to MLK	5023002	5023	954	MD	10.8	35	0.31	45.3	29.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
OGLETHORPE - EB	Fahm to MLK	5023002	5023	954	PM	16.9	35	0.48	26.9	16.8	Signal	C		C
OGLETHORPE - EB	MLK to Montgomery	5023003	5023	363.1	AM	7.8	25	0.31	24.9	16.7	Signal	C		C
OGLETHORPE - EB	MLK to Montgomery	5023003	5023	363.1	MD	19.4	25	0.78	3.6	0.0	Signal	A		A
OGLETHORPE - EB	MLK to Montgomery	5023003	5023	363.1	PM	18.9	25	0.76	3.2	0.0	Signal	A		A
OGLETHORPE - EB	Montgomery to Whitaker	5023004	5023	1041.8	AM	22.6	25	0.91	8.1	4.7	Signal	A		A
OGLETHORPE - EB	Montgomery to Whitaker	5023004	5023	1041.8	MD	18.1	25	0.72	10.8	0.0	Signal	B		B
OGLETHORPE - EB	Montgomery to Whitaker	5023004	5023	1041.8	PM	20.0	25	0.80	9.4	5.0	Signal	A		A
OGLETHORPE - EB	Whitaker to Drayton	5023005	5023	725.6	AM	10.6	25	0.43	29.1	22.0	Signal	C		C
OGLETHORPE - EB	Whitaker to Drayton	5023005	5023	725.6	MD	17.5	25	0.70	12.2	4.0	Signal	B		B
OGLETHORPE - EB	Whitaker to Drayton	5023005	5023	725.6	PM	19.7	25	0.79	10.0	5.3	Signal	A		A
OGLETHORPE - EB	Drayton to Abercorn	5023006	5023	357.1	AM	22.6	25	0.91	1.1	0.0	Signal	A		A
OGLETHORPE - EB	Drayton to Abercorn	5023006	5023	357.1	MD	15.4	25	0.62	15.4	11.0	Signal	B		B
OGLETHORPE - EB	Drayton to Abercorn	5023006	5023	357.1	PM	22.1	25	0.88	2.0	0.0	Signal	A		A
OGLETHORPE - EB	Abercorn to Habersham	5023007	5023	679.9	AM	17.3	25	0.69	11.7	7.7	Signal	B		B
OGLETHORPE - EB	Abercorn to Habersham	5023007	5023	679.9	MD	25.1	25	1.00	0.0	0.0	Signal	A		A
OGLETHORPE - EB	Abercorn to Habersham	5023007	5023	679.9	PM	16.6	25	0.66	12.2	6.8	Signal	B		B
OGLETHORPE - EB	Habersham to Price	5023008	5023	292.7	AM	24.1	25	0.96	0.7	0.0	Signal	A		A
OGLETHORPE - EB	Habersham to Price	5023008	5023	292.7	MD	26.2	25	1.05	0.1	0.0	Signal	A		A
OGLETHORPE - EB	Habersham to Price	5023008	5023	292.7	PM	10.9	25	0.43	17.6	10.0	Signal	B		B
OGLETHORPE - EB	Price to East Broad St	5023009	5023	647.8	AM	8.5	25	0.34	38.1	28.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
OGLETHORPE - EB	Price to East Broad St	5023009	5023	647.8	MD	15.5	25	0.62	11.6	6.0	Signal	B		B
OGLETHORPE - EB	Price to East Broad St	5023009	5023	647.8	PM	6.1	25	0.25	68.4	52.8	Signal	E	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
OGLETHORPE - WB	East Broad St to Price	5024002	5024	647.7	AM	23.0	25	0.92	1.1	0.0	TWSC	A		A
OGLETHORPE - WB	East Broad St to Price	5024002	5024	647.7	MD	8.1	25	0.33	36.3	24.0	TWSC	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
OGLETHORPE - WB	East Broad St to Price	5024002	5024	647.7	PM	22.7	25	0.91	1.6	0.0	TWSC	A		A
OGLETHORPE - WB	Price to Habersham	5024003	5024	292.7	AM	6.7	25	0.27	25.3	19.3	Signal	C		C
OGLETHORPE - WB	Price to Habersham	5024003	5024	292.7	MD	9.0	25	0.36	16.1	9.0	Signal	B		B
OGLETHORPE - WB	Price to Habersham	5024003	5024	292.7	PM	10.2	25	0.41	12.9	6.3	Signal	B		B
OGLETHORPE - WB	Habersham to Abercorn	5024004	5024	679.9	AM	24.0	25	0.96	0.8	0.0	Signal	A		A
OGLETHORPE - WB	Habersham to Abercorn	5024004	5024	679.9	MD	22.5	25	0.90	2.7	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
OGLETHORPE - WB	Habersham to Abercorn	5024004	5024	679.9	PM	22.8	25	0.91	2.0	0.0	Signal	A		A
OGLETHORPE - WB	Abercorn to Drayton	5024005	5024	357.1	AM	17.1	25	0.68	6.0	0.7	Signal	A		A
OGLETHORPE - WB	Abercorn to Drayton	5024005	5024	357.1	MD	23.4	25	0.93	1.1	0.0	Signal	A		A
OGLETHORPE - WB	Abercorn to Drayton	5024005	5024	357.1	PM	20.1	25	0.80	7.3	5.3	Signal	A		A
OGLETHORPE - WB	Drayton to Whitaker	5024006	5024	725.7	AM	23.6	25	0.94	2.5	0.0	Signal	A		A
OGLETHORPE - WB	Drayton to Whitaker	5024006	5024	725.7	MD	19.8	25	0.79	13.3	6.0	Signal	B		B
OGLETHORPE - WB	Drayton to Whitaker	5024006	5024	725.7	PM	14.5	25	0.58	17.4	7.5	Signal	B		B
OGLETHORPE - WB	Whitaker to Montgomery	5024007	5024	1041.8	AM	11.4	25	0.46	34.8	27.3	Signal	C		C
OGLETHORPE - WB	Whitaker to Montgomery	5024007	5024	1041.8	MD	15.3	25	0.61	28.5	22.0	Signal	C		C
OGLETHORPE - WB	Whitaker to Montgomery	5024007	5024	1041.8	PM	11.0	25	0.44	35.9	24.8	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
OGLETHORPE - WB	Montgomery to MLK	5024008	5024	363	AM	3.2	25	0.13	69.7	56.3	Signal	E	Short distance between signals	Coordinate signals between Montgomery and Fahm
OGLETHORPE - WB	Montgomery to MLK	5024008	5024	363	MD	16.8	25	0.67	10.0	6.0	Signal	A		A
OGLETHORPE - WB	Montgomery to MLK	5024008	5024	363	PM	10.4	25	0.41	14.4	6.0	Signal	B		B
OGLETHORPE - WB	MLK to Fahm	5024009	5024	954	AM	12.0	35	0.34	38.0	23.3	Signal	D	Short distance between signals	Coordinate signals between Montgomery and Fahm
OGLETHORPE - WB	MLK to Fahm	5024009	5024	954	MD	20.8	35	0.59	21.1	11.3	Signal	C		C
OGLETHORPE - WB	MLK to Fahm	5024009	5024	954	PM	15.3	35	0.44	33.2	17.8	Signal	C		C
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham County Line to Chatham County Line	5025002	5025	8557.1	AM	74.9	70	1.07	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham County Line to Chatham County Line	5025002	5025	8557.1	MD	72.5	70	1.04	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham County Line to Chatham County Line	5025002	5025	8557.1	PM	70.1	70	1.00	1.9	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham County Line to Bloomingdale	5025003	5025	6535.7	AM	73.3	70	1.05	0.0	0.0	City Limit	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham County Line to Bloomingdale	5025003	5025	6535.7	MD	76.5	70	1.09	0.0	0.0	City Limit	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham County Line to Bloomingdale	5025003	5025	6535.7	PM	72.3	70	1.03	0.5	0.0	City Limit	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Bloomingdale to Chatham County Line	5025004	5025	6685.7	AM	74.4	65	1.15	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Bloomingdale to Chatham County Line	5025004	5025	6685.7	MD	74.0	65	1.14	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Bloomingdale to Chatham County Line	5025004	5025	6685.7	PM	69.6	65	1.07	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham County Line to Pooler Pkwy	5025005	5025	7946.4	AM	73.5	65	1.13	0.0	0.0	City Limit	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham County Line to Pooler Pkwy	5025005	5025	7946.4	MD	72.9	65	1.12	0.0	0.0	City Limit	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham County Line to Pooler Pkwy	5025005	5025	7946.4	PM	72.5	65	1.12	0.0	0.0	City Limit	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Pooler Pkwy to I-95	5025006	5025	11121.6	AM	71.7	65	1.10	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Pooler Pkwy to I-95	5025006	5025	11121.6	MD	72.4	65	1.11	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Pooler Pkwy to I-95	5025006	5025	11121.6	PM	70.7	65	1.09	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	I-95 to Dean Forest	5025007	5025	13520.7	AM	63.8	65	0.98	10.3	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	I-95 to Dean Forest	5025007	5025	13520.7	MD	72.2	65	1.11	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	I-95 to Dean Forest	5025007	5025	13520.7	PM	69.8	65	1.07	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Dean Forest to Chatham Pkwy	5025008	5025	13084.3	AM	66.2	65	1.02	1.2	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Dean Forest to Chatham Pkwy	5025008	5025	13084.3	MD	68.7	65	1.06	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Dean Forest to Chatham Pkwy	5025008	5025	13084.3	PM	67.3	65	1.04	1.3	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham Pkwy to Lynns Pkwy	5025009	5025	8225.6	AM	66.0	55	1.20	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham Pkwy to Lynns Pkwy	5025009	5025	8225.6	MD	62.0	55	1.13	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Chatham Pkwy to Lynns Pkwy	5025009	5025	8225.6	PM	62.0	55	1.13	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Lynns Pkwy to Stiles	5025010	5025	5743.2	AM	63.5	55	1.16	0.0	0.0	Cross Street	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
I 16/TALMADGE MEMORIAL BRIDGE - EB	Lynns Pkwy to Stiles	5025010	5025	5743.2	MD	62.9	55	1.14	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Lynns Pkwy to Stiles	5025010	5025	5743.2	PM	58.6	55	1.06	0.1	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Stiles to Gwinnett	5025011	5025	3607.6	AM	57.2	55	1.04	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Stiles to Gwinnett	5025011	5025	3607.6	MD	58.3	55	1.06	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Stiles to Gwinnett	5025011	5025	3607.6	PM	52.7	55	0.96	3.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Gwinnett to Louisville	5025012	5025	3307.7	AM	55.0	45	1.22	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Gwinnett to Louisville	5025012	5025	3307.7	MD	54.2	45	1.20	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Gwinnett to Louisville	5025012	5025	3307.7	PM	53.4	45	1.19	0.5	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Louisville to Bay St	5025013	5025	2569.7	AM	59.1	45	1.31	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Louisville to Bay St	5025013	5025	2569.7	MD	59.8	45	1.33	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Louisville to Bay St	5025013	5025	2569.7	PM	54.6	45	1.21	0.4	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Bay St to Center of Bridge	5025014	5025	2087	AM	57.8	45	1.28	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Bay St to Center of Bridge	5025014	5025	2087	MD	54.6	45	1.21	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Bay St to Center of Bridge	5025014	5025	2087	PM	50.7	45	1.13	0.4	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Center of Bridge to Chatham County Line	5025015	5025	5138.5	AM	58.3	45	1.30	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Center of Bridge to Chatham County Line	5025015	5025	5138.5	MD	52.3	45	1.16	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - EB	Center of Bridge to Chatham County Line	5025015	5025	5138.5	PM	53.9	45	1.20	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham County Line to Center of Bridge	5026002	5026	5138.6	AM	59.3	45	1.32	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham County Line to Center of Bridge	5026002	5026	5138.6	MD	57.7	45	1.28	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham County Line to Center of Bridge	5026002	5026	5138.6	PM	51.1	45	1.14	1.2	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Center of Bridge to Bay St	5026003	5026	2086.9	AM	62.9	45	1.40	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Center of Bridge to Bay St	5026003	5026	2086.9	MD	59.3	45	1.32	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Center of Bridge to Bay St	5026003	5026	2086.9	PM	52.5	45	1.17	0.2	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Bay St to Louisville	5026004	5026	2569.7	AM	63.3	45	1.41	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Bay St to Louisville	5026004	5026	2569.7	MD	63.7	45	1.42	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Bay St to Louisville	5026004	5026	2569.7	PM	58.2	45	1.29	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Louisville to Gwinnett	5026005	5026	3328.7	AM	56.9	45	1.26	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Louisville to Gwinnett	5026005	5026	3328.7	MD	53.2	45	1.18	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Louisville to Gwinnett	5026005	5026	3328.7	PM	51.0	45	1.13	0.1	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Gwinnett to Stiles	5026006	5026	3257.8	AM	64.6	55	1.17	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Gwinnett to Stiles	5026006	5026	3257.8	MD	60.1	55	1.09	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Gwinnett to Stiles	5026006	5026	3257.8	PM	53.6	55	0.97	1.7	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Stiles to Lynns Pkwy	5026007	5026	5725.1	AM	63.5	55	1.15	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Stiles to Lynns Pkwy	5026007	5026	5725.1	MD	63.4	55	1.15	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Stiles to Lynns Pkwy	5026007	5026	5725.1	PM	55.4	55	1.01	0.7	0.0	Cross Street	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
I 16/TALMADGE MEMORIAL BRIDGE - WB	Lynns Pkwy to Chatham Pkwy	5026008	5026	8316.4	AM	63.1	55	1.15	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Lynns Pkwy to Chatham Pkwy	5026008	5026	8316.4	MD	62.3	55	1.13	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Lynns Pkwy to Chatham Pkwy	5026008	5026	8316.4	PM	55.3	55	1.01	1.3	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham Pkwy to Dean Forest	5026009	5026	13084.4	AM	67.4	65	1.04	0.7	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham Pkwy to Dean Forest	5026009	5026	13084.4	MD	66.5	65	1.02	0.1	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham Pkwy to Dean Forest	5026009	5026	13084.4	PM	59.4	65	0.91	14.8	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Dean Forest to I-95	5026010	5026	13520.6	AM	68.9	65	1.06	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Dean Forest to I-95	5026010	5026	13520.6	MD	68.7	65	1.06	1.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Dean Forest to I-95	5026010	5026	13520.6	PM	59.9	65	0.92	12.4	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	I-95 to Pooler Pkwy	5026011	5026	11121.6	AM	71.9	65	1.11	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	I-95 to Pooler Pkwy	5026011	5026	11121.6	MD	72.2	65	1.11	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	I-95 to Pooler Pkwy	5026011	5026	11121.6	PM	65.7	65	1.01	2.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Pooler Pkwy to Chatham County Line	5026012	5026	7946.5	AM	72.8	65	1.12	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Pooler Pkwy to Chatham County Line	5026012	5026	7946.5	MD	72.6	65	1.12	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Pooler Pkwy to Chatham County Line	5026012	5026	7946.5	PM	65.5	65	1.01	2.7	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham County Line to Bloomingdale	5026013	5026	6685.6	AM	71.8	65	1.10	0.0	0.0	City Limit	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham County Line to Bloomingdale	5026013	5026	6685.6	MD	72.8	65	1.12	0.0	0.0	City Limit	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham County Line to Bloomingdale	5026013	5026	6685.6	PM	67.5	65	1.04	0.7	0.0	City Limit	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Bloomingdale to Chatham County Line	5026014	5026	6535.7	AM	73.1	70	1.04	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Bloomingdale to Chatham County Line	5026014	5026	6535.7	MD	76.1	70	1.09	0.0	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Bloomingdale to Chatham County Line	5026014	5026	6535.7	PM	66.6	70	0.95	3.3	0.0	Cross Street	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham County Line to Chatham County Line	5026015	5026	8557.1	AM	72.5	70	1.04	0.0	0.0	City Limit	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham County Line to Chatham County Line	5026015	5026	8557.1	MD	73.2	70	1.05	0.0	0.0	City Limit	A		A
I 16/TALMADGE MEMORIAL BRIDGE - WB	Chatham County Line to Chatham County Line	5026015	5026	8557.1	PM	67.5	70	0.96	3.9	0.0	City Limit	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Effingham County to Jimmy Deloach	5027001	5027	7829.1	AM	54.5	55	0.99	0.9	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Effingham County to Jimmy Deloach	5027001	5027	7829.1	MD	52.9	55	0.96	3.9	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Effingham County to Jimmy Deloach	5027001	5027	7829.1	PM	47.0	55	0.85	16.7	0.0	Signal	B		B
US 80 - EB (STAGECOACH TO BAY ST)	Jimmy Deloach to US 17	5027002	5027	2692.8	AM	49.0	45	1.09	0.1	0.0	TWSC	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Jimmy Deloach to US 17	5027002	5027	2692.8	MD	53.5	45	1.19	0.0	0.0	TWSC	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Jimmy Deloach to US 17	5027002	5027	2692.8	PM	40.9	45	0.91	4.2	0.0	TWSC	A		A
US 80 - EB (STAGECOACH TO BAY ST)	US 17 to Pooler Pkwy	5027003	5027	10745.2	AM	46.0	45	1.02	8.5	6.8	Cross Street	A		A
US 80 - EB (STAGECOACH TO BAY ST)	US 17 to Pooler Pkwy	5027003	5027	10745.2	MD	52.7	45	1.17	0.0	0.0	Cross Street	A		A
US 80 - EB (STAGECOACH TO BAY ST)	US 17 to Pooler Pkwy	5027003	5027	10745.2	PM	43.9	45	0.98	5.6	8.0	Cross Street	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Pooler Pkwy to Begin Split for one way	5027004	5027	3575.9	AM	46.7	35	1.33	0.0	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Pooler Pkwy to Begin Split for one way	5027004	5027	3575.9	MD	49.4	35	1.41	0.0	0.0	Signal	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
US 80 - EB (STAGECOACH TO BAY ST)	Pooler Pkwy to Begin Split for one way	5027004	5027	3575.9	PM	45.1	35	1.29	0.0	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Begin Split for one way to Rogers	5027005	5027	3064.4	AM	21.1	35	0.60	42.4	33.3	Cross Street	C		C
US 80 - EB (STAGECOACH TO BAY ST)	Begin Split for one way to Rogers	5027005	5027	3064.4	MD	36.9	35	1.05	0.0	0.0	Cross Street	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Begin Split for one way to Rogers	5027005	5027	3064.4	PM	28.5	35	0.81	17.8	10.7	Cross Street	B		B
US 80 - EB (STAGECOACH TO BAY ST)	Rogers to Parsons	5027006	5027	2692.8	AM	32.2	45	0.72	20.0	7.3	Cross Street	C		C
US 80 - EB (STAGECOACH TO BAY ST)	Rogers to Parsons	5027006	5027	2692.8	MD	42.9	45	0.95	2.0	0.0	Cross Street	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Rogers to Parsons	5027006	5027	2692.8	PM	36.6	45	0.81	10.0	2.7	Cross Street	B		B
US 80 - EB (STAGECOACH TO BAY ST)	Parsons to I-95 NB Ramp	5027007	5027	1235.3	AM	41.4	45	0.92	1.6	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Parsons to I-95 NB Ramp	5027007	5027	1235.3	MD	17.0	45	0.38	32.7	16.3	Signal	C		C
US 80 - EB (STAGECOACH TO BAY ST)	Parsons to I-95 NB Ramp	5027007	5027	1235.3	PM	37.4	45	0.83	3.7	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	I-95 NB Ramp to Coleman	5027008	5027	3267.5	AM	46.9	45	1.04	0.3	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	I-95 NB Ramp to Coleman	5027008	5027	3267.5	MD	39.3	45	0.87	7.6	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	I-95 NB Ramp to Coleman	5027008	5027	3267.5	PM	45.1	45	1.00	0.5	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Coleman to SH 307 - Bourne	5027009	5027	11600.2	AM	50.1	50	1.00	6.5	8.5	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Coleman to SH 307 - Bourne	5027009	5027	11600.2	MD	52.3	50	1.05	1.5	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Coleman to SH 307 - Bourne	5027009	5027	11600.2	PM	44.7	50	0.89	18.6	0.0	Signal	B		B
US 80 - EB (STAGECOACH TO BAY ST)	SH 307 - Bourne to Heidt	5027010	5027	11979.2	AM	46.9	45	1.04	3.4	9.7	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	SH 307 - Bourne to Heidt	5027010	5027	11979.2	MD	48.1	45	1.07	0.0	4.3	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	SH 307 - Bourne to Heidt	5027010	5027	11979.2	PM	46.0	45	1.02	3.7	8.7	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Heidt to Alfred	5027011	5027	3726.8	AM	51.6	35	1.48	0.0	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Heidt to Alfred	5027011	5027	3726.8	MD	44.9	35	1.28	0.0	2.3	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Heidt to Alfred	5027011	5027	3726.8	PM	42.3	35	1.21	0.0	0.0	Signal	A		A
US 80 - EB (STAGECOACH TO BAY ST)	Alfred to Burnsed	5027012	5027	2450.6	AM	22.5	35	0.64	26.5	26.7	Signal	C		C
US 80 - EB (STAGECOACH TO BAY ST)	Alfred to Burnsed	5027012	5027	2450.6	MD	26.4	35	0.75	30.4	26.7	Signal	C		C
US 80 - EB (STAGECOACH TO BAY ST)	Alfred to Burnsed	5027012	5027	2450.6	PM	33.2	35	0.95	4.8	2.3	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Burnsed to Alfred	5028001	5028	2450.6	AM	32.8	35	0.94	8.5	6.3	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Burnsed to Alfred	5028001	5028	2450.6	MD	38.5	35	1.10	0.0	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Burnsed to Alfred	5028001	5028	2450.6	PM	24.7	35	0.71	19.5	8.3	Signal	B		B
US 80 - WB (BAY ST TO STAGECOACH)	Alfred to Heidt	5028002	5028	3726.8	AM	41.2	35	1.18	1.9	2.5	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Alfred to Heidt	5028002	5028	3726.8	MD	55.6	35	1.59	0.0	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Alfred to Heidt	5028002	5028	3726.8	PM	42.8	35	1.22	0.0	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Heidt to SH 307 - Bourne	5028003	5028	11979.2	AM	45.0	45	1.00	13.7	13.3	Signal	B		B
US 80 - WB (BAY ST TO STAGECOACH)	Heidt to SH 307 - Bourne	5028003	5028	11979.2	MD	47.1	45	1.05	22.4	26.5	Signal	C		C
US 80 - WB (BAY ST TO STAGECOACH)	Heidt to SH 307 - Bourne	5028003	5028	11979.2	PM	37.5	45	0.83	38.7	33.0	Signal	D	Excessive delay at Dean Forest Rd	All the delay occurs at the intersection and it appears this could be minimized through signal optimization

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
US 80 - WB (BAY ST TO STAGECOACH)	SH 307 - Bourne to Coleman	5028004	5028	11600.3	AM	49.7	50	0.99	5.9	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	SH 307 - Bourne to Coleman	5028004	5028	11600.3	MD	52.3	50	1.05	1.9	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	SH 307 - Bourne to Coleman	5028004	5028	11600.3	PM	45.4	50	0.91	16.0	1.0	Signal	B		B
US 80 - WB (BAY ST TO STAGECOACH)	Coleman to I-95 NB Ramp	5028005	5028	3267.4	AM	23.6	45	0.52	45.6	31.7	Signal	D	Signal not coordinated with Coleman or Rogers	Coordinate signals between Coleman and Rogers, need to account for Auto Plant
US 80 - WB (BAY ST TO STAGECOACH)	Coleman to I-95 NB Ramp	5028005	5028	3267.4	MD	23.2	45	0.52	46.1	34.5	Signal	D	Signal not coordinated with Coleman or Rogers	Coordinate signals between Coleman and Rogers, need to account for Auto Plant
US 80 - WB (BAY ST TO STAGECOACH)	Coleman to I-95 NB Ramp	5028005	5028	3267.4	PM	26.4	45	0.59	38.4	16.8	Signal	D	Signal not coordinated with Coleman or Rogers	Coordinate signals between Coleman and Rogers, need to account for Auto Plant
US 80 - WB (BAY ST TO STAGECOACH)	I-95 NB Ramp to Parsons	5028006	5028	1235.3	AM	28.2	45	0.63	14.9	5.7	Signal	B		B
US 80 - WB (BAY ST TO STAGECOACH)	I-95 NB Ramp to Parsons	5028006	5028	1235.3	MD	32.9	45	0.73	6.6	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	I-95 NB Ramp to Parsons	5028006	5028	1235.3	PM	34.4	45	0.77	5.8	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Parsons to Rogers	5028007	5028	2662	AM	42.3	45	0.94	2.6	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Parsons to Rogers	5028007	5028	2662	MD	30.8	45	0.68	18.8	3.5	Signal	B		B
US 80 - WB (BAY ST TO STAGECOACH)	Parsons to Rogers	5028007	5028	2662	PM	22.2	45	0.49	44.6	18.0	Signal	D	Poor signal coordination between I-95 and Rogers	Coordinate signals between I-95 and Rogers
US 80 - WB (BAY ST TO STAGECOACH)	Rogers to Begin Split for one way	5028008	5028	2936.9	AM	41.1	35	1.17	0.0	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Rogers to Begin Split for one way	5028008	5028	2936.9	MD	31.5	35	0.90	17.7	11.0	Signal	B		B
US 80 - WB (BAY ST TO STAGECOACH)	Rogers to Begin Split for one way	5028008	5028	2936.9	PM	35.2	35	1.01	1.2	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Begin Split for one way to Pooler Pkwy	5028009	5028	3575.8	AM	31.5	35	0.90	15.6	12.3	Cross Street	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Begin Split for one way to Pooler Pkwy	5028009	5028	3575.8	MD	43.0	35	1.23	0.0	0.0	Cross Street	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Begin Split for one way to Pooler Pkwy	5028009	5028	3575.8	PM	31.7	35	0.91	13.7	9.0	Cross Street	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Pooler Pkwy to US 17	5028010	5028	10745.2	AM	46.3	45	1.03	4.4	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Pooler Pkwy to US 17	5028010	5028	10745.2	MD	48.8	45	1.08	0.0	0.0	Signal	A		A
US 80 - WB (BAY ST TO STAGECOACH)	Pooler Pkwy to US 17	5028010	5028	10745.2	PM	41.7	45	0.93	17.4	0.6	Signal	B		B
US 80 - WB (BAY ST TO STAGECOACH)	US 17 to Jimmy Deloach	5028011	5028	2692.9	AM	48.2	45	1.07	0.7	0.0	Cross Street	A		A
US 80 - WB (BAY ST TO STAGECOACH)	US 17 to Jimmy Deloach	5028011	5028	2692.9	MD	47.6	45	1.06	0.0	0.0	Cross Street	A		A
US 80 - WB (BAY ST TO STAGECOACH)	US 17 to Jimmy Deloach	5028011	5028	2692.9	PM	38.2	45	0.85	7.3	0.0	Cross Street	B		B
US 80 - WB (BAY ST TO STAGECOACH)	Jimmy Deloach to Effingham County	5028012	5028	7829.1	AM	46.3	55	0.84	18.3	0.0	TWSC	C		C
US 80 - WB (BAY ST TO STAGECOACH)	Jimmy Deloach to Effingham County	5028012	5028	7829.1	MD	46.9	55	0.85	16.8	0.0	TWSC	C		C
US 80 - WB (BAY ST TO STAGECOACH)	Jimmy Deloach to Effingham County	5028012	5028	7829.1	PM	39.8	55	0.72	38.6	0.0	TWSC	E	Minor Delays in the PM Period	Priority 1 - Widen from 2-5 lanes from County Line to Cherry
JIMMY DELOACH - EB	US 80 to Prescott	5029001	5029	6215.1	AM	45.4	55	0.83	36.0	0.0	TWSC	E	No delays observed, just slow start-ups from US 80	No improvements necessary
JIMMY DELOACH - EB	US 80 to Prescott	5029001	5029	6215.1	MD	53.3	55	0.97	4.3	0.0	TWSC	A		A
JIMMY DELOACH - EB	US 80 to Prescott	5029001	5029	6215.1	PM	53.2	55	0.97	5.0	0.0	TWSC	A		A
JIMMY DELOACH - EB	Prescott to Towles	5029002	5029	3379.2	AM	56.6	55	1.03	6.4	4.6	Cross Street	A		A
JIMMY DELOACH - EB	Prescott to Towles	5029002	5029	3379.2	MD	62.2	55	1.13	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Prescott to Towles	5029002	5029	3379.2	PM	64.4	55	1.17	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Towles to Pooler City Limit	5029003	5029	3771.6	AM	63.7	55	1.16	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Towles to Pooler City Limit	5029003	5029	3771.6	MD	60.1	55	1.09	0.1	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Towles to Pooler City Limit	5029003	5029	3771.6	PM	63.9	55	1.16	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Pooler City Limit to Godley	5029004	5029	10395.5	AM	64.2	55	1.17	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Pooler City Limit to Godley	5029004	5029	10395.5	MD	62.8	55	1.14	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Pooler City Limit to Godley	5029004	5029	10395.5	PM	67.0	55	1.22	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Godley to Savannah City Limit	5029005	5029	1529.2	AM	68.0	55	1.24	0.0	0.0	Cross Street	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
JIMMY DELOACH - EB	Godley to Savannah City Limit	5029005	5029	1529.2	MD	62.5	55	1.14	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Godley to Savannah City Limit	5029005	5029	1529.2	PM	68.7	55	1.25	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Savannah City Limit to Jimmy DeLoach	5029006	5029	8673.1	AM	60.9	50	1.22	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Savannah City Limit to Jimmy DeLoach	5029006	5029	8673.1	MD	60.5	50	1.21	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Savannah City Limit to Jimmy DeLoach	5029006	5029	8673.1	PM	63.9	50	1.28	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Jimmy DeLoach to Godley	5029007	5029	7361.1	AM	57.2	45	1.27	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Jimmy DeLoach to Godley	5029007	5029	7361.1	MD	57.3	45	1.27	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Jimmy DeLoach to Godley	5029007	5029	7361.1	PM	54.7	45	1.22	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Godley to SH 21	5029008	5029	3024.3	AM	56.0	45	1.24	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Godley to SH 21	5029008	5029	3024.3	MD	54.6	45	1.21	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	Godley to SH 21	5029008	5029	3024.3	PM	52.2	45	1.16	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - EB	SH 21 to SH 21	5029009	5029	3134.4	AM	29.5	45	0.66	25.9	13.8	Cross Street	C		C
JIMMY DELOACH - EB	SH 21 to SH 21	5029009	5029	3134.4	MD	27.2	45	0.61	29.0	11.5	Cross Street	C		C
JIMMY DELOACH - EB	SH 21 to SH 21	5029009	5029	3134.4	PM	27.2	45	0.61	33.1	9.5	Cross Street	C		C
JIMMY DELOACH - WB	SH 21 to SH 21	5030001	5030	3134.4	AM	36.7	45	0.81	10.8	0.0	Signal	B		B
JIMMY DELOACH - WB	SH 21 to SH 21	5030001	5030	3134.4	MD	35.4	45	0.79	14.2	0.0	Signal	B		B
JIMMY DELOACH - WB	SH 21 to SH 21	5030001	5030	3134.4	PM	35.2	45	0.78	14.9	0.0	Signal	B		B
JIMMY DELOACH - WB	SH 21 to Godley	5030002	5030	3024.3	AM	54.4	45	1.21	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	SH 21 to Godley	5030002	5030	3024.3	MD	55.6	45	1.23	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	SH 21 to Godley	5030002	5030	3024.3	PM	54.8	45	1.22	0.3	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Godley to Jimmy DeLoach	5030003	5030	7361.1	AM	55.3	45	1.23	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Godley to Jimmy DeLoach	5030003	5030	7361.1	MD	57.5	45	1.28	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Godley to Jimmy DeLoach	5030003	5030	7361.1	PM	56.7	45	1.26	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Jimmy DeLoach to Savannah City Limit	5030004	5030	8673.2	AM	59.7	50	1.19	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Jimmy DeLoach to Savannah City Limit	5030004	5030	8673.2	MD	60.3	50	1.21	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Jimmy DeLoach to Savannah City Limit	5030004	5030	8673.2	PM	60.7	50	1.21	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Savannah City Limit to Godley	5030005	5030	1529.1	AM	58.5	55	1.06	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Savannah City Limit to Godley	5030005	5030	1529.1	MD	61.7	55	1.12	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Savannah City Limit to Godley	5030005	5030	1529.1	PM	60.8	55	1.11	0.4	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Godley to Pooler City Limit	5030006	5030	10395.6	AM	62.5	55	1.14	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Godley to Pooler City Limit	5030006	5030	10395.6	MD	62.4	55	1.13	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Godley to Pooler City Limit	5030006	5030	10395.6	PM	63.6	55	1.16	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Pooler City Limit to Towles	5030007	5030	3771.5	AM	59.8	55	1.09	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Pooler City Limit to Towles	5030007	5030	3771.5	MD	60.8	55	1.11	0.5	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Pooler City Limit to Towles	5030007	5030	3771.5	PM	62.1	55	1.13	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Towles to Prescott	5030008	5030	3379.2	AM	65.6	55	1.19	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Towles to Prescott	5030008	5030	3379.2	MD	62.7	55	1.14	0.2	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Towles to Prescott	5030008	5030	3379.2	PM	63.0	55	1.15	0.0	0.0	Cross Street	A		A
JIMMY DELOACH - WB	Prescott to US 80	5030009	5030	6215.1	AM	52.4	55	0.95	4.2	2.5	Cross Street	A		A
JIMMY DELOACH - WB	Prescott to US 80	5030009	5030	6215.1	MD	48.1	55	0.88	13.9	8.8	Cross Street	A		A
JIMMY DELOACH - WB	Prescott to US 80	5030009	5030	6215.1	PM	46.7	55	0.85	21.9	11.0	Cross Street	A		A
MEINHARD/HENRY - EB	Montieth to I-95	5031001	5031	9129.7	AM	45.0	45	1.00	4.3	0.0	Signal	A		A
MEINHARD/HENRY - EB	Montieth to I-95	5031001	5031	9129.7	MD	41.5	45	0.92	25.6	15.5	Signal	C		C
MEINHARD/HENRY - EB	Montieth to I-95	5031001	5031	9129.7	PM	45.2	45	1.00	8.6	0.0	Signal	A		A
MEINHARD/HENRY - EB	I-95 to Hendley	5031002	5031	2794.7	AM	45.9	45	1.02	1.8	0.0	Cross Street	A		A
MEINHARD/HENRY - EB	I-95 to Hendley	5031002	5031	2794.7	MD	49.3	45	1.10	1.6	0.0	Cross Street	A		A
MEINHARD/HENRY - EB	I-95 to Hendley	5031002	5031	2794.7	PM	49.2	45	1.09	0.4	0.0	Cross Street	A		A
MEINHARD/HENRY - EB	Hendley to SH 21	5031003	5031	2684.2	AM	28.4	45	0.63	27.5	6.4	Cross Street	C		C
MEINHARD/HENRY - EB	Hendley to SH 21	5031003	5031	2684.2	MD	33.7	45	0.75	15.0	7.5	Cross Street	C		C
MEINHARD/HENRY - EB	Hendley to SH 21	5031003	5031	2684.2	PM	28.1	45	0.62	27.8	13.4	Cross Street	C		C
MEINHARD/HENRY - WB	SH 21 to Hendley	5032001	5032	2684.2	AM	35.3	45	0.79	11.0	0.3	Signal	B		B
MEINHARD/HENRY - WB	SH 21 to Hendley	5032001	5032	2684.2	MD	41.2	45	0.92	4.8	0.0	Signal	A		A
MEINHARD/HENRY - WB	SH 21 to Hendley	5032001	5032	2684.2	PM	40.2	45	0.89	5.0	0.0	Signal	A		A
MEINHARD/HENRY - WB	Hendley to I-95	5032002	5032	2794.6	AM	42.4	45	0.94	2.7	0.0	Cross Street	A		A
MEINHARD/HENRY - WB	Hendley to I-95	5032002	5032	2794.6	MD	44.9	45	1.00	4.2	0.0	Cross Street	A		A
MEINHARD/HENRY - WB	Hendley to I-95	5032002	5032	2794.6	PM	43.5	45	0.97	3.2	0.0	Cross Street	A		A
MEINHARD/HENRY - WB	I-95 to Montieth	5032003	5032	9129.8	AM	39.9	45	0.89	19.5	11.2	Cross Street	B		B
MEINHARD/HENRY - WB	I-95 to Montieth	5032003	5032	9129.8	MD	49.5	45	1.10	1.0	0.5	Cross Street	A		A
MEINHARD/HENRY - WB	I-95 to Montieth	5032003	5032	9129.8	PM	41.3	45	0.92	14.1	7.7	Cross Street	B		B

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
MONTIETH - EB	Effingham County to Meinhard	5033001	5033	9243.4	AM	54.7	55	0.99	9.4	0.0	Cross Street	A		A
MONTIETH - EB	Effingham County to Meinhard	5033001	5033	9243.4	MD	73.3	55	1.33	0.0	0.0	Cross Street	A		A
MONTIETH - EB	Effingham County to Meinhard	5033001	5033	9243.4	PM	54.5	55	0.99	1.5	0.0	Cross Street	A		A
MONTIETH - EB	Meinhard to SH 21	5033002	5033	10492.4	AM	46.9	55	0.85	22.8	14.5	Signal	C		C
MONTIETH - EB	Meinhard to SH 21	5033002	5033	10492.4	MD	54.4	55	0.99	15.2	13.0	Signal	B		B
MONTIETH - EB	Meinhard to SH 21	5033002	5033	10492.4	PM	51.0	55	0.93	10.5	10.0	Signal	B		B
MONTIETH - WB	SH 21 to Meinhard	5034002	5034	10492.4	AM	47.9	55	0.87	21.2	0.0	TWSC	C		C
MONTIETH - WB	SH 21 to Meinhard	5034002	5034	10492.4	MD	58.7	55	1.07	4.0	0.0	TWSC	A		A
MONTIETH - WB	SH 21 to Meinhard	5034002	5034	10492.4	PM	53.8	55	0.98	8.9	0.0	TWSC	A		A
MONTIETH - WB	Meinhard to Effingham County	5034003	5034	9243.4	AM	61.1	55	1.11	0.0	0.0	Signal	A		A
MONTIETH - WB	Meinhard to Effingham County	5034003	5034	9243.4	MD	59.7	55	1.09	0.0	0.0	Signal	A		A
MONTIETH - WB	Meinhard to Effingham County	5034003	5034	9243.4	PM	55.1	55	1.00	0.2	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Private Drive to Montith	5035001	5035	14654.4	AM	59.9	55	1.09	0.8	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Private Drive to Montith	5035001	5035	14654.4	MD	63.6	55	1.16	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Private Drive to Montith	5035001	5035	14654.4	PM	57.9	55	1.05	2.8	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Montith to I-95	5035002	5035	2810.7	AM	48.6	45	1.08	1.8	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Montith to I-95	5035002	5035	2810.7	MD	53.0	45	1.18	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Montith to I-95	5035002	5035	2810.7	PM	49.0	45	1.09	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	I-95 to O'Leary	5035003	5035	1040.2	AM	19.7	45	0.44	22.0	9.2	Signal	C		C
SH 21/1 516/DERENNE - EB	I-95 to O'Leary	5035003	5035	1040.2	MD	18.0	45	0.40	21.0	9.3	Signal	C		C
SH 21/1 516/DERENNE - EB	I-95 to O'Leary	5035003	5035	1040.2	PM	45.9	45	1.02	0.5	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	O'Leary to Hendley	5035004	5035	741.4	AM	38.6	45	0.86	1.8	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	O'Leary to Hendley	5035004	5035	741.4	MD	38.7	45	0.86	1.6	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	O'Leary to Hendley	5035004	5035	741.4	PM	47.8	45	1.06	1.0	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Hendley to RR Overpass	5035005	5035	1424.2	AM	49.1	45	1.09	0.2	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Hendley to RR Overpass	5035005	5035	1424.2	MD	54.5	45	1.21	0.0	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Hendley to RR Overpass	5035005	5035	1424.2	PM	51.4	45	1.14	0.0	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	RR Overpass to Jimmy Deloach	5035006	5035	7571.9	AM	58.1	45	1.29	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	RR Overpass to Jimmy Deloach	5035006	5035	7571.9	MD	61.2	45	1.36	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	RR Overpass to Jimmy Deloach	5035006	5035	7571.9	PM	59.3	45	1.32	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Jimmy Deloach to Snowy Dixon	5035007	5035	760.9	AM	45.9	55	0.83	3.4	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Jimmy Deloach to Snowy Dixon	5035007	5035	760.9	MD	68.4	55	1.24	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Jimmy Deloach to Snowy Dixon	5035007	5035	760.9	PM	33.0	55	0.60	10.4	5.0	Cross Street	C		C
SH 21/1 516/DERENNE - EB	Snowy Dixon to SH 30	5035008	5035	2857.4	AM	51.3	55	0.93	4.3	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Snowy Dixon to SH 30	5035008	5035	2857.4	MD	60.0	55	1.09	1.4	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Snowy Dixon to SH 30	5035008	5035	2857.4	PM	53.6	55	0.97	0.9	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	SH 30 to Cross Gate	5035009	5035	3013.1	AM	28.1	55	0.51	70.8	31.8	Signal	E	Currently detour due to construction on SR 25	Study next CMS
SH 21/1 516/DERENNE - EB	SH 30 to Cross Gate	5035009	5035	3013.1	MD	23.9	55	0.44	59.4	42.0	Signal	E	Currently detour due to construction on SR 25	Study next CMS
SH 21/1 516/DERENNE - EB	SH 30 to Cross Gate	5035009	5035	3013.1	PM	18.1	55	0.33	84.4	57.0	Signal	F	Currently detour due to construction on SR 25	Study next CMS
SH 21/1 516/DERENNE - EB	Cross Gate to SH 25	5035010	5035	7509.7	AM	29.3	55	0.53	138.1	64.0	Signal	F	Currently detour due to construction on SR 25	Study next CMS
SH 21/1 516/DERENNE - EB	Cross Gate to SH 25	5035010	5035	7509.7	MD	25.2	55	0.46	137.1	44.0	Signal	F	Currently detour due to construction on SR 25	Study next CMS
SH 21/1 516/DERENNE - EB	Cross Gate to SH 25	5035010	5035	7509.7	PM	33.0	55	0.60	72.3	43.0	Signal	E	Currently detour due to construction on SR 25	Study next CMS
SH 21/1 516/DERENNE - EB	SH 25 to Smith	5035011	5035	3445.6	AM	46.9	55	0.85	7.6	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	SH 25 to Smith	5035011	5035	3445.6	MD	44.9	55	0.82	10.4	0.0	Signal	B		B
SH 21/1 516/DERENNE - EB	SH 25 to Smith	5035011	5035	3445.6	PM	46.3	55	0.84	7.9	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Smith to Brampton	5035012	5035	6510.3	AM	39.4	55	0.72	32.5	5.6	Signal	C		C
SH 21/1 516/DERENNE - EB	Smith to Brampton	5035012	5035	6510.3	MD	48.8	55	0.89	11.7	0.0	Signal	B		B
SH 21/1 516/DERENNE - EB	Smith to Brampton	5035012	5035	6510.3	PM	35.6	55	0.65	43.8	24.5	Signal	D	PM Delays for EB	Long Range Plan calls for Widening SH 21, Consider continuous EB intersection operations
SH 21/1 516/DERENNE - EB	Brampton to Minus	5035013	5035	1328.6	AM	23.0	55	0.42	22.9	3.5	Signal	C		C
SH 21/1 516/DERENNE - EB	Brampton to Minus	5035013	5035	1328.6	MD	44.6	55	0.81	4.2	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Brampton to Minus	5035013	5035	1328.6	PM	31.5	55	0.57	14.0	0.0	Signal	B		B
SH 21/1 516/DERENNE - EB	Minus to Bay St	5035014	5035	2143.2	AM	47.5	55	0.86	4.2	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Minus to Bay St	5035014	5035	2143.2	MD	51.5	55	0.94	3.8	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Minus to Bay St	5035014	5035	2143.2	PM	50.4	55	0.92	3.1	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Bay St to Lathrop	5035015	5035	5749.1	AM	58.5	55	1.06	2.6	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Bay St to Lathrop	5035015	5035	5749.1	MD	58.7	55	1.07	0.6	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SH 21/1 516/DERENNE - EB	Bay St to Lathrop	5035015	5035	5749.1	PM	56.7	55	1.03	0.5	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Lathrop to Augusta	5035016	5035	687.2	AM	57.0	55	1.04	0.5	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Lathrop to Augusta	5035016	5035	687.2	MD	55.8	55	1.02	0.8	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Lathrop to Augusta	5035016	5035	687.2	PM	56.7	55	1.03	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Augusta to Louisville	5035017	5035	1996.2	AM	60.0	55	1.09	0.0	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Augusta to Louisville	5035017	5035	1996.2	MD	60.8	55	1.11	0.0	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Augusta to Louisville	5035017	5035	1996.2	PM	56.6	55	1.03	0.1	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Louisville to Gwinnett	5035018	5035	1589.8	AM	60.6	55	1.10	0.2	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Louisville to Gwinnett	5035018	5035	1589.8	MD	60.9	55	1.11	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Louisville to Gwinnett	5035018	5035	1589.8	PM	62.9	55	1.14	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Gwinnett to I-16	5035019	5035	2910.9	AM	63.8	55	1.16	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Gwinnett to I-16	5035019	5035	2910.9	MD	70.8	55	1.29	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Gwinnett to I-16	5035019	5035	2910.9	PM	62.5	55	1.14	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	I-16 to I-16	5035020	5035	583.9	AM	66.0	55	1.20	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	I-16 to I-16	5035020	5035	583.9	MD	66.0	55	1.20	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	I-16 to I-16	5035020	5035	583.9	PM	64.2	55	1.17	0.1	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	I-16 to US 17	5035021	5035	6411.8	AM	62.1	55	1.13	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	I-16 to US 17	5035021	5035	6411.8	MD	65.3	55	1.19	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	I-16 to US 17	5035021	5035	6411.8	PM	63.1	55	1.15	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	US 17 to Veterans Pkwy	5035022	5035	4680	AM	63.9	55	1.16	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	US 17 to Veterans Pkwy	5035022	5035	4680	MD	63.7	55	1.16	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	US 17 to Veterans Pkwy	5035022	5035	4680	PM	60.8	55	1.11	0.0	0.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Veterens Pkwy to Liberty	5035023	5035	1874.7	AM	61.3	55	1.11	0.2	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Veterens Pkwy to Liberty	5035023	5035	1874.7	MD	59.1	55	1.07	0.3	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Veterens Pkwy to Liberty	5035023	5035	1874.7	PM	61.9	55	1.12	0.0	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Liberty to Montgomery	5035024	5035	8966.9	AM	18.8	54	0.35	218.0	114.0	Cross Street	E	End of Freeway Section, Delays expected	Excessive demand from freeway, delays unavoidable. Consider in E-W Study
SH 21/1 516/DERENNE - EB	Liberty to Montgomery	5035024	5035	8966.9	MD	52.9	54	0.99	3.0	2.5	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Liberty to Montgomery	5035024	5035	8966.9	PM	51.7	54	0.97	17.4	11.0	Cross Street	A		A
SH 21/1 516/DERENNE - EB	Montgomery to Bull	5035025	5035	1374.5	AM	21.0	40	0.53	60.1	39.0	Signal	E	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1 516/DERENNE - EB	Montgomery to Bull	5035025	5035	1374.5	MD	15.2	40	0.38	69.4	48.7	Signal	E	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1 516/DERENNE - EB	Montgomery to Bull	5035025	5035	1374.5	PM	6.0	40	0.15	140.9	103.0	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1 516/DERENNE - EB	Bull to Abercorn	5035026	5035	869.4	AM	5.5	40	0.14	98.6	72.0	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1 516/DERENNE - EB	Bull to Abercorn	5035026	5035	869.4	MD	8.6	40	0.21	81.8	61.7	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1 516/DERENNE - EB	Bull to Abercorn	5035026	5035	869.4	PM	28.1	40	0.70	6.5	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Abercorn to Habersham	5035027	5035	733.1	AM	27.6	40	0.69	8.1	0.7	Signal	A		A
SH 21/1 516/DERENNE - EB	Abercorn to Habersham	5035027	5035	733.1	MD	10.9	40	0.27	70.4	54.0	Signal	E	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1 516/DERENNE - EB	Abercorn to Habersham	5035027	5035	733.1	PM	4.7	40	0.12	94.0	74.5	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1 516/DERENNE - EB	Habersham to Reynolds	5035028	5035	1275.5	AM	23.7	40	0.59	17.7	5.5	Signal	B		B
SH 21/1 516/DERENNE - EB	Habersham to Reynolds	5035028	5035	1275.5	MD	37.6	40	0.94	2.0	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Habersham to Reynolds	5035028	5035	1275.5	PM	35.4	40	0.89	2.8	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Reynolds to Paulsen	5035029	5035	1337.4	AM	35.7	40	0.89	3.1	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Reynolds to Paulsen	5035029	5035	1337.4	MD	43.6	40	1.09	1.3	0.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Reynolds to Paulsen	5035029	5035	1337.4	PM	32.6	40	0.82	7.7	2.0	Signal	A		A
SH 21/1 516/DERENNE - EB	Paulsen to Waters	5035030	5035	1059	AM	22.6	40	0.57	50.1	39.5	Signal	D	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1 516/DERENNE - EB	Paulsen to Waters	5035030	5035	1059	MD	33.1	40	0.83	6.9	0.8	Signal	A		A
SH 21/1 516/DERENNE - EB	Paulsen to Waters	5035030	5035	1059	PM	8.2	40	0.20	91.5	70.0	Signal	F	Signal Timing	Once traffic is metered through Montgomery, signals should be coordinated for progression, Consider in E-W Study
SH 21/1 516/DERENNE - EB	Waters to Harry Truman SB Ramp	5035031	5035	1925.4	AM	33.6	40	0.84	8.0	2.5	Signal	A		A
SH 21/1 516/DERENNE - EB	Waters to Harry Truman SB Ramp	5035031	5035	1925.4	MD	35.0	40	0.88	8.7	3.5	Signal	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SH 21/I 516/DERENNE - EB	Waters to Harry Truman SB Ramp	5035031	5035	1925.4	PM	28.7	40	0.72	17.7	8.8	Signal	B		B
SH 21/I 516/DERENNE - EB	Harry Truman SB Ramp to Harry Truman NB Ramp	5035032	5035	295.7	AM	35.7	40	0.89	1.3	0.0	Signal	A		A
SH 21/I 516/DERENNE - EB	Harry Truman SB Ramp to Harry Truman NB Ramp	5035032	5035	295.7	MD	39.1	40	0.98	1.2	0.0	Signal	A		A
SH 21/I 516/DERENNE - EB	Harry Truman SB Ramp to Harry Truman NB Ramp	5035032	5035	295.7	PM	33.3	40	0.83	0.6	0.0	Signal	A		A
SH 21/I 516/DERENNE - EB	Harry Truman NB Ramp to Skidaway	5035033	5035	4129.1	AM	29.3	40	0.73	33.9	14.8	Signal	C		C
SH 21/I 516/DERENNE - EB	Harry Truman NB Ramp to Skidaway	5035033	5035	4129.1	MD	27.0	40	0.68	36.4	30.5	Signal	D	Delays throughout DeRenne Corridor	Consider in the E-W Study
SH 21/I 516/DERENNE - EB	Harry Truman NB Ramp to Skidaway	5035033	5035	4129.1	PM	28.5	40	0.71	34.7	24.0	Signal	C		C
SH 21/I 516/DERENNE - EB	Skidaway to La Roche	5035034	5035	2702.5	AM	23.9	40	0.60	32.1	13.0	Signal	C		C
SH 21/I 516/DERENNE - EB	Skidaway to La Roche	5035034	5035	2702.5	MD	23.3	40	0.58	34.5	18.8	Signal	C		C
SH 21/I 516/DERENNE - EB	Skidaway to La Roche	5035034	5035	2702.5	PM	23.6	40	0.59	36.4	15.3	Signal	D	Sufficient Capacity for turning movements	Consider widening to match section to West
SH 21/I 516/DERENNE - WB	La Roche to Skidaway	5036002	5036	2702.4	AM	17.8	32	0.56	65.7	45.4	Signal	E	1 lane section, long delays at Skidaway	Consider widening approach to provide 2 thru lanes to match west side of int
SH 21/I 516/DERENNE - WB	La Roche to Skidaway	5036002	5036	2702.4	MD	23.3	40	0.58	39.8	26.3	Signal	D	1 lane section, long delays at Skidaway	Consider widening approach to provide 2 thru lanes to match west side of int
SH 21/I 516/DERENNE - WB	La Roche to Skidaway	5036002	5036	2702.4	PM	19.2	40	0.48	53.6	31.7	Signal	D	1 lane section, long delays at Skidaway	Consider widening approach to provide 2 thru lanes to match west side of int
SH 21/I 516/DERENNE - WB	Skidaway to Harry Truman NB Ramp	5036003	5036	4129.1	AM	30.8	40	0.77	26.1	5.6	Signal	C		C
SH 21/I 516/DERENNE - WB	Skidaway to Harry Truman NB Ramp	5036003	5036	4129.1	MD	40.1	40	1.00	5.1	3.5	Signal	A		A
SH 21/I 516/DERENNE - WB	Skidaway to Harry Truman NB Ramp	5036003	5036	4129.1	PM	29.7	40	0.74	29.2	12.0	Signal	C		C
SH 21/I 516/DERENNE - WB	Harry Truman NB Ramp to Harry Truman SB Ramp	5036004	5036	295.7	AM	31.7	40	0.79	1.6	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Harry Truman NB Ramp to Harry Truman SB Ramp	5036004	5036	295.7	MD	40.5	40	1.01	0.9	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Harry Truman NB Ramp to Harry Truman SB Ramp	5036004	5036	295.7	PM	28.1	40	0.70	2.2	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Harry Truman SB Ramp to Waters	5036005	5036	1925.4	AM	24.9	40	0.62	27.4	13.2	Signal	C		C
SH 21/I 516/DERENNE - WB	Harry Truman SB Ramp to Waters	5036005	5036	1925.4	MD	23.2	40	0.58	33.4	23.6	Signal	C		C
SH 21/I 516/DERENNE - WB	Harry Truman SB Ramp to Waters	5036005	5036	1925.4	PM	14.0	40	0.35	68.7	50.7	Signal	E	PM WB needs progression from Truman to Bull	Coordinate signal timing for outbound PM traffic through Bull, Consider in E-W Study
SH 21/I 516/DERENNE - WB	Waters to Paulsen	5036006	5036	1059.1	AM	40.1	40	1.00	1.6	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Waters to Paulsen	5036006	5036	1059.1	MD	24.7	40	0.62	21.0	11.8	Signal	C		C
SH 21/I 516/DERENNE - WB	Waters to Paulsen	5036006	5036	1059.1	PM	34.0	40	0.85	3.4	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Paulsen to Reynolds	5036007	5036	1337.4	AM	29.7	40	0.74	11.5	4.2	Signal	B		B
SH 21/I 516/DERENNE - WB	Paulsen to Reynolds	5036007	5036	1337.4	MD	31.1	40	0.78	9.6	3.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Paulsen to Reynolds	5036007	5036	1337.4	PM	24.9	40	0.62	18.5	6.3	Signal	B		B
SH 21/I 516/DERENNE - WB	Reynolds to Habersham	5036008	5036	1275.4	AM	26.4	40	0.66	21.3	8.3	Signal	C		C
SH 21/I 516/DERENNE - WB	Reynolds to Habersham	5036008	5036	1275.4	MD	28.0	40	0.70	11.4	1.6	Signal	B		B
SH 21/I 516/DERENNE - WB	Reynolds to Habersham	5036008	5036	1275.4	PM	10.8	40	0.27	75.7	44.0	Signal	E	PM WB needs progression from Truman to Bull	Coordinate signal timing for outbound PM traffic through Bull
SH 21/I 516/DERENNE - WB	Habersham to Abercorn	5036009	5036	733.1	AM	32.5	40	0.81	4.4	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Habersham to Abercorn	5036009	5036	733.1	MD	21.7	40	0.54	12.2	1.2	Signal	B		B
SH 21/I 516/DERENNE - WB	Habersham to Abercorn	5036009	5036	733.1	PM	14.0	40	0.35	28.1	7.3	Signal	C		C
SH 21/I 516/DERENNE - WB	Abercorn to Bull	5036010	5036	869.4	AM	26.6	40	0.66	9.1	0.8	Signal	A		A
SH 21/I 516/DERENNE - WB	Abercorn to Bull	5036010	5036	869.4	MD	28.1	40	0.70	9.7	2.8	Signal	A		A
SH 21/I 516/DERENNE - WB	Abercorn to Bull	5036010	5036	869.4	PM	31.4	40	0.78	3.1	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Bull to Montgomery	5036011	5036	1374.5	AM	29.7	40	0.74	7.9	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Bull to Montgomery	5036011	5036	1374.5	MD	32.2	40	0.81	6.6	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Bull to Montgomery	5036011	5036	1374.5	PM	30.3	40	0.76	8.2	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Montgomery to Liberty	5036012	5036	896.7	AM	55.9	54	1.05	0.6	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Montgomery to Liberty	5036012	5036	896.7	MD	56.3	54	1.05	0.0	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Montgomery to Liberty	5036012	5036	896.7	PM	53.8	54	1.01	4.0	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Liberty to Veterens Pkwy	5036013	5036	1874.6	AM	58.3	55	1.06	0.2	0.0	Cross Street	A		A
SH 21/I 516/DERENNE - WB	Liberty to Veterens Pkwy	5036013	5036	1874.6	MD	65.5	55	1.19	0.0	0.0	Cross Street	A		A
SH 21/I 516/DERENNE - WB	Liberty to Veterens Pkwy	5036013	5036	1874.6	PM	62.0	55	1.13	0.0	0.0	Cross Street	A		A
SH 21/I 516/DERENNE - WB	Veterens Pkwy to US 17	5036014	5036	4680.1	AM	62.6	55	1.14	0.0	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Veterens Pkwy to US 17	5036014	5036	4680.1	MD	71.3	55	1.30	0.0	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	Veterens Pkwy to US 17	5036014	5036	4680.1	PM	62.7	55	1.14	0.0	0.0	Signal	A		A
SH 21/I 516/DERENNE - WB	US 17 to I-16	5036015	5036	6411.8	AM	63.1	55	1.15	0.0	0.0	Cross Street	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SH 211 516/DERENNE - WB	US 17 to I-16	5036015	5036	6411.8	MD	47.8	55	0.87	25.5	2.0	Cross Street	A		A
SH 211 516/DERENNE - WB	US 17 to I-16	5036015	5036	6411.8	PM	57.9	55	1.05	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	I-16 to I-16	5036016	5036	583.8	AM	66.2	55	1.20	0.2	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	I-16 to I-16	5036016	5036	583.8	MD	63.3	55	1.15	0.1	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	I-16 to I-16	5036016	5036	583.8	PM	62.4	55	1.13	0.2	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	I-16 to Gwinnett	5036017	5036	2910.9	AM	61.1	55	1.11	0.1	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	I-16 to Gwinnett	5036017	5036	2910.9	MD	64.4	55	1.17	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	I-16 to Gwinnett	5036017	5036	2910.9	PM	58.5	55	1.06	0.3	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Gwinnett to Louisville	5036018	5036	1589.8	AM	58.6	55	1.06	0.1	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Gwinnett to Louisville	5036018	5036	1589.8	MD	61.3	55	1.12	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Gwinnett to Louisville	5036018	5036	1589.8	PM	63.4	55	1.15	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Louisville to Augusta	5036019	5036	1996.3	AM	59.9	55	1.09	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Louisville to Augusta	5036019	5036	1996.3	MD	65.3	55	1.19	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Louisville to Augusta	5036019	5036	1996.3	PM	61.8	55	1.12	0.2	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Augusta to Lathrop	5036020	5036	687.1	AM	55.8	55	1.01	0.6	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Augusta to Lathrop	5036020	5036	687.1	MD	61.5	55	1.12	0.2	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Augusta to Lathrop	5036020	5036	687.1	PM	58.5	55	1.06	0.1	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Lathrop to Bay St	5036021	5036	5749.1	AM	59.0	55	1.07	0.1	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Lathrop to Bay St	5036021	5036	5749.1	MD	61.1	55	1.11	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Lathrop to Bay St	5036021	5036	5749.1	PM	57.8	55	1.05	2.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Bay St to Minus	5036022	5036	2143.2	AM	24.9	55	0.45	33.7	17.0	Signal	C		C
SH 211 516/DERENNE - WB	Bay St to Minus	5036022	5036	2143.2	MD	52.9	55	0.96	1.6	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Bay St to Minus	5036022	5036	2143.2	PM	48.5	55	0.88	3.7	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Minus to Brampton	5036023	5036	1328.6	AM	35.7	55	0.65	8.9	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Minus to Brampton	5036023	5036	1328.6	MD	31.1	55	0.57	20.7	11.8	Signal	C		C
SH 211 516/DERENNE - WB	Minus to Brampton	5036023	5036	1328.6	PM	25.9	55	0.47	20.1	3.8	Signal	C		C
SH 211 516/DERENNE - WB	Brampton to Smith	5036024	5036	6510.4	AM	43.5	55	0.79	23.2	2.8	Signal	C		C
SH 211 516/DERENNE - WB	Brampton to Smith	5036024	5036	6510.4	MD	44.6	55	0.81	19.6	5.5	Signal	B		B
SH 211 516/DERENNE - WB	Brampton to Smith	5036024	5036	6510.4	PM	44.0	55	0.80	20.0	0.0	Signal	B		B
SH 211 516/DERENNE - WB	Smith to SH 25	5036025	5036	3445.5	AM	47.1	55	0.86	7.5	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Smith to SH 25	5036025	5036	3445.5	MD	24.9	55	0.45	80.3	55.7	Signal	F	Excessive delays due to high truck volumes	Priority IB - Widen 4-6, Heavy midday volumes with Truck traffic - construct storage for trucks
SH 211 516/DERENNE - WB	Smith to SH 25	5036025	5036	3445.5	PM	22.8	55	0.41	77.7	34.4	Signal	E	Excessive delays due to high truck volumes	Priority IB - Widen 4-6, Heavy PM volumes with Truck traffic - construct storage for trucks
SH 211 516/DERENNE - WB	SH 25 to Cross Gate	5036026	5036	7509.7	AM	45.9	55	0.83	24.3	14.6	Signal	C		C
SH 211 516/DERENNE - WB	SH 25 to Cross Gate	5036026	5036	7509.7	MD	44.5	55	0.81	23.1	9.3	Signal	C		C
SH 211 516/DERENNE - WB	SH 25 to Cross Gate	5036026	5036	7509.7	PM	26.6	55	0.48	135.5	55.8	Signal	F	Currently under construction on SR 25	Study next CMS
SH 211 516/DERENNE - WB	Cross Gate to SH 30	5036027	5036	3013.2	AM	46.7	55	0.85	9.3	3.0	Signal	A		A
SH 211 516/DERENNE - WB	Cross Gate to SH 30	5036027	5036	3013.2	MD	46.2	55	0.84	7.2	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Cross Gate to SH 30	5036027	5036	3013.2	PM	35.2	55	0.64	26.7	10.6	Signal	C		C
SH 211 516/DERENNE - WB	SH 30 to Snowy Dixon	5036028	5036	2857.3	AM	39.5	55	0.72	18.7	9.3	Signal	B		B
SH 211 516/DERENNE - WB	SH 30 to Snowy Dixon	5036028	5036	2857.3	MD	47.9	55	0.87	7.7	2.7	Signal	A		A
SH 211 516/DERENNE - WB	SH 30 to Snowy Dixon	5036028	5036	2857.3	PM	44.3	55	0.80	12.2	2.4	Signal	B		B
SH 211 516/DERENNE - WB	Snowy Dixon to Jimmy Deloach	5036029	5036	760.9	AM	40.9	55	0.74	3.3	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Snowy Dixon to Jimmy Deloach	5036029	5036	760.9	MD	49.2	55	0.90	1.5	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Snowy Dixon to Jimmy Deloach	5036029	5036	760.9	PM	47.2	55	0.86	1.6	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Jimmy Deloach to RR Overpass	5036030	5036	7571.9	AM	59.6	45	1.32	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Jimmy Deloach to RR Overpass	5036030	5036	7571.9	MD	62.5	45	1.39	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Jimmy Deloach to RR Overpass	5036030	5036	7571.9	PM	54.9	45	1.22	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	RR Overpass to Hendley	5036031	5036	1424.2	AM	55.3	45	1.23	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	RR Overpass to Hendley	5036031	5036	1424.2	MD	60.9	45	1.35	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	RR Overpass to Hendley	5036031	5036	1424.2	PM	46.7	45	1.04	0.4	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Hendley to O'Leary	5036032	5036	741.5	AM	52.8	45	1.17	0.0	0.0	Signal	A		A
SH 211 516/DERENNE - WB	Hendley to O'Leary	5036032	5036	741.5	MD	10.1	45	0.22	42.7	27.7	Signal	D	Excessive delays at O'Leary	Optimize timing along corridor for improved operations
SH 211 516/DERENNE - WB	Hendley to O'Leary	5036032	5036	741.5	PM	18.2	45	0.40	31.5	19.3	Signal	C		C
SH 211 516/DERENNE - WB	O'Leary to I-95	5036033	5036	1040.1	AM	45.6	45	1.01	1.4	0.0	Signal	A		A
SH 211 516/DERENNE - WB	O'Leary to I-95	5036033	5036	1040.1	MD	38.2	45	0.85	2.6	0.0	Signal	A		A
SH 211 516/DERENNE - WB	O'Leary to I-95	5036033	5036	1040.1	PM	33.9	45	0.75	4.8	0.0	Signal	A		A
SH 211 516/DERENNE - WB	I-95 to Montith	5036034	5036	2810.8	AM	54.1	45	1.20	0.0	0.0	Signal	A		A
SH 211 516/DERENNE - WB	I-95 to Montith	5036034	5036	2810.8	MD	52.3	45	1.16	0.0	0.0	Signal	A		A
SH 211 516/DERENNE - WB	I-95 to Montith	5036034	5036	2810.8	PM	40.9	45	0.91	4.7	1.8	Signal	A		A
SH 211 516/DERENNE - WB	Montith to Private Drive	5036035	5036	14654.3	AM	59.6	55	1.08	0.0	0.0	Cross Street	A		A
SH 211 516/DERENNE - WB	Montith to Private Drive	5036035	5036	14654.3	MD	60.1	55	1.09	0.8	0.0	Cross Street	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Montieth to Private Drive	5036035	5036	14654.3	PM	54.3	55	0.99	7.6	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Burnsed to Main St	5041001	5041	799.2	AM	34.6	35	0.99	0.7	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Burnsed to Main St	5041001	5041	799.2	MD	34.2	35	0.98	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Burnsed to Main St	5041001	5041	799.2	PM	29.4	35	0.84	4.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Main St to Market	5041002	5041	652.2	AM	35.2	35	1.01	1.8	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Main St to Market	5041002	5041	652.2	MD	34.7	35	0.99	0.7	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Main St to Market	5041002	5041	652.2	PM	18.1	35	0.52	19.1	10.7	Signal	B		B
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Market to Lathrop	5041003	5041	3727.2	AM	42.9	35	1.23	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Market to Lathrop	5041003	5041	3727.2	MD	32.7	35	0.93	8.8	12.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Market to Lathrop	5041003	5041	3727.2	PM	40.0	35	1.14	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Lathrop to I-516	5041004	5041	397.7	AM	41.7	35	1.19	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Lathrop to I-516	5041004	5041	397.7	MD	33.6	35	0.96	0.7	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Lathrop to I-516	5041004	5041	397.7	PM	38.6	35	1.10	0.5	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	I-516 to Graham	5041005	5041	610.4	AM	43.1	35	1.23	0.0	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	I-516 to Graham	5041005	5041	610.4	MD	45.4	35	1.30	0.0	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	I-516 to Graham	5041005	5041	610.4	PM	43.8	35	1.25	0.0	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Graham to Carolan	5041006	5041	3129.8	AM	38.5	34	1.12	2.3	1.2	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Graham to Carolan	5041006	5041	3129.8	MD	32.2	35	0.92	8.3	9.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Graham to Carolan	5041006	5041	3129.8	PM	40.4	35	1.16	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Carolan to East Lathrop	5041007	5041	1518.5	AM	20.4	34	0.60	21.4	15.0	Signal	C		C
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Carolan to East Lathrop	5041007	5041	1518.5	MD	16.2	35	0.46	35.9	27.3	Signal	D	Operational Delays	Coordinate signal between Carolan and E. Lathrop
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Carolan to East Lathrop	5041007	5041	1518.5	PM	26.7	35	0.76	10.9	0.7	Signal	B		B
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	East Lathrop to I-16	5041008	5041	2845.3	AM	44.0	40	1.10	0.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	East Lathrop to I-16	5041008	5041	2845.3	MD	44.9	40	1.12	0.0	0.0	Signal	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	East Lathrop to I-16	5041008	5041	2845.3	PM	41.6	40	1.04	0.3	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	I-16 to Fahm	5041009	5041	1078	AM	35.9	40	0.90	3.1	1.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	I-16 to Fahm	5041009	5041	1078	MD	38.6	40	0.96	0.7	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	I-16 to Fahm	5041009	5041	1078	PM	41.2	40	1.03	0.5	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Fahm to MLK	5041010	5041	966.2	AM	20.6	40	0.51	25.0	16.0	Signal	C		C
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Fahm to MLK	5041010	5041	966.2	MD	31.5	40	0.79	4.8	1.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Fahm to MLK	5041010	5041	966.2	PM	35.9	40	0.90	2.1	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	MLK to Montgomery	5041011	5041	327.8	AM	16.2	40	0.40	13.6	7.0	Signal	B		B
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	MLK to Montgomery	5041011	5041	327.8	MD	24.1	40	0.60	3.4	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	MLK to Montgomery	5041011	5041	327.8	PM	27.8	40	0.69	2.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Montgomery to Barnard	5041012	5041	668.4	AM	30.7	40	0.77	3.5	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Montgomery to Barnard	5041012	5041	668.4	MD	26.2	40	0.65	6.6	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Montgomery to Barnard	5041012	5041	668.4	PM	26.4	40	0.66	5.9	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Barnard to Whitaker	5041013	5041	373.8	AM	34.5	40	0.86	1.4	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Barnard to Whitaker	5041013	5041	373.8	MD	28.4	40	0.71	3.1	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Barnard to Whitaker	5041013	5041	373.8	PM	22.7	40	0.57	5.7	0.7	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Whitaker to Bull	5041014	5041	353.5	AM	34.6	40	0.87	1.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Whitaker to Bull	5041014	5041	353.5	MD	13.5	40	0.34	13.1	5.7	Signal	B		B
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Whitaker to Bull	5041014	5041	353.5	PM	20.5	40	0.51	5.7	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Bull to Drayton	5041015	5041	364.5	AM	25.9	40	0.65	7.5	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Bull to Drayton	5041015	5041	364.5	MD	24.5	40	0.61	4.6	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Bull to Drayton	5041015	5041	364.5	PM	23.7	40	0.59	3.8	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Drayton to Abercorn	5041016	5041	346.7	AM	31.4	40	0.79	2.1	0.0	Signal	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Drayton to Abercorn	5041016	5041	346.7	MD	26.5	40	0.66	2.8	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Drayton to Abercorn	5041016	5041	346.7	PM	24.6	40	0.61	2.9	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Abercorn to Lincoln	5041017	5041	409.5	AM	34.1	40	0.85	1.3	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Abercorn to Lincoln	5041017	5041	409.5	MD	29.1	40	0.73	2.7	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Abercorn to Lincoln	5041017	5041	409.5	PM	29.3	40	0.73	2.6	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Lincoln to Price	5041018	5041	594.7	AM	33.7	40	0.84	2.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Lincoln to Price	5041018	5041	594.7	MD	30.0	40	0.75	3.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Lincoln to Price	5041018	5041	594.7	PM	30.2	40	0.75	3.8	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Price to Houston	5041019	5041	301.4	AM	35.4	40	0.89	1.1	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Price to Houston	5041019	5041	301.4	MD	32.0	40	0.80	1.3	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Price to Houston	5041019	5041	301.4	PM	27.4	40	0.69	2.3	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Houston to East Broad St	5041020	5041	346.7	AM	33.7	40	0.84	1.5	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Houston to East Broad St	5041020	5041	346.7	MD	29.6	40	0.74	2.8	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Houston to East Broad St	5041020	5041	346.7	PM	24.9	40	0.62	3.6	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	East Broad St to President	5041021	5041	1850.7	AM	21.6	40	0.54	27.6	8.7	Signal	C		C
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	East Broad St to President	5041021	5041	1850.7	MD	23.6	40	0.59	23.8	4.0	Signal	C		C
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	East Broad St to President	5041021	5041	1850.7	PM	17.8	40	0.44	42.1	17.5	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	President to Veterens Pkwy	5041022	5041	1899.1	AM	40.0	40	1.00	0.8	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	President to Veterens Pkwy	5041022	5041	1899.1	MD	44.6	40	1.11	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	President to Veterens Pkwy	5041022	5041	1899.1	PM	32.3	40	0.81	15.7	2.8	Signal	B		B
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Veterens Pkwy to Veterans Pkwy	5041023	5041	1142.9	AM	48.2	40	1.21	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Veterens Pkwy to Veterans Pkwy	5041023	5041	1142.9	MD	45.5	40	1.14	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Veterens Pkwy to Veterans Pkwy	5041023	5041	1142.9	PM	25.7	40	0.64	18.1	10.0	Signal	B		B

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Veterens Pkwy to Pennsylvania	5041024	5041	4470.3	AM	43.2	50	0.86	9.9	6.7	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Veterens Pkwy to Pennsylvania	5041024	5041	4470.3	MD	46.0	50	0.92	5.3	0.7	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Veterens Pkwy to Pennsylvania	5041024	5041	4470.3	PM	39.0	50	0.78	19.6	4.8	Signal	B		B
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Pennsylvania to Richardson Creek	5041025	5041	15767.2	AM	54.6	50	1.09	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Pennsylvania to Richardson Creek	5041025	5041	15767.2	MD	54.2	50	1.08	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Pennsylvania to Richardson Creek	5041025	5041	15767.2	PM	55.3	50	1.11	4.1	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Richardson Creek to US 80	5041026	5041	3692	AM	58.1	50	1.16	0.0	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Richardson Creek to US 80	5041026	5041	3692	MD	56.4	50	1.13	0.0	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - EB	Richardson Creek to US 80	5041026	5041	3692	PM	59.6	50	1.19	0.6	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	US 80 to Richardson Creek	5042001	5042	4975.8	AM	53.5	50	1.07	0.0	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	US 80 to Richardson Creek	5042001	5042	4975.8	MD	54.3	50	1.09	0.0	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	US 80 to Richardson Creek	5042001	5042	4975.8	PM	60.8	50	1.22	0.0	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Richardson Creek to Pennsylvania	5042002	5042	15767.3	AM	48.3	50	0.97	12.5	15.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Richardson Creek to Pennsylvania	5042002	5042	15767.3	MD	60.1	50	1.20	0.0	0.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Richardson Creek to Pennsylvania	5042002	5042	15767.3	PM	55.1	50	1.10	0.6	3.6	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Pennsylvania to Veterans Pkwy	5042003	5042	4470.2	AM	44.9	50	0.90	6.9	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Pennsylvania to Veterans Pkwy	5042003	5042	4470.2	MD	44.5	50	0.89	8.9	4.7	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Pennsylvania to Veterans Pkwy	5042003	5042	4470.2	PM	49.6	50	0.99	4.4	1.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Veterens Pkwy to Veterans Pkwy	5042004	5042	1143	AM	31.6	40	0.79	9.1	2.8	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Veterens Pkwy to Veterans Pkwy	5042004	5042	1143	MD	37.9	40	0.95	1.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Veterens Pkwy to Veterans Pkwy	5042004	5042	1143	PM	45.4	40	1.13	0.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Veterens Pkwy to President	5042005	5042	1899	AM	32.7	40	0.82	7.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Veterens Pkwy to President	5042005	5042	1899	MD	38.8	40	0.97	2.0	0.0	Signal	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Veterens Pkwy to President	5042005	5042	1899	PM	35.2	40	0.88	4.4	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	President to East Broad St	5042006	5042	1850.7	AM	22.3	40	0.56	25.7	0.0	Signal	C		C
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	President to East Broad St	5042006	5042	1850.7	MD	31.7	40	0.79	8.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	President to East Broad St	5042006	5042	1850.7	PM	27.0	40	0.68	14.6	0.0	Signal	B		B
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	East Broad St to Houston	5042007	5042	346.8	AM	28.8	40	0.72	2.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	East Broad St to Houston	5042007	5042	346.8	MD	30.0	40	0.75	1.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	East Broad St to Houston	5042007	5042	346.8	PM	23.9	40	0.60	6.6	1.6	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Houston to Price	5042008	5042	301.3	AM	33.3	40	0.83	1.3	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Houston to Price	5042008	5042	301.3	MD	35.1	40	0.88	0.4	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Houston to Price	5042008	5042	301.3	PM	29.7	40	0.74	1.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Price to Lincoln	5042009	5042	594.7	AM	33.6	40	0.84	1.7	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Price to Lincoln	5042009	5042	594.7	MD	34.7	40	0.87	1.9	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Price to Lincoln	5042009	5042	594.7	PM	25.1	40	0.63	8.3	1.2	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Lincoln to Abercorn	5042010	5042	409.5	AM	32.8	40	0.82	1.9	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Lincoln to Abercorn	5042010	5042	409.5	MD	33.8	40	0.84	1.7	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Lincoln to Abercorn	5042010	5042	409.5	PM	25.1	40	0.63	4.9	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Abercorn to Drayton	5042011	5042	346.8	AM	32.7	40	0.82	0.8	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Abercorn to Drayton	5042011	5042	346.8	MD	33.1	40	0.83	1.4	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Abercorn to Drayton	5042011	5042	346.8	PM	27.9	40	0.70	2.5	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Drayton to Bull	5042012	5042	364.4	AM	31.0	40	0.78	2.4	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Drayton to Bull	5042012	5042	364.4	MD	26.2	40	0.66	2.9	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Drayton to Bull	5042012	5042	364.4	PM	27.4	40	0.68	1.9	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Bull to Whitaker	5042013	5042	353.5	AM	33.4	40	0.84	1.3	0.0	Signal	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Bull to Whitaker	5042013	5042	353.5	MD	31.5	40	0.79	2.7	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Bull to Whitaker	5042013	5042	353.5	PM	20.4	40	0.51	6.4	1.2	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Whitaker to Barnard	5042014	5042	373.8	AM	30.4	40	0.76	2.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Whitaker to Barnard	5042014	5042	373.8	MD	32.1	40	0.80	1.9	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Whitaker to Barnard	5042014	5042	373.8	PM	28.0	40	0.70	4.6	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Barnard to Montgomery	5042015	5042	668.5	AM	25.3	40	0.63	9.8	2.3	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Barnard to Montgomery	5042015	5042	668.5	MD	31.8	40	0.80	2.6	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Barnard to Montgomery	5042015	5042	668.5	PM	26.6	40	0.67	6.3	0.2	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Montgomery to MLK	5042016	5042	327.7	AM	28.3	40	0.71	1.8	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Montgomery to MLK	5042016	5042	327.7	MD	15.7	40	0.39	22.6	16.7	Signal	C		C
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Montgomery to MLK	5042016	5042	327.7	PM	29.6	40	0.74	2.3	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	MLK to Fahm	5042017	5042	966.3	AM	32.5	40	0.81	3.8	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	MLK to Fahm	5042017	5042	966.3	MD	38.4	40	0.96	1.6	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	MLK to Fahm	5042017	5042	966.3	PM	27.8	40	0.70	13.4	4.2	Signal	B		B
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Fahm to I-16	5042018	5042	1078	AM	39.3	40	0.98	0.9	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Fahm to I-16	5042018	5042	1078	MD	52.1	40	1.30	0.2	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Fahm to I-16	5042018	5042	1078	PM	41.5	40	1.04	1.3	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	I-16 to East Lathrop	5042019	5042	2845.3	AM	39.6	40	0.99	9.4	6.8	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	I-16 to East Lathrop	5042019	5042	2845.3	MD	42.8	40	1.07	4.6	6.0	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	I-16 to East Lathrop	5042019	5042	2845.3	PM	44.6	40	1.11	3.4	2.4	Cross Street	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	East Lathrop to Carolan	5042020	5042	1518.4	AM	33.4	35	0.96	4.8	1.1	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	East Lathrop to Carolan	5042020	5042	1518.4	MD	30.1	35	0.86	7.3	2.6	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	East Lathrop to Carolan	5042020	5042	1518.4	PM	34.7	35	0.99	2.0	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Carolan to Graham	5042021	5042	3129.8	AM	35.4	35	1.01	7.1	2.8	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Carolan to Graham	5042021	5042	3129.8	MD	34.8	35	1.00	5.3	4.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Carolan to Graham	5042021	5042	3129.8	PM	39.1	35	1.12	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Graham to I-516	5042022	5042	610.4	AM	30.9	35	0.88	1.6	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Graham to I-516	5042022	5042	610.4	MD	42.7	35	1.22	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Graham to I-516	5042022	5042	610.4	PM	39.5	35	1.13	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	I-516 to Lathrop	5042023	5042	397.7	AM	10.3	35	0.29	26.0	15.7	Cross Street	E	Closely spaced signals between Graham and Lathrop	Coordinate signals between Graham and Lathrop
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	I-516 to Lathrop	5042023	5042	397.7	MD	17.9	35	0.51	25.1	18.0	Cross Street	D	Closely spaced signals between Graham and Lathrop	Coordinate signals between Graham and Lathrop
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	I-516 to Lathrop	5042023	5042	397.7	PM	15.9	35	0.45	20.2	13.0	Cross Street	D	Closely spaced signals between Graham and Lathrop	Coordinate signals between Graham and Lathrop
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Lathrop to Market	5042024	5042	3727.2	AM	34.3	35	0.98	7.6	5.4	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Lathrop to Market	5042024	5042	3727.2	MD	39.6	35	1.13	0.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Lathrop to Market	5042024	5042	3727.2	PM	34.7	35	0.99	3.3	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Market to Main St	5042025	5042	652.2	AM	31.4	35	0.90	3.0	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Market to Main St	5042025	5042	652.2	MD	18.9	35	0.54	14.4	6.3	Signal	B		B
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Market to Main St	5042025	5042	652.2	PM	33.8	35	0.97	1.5	0.0	Signal	A		A
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Main St to Burnsed	5042026	5042	799.2	AM	13.6	35	0.39	42.5	31.8	Signal	D	Closely spaced signals and RR crossing	Coordinate signals between Burnsed and Market
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Main St to Burnsed	5042026	5042	799.2	MD	11.0	35	0.31	34.3	19.0	Signal	C		C
BAY ST/GEN MC INTOSH/PRESIDENT/ISLAND EXPWY - WB	Main St to Burnsed	5042026	5042	799.2	PM	21.5	35	0.61	19.1	10.7	Signal	B		B
ROGERS/QUACCO - NB	US 17 to Holiday	5045001	5045	5523.5	AM	40.6	40	1.01	3.9	1.7	Signal	A		A
ROGERS/QUACCO - NB	US 17 to Holiday	5045001	5045	5523.5	MD	42.9	40	1.07	0.5	0.0	Signal	A		A
ROGERS/QUACCO - NB	US 17 to Holiday	5045001	5045	5523.5	PM	44.1	40	1.10	2.4	0.0	Signal	A		A
ROGERS/QUACCO - NB	Holiday to I-95	5045002	5045	8330.3	AM	42.9	43	0.99	20.9	9.2	Cross Street	A		A
ROGERS/QUACCO - NB	Holiday to I-95	5045002	5045	8330.3	MD	47.9	43	1.11	1.0	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	Holiday to I-95	5045002	5045	8330.3	PM	46.4	43	1.07	0.7	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	I-95 to Pooler City Limit	5045003	5045	7161	AM	48.5	50	0.97	9.1	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	I-95 to Pooler City Limit	5045003	5045	7161	MD	51.1	50	1.02	1.6	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	I-95 to Pooler City Limit	5045003	5045	7161	PM	51.6	50	1.03	4.0	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	Pooler City Limit to Pooler City Limit	5045004	5045	1615.3	AM	53.3	45	1.18	0.3	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	Pooler City Limit to Pooler City Limit	5045004	5045	1615.3	MD	51.1	45	1.14	0.0	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	Pooler City Limit to Pooler City Limit	5045004	5045	1615.3	PM	57.4	45	1.28	0.0	0.0	Cross Street	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ROGERS/QUACCO - NB	Pooler City Limit to Canal Bank Rd	5045005	5045	2699.3	AM	53.3	45	1.19	0.7	0.0	City Limit	A		A
ROGERS/QUACCO - NB	Pooler City Limit to Canal Bank Rd	5045005	5045	2699.3	MD	52.7	45	1.17	0.0	0.0	City Limit	A		A
ROGERS/QUACCO - NB	Pooler City Limit to Canal Bank Rd	5045005	5045	2699.3	PM	53.2	45	1.18	0.0	0.0	City Limit	A		A
ROGERS/QUACCO - NB	Canal Bank Rd to Savannah Quarters	5045006	5045	2799.1	AM	52.4	45	1.16	0.3	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	Canal Bank Rd to Savannah Quarters	5045006	5045	2799.1	MD	50.3	45	1.12	0.0	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	Canal Bank Rd to Savannah Quarters	5045006	5045	2799.1	PM	53.3	45	1.18	0.0	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	Savannah Quarters to I-16	5045007	5045	2347.6	AM	54.7	45	1.21	0.0	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	Savannah Quarters to I-16	5045007	5045	2347.6	MD	50.0	45	1.11	0.0	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	Savannah Quarters to I-16	5045007	5045	2347.6	PM	54.7	45	1.22	0.0	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	I-16 to Quacco / Pine Barren	5045008	5045	5291.6	AM	50.7	45	1.13	4.2	2.0	Cross Street	A		A
ROGERS/QUACCO - NB	I-16 to Quacco / Pine Barren	5045008	5045	5291.6	MD	47.6	45	1.06	3.3	0.6	Cross Street	A		A
ROGERS/QUACCO - NB	I-16 to Quacco / Pine Barren	5045008	5045	5291.6	PM	52.0	45	1.16	0.4	0.0	Cross Street	A		A
ROGERS/QUACCO - NB	Quacco / Pine Barren to Pine Barren	5045009	5045	5038.7	AM	36.8	45	0.82	17.5	0.5	Signal	B		B
ROGERS/QUACCO - NB	Quacco / Pine Barren to Pine Barren	5045009	5045	5038.7	MD	44.0	45	0.98	2.8	0.0	Signal	A		A
ROGERS/QUACCO - NB	Quacco / Pine Barren to Pine Barren	5045009	5045	5038.7	PM	43.7	45	0.97	8.7	0.0	Signal	A		A
ROGERS/QUACCO - NB	Pine Barren to US 80 EB	5045010	5045	8502.8	AM	26.6	39	0.68	73.4	66.0	TWSC	F	Short Distance between US 80 E/W	Signal Operations - Coordinate signals between US 80 E/W
ROGERS/QUACCO - NB	Pine Barren to US 80 EB	5045010	5045	8502.8	MD	24.8	39	0.63	94.3	80.5	TWSC	F	Short Distance between US 80 E/W	Signal Operations - Coordinate signals between US 80 E/W
ROGERS/QUACCO - NB	Pine Barren to US 80 EB	5045010	5045	8502.8	PM	23.5	39	0.60	102.0	79.8	TWSC	F	Short Distance between US 80 E/W	Signal Operations - Coordinate signals between US 80 E/W
ROGERS/QUACCO - NB	US 80 EB to US 80 WB	5045011	5045	386.7	AM	20.4	35	0.58	5.7	0.0	Signal	A		A
ROGERS/QUACCO - NB	US 80 EB to US 80 WB	5045011	5045	386.7	MD	22.8	35	0.65	3.5	0.0	Signal	A		A
ROGERS/QUACCO - NB	US 80 EB to US 80 WB	5045011	5045	386.7	PM	18.8	35	0.54	6.6	0.5	Signal	A		A
ROGERS/QUACCO - SB	US 80 WB to US 80 EB	5046002	5046	386.7	AM	12.4	35	0.35	16.5	7.0	Signal	B		B
ROGERS/QUACCO - SB	US 80 WB to US 80 EB	5046002	5046	386.7	MD	12.6	35	0.36	18.9	9.5	Signal	B		B
ROGERS/QUACCO - SB	US 80 WB to US 80 EB	5046002	5046	386.7	PM	8.1	35	0.23	29.8	13.3	Signal	C		C
ROGERS/QUACCO - SB	US 80 EB to Pine Barren	5046003	5046	8502.8	AM	32.5	39	0.83	31.2	6.3	Signal	C		C
ROGERS/QUACCO - SB	US 80 EB to Pine Barren	5046003	5046	8502.8	MD	36.5	39	0.93	13.4	0.5	Signal	B		B
ROGERS/QUACCO - SB	US 80 EB to Pine Barren	5046003	5046	8502.8	PM	37.7	39	0.96	8.8	0.5	Signal	A		A
ROGERS/QUACCO - SB	Pine Barren to Quacco / Pine Barren	5046004	5046	5038.7	AM	34.1	45	0.76	24.6	3.3	TWSC	C		C
ROGERS/QUACCO - SB	Pine Barren to Quacco / Pine Barren	5046004	5046	5038.7	MD	38.8	45	0.86	14.0	0.0	TWSC	B		B
ROGERS/QUACCO - SB	Pine Barren to Quacco / Pine Barren	5046004	5046	5038.7	PM	44.5	45	0.99	3.9	0.0	TWSC	A		A
ROGERS/QUACCO - SB	Quacco / Pine Barren to I-16	5046005	5046	5291.6	AM	47.9	45	1.06	0.5	0.0	Signal	A		A
ROGERS/QUACCO - SB	Quacco / Pine Barren to I-16	5046005	5046	5291.6	MD	45.1	45	1.00	3.8	0.0	Signal	A		A
ROGERS/QUACCO - SB	Quacco / Pine Barren to I-16	5046005	5046	5291.6	PM	53.8	45	1.20	0.6	0.0	Signal	A		A
ROGERS/QUACCO - SB	I-16 to Savannah Quarters	5046006	5046	2347.6	AM	51.6	45	1.15	0.0	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	I-16 to Savannah Quarters	5046006	5046	2347.6	MD	49.3	45	1.10	0.1	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	I-16 to Savannah Quarters	5046006	5046	2347.6	PM	57.6	45	1.28	0.0	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	Savannah Quarters to Canal Bank Rd	5046007	5046	2799.1	AM	52.7	45	1.17	0.1	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	Savannah Quarters to Canal Bank Rd	5046007	5046	2799.1	MD	51.2	45	1.14	0.0	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	Savannah Quarters to Canal Bank Rd	5046007	5046	2799.1	PM	55.1	45	1.22	0.3	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	Canal Bank Rd to Pooler City Limit	5046008	5046	2699.3	AM	49.2	45	1.09	0.0	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	Canal Bank Rd to Pooler City Limit	5046008	5046	2699.3	MD	49.6	45	1.10	0.0	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	Canal Bank Rd to Pooler City Limit	5046008	5046	2699.3	PM	52.0	45	1.16	0.0	0.0	Cross Street	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ROGERS/QUACCO - SB	Pooler City Limit to Pooler City Limit	5046009	5046	1615.3	AM	40.7	45	0.91	70.9	61.8	City Limit	B		B
ROGERS/QUACCO - SB	Pooler City Limit to Pooler City Limit	5046009	5046	1615.3	MD	50.4	45	1.12	0.0	0.0	City Limit	A		A
ROGERS/QUACCO - SB	Pooler City Limit to Pooler City Limit	5046009	5046	1615.3	PM	49.9	45	1.11	0.5	0.0	City Limit	A		A
ROGERS/QUACCO - SB	Pooler City Limit to I-95	5046010	5046	7161	AM	52.6	50	1.05	3.5	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	Pooler City Limit to I-95	5046010	5046	7161	MD	51.3	50	1.03	0.8	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	Pooler City Limit to I-95	5046010	5046	7161	PM	49.7	50	0.99	3.7	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	I-95 to Holiday	5046011	5046	8330.3	AM	50.3	43	1.16	1.3	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	I-95 to Holiday	5046011	5046	8330.3	MD	48.9	43	1.13	0.5	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	I-95 to Holiday	5046011	5046	8330.3	PM	49.6	43	1.15	1.5	0.0	Cross Street	A		A
ROGERS/QUACCO - SB	Holiday to US 17	5046012	5046	5523.5	AM	26.4	40	0.66	65.8	51.6	Cross Street	C		C
ROGERS/QUACCO - SB	Holiday to US 17	5046012	5046	5523.5	MD	38.5	40	0.96	13.0	12.3	Cross Street	A		A
ROGERS/QUACCO - SB	Holiday to US 17	5046012	5046	5523.5	PM	35.6	40	0.89	27.1	22.8	Cross Street	A		A
DEAN FOREST/BOURNE - NB	US 17 to Southridge	5051001	5051	11057.5	AM	46.1	45	1.02	1.4	0.0	TWSC	A		A
DEAN FOREST/BOURNE - NB	US 17 to Southridge	5051001	5051	11057.5	MD	45.0	45	1.00	1.4	0.0	TWSC	A		A
DEAN FOREST/BOURNE - NB	US 17 to Southridge	5051001	5051	11057.5	PM	44.6	45	0.99	8.4	3.2	TWSC	A		A
DEAN FOREST/BOURNE - NB	Southridge to I-16 EB Ramp	5051002	5051	1530.4	AM	23.2	45	0.52	31.6	21.7	Cross Street	D	High truck volumes	Priority IA - Widen from 2-4 between US 17 and I-16 - Consider Single Point Urban Interchange (SPUI)
DEAN FOREST/BOURNE - NB	Southridge to I-16 EB Ramp	5051002	5051	1530.4	MD	22.7	45	0.50	30.6	21.0	Cross Street	D	High truck volumes	Priority IA - Widen from 2-4 between US 17 and I-16 - Consider Single Point Urban Interchange (SPUI)
DEAN FOREST/BOURNE - NB	Southridge to I-16 EB Ramp	5051002	5051	1530.4	PM	27.7	45	0.62	40.9	28.2	Cross Street	C		C
DEAN FOREST/BOURNE - NB	I-16 EB Ramp to I-16 WB Ramp	5051003	5051	505.2	AM	29.9	45	0.66	3.8	0.0	Signal	A		A
DEAN FOREST/BOURNE - NB	I-16 EB Ramp to I-16 WB Ramp	5051003	5051	505.2	MD	31.2	45	0.69	3.3	0.0	Signal	A		A
DEAN FOREST/BOURNE - NB	I-16 EB Ramp to I-16 WB Ramp	5051003	5051	505.2	PM	35.1	45	0.78	2.5	0.0	Signal	A		A
DEAN FOREST/BOURNE - NB	I-16 WB Ramp to US 80	5051004	5051	8790.4	AM	41.8	45	0.93	18.2	15.5	Signal	B		B
DEAN FOREST/BOURNE - NB	I-16 WB Ramp to US 80	5051004	5051	8790.4	MD	41.4	45	0.92	13.7	8.3	Signal	B		B
DEAN FOREST/BOURNE - NB	I-16 WB Ramp to US 80	5051004	5051	8790.4	PM	40.7	45	0.90	21.7	17.4	Signal	C		C
DEAN FOREST/BOURNE - NB	US 80 to Old Louisville Rd	5051005	5051	1555.5	AM	43.8	45	0.97	1.0	0.0	Signal	A		A
DEAN FOREST/BOURNE - NB	US 80 to Old Louisville Rd	5051005	5051	1555.5	MD	42.0	45	0.93	1.8	0.0	Signal	A		A
DEAN FOREST/BOURNE - NB	US 80 to Old Louisville Rd	5051005	5051	1555.5	PM	44.8	45	1.00	1.3	0.0	Signal	A		A
DEAN FOREST/BOURNE - NB	Old Louisville Rd to Davidson	5051006	5051	8751.6	AM	51.2	45	1.14	0.8	1.0	Flashing Yellow	A		A
DEAN FOREST/BOURNE - NB	Old Louisville Rd to Davidson	5051006	5051	8751.6	MD	52.7	45	1.17	0.0	0.0	Flashing Yellow	A		A
DEAN FOREST/BOURNE - NB	Old Louisville Rd to Davidson	5051006	5051	8751.6	PM	51.4	45	1.14	0.0	0.8	Flashing Yellow	A		A
DEAN FOREST/BOURNE - NB	Davidson to Garden City City Limit	5051007	5051	4474.9	AM	47.8	45	1.06	1.0	0.0	Signal	A		A
DEAN FOREST/BOURNE - NB	Davidson to Garden City City Limit	5051007	5051	4474.9	MD	47.6	45	1.06	1.7	0.0	Signal	A		A
DEAN FOREST/BOURNE - NB	Davidson to Garden City City Limit	5051007	5051	4474.9	PM	45.7	45	1.02	2.1	0.0	Signal	A		A
DEAN FOREST/BOURNE - NB	Garden City City Limit to SH 21	5051008	5051	2474.6	AM	18.9	45	0.42	120.0	84.3	Cross Street	E	Funded Project for construction FY 2004-06 (PRC)	PI #562165 will widen to include center turn lane, lengthen bay for EB Rt across RR tracks
DEAN FOREST/BOURNE - NB	Garden City City Limit to SH 21	5051008	5051	2474.6	MD	17.4	45	0.39	96.9	63.7	Cross Street	E	Funded Project for construction FY 2004-06 (PRC)	PI #562165 will widen to include center turn lane, lengthen bay for EB Rt across RR tracks
DEAN FOREST/BOURNE - NB	Garden City City Limit to SH 21	5051008	5051	2474.6	PM	26.1	45	0.58	67.7	36.0	Cross Street	D	Funded Project for construction FY 2004-06 (PRC)	PI #562165 will widen to include center turn lane, lengthen bay for EB Rt across RR tracks
DEAN FOREST/BOURNE - NB	SH 21 to SH 25	5051009	5051	5674.7	AM	36.5	45	0.81	23.9	4.5	Signal	C		C
DEAN FOREST/BOURNE - NB	SH 21 to SH 25	5051009	5051	5674.7	MD	31.9	45	0.71	53.0	21.7	Signal	D	Currently detour due to construction on SR 25	Study next CMS

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
DEAN FOREST/BOURNE - NB	SH 21 to SH 25	5051009	5051	5674.7	PM	44.2	45	0.98	4.6	2.0	Signal	A		A
DEAN FOREST/BOURNE - SB	SH 25 to SH 21	5052002	5052	5674.7	AM	22.9	45	0.51	104.9	93.8	Signal	F	Heavy Truck Traffic, construction detour	High Percentage of Trucks and many stopped for queuing at Port - Widen shoulder to provide storage
DEAN FOREST/BOURNE - SB	SH 25 to SH 21	5052002	5052	5674.7	MD	27.7	45	0.62	72.5	56.7	Signal	E	Heavy Truck Traffic, construction detour	High Percentage of Trucks and many stopped for queuing at Port - Widen shoulder to provide storage
DEAN FOREST/BOURNE - SB	SH 25 to SH 21	5052002	5052	5674.7	PM	27.8	45	0.62	66.7	38.8	Signal	E	Heavy Truck Traffic, construction detour	High Percentage of Trucks and many stopped for queuing at Port - Widen shoulder to provide storage
DEAN FOREST/BOURNE - SB	SH 21 to Garden City City Limit	5052003	5052	2474.6	AM	45.6	45	1.01	0.7	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	SH 21 to Garden City City Limit	5052003	5052	2474.6	MD	42.7	45	0.95	2.6	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	SH 21 to Garden City City Limit	5052003	5052	2474.6	PM	38.2	45	0.85	7.1	0.2	Signal	A		A
DEAN FOREST/BOURNE - SB	Garden City City Limit to Davidson	5052004	5052	4474.9	AM	38.6	45	0.86	18.0	10.6	Cross Street	B		B
DEAN FOREST/BOURNE - SB	Garden City City Limit to Davidson	5052004	5052	4474.9	MD	43.6	45	0.97	3.9	0.0	Cross Street	A		A
DEAN FOREST/BOURNE - SB	Garden City City Limit to Davidson	5052004	5052	4474.9	PM	40.7	45	0.90	10.3	5.2	Cross Street	B		B
DEAN FOREST/BOURNE - SB	Davidson to Old Louisville Rd	5052005	5052	8751.6	AM	51.2	45	1.14	0.0	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	Davidson to Old Louisville Rd	5052005	5052	8751.6	MD	50.7	45	1.13	0.0	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	Davidson to Old Louisville Rd	5052005	5052	8751.6	PM	51.7	45	1.15	0.6	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	Old Louisville Rd to US 80	5052006	5052	1555.5	AM	28.2	45	0.63	26.0	17.6	Flashing Yellow	C		C
DEAN FOREST/BOURNE - SB	Old Louisville Rd to US 80	5052006	5052	1555.5	MD	21.8	45	0.48	25.8	13.7	Flashing Yellow	D	Excessive Delay at US 80	Priority IC - Operational will improve corridor operations at US 80
DEAN FOREST/BOURNE - SB	Old Louisville Rd to US 80	5052006	5052	1555.5	PM	13.1	45	0.29	66.7	49.3	Flashing Yellow	F	Excessive Delay at US 80	Priority IC - Operational will improve corridor operations at US 80
DEAN FOREST/BOURNE - SB	US 80 to I-16 WB Ramp	5052007	5052	8790.4	AM	44.1	45	0.98	4.6	1.8	Signal	A		A
DEAN FOREST/BOURNE - SB	US 80 to I-16 WB Ramp	5052007	5052	8790.4	MD	47.7	45	1.06	0.0	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	US 80 to I-16 WB Ramp	5052007	5052	8790.4	PM	42.1	45	0.93	13.7	7.0	Signal	B		B
DEAN FOREST/BOURNE - SB	I-16 WB Ramp to I-16 EB Ramp	5052008	5052	505.2	AM	31.7	45	0.70	3.1	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	I-16 WB Ramp to I-16 EB Ramp	5052008	5052	505.2	MD	32.9	45	0.73	2.5	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	I-16 WB Ramp to I-16 EB Ramp	5052008	5052	505.2	PM	32.5	45	0.72	2.8	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	I-16 EB Ramp to Southridge	5052009	5052	1530.4	AM	46.3	45	1.03	0.3	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	I-16 EB Ramp to Southridge	5052009	5052	1530.4	MD	44.9	45	1.00	0.9	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	I-16 EB Ramp to Southridge	5052009	5052	1530.4	PM	39.5	45	0.88	3.6	0.0	Signal	A		A
DEAN FOREST/BOURNE - SB	Southridge to US 17	5052010	5052	11057.5	AM	43.6	45	0.97	6.8	5.8	Cross Street	A		A
DEAN FOREST/BOURNE - SB	Southridge to US 17	5052010	5052	11057.5	MD	43.8	45	0.97	6.0	5.3	Cross Street	A		A
DEAN FOREST/BOURNE - SB	Southridge to US 17	5052010	5052	11057.5	PM	41.2	45	0.92	22.6	15.0	Cross Street	B		B
CHATHAM PKWY - NB	Girrad to Veterans Pkwy	5055001	5055	2133.8	AM	31.4	40	0.79	9.5	0.0	Cross Street	B		B
CHATHAM PKWY - NB	Girrad to Veterans Pkwy	5055001	5055	2133.8	MD	41.3	40	1.03	1.3	0.0	Cross Street	A		A
CHATHAM PKWY - NB	Girrad to Veterans Pkwy	5055001	5055	2133.8	PM	40.6	40	1.01	0.6	0.0	Cross Street	A		A
CHATHAM PKWY - NB	Veterans Pkwy to US 17	5055002	5055	3586.2	AM	26.0	40	0.65	33.2	20.3	Cross Street	C		C
CHATHAM PKWY - NB	Veterans Pkwy to US 17	5055002	5055	3586.2	MD	31.3	40	0.78	19.1	18.5	Cross Street	B		B
CHATHAM PKWY - NB	Veterans Pkwy to US 17	5055002	5055	3586.2	PM	22.9	40	0.57	49.8	37.0	Cross Street	C		C
CHATHAM PKWY - NB	US 17 to I-16 EB Ramp	5055003	5055	8648.5	AM	42.5	45	0.94	8.0	0.0	Signal	A		A
CHATHAM PKWY - NB	US 17 to I-16 EB Ramp	5055003	5055	8648.5	MD	43.9	45	0.97	12.1	5.5	Signal	B		B
CHATHAM PKWY - NB	US 17 to I-16 EB Ramp	5055003	5055	8648.5	PM	43.0	45	0.96	8.1	3.3	Signal	A		A
CHATHAM PKWY - NB	I-16 EB Ramp to I-16 WB Ramp	5055004	5055	994.7	AM	37.8	45	0.84	2.2	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
CHATHAM PKWY - NB	I-16 EB Ramp to I-16 WB Ramp	5055004	5055	994.7	MD	36.5	45	0.81	4.8	0.0	Signal	A		A
CHATHAM PKWY - NB	I-16 EB Ramp to I-16 WB Ramp	5055004	5055	994.7	PM	28.7	45	0.64	11.3	3.7	Signal	B		B
CHATHAM PKWY - NB	I-16 WB Ramp to US 80	5055005	5055	5761.9	AM	35.5	45	0.79	25.9	3.7	Signal	C		C
CHATHAM PKWY - NB	I-16 WB Ramp to US 80	5055005	5055	5761.9	MD	44.0	45	0.98	2.1	0.0	Signal	A		A
CHATHAM PKWY - NB	I-16 WB Ramp to US 80	5055005	5055	5761.9	PM	39.2	45	0.87	19.6	8.3	Signal	B		B
CHATHAM PKWY - SB	US 80 to I-16 WB Ramp	5056002	5056	5761.9	AM	38.2	45	0.85	15.1	0.0	Signal	B		B
CHATHAM PKWY - SB	US 80 to I-16 WB Ramp	5056002	5056	5761.9	MD	39.3	45	0.87	12.9	3.0	Signal	B		B
CHATHAM PKWY - SB	US 80 to I-16 WB Ramp	5056002	5056	5761.9	PM	31.8	45	0.71	36.6	17.0	Signal	D	Lone signal after long distance uncontrolled leads to random arrivals	Signal Operations - sufficient roadway capacity, excessive intersection delay
CHATHAM PKWY - SB	I-16 WB Ramp to I-16 EB Ramp	5056003	5056	994.7	AM	31.1	45	0.69	7.1	0.0	Signal	A		A
CHATHAM PKWY - SB	I-16 WB Ramp to I-16 EB Ramp	5056003	5056	994.7	MD	39.8	45	0.88	2.3	0.0	Signal	A		A
CHATHAM PKWY - SB	I-16 WB Ramp to I-16 EB Ramp	5056003	5056	994.7	PM	33.0	45	0.73	5.2	0.0	Signal	A		A
CHATHAM PKWY - SB	I-16 EB Ramp to US 17	5056004	5056	8648.5	AM	37.4	45	0.83	30.8	17.3	Signal	C		C
CHATHAM PKWY - SB	I-16 EB Ramp to US 17	5056004	5056	8648.5	MD	40.1	45	0.89	23.5	18.0	Signal	C		C
CHATHAM PKWY - SB	I-16 EB Ramp to US 17	5056004	5056	8648.5	PM	33.5	45	0.74	54.7	41.7	Signal	D	Study further for WB and SB right turn bays	Signal Operations - sufficient roadway capacity, excessive intersection delay
CHATHAM PKWY - SB	US 17 to Veterans Pkwy	5056005	5056	3586.2	AM	39.9	40	1.00	2.4	0.0	Signal	A		A
CHATHAM PKWY - SB	US 17 to Veterans Pkwy	5056005	5056	3586.2	MD	42.8	40	1.07	1.0	0.0	Signal	A		A
CHATHAM PKWY - SB	US 17 to Veterans Pkwy	5056005	5056	3586.2	PM	43.1	40	1.08	0.0	0.0	Signal	A		A
CHATHAM PKWY - SB	Veterans Pkwy to Girrad	5056006	5056	2133.8	AM	30.2	40	0.75	12.6	3.7	Cross Street	B		B
CHATHAM PKWY - SB	Veterans Pkwy to Girrad	5056006	5056	2133.8	MD	31.4	40	0.79	9.8	3.3	Cross Street	B		B
CHATHAM PKWY - SB	Veterans Pkwy to Girrad	5056006	5056	2133.8	PM	33.2	40	0.83	7.4	2.7	Cross Street	B		B
VETERANS PKWY - EB	Abercorn to Little Ogeechee River	5057001	5057	6461.2	AM	56.6	55	1.03	2.5	0.0	Cross Street	A		A
VETERANS PKWY - EB	Abercorn to Little Ogeechee River	5057001	5057	6461.2	MD	53.0	55	0.96	3.2	0.0	Cross Street	A		A
VETERANS PKWY - EB	Abercorn to Little Ogeechee River	5057001	5057	6461.2	PM	57.8	55	1.05	1.5	0.0	Cross Street	A		A
VETERANS PKWY - EB	Little Ogeechee River to RR	5057002	5057	14042.2	AM	64.3	55	1.17	0.0	0.0	Cross Street	A		A
VETERANS PKWY - EB	Little Ogeechee River to RR	5057002	5057	14042.2	MD	59.3	55	1.08	0.0	0.0	Cross Street	A		A
VETERANS PKWY - EB	Little Ogeechee River to RR	5057002	5057	14042.2	PM	61.0	55	1.11	0.6	0.0	Cross Street	A		A
VETERANS PKWY - EB	RR to Chatham Pkwy	5057003	5057	4389.7	AM	62.4	55	1.14	1.0	0.0	Cross Street	A		A
VETERANS PKWY - EB	RR to Chatham Pkwy	5057003	5057	4389.7	MD	60.8	55	1.11	0.0	0.0	Cross Street	A		A
VETERANS PKWY - EB	RR to Chatham Pkwy	5057003	5057	4389.7	PM	61.6	55	1.12	0.2	0.0	Cross Street	A		A
VETERANS PKWY - EB	Chatham Pkwy to SH 21	5057004	5057	5909.5	AM	55.5	55	1.01	2.4	0.0	Cross Street	A		A
VETERANS PKWY - EB	Chatham Pkwy to SH 21	5057004	5057	5909.5	MD	53.5	55	0.97	2.0	0.0	Cross Street	A		A
VETERANS PKWY - EB	Chatham Pkwy to SH 21	5057004	5057	5909.5	PM	62.2	55	1.13	0.0	0.0	Cross Street	A		A
VETERANS PKWY - WB	SH 21 to Chatham Pkwy	5058002	5058	5909.5	AM	53.7	55	0.98	3.6	0.0	Cross Street	A		A
VETERANS PKWY - WB	SH 21 to Chatham Pkwy	5058002	5058	5909.5	MD	54.5	55	0.99	1.0	0.0	Cross Street	A		A
VETERANS PKWY - WB	SH 21 to Chatham Pkwy	5058002	5058	5909.5	PM	56.7	55	1.03	2.4	0.0	Cross Street	A		A
VETERANS PKWY - WB	Chatham Pkwy to RR	5058003	5058	4389.8	AM	61.3	55	1.11	0.0	0.0	Cross Street	A		A
VETERANS PKWY - WB	Chatham Pkwy to RR	5058003	5058	4389.8	MD	58.5	55	1.06	0.0	0.0	Cross Street	A		A
VETERANS PKWY - WB	Chatham Pkwy to RR	5058003	5058	4389.8	PM	64.1	55	1.17	0.0	0.0	Cross Street	A		A
VETERANS PKWY - WB	RR to Little Ogeechee River	5058004	5058	14042.2	AM	61.0	55	1.11	0.0	0.0	Cross Street	A		A
VETERANS PKWY - WB	RR to Little Ogeechee River	5058004	5058	14042.2	MD	60.2	55	1.09	0.0	0.0	Cross Street	A		A
VETERANS PKWY - WB	RR to Little Ogeechee River	5058004	5058	14042.2	PM	63.3	55	1.15	0.0	0.0	Cross Street	A		A
VETERANS PKWY - WB	Little Ogeechee River to Abercorn	5058005	5058	6461.1	AM	56.3	55	1.02	3.5	0.0	Cross Street	A		A
VETERANS PKWY - WB	Little Ogeechee River to Abercorn	5058005	5058	6461.1	MD	53.8	55	0.98	3.5	0.0	Cross Street	A		A
VETERANS PKWY - WB	Little Ogeechee River to Abercorn	5058005	5058	6461.1	PM	60.2	55	1.10	1.0	0.0	Cross Street	A		A
MARTIN LUTHER KING - NB	Exchange/52nd St to Victory	5059001	5059	1908	AM	16.9	35	0.48	41.1	21.7	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - NB	Exchange/52nd St to Victory	5059001	5059	1908	MD	20.0	35	0.57	27.6	19.0	Signal	C		C

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
MARTIN LUTHER KING - NB	Exchange/52nd St to Victory	5059001	5059	1908	PM	15.4	35	0.44	45.2	25.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - NB	Victory to 37th St	5059002	5059	1760.9	AM	22.1	35	0.63	22.2	8.0	Signal	C		C
MARTIN LUTHER KING - NB	Victory to 37th St	5059002	5059	1760.9	MD	13.6	35	0.39	52.9	39.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - NB	Victory to 37th St	5059002	5059	1760.9	PM	19.4	35	0.56	26.9	16.0	Signal	C		C
MARTIN LUTHER KING - NB	37th St to Anderson	5059003	5059	2045.8	AM	24.5	35	0.70	24.4	17.7	Signal	C		C
MARTIN LUTHER KING - NB	37th St to Anderson	5059003	5059	2045.8	MD	26.6	35	0.76	16.1	11.0	Signal	B		B
MARTIN LUTHER KING - NB	37th St to Anderson	5059003	5059	2045.8	PM	17.5	35	0.50	42.8	30.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - NB	Anderson to Henry	5059004	5059	302.4	AM	29.9	35	0.85	0.6	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Anderson to Henry	5059004	5059	302.4	MD	28.1	35	0.80	1.5	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Anderson to Henry	5059004	5059	302.4	PM	26.2	35	0.75	7.9	0.3	Signal	A		A
MARTIN LUTHER KING - NB	Henry to Gwinnett	5059005	5059	1516.7	AM	33.6	35	0.96	2.8	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Henry to Gwinnett	5059005	5059	1516.7	MD	25.8	35	0.74	12.5	9.7	Signal	B		B
MARTIN LUTHER KING - NB	Henry to Gwinnett	5059005	5059	1516.7	PM	28.6	35	0.82	8.5	4.0	Signal	A		A
MARTIN LUTHER KING - NB	Gwinnett to Gaston	5059006	5059	1143.4	AM	35.3	35	1.01	0.3	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Gwinnett to Gaston	5059006	5059	1143.4	MD	35.0	35	1.00	0.4	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Gwinnett to Gaston	5059006	5059	1143.4	PM	28.6	35	0.82	5.0	2.0	Signal	A		A
MARTIN LUTHER KING - NB	Gaston to I-16	5059007	5059	531.3	AM	30.0	35	0.86	3.0	1.0	Signal	A		A
MARTIN LUTHER KING - NB	Gaston to I-16	5059007	5059	531.3	MD	28.6	35	0.82	2.9	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Gaston to I-16	5059007	5059	531.3	PM	33.8	35	0.97	0.6	0.0	Signal	A		A
MARTIN LUTHER KING - NB	I-16 to Liberty	5059008	5059	1048.7	AM	16.5	35	0.47	30.5	19.3	Signal	C		C
MARTIN LUTHER KING - NB	I-16 to Liberty	5059008	5059	1048.7	MD	31.8	35	0.91	2.0	1.0	Signal	A		A
MARTIN LUTHER KING - NB	I-16 to Liberty	5059008	5059	1048.7	PM	37.2	35	1.06	0.0	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Liberty to Oglethorpe	5059009	5059	1036.4	AM	31.1	35	0.89	2.4	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Liberty to Oglethorpe	5059009	5059	1036.4	MD	32.0	35	0.91	2.4	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Liberty to Oglethorpe	5059009	5059	1036.4	PM	31.8	35	0.91	1.9	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Oglethorpe to Broughton	5059010	5059	714.8	AM	35.6	35	1.02	0.1	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Oglethorpe to Broughton	5059010	5059	714.8	MD	35.6	35	1.02	0.6	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Oglethorpe to Broughton	5059010	5059	714.8	PM	33.9	35	0.97	0.5	0.0	Signal	A		A
MARTIN LUTHER KING - NB	Broughton to Bay St	5059011	5059	771.2	AM	15.4	35	0.44	33.0	24.0	Signal	C		C
MARTIN LUTHER KING - NB	Broughton to Bay St	5059011	5059	771.2	MD	7.4	35	0.21	60.6	48.3	Signal	E	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - NB	Broughton to Bay St	5059011	5059	771.2	PM	10.0	35	0.29	46.8	30.7	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - SB	Bay St to Broughton	5060002	5060	771.1	AM	24.5	35	0.70	7.6	1.0	Signal	A		A
MARTIN LUTHER KING - SB	Bay St to Broughton	5060002	5060	771.1	MD	32.0	35	0.92	1.9	0.0	Signal	A		A
MARTIN LUTHER KING - SB	Bay St to Broughton	5060002	5060	771.1	PM	22.7	35	0.65	10.2	4.3	Signal	B		B
MARTIN LUTHER KING - SB	Broughton to Oglethorpe	5060003	5060	714.8	AM	21.0	35	0.60	18.1	11.3	Signal	B		B
MARTIN LUTHER KING - SB	Broughton to Oglethorpe	5060003	5060	714.8	MD	9.1	35	0.26	46.2	33.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - SB	Broughton to Oglethorpe	5060003	5060	714.8	PM	12.5	35	0.36	39.9	24.4	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - SB	Oglethorpe to Liberty	5060004	5060	1036.5	AM	10.2	35	0.29	49.9	35.9	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - SB	Oglethorpe to Liberty	5060004	5060	1036.5	MD	10.5	35	0.30	45.5	31.7	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - SB	Oglethorpe to Liberty	5060004	5060	1036.5	PM	10.3	35	0.29	47.1	31.6	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - SB	Liberty to I-16	5060005	5060	1048.6	AM	33.0	35	0.94	1.5	0.0	Signal	A		A
MARTIN LUTHER KING - SB	Liberty to I-16	5060005	5060	1048.6	MD	33.6	35	0.96	0.9	0.0	Signal	A		A
MARTIN LUTHER KING - SB	Liberty to I-16	5060005	5060	1048.6	PM	29.9	35	0.85	3.8	0.0	Signal	A		A
MARTIN LUTHER KING - SB	I-16 to Gaston	5060006	5060	531.3	AM	37.7	35	1.08	0.2	0.0	Signal	A		A
MARTIN LUTHER KING - SB	I-16 to Gaston	5060006	5060	531.3	MD	37.8	35	1.08	0.0	0.0	Signal	A		A
MARTIN LUTHER KING - SB	I-16 to Gaston	5060006	5060	531.3	PM	33.3	35	0.95	1.6	0.0	Signal	A		A
MARTIN LUTHER KING - SB	Gaston to Gwinnett	5060007	5060	1143.4	AM	35.7	35	1.02	0.8	0.0	Signal	A		A
MARTIN LUTHER KING - SB	Gaston to Gwinnett	5060007	5060	1143.4	MD	36.9	35	1.06	0.5	0.0	Signal	A		A
MARTIN LUTHER KING - SB	Gaston to Gwinnett	5060007	5060	1143.4	PM	17.4	35	0.50	27.3	17.0	Signal	C		C
MARTIN LUTHER KING - SB	Gwinnett to Henry	5060008	5060	1516.8	AM	34.5	35	0.99	1.7	0.0	Signal	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
MARTIN LUTHER KING - SB	Gwinnett to Henry	5060008	5060	1516.8	MD	37.0	35	1.06	0.0	0.0	Signal	A		A
MARTIN LUTHER KING - SB	Gwinnett to Henry	5060008	5060	1516.8	PM	24.3	35	0.69	16.8	5.0	Signal	B		B
MARTIN LUTHER KING - SB	Henry to Anderson	5060009	5060	302.4	AM	15.8	35	0.45	17.9	12.0	Signal	B		B
MARTIN LUTHER KING - SB	Henry to Anderson	5060009	5060	302.4	MD	33.3	35	0.95	1.2	0.0	Signal	A		A
MARTIN LUTHER KING - SB	Henry to Anderson	5060009	5060	302.4	PM	13.5	35	0.39	13.4	5.2	Signal	B		B
MARTIN LUTHER KING - SB	Anderson to 37th St	5060010	5060	2045.7	AM	24.6	35	0.70	20.9	13.8	Signal	C		C
MARTIN LUTHER KING - SB	Anderson to 37th St	5060010	5060	2045.7	MD	18.3	35	0.52	38.1	24.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - SB	Anderson to 37th St	5060010	5060	2045.7	PM	29.8	35	0.85	7.2	0.0	Signal	A		A
MARTIN LUTHER KING - SB	37th St to Victory	5060011	5060	1760.9	AM	17.1	35	0.49	36.4	25.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - SB	37th St to Victory	5060011	5060	1760.9	MD	15.1	35	0.43	44.4	35.5	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - MLK is lacking timing for progression, Coordinate signal timing along corridor
MARTIN LUTHER KING - SB	37th St to Victory	5060011	5060	1760.9	PM	21.6	35	0.62	22.4	5.2	Signal	C		C
MARTIN LUTHER KING - SB	Victory to Exchange/52nd St	5060012	5060	1908	AM	25.3	35	0.72	14.4	5.3	Signal	B		B
MARTIN LUTHER KING - SB	Victory to Exchange/52nd St	5060012	5060	1908	MD	34.2	35	0.98	2.3	0.0	Signal	A		A
MARTIN LUTHER KING - SB	Victory to Exchange/52nd St	5060012	5060	1908	PM	26.3	35	0.75	13.5	3.2	Signal	B		B
MONTGOMERY - NB	DeRenne to Church Driveway	5061002	5061	1359.8	AM	28.6	27	1.06	3.0	2.9	Signal	A		A
MONTGOMERY - NB	DeRenne to Church Driveway	5061002	5061	1359.8	MD	32.0	34	0.95	4.3	1.1	Signal	A		A
MONTGOMERY - NB	DeRenne to Church Driveway	5061002	5061	1359.8	PM	29.6	35	0.85	4.6	0.0	Signal	A		A
MONTGOMERY - NB	Church Driveway to 54th St	5061003	5061	4551.1	AM	37.1	37	1.00	3.3	0.2	Signal	A		A
MONTGOMERY - NB	Church Driveway to 54th St	5061003	5061	4551.1	MD	36.8	37	0.98	7.4	2.6	Signal	A		A
MONTGOMERY - NB	Church Driveway to 54th St	5061003	5061	4551.1	PM	29.2	37	0.78	24.2	6.0	Signal	C		C
MONTGOMERY - NB	54th St to 52nd St	5061004	5061	541	AM	30.6	35	0.87	3.4	0.6	Signal	A		A
MONTGOMERY - NB	54th St to 52nd St	5061004	5061	541	MD	31.4	35	0.90	3.4	1.3	Signal	A		A
MONTGOMERY - NB	54th St to 52nd St	5061004	5061	541	PM	22.5	35	0.64	8.1	3.0	Signal	A		A
MONTGOMERY - NB	52nd St to Exchange	5061005	5061	1022.7	AM	33.3	35	0.95	2.1	0.0	Signal	A		A
MONTGOMERY - NB	52nd St to Exchange	5061005	5061	1022.7	MD	38.5	35	1.10	0.3	0.0	Signal	A		A
MONTGOMERY - NB	52nd St to Exchange	5061005	5061	1022.7	PM	32.4	35	0.92	2.8	0.0	Signal	A		A
MONTGOMERY - NB	Exchange to Victory	5061006	5061	1456.6	AM	18.8	35	0.54	30.0	16.0	Signal	C		C
MONTGOMERY - NB	Exchange to Victory	5061006	5061	1456.6	MD	21.7	35	0.62	25.3	15.2	Signal	C		C
MONTGOMERY - NB	Exchange to Victory	5061006	5061	1456.6	PM	16.2	35	0.46	33.8	15.6	Signal	C		C
MONTGOMERY - NB	Victory to 37th St	5061007	5061	1832.1	AM	23.4	35	0.67	27.2	18.2	Signal	C		C
MONTGOMERY - NB	Victory to 37th St	5061007	5061	1832.1	MD	19.1	35	0.55	33.0	16.8	Signal	C		C
MONTGOMERY - NB	Victory to 37th St	5061007	5061	1832.1	PM	16.0	35	0.46	49.4	25.9	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
MONTGOMERY - NB	37th St to Anderson	5061008	5061	2050.9	AM	26.4	30	0.88	10.4	8.5	Signal	B		B
MONTGOMERY - NB	37th St to Anderson	5061008	5061	2050.9	MD	23.7	30	0.79	21.8	13.2	Signal	C		C
MONTGOMERY - NB	37th St to Anderson	5061008	5061	2050.9	PM	20.9	30	0.70	26.4	16.4	Signal	C		C
MONTGOMERY - NB	Anderson to Henry	5061009	5061	310	AM	23.8	30	0.79	5.1	2.8	Signal	A		A
MONTGOMERY - NB	Anderson to Henry	5061009	5061	310	MD	21.2	30	0.71	11.2	6.7	Signal	B		B
MONTGOMERY - NB	Anderson to Henry	5061009	5061	310	PM	19.1	30	0.64	8.7	3.8	Signal	A		A
MONTGOMERY - NB	Henry to Gwinnett	5061010	5061	1506	AM	26.5	30	0.88	9.1	6.3	Signal	A		A
MONTGOMERY - NB	Henry to Gwinnett	5061010	5061	1506	MD	21.6	30	0.72	16.8	12.8	Signal	B		B
MONTGOMERY - NB	Henry to Gwinnett	5061010	5061	1506	PM	19.5	30	0.65	21.3	11.6	Signal	C		C
MONTGOMERY - NB	Gwinnett to I-16 Ramp Merges	5061011	5061	1865.5	AM	33.5	30	1.12	0.3	0.0	Signal	A		A
MONTGOMERY - NB	Gwinnett to I-16 Ramp Merges	5061011	5061	1865.5	MD	34.4	30	1.15	0.1	0.0	Signal	A		A
MONTGOMERY - NB	Gwinnett to I-16 Ramp Merges	5061011	5061	1865.5	PM	32.5	30	1.08	0.1	0.0	Signal	A		A
MONTGOMERY - NB	I-16 Ramp Merges to Liberty	5061012	5061	907.7	AM	23.9	30	0.80	10.0	5.6	Cross Street	B		B
MONTGOMERY - NB	I-16 Ramp Merges to Liberty	5061012	5061	907.7	MD	26.2	30	0.87	12.3	9.7	Cross Street	A		A
MONTGOMERY - NB	I-16 Ramp Merges to Liberty	5061012	5061	907.7	PM	16.9	30	0.56	26.3	18.8	Cross Street	C		C
MONTGOMERY - NB	Liberty to Oglethorpe	5061013	5061	903.4	AM	28.8	30	0.96	2.3	0.0	Signal	A		A
MONTGOMERY - NB	Liberty to Oglethorpe	5061013	5061	903.4	MD	15.8	30	0.53	30.2	23.2	Signal	C		C
MONTGOMERY - NB	Liberty to Oglethorpe	5061013	5061	903.4	PM	25.8	30	0.86	4.3	0.0	Signal	A		A
MONTGOMERY - NB	Oglethorpe to Broughton	5061014	5061	804.2	AM	16.9	30	0.56	21.6	11.4	Signal	C		C

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
MONTGOMERY - NB	Oglethorpe to Broughton	5061014	5061	804.2	MD	11.9	30	0.40	30.6	15.0	Signal	C		C
MONTGOMERY - NB	Oglethorpe to Broughton	5061014	5061	804.2	PM	11.9	30	0.40	40.5	23.2	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
MONTGOMERY - NB	Broughton to Franklin SQ S	5061015	5061	252.7	AM	20.3	30	0.68	2.5	0.0	Cross Street	B		B
MONTGOMERY - NB	Broughton to Franklin SQ S	5061015	5061	252.7	MD	17.2	30	0.57	3.9	0.0	Cross Street	C		C
MONTGOMERY - NB	Broughton to Franklin SQ S	5061015	5061	252.7	PM	18.2	30	0.61	4.2	0.0	Cross Street	C		C
MONTGOMERY - NB	Franklin SQ S to Franklin SQ N	5061016	5061	318.2	AM	15.6	30	0.52	5.6	0.0	Signal	A		A
MONTGOMERY - NB	Franklin SQ S to Franklin SQ N	5061016	5061	318.2	MD	14.6	30	0.49	6.9	0.7	Signal	A		A
MONTGOMERY - NB	Franklin SQ S to Franklin SQ N	5061016	5061	318.2	PM	13.3	30	0.44	7.2	0.0	Signal	A		A
MONTGOMERY - NB	Franklin SQ N to Bay St	5061017	5061	247.1	AM	5.9	30	0.20	31.8	20.6	Cross Street	F	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
MONTGOMERY - NB	Franklin SQ N to Bay St	5061017	5061	247.1	MD	4.8	30	0.16	46.7	36.2	Cross Street	F	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
MONTGOMERY - NB	Franklin SQ N to Bay St	5061017	5061	247.1	PM	9.4	30	0.31	25.3	14.8	Cross Street	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
MONTGOMERY - SB	I-16 Ramp Merges to Gwinnett	5062001	5062	1865.5	AM	24.9	30	0.83	12.1	5.0	Cross Street	B		B
MONTGOMERY - SB	I-16 Ramp Merges to Gwinnett	5062001	5062	1865.5	MD	26.7	30	0.89	5.2	0.0	Cross Street	A		A
MONTGOMERY - SB	I-16 Ramp Merges to Gwinnett	5062001	5062	1865.5	PM	30.5	30	1.02	0.2	0.0	Cross Street	A		A
MONTGOMERY - SB	Gwinnett to Henry	5062002	5062	1506	AM	26.4	30	0.88	12.6	9.4	Signal	B		B
MONTGOMERY - SB	Gwinnett to Henry	5062002	5062	1506	MD	24.5	30	0.82	17.8	16.4	Signal	B		B
MONTGOMERY - SB	Gwinnett to Henry	5062002	5062	1506	PM	27.4	30	0.91	12.9	8.7	Signal	B		B
MONTGOMERY - SB	Henry to Anderson	5062003	5062	309.9	AM	28.2	30	0.94	0.6	0.0	Signal	A		A
MONTGOMERY - SB	Henry to Anderson	5062003	5062	309.9	MD	27.8	30	0.93	2.3	0.0	Signal	A		A
MONTGOMERY - SB	Henry to Anderson	5062003	5062	309.9	PM	22.4	30	0.75	3.4	0.0	Signal	A		A
MONTGOMERY - SB	Anderson to 37th St	5062004	5062	2050.9	AM	23.6	30	0.79	18.3	11.6	Signal	B		B
MONTGOMERY - SB	Anderson to 37th St	5062004	5062	2050.9	MD	20.8	30	0.69	28.2	21.7	Signal	C		C
MONTGOMERY - SB	Anderson to 37th St	5062004	5062	2050.9	PM	18.3	30	0.61	34.1	19.3	Signal	C		C
MONTGOMERY - SB	37th St to Victory	5062005	5062	1832.1	AM	21.6	35	0.62	24.5	11.9	Signal	C		C
MONTGOMERY - SB	37th St to Victory	5062005	5062	1832.1	MD	27.1	35	0.77	17.2	11.8	Signal	B		B
MONTGOMERY - SB	37th St to Victory	5062005	5062	1832.1	PM	17.8	35	0.51	36.7	15.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
MONTGOMERY - SB	Victory to Exchange	5062006	5062	1456.6	AM	28.4	35	0.81	8.0	1.8	Signal	A		A
MONTGOMERY - SB	Victory to Exchange	5062006	5062	1456.6	MD	33.3	35	0.95	1.8	0.0	Signal	A		A
MONTGOMERY - SB	Victory to Exchange	5062006	5062	1456.6	PM	21.0	35	0.60	21.3	7.0	Signal	C		C
MONTGOMERY - SB	Exchange to 52nd St	5062007	5062	1022.8	AM	22.2	35	0.63	20.7	13.3	Signal	C		C
MONTGOMERY - SB	Exchange to 52nd St	5062007	5062	1022.8	MD	28.9	35	0.83	9.4	7.0	Signal	A		A
MONTGOMERY - SB	Exchange to 52nd St	5062007	5062	1022.8	PM	18.4	35	0.53	27.9	17.4	Signal	C		C
MONTGOMERY - SB	52nd St to 54th St	5062008	5062	541	AM	25.1	35	0.72	7.4	2.7	Signal	A		A
MONTGOMERY - SB	52nd St to 54th St	5062008	5062	541	MD	26.6	35	0.76	6.6	2.4	Signal	A		A
MONTGOMERY - SB	52nd St to 54th St	5062008	5062	541	PM	20.1	35	0.57	12.9	6.0	Signal	B		B
MONTGOMERY - SB	54th St to Church Driveway	5062009	5062	4551.1	AM	34.2	37	0.91	10.0	7.4	Signal	A		A
MONTGOMERY - SB	54th St to Church Driveway	5062009	5062	4551.1	MD	32.2	37	0.86	14.9	8.4	Signal	B		B
MONTGOMERY - SB	54th St to Church Driveway	5062009	5062	4551.1	PM	30.5	37	0.82	20.9	11.3	Signal	C		C
MONTGOMERY - SB	Church Driveway to DeRenne	5062010	5062	1359.8	AM	17.3	35	0.49	58.6	43.4	Signal	E	Canopy - Constrained Corridor, Minor Approach	Consider the addition of a right turn bay
MONTGOMERY - SB	Church Driveway to DeRenne	5062010	5062	1359.8	MD	14.3	35	0.41	73.9	61.0	Signal	E	Canopy - Constrained Corridor, Minor Approach	Consider the addition of a right turn bay
MONTGOMERY - SB	Church Driveway to DeRenne	5062010	5062	1359.8	PM	11.3	35	0.32	73.0	53.3	Signal	E	Canopy - Constrained Corridor, Minor Approach	Consider the addition of a right turn bay
MONTGOMERY - SB	Bay St to Franklin SQ N	5062014	5062	247.1	AM	20.6	30	0.69	1.7	0.0	Signal	A		A
MONTGOMERY - SB	Bay St to Franklin SQ N	5062014	5062	247.1	MD	20.3	30	0.68	2.0	0.0	Signal	A		A
MONTGOMERY - SB	Bay St to Franklin SQ N	5062014	5062	247.1	PM	19.7	30	0.66	2.2	0.0	Signal	A		A
MONTGOMERY - SB	Franklin SQ N to Franklin SQ S	5062015	5062	317.3	AM	14.4	30	0.48	8.9	0.2	Cross Street	C		C
MONTGOMERY - SB	Franklin SQ N to Franklin SQ S	5062015	5062	317.3	MD	13.3	30	0.44	9.8	0.5	Cross Street	C		C
MONTGOMERY - SB	Franklin SQ N to Franklin SQ S	5062015	5062	317.3	PM	11.9	30	0.40	12.8	0.6	Cross Street	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
MONTGOMERY - SB	Franklin SQ S to Broughton	5062016	5062	252.7	AM	13.3	30	0.44	7.6	1.2	Signal	A		A
MONTGOMERY - SB	Franklin SQ S to Broughton	5062016	5062	252.7	MD	10.1	30	0.34	13.3	4.7	Signal	B		B
MONTGOMERY - SB	Franklin SQ S to Broughton	5062016	5062	252.7	PM	12.6	30	0.42	14.2	5.6	Signal	B		B
WHITAKER - SB	Bay St to Broughton	5064001	5064	852.7	AM	12.6	25	0.50	30.7	18.7	Signal	C		C
WHITAKER - SB	Bay St to Broughton	5064001	5064	852.7	MD	6.2	25	0.25	79.8	61.5	Signal	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WHITAKER - SB	Bay St to Broughton	5064001	5064	852.7	PM	9.6	25	0.38	62.5	42.7	Signal	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WHITAKER - SB	Broughton to Oglethorpe	5064002	5064	809.9	AM	24.8	25	0.99	1.2	0.0	Signal	A		A
WHITAKER - SB	Broughton to Oglethorpe	5064002	5064	809.9	MD	20.8	25	0.83	9.1	0.0	Signal	A		A
WHITAKER - SB	Broughton to Oglethorpe	5064002	5064	809.9	PM	15.5	25	0.62	39.9	20.6	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WHITAKER - SB	Oglethorpe to Liberty	5064003	5064	817.3	AM	19.0	25	0.76	9.0	4.3	Signal	A		A
WHITAKER - SB	Oglethorpe to Liberty	5064003	5064	817.3	MD	8.1	25	0.32	47.5	33.5	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WHITAKER - SB	Oglethorpe to Liberty	5064003	5064	817.3	PM	15.9	25	0.64	22.2	13.8	Signal	C		C
WHITAKER - SB	Liberty to Gaston	5064004	5064	1713.6	AM	29.9	30	1.00	1.6	0.0	Signal	A		A
WHITAKER - SB	Liberty to Gaston	5064004	5064	1713.6	MD	24.6	30	0.82	9.8	3.0	Signal	A		A
WHITAKER - SB	Liberty to Gaston	5064004	5064	1713.6	PM	27.4	30	0.91	6.1	0.8	Signal	A		A
WHITAKER - SB	Gaston to Gwinnett	5064005	5064	1158.3	AM	31.1	35	0.89	2.8	0.0	Signal	A		A
WHITAKER - SB	Gaston to Gwinnett	5064005	5064	1158.3	MD	27.3	35	0.78	6.1	0.0	Signal	A		A
WHITAKER - SB	Gaston to Gwinnett	5064005	5064	1158.3	PM	32.2	35	0.92	2.7	0.0	Signal	A		A
WHITAKER - SB	Gwinnett to West Park	5064006	5064	892.3	AM	34.8	35	0.99	0.8	0.0	Cross Street	A		A
WHITAKER - SB	Gwinnett to West Park	5064006	5064	892.3	MD	34.1	35	0.97	0.9	0.0	Cross Street	A		A
WHITAKER - SB	Gwinnett to West Park	5064006	5064	892.3	PM	32.7	35	0.94	1.7	0.0	Cross Street	A		A
WHITAKER - SB	West Park to Henry	5064007	5064	607	AM	10.3	35	0.29	25.8	16.7	Flashing Yellow	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WHITAKER - SB	West Park to Henry	5064007	5064	607	MD	29.0	35	0.83	2.9	0.0	Flashing Yellow	B		B
WHITAKER - SB	West Park to Henry	5064007	5064	607	PM	17.3	35	0.49	19.0	9.6	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WHITAKER - SB	Henry to Anderson	5064008	5064	305.5	AM	16.8	35	0.48	6.2	0.0	Signal	A		A
WHITAKER - SB	Henry to Anderson	5064008	5064	305.5	MD	24.3	35	0.69	3.7	0.0	Signal	A		A
WHITAKER - SB	Henry to Anderson	5064008	5064	305.5	PM	24.5	35	0.70	2.6	0.0	Signal	A		A
WHITAKER - SB	Anderson to 37th St	5064009	5064	2059.4	AM	17.4	35	0.50	47.1	32.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WHITAKER - SB	Anderson to 37th St	5064009	5064	2059.4	MD	20.7	35	0.59	34.7	21.0	Signal	C		C
WHITAKER - SB	Anderson to 37th St	5064009	5064	2059.4	PM	24.5	35	0.70	23.5	11.8	Signal	C		C
WHITAKER - SB	37th St to 43th St	5064010	5064	921.2	AM	29.7	35	0.85	4.0	0.0	Signal	A		A
WHITAKER - SB	37th St to 43th St	5064010	5064	921.2	MD	31.1	35	0.89	2.0	0.0	Signal	A		A
WHITAKER - SB	37th St to 43th St	5064010	5064	921.2	PM	33.3	35	0.95	2.0	0.0	Signal	A		A
WHITAKER - SB	43th St to Victory	5064011	5064	898.6	AM	15.5	35	0.44	26.5	14.7	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WHITAKER - SB	43th St to Victory	5064011	5064	898.6	MD	12.0	35	0.34	36.5	23.0	Flashing Yellow	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WHITAKER - SB	43th St to Victory	5064011	5064	898.6	PM	13.3	35	0.38	45.7	28.5	Flashing Yellow	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
BULL/WHITE BLUFF - NB	Honey Bee to White Bluff Ave	5065001	5065	4435.4	AM	30.1	32	0.94	14.7	4.8	Cross Street	A		A
BULL/WHITE BLUFF - NB	Honey Bee to White Bluff Ave	5065001	5065	4435.4	MD	30.8	32	0.96	3.4	1.3	Cross Street	A		A
BULL/WHITE BLUFF - NB	Honey Bee to White Bluff Ave	5065001	5065	4435.4	PM	34.2	32	1.07	2.6	0.3	Cross Street	A		A
BULL/WHITE BLUFF - NB	White Bluff Ave to Old Coffee Bluff Rd	5065002	5065	4454.7	AM	37.2	35	1.06	4.7	0.0	Cross Street	A		A
BULL/WHITE BLUFF - NB	White Bluff Ave to Old Coffee Bluff Rd	5065002	5065	4454.7	MD	36.6	35	1.04	2.1	0.0	Cross Street	A		A
BULL/WHITE BLUFF - NB	White Bluff Ave to Old Coffee Bluff Rd	5065002	5065	4454.7	PM	36.1	35	1.02	4.4	1.3	Cross Street	A		A
BULL/WHITE BLUFF - NB	Old Coffee Bluff Rd to Willow	5065003	5065	5408.4	AM	34.6	40	0.86	16.9	5.8	Cross Street	B		B
BULL/WHITE BLUFF - NB	Old Coffee Bluff Rd to Willow	5065003	5065	5408.4	MD	38.6	40	0.96	4.5	0.0	Cross Street	A		A
BULL/WHITE BLUFF - NB	Old Coffee Bluff Rd to Willow	5065003	5065	5408.4	PM	40.0	40	1.00	4.0	0.0	Cross Street	A		A
BULL/WHITE BLUFF - NB	Willow to Windsor	5065004	5065	901.8	AM	36.9	40	0.92	1.6	0.0	Flashing Yellow	A		A
BULL/WHITE BLUFF - NB	Willow to Windsor	5065004	5065	901.8	MD	21.4	40	0.53	21.5	13.7	Flashing Yellow	D	Signal Operations inefficient due to offset geometry	Improvements limited due to geometry, optimize signal timing and consider realignment for eastern approach
BULL/WHITE BLUFF - NB	Willow to Windsor	5065004	5065	901.8	PM	20.5	40	0.51	18.5	8.3	Flashing Yellow	D	Signal Operations inefficient due to offset geometry	Improvements limited due to geometry, optimize signal timing and consider realignment for eastern approach
BULL/WHITE BLUFF - NB	Windsor to Holland	5065005	5065	1349.8	AM	40.6	40	1.01	0.6	0.0	Signal	A		A
BULL/WHITE BLUFF - NB	Windsor to Holland	5065005	5065	1349.8	MD	24.0	40	0.60	15.8	6.3	Signal	B		B
BULL/WHITE BLUFF - NB	Windsor to Holland	5065005	5065	1349.8	PM	26.4	40	0.66	12.7	2.0	Signal	B		B
BULL/WHITE BLUFF - NB	Holland to White Bluff	5065006	5065	2278.5	AM	41.8	40	1.04	1.0	0.0	Signal	A		A
BULL/WHITE BLUFF - NB	Holland to White Bluff	5065006	5065	2278.5	MD	39.5	40	0.99	1.7	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BULLWHITE BLUFF - NB	Holland to White Bluff	5065006	5065	2278.5	PM	38.4	40	0.96	1.8	0.0	Signal	A		A
BULLWHITE BLUFF - NB	White Bluff to Firestation	5065007	5065	1296.5	AM	39.6	40	0.99	1.3	0.0	Signal	A		A
BULLWHITE BLUFF - NB	White Bluff to Firestation	5065007	5065	1296.5	MD	41.6	40	1.04	0.4	0.0	Signal	A		A
BULLWHITE BLUFF - NB	White Bluff to Firestation	5065007	5065	1296.5	PM	38.6	40	0.96	0.8	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Firestation to Tippett	5065008	5065	720.2	AM	23.7	40	0.59	14.4	9.8	Signal	B		B
BULLWHITE BLUFF - NB	Firestation to Tippett	5065008	5065	720.2	MD	24.3	40	0.61	14.4	7.7	Signal	B		B
BULLWHITE BLUFF - NB	Firestation to Tippett	5065008	5065	720.2	PM	35.9	40	0.90	2.0	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Tippett to Television Circle	5065009	5065	986.1	AM	33.9	40	0.85	3.5	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Tippett to Television Circle	5065009	5065	986.1	MD	35.3	40	0.88	2.0	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Tippett to Television Circle	5065009	5065	986.1	PM	38.4	40	0.96	1.4	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Television Circle to Montgomery Cross	5065010	5065	3378	AM	18.5	40	0.46	71.5	45.2	Signal	E	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
BULLWHITE BLUFF - NB	Television Circle to Montgomery Cross	5065010	5065	3378	MD	35.0	40	0.88	13.3	1.3	Signal	B		B
BULLWHITE BLUFF - NB	Television Circle to Montgomery Cross	5065010	5065	3378	PM	29.4	40	0.73	23.3	7.0	Signal	C		C
BULLWHITE BLUFF - NB	Montgomery Cross to Mall Driveway	5065011	5065	1406	AM	25.6	40	0.64	17.3	8.4	Signal	B		B
BULLWHITE BLUFF - NB	Montgomery Cross to Mall Driveway	5065011	5065	1406	MD	20.8	40	0.52	31.3	20.7	Signal	C		C
BULLWHITE BLUFF - NB	Montgomery Cross to Mall Driveway	5065011	5065	1406	PM	22.5	40	0.56	36.1	24.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
BULLWHITE BLUFF - NB	Mall Driveway to Abercorn	5065012	5065	710.5	AM	7.1	40	0.18	69.9	48.0	Signal	E	Abercorn volumes very heavy	NB/SB left turns very light, consider restricting them, coordinate signal with Mall Dr
BULLWHITE BLUFF - NB	Mall Driveway to Abercorn	5065012	5065	710.5	MD	12.6	40	0.32	60.2	46.3	Signal	E	Abercorn volumes very heavy	NB/SB left turns very light, consider restricting them, coordinate signal with Mall Dr
BULLWHITE BLUFF - NB	Mall Driveway to Abercorn	5065012	5065	710.5	PM	11.1	40	0.28	75.0	58.0	Signal	E	Abercorn volumes very heavy	NB/SB left turns very light, consider restricting them, coordinate signal with Mall Dr
BULLWHITE BLUFF - NB	Abercorn to Eisenhower	5065013	5065	2720.2	AM	27.3	40	0.68	29.5	14.5	Signal	C		C
BULLWHITE BLUFF - NB	Abercorn to Eisenhower	5065013	5065	2720.2	MD	36.0	40	0.90	5.8	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Abercorn to Eisenhower	5065013	5065	2720.2	PM	35.3	40	0.88	8.1	2.8	Signal	A		A
BULLWHITE BLUFF - NB	Eisenhower to Stephenson Ave / Hunter Airfield	5065014	5065	1332.6	AM	30.2	40	0.76	7.9	2.0	Signal	A		A
BULLWHITE BLUFF - NB	Eisenhower to Stephenson Ave / Hunter Airfield	5065014	5065	1332.6	MD	39.0	40	0.97	2.7	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Eisenhower to Stephenson Ave / Hunter Airfield	5065014	5065	1332.6	PM	21.2	40	0.53	29.1	20.0	Signal	C		C
BULLWHITE BLUFF - NB	Stephenson Ave / Hunter Airfield to Johnston	5065015	5065	3200	AM	39.6	40	0.99	1.0	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Stephenson Ave / Hunter Airfield to Johnston	5065015	5065	3200	MD	40.6	40	1.01	0.5	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Stephenson Ave / Hunter Airfield to Johnston	5065015	5065	3200	PM	23.4	40	0.58	91.9	40.7	Signal	F	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations, Left turn signal control
BULLWHITE BLUFF - NB	Johnston to Hampstead	5065016	5065	1051.8	AM	42.5	40	1.06	0.3	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Johnston to Hampstead	5065016	5065	1051.8	MD	38.0	40	0.95	0.9	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Johnston to Hampstead	5065016	5065	1051.8	PM	9.8	40	0.25	103.7	62.3	Signal	F	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
BULLWHITE BLUFF - NB	Hampstead to DeRenne	5065017	5065	1250	AM	8.2	35	0.23	91.2	69.8	Signal	F	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations, study in E-W study
BULLWHITE BLUFF - NB	Hampstead to DeRenne	5065017	5065	1250	MD	6.2	35	0.18	111.7	89.0	Signal	F	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations, study in E-W study
BULLWHITE BLUFF - NB	Hampstead to DeRenne	5065017	5065	1250	PM	4.3	35	0.12	177.4	132.7	Signal	F	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations, study in E-W study
BULLWHITE BLUFF - NB	DeRenne to 61st St	5065018	5065	3527.3	AM	28.9	35	0.82	15.0	4.0	Signal	B		B
BULLWHITE BLUFF - NB	DeRenne to 61st St	5065018	5065	3527.3	MD	31.3	35	0.89	8.7	0.0	Signal	A		A
BULLWHITE BLUFF - NB	DeRenne to 61st St	5065018	5065	3527.3	PM	25.3	35	0.72	31.1	12.7	Signal	C		C
BULLWHITE BLUFF - NB	61st St to 52nd St	5065019	5065	2967	AM	33.1	35	0.95	4.7	0.0	Signal	A		A
BULLWHITE BLUFF - NB	61st St to 52nd St	5065019	5065	2967	MD	26.4	35	0.76	19.2	2.7	Signal	B		B
BULLWHITE BLUFF - NB	61st St to 52nd St	5065019	5065	2967	PM	31.1	35	0.89	7.8	0.0	Signal	A		A
BULLWHITE BLUFF - NB	52nd St to Washington	5065020	5065	1401.8	AM	31.7	35	0.91	3.2	0.0	Signal	A		A
BULLWHITE BLUFF - NB	52nd St to Washington	5065020	5065	1401.8	MD	28.2	35	0.80	6.4	0.0	Signal	A		A
BULLWHITE BLUFF - NB	52nd St to Washington	5065020	5065	1401.8	PM	27.7	35	0.79	7.0	0.0	Signal	A		A
BULLWHITE BLUFF - NB	Washington to Victory	5065021	5065	1096	AM	18.2	35	0.52	24.4	12.8	Signal	C		C
BULLWHITE BLUFF - NB	Washington to Victory	5065021	5065	1096	MD	16.5	35	0.47	31.3	18.3	Signal	C		C
BULLWHITE BLUFF - NB	Washington to Victory	5065021	5065	1096	PM	19.8	35	0.57	18.7	9.7	Signal	B		B
BULLWHITE BLUFF - NB	Victory to 40th St	5065022	5065	950	AM	27.1	35	0.77	5.8	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BULL/WHITE BLUFF - NB	Victory to 40th St	5065022	5065	950	MD	24.1	35	0.69	7.9	0.0	Signal	A		A
BULL/WHITE BLUFF - NB	Victory to 40th St	5065022	5065	950	PM	21.1	35	0.60	12.6	0.0	Signal	B		B
BULL/WHITE BLUFF - SB	40th St to Victory	5066001	5066	950	AM	9.8	35	0.28	45.7	28.5	Cross Street	F	Excessive delay at Victory and over to Montgomery	Update and coordinate signal timing on Victory from MLK to the east
BULL/WHITE BLUFF - SB	40th St to Victory	5066001	5066	950	MD	15.1	35	0.43	28.1	14.0	Cross Street	D	Excessive delay at Victory and over to Montgomery	Update and coordinate signal timing on Victory from MLK to the east
BULL/WHITE BLUFF - SB	40th St to Victory	5066001	5066	950	PM	19.2	35	0.55	21.5	9.0	Cross Street	C		C
BULL/WHITE BLUFF - SB	Victory to Washington	5066002	5066	1096	AM	27.5	35	0.79	6.0	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Victory to Washington	5066002	5066	1096	MD	31.3	35	0.89	2.4	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Victory to Washington	5066002	5066	1096	PM	29.7	35	0.85	4.0	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Washington to 52nd St	5066003	5066	1401.8	AM	27.2	35	0.78	8.8	4.2	Signal	A		A
BULL/WHITE BLUFF - SB	Washington to 52nd St	5066003	5066	1401.8	MD	27.4	35	0.78	9.4	3.8	Signal	A		A
BULL/WHITE BLUFF - SB	Washington to 52nd St	5066003	5066	1401.8	PM	30.1	35	0.86	4.4	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	52nd St to 61st St	5066004	5066	2966.9	AM	32.9	35	0.94	3.9	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	52nd St to 61st St	5066004	5066	2966.9	MD	32.9	35	0.94	6.3	1.5	Signal	A		A
BULL/WHITE BLUFF - SB	52nd St to 61st St	5066004	5066	2966.9	PM	31.4	35	0.90	6.7	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	61st St to DeRenne	5066005	5066	3527.4	AM	23.0	32	0.72	35.5	22.8	Signal	D	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations
BULL/WHITE BLUFF - SB	61st St to DeRenne	5066005	5066	3527.4	MD	13.6	35	0.39	118.2	92.5	Signal	F	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations
BULL/WHITE BLUFF - SB	61st St to DeRenne	5066005	5066	3527.4	PM	23.0	35	0.66	35.8	19.0	Signal	D	Canopy - Constrained Corridor, Minor Approach	Constrained Corridor - Improvements limited to Optimizing Signal Operations
BULL/WHITE BLUFF - SB	DeRenne to Hampstead	5066006	5066	1250	AM	30.8	35	0.88	3.2	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	DeRenne to Hampstead	5066006	5066	1250	MD	26.4	35	0.75	9.0	1.8	Signal	A		A
BULL/WHITE BLUFF - SB	DeRenne to Hampstead	5066006	5066	1250	PM	26.8	35	0.77	8.9	0.8	Signal	A		A
BULL/WHITE BLUFF - SB	Hampstead to Johnston	5066007	5066	1051.8	AM	36.7	40	0.92	1.8	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Hampstead to Johnston	5066007	5066	1051.8	MD	30.6	40	0.76	7.1	1.3	Signal	A		A
BULL/WHITE BLUFF - SB	Hampstead to Johnston	5066007	5066	1051.8	PM	16.1	40	0.40	26.2	14.0	Signal	C		C
BULL/WHITE BLUFF - SB	Johnston to Stephenson Ave / Hunter Airfield	5066008	5066	3200	AM	30.0	40	0.75	21.7	11.8	Signal	C		C
BULL/WHITE BLUFF - SB	Johnston to Stephenson Ave / Hunter Airfield	5066008	5066	3200	MD	30.5	40	0.76	19.8	7.8	Signal	B		B
BULL/WHITE BLUFF - SB	Johnston to Stephenson Ave / Hunter Airfield	5066008	5066	3200	PM	27.5	40	0.69	25.0	8.0	Signal	C		C
BULL/WHITE BLUFF - SB	Stephenson Ave / Hunter Airfield to Eisenhower	5066009	5066	1332.6	AM	38.5	40	0.96	1.2	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Stephenson Ave / Hunter Airfield to Eisenhower	5066009	5066	1332.6	MD	25.5	40	0.64	16.9	7.3	Signal	B		B
BULL/WHITE BLUFF - SB	Stephenson Ave / Hunter Airfield to Eisenhower	5066009	5066	1332.6	PM	36.3	40	0.91	2.6	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Eisenhower to Abercorn	5066010	5066	2720.2	AM	26.2	40	0.66	44.8	33.5	Signal	D	Canopy - Constrained Corridor, Minor Approach	NB/SB left turns very light, consider restricting them, add NB Right turn overlap
BULL/WHITE BLUFF - SB	Eisenhower to Abercorn	5066010	5066	2720.2	MD	23.5	40	0.59	44.1	29.3	Signal	D	Canopy - Constrained Corridor, Minor Approach	NB/SB left turns very light, consider restricting them, add NB Right turn overlap
BULL/WHITE BLUFF - SB	Eisenhower to Abercorn	5066010	5066	2720.2	PM	9.2	40	0.23	179.3	129.3	Signal	F	Canopy - Constrained Corridor, Minor Approach	NB/SB left turns very light, consider restricting them, add NB Right turn overlap
BULL/WHITE BLUFF - SB	Abercorn to Mall Driveway	5066011	5066	710.5	AM	27.0	40	0.68	8.5	1.8	Signal	A		A
BULL/WHITE BLUFF - SB	Abercorn to Mall Driveway	5066011	5066	710.5	MD	31.0	40	0.78	2.7	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Abercorn to Mall Driveway	5066011	5066	710.5	PM	27.8	40	0.69	5.4	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Mall Driveway to Montgomery Cross	5066012	5066	1406	AM	14.0	40	0.35	50.8	34.4	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
BULL/WHITE BLUFF - SB	Mall Driveway to Montgomery Cross	5066012	5066	1406	MD	22.1	40	0.55	28.3	18.7	Signal	C		C
BULL/WHITE BLUFF - SB	Mall Driveway to Montgomery Cross	5066012	5066	1406	PM	11.0	40	0.27	71.4	44.6	Signal	E	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
BULL/WHITE BLUFF - SB	Montgomery Cross to Television Circle	5066013	5066	3377.9	AM	35.4	40	0.88	8.2	1.8	Signal	A		A
BULL/WHITE BLUFF - SB	Montgomery Cross to Television Circle	5066013	5066	3377.9	MD	39.1	40	0.98	1.7	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Montgomery Cross to Television Circle	5066013	5066	3377.9	PM	31.6	40	0.79	18.9	6.8	Signal	B		B
BULL/WHITE BLUFF - SB	Television Circle to Tippett	5066014	5066	986.2	AM	37.2	40	0.93	1.4	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Television Circle to Tippett	5066014	5066	986.2	MD	35.5	40	0.89	2.5	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Television Circle to Tippett	5066014	5066	986.2	PM	21.9	40	0.55	15.4	4.8	Signal	B		B
BULL/WHITE BLUFF - SB	Tippett to Firestation	5066015	5066	720.2	AM	38.1	40	0.95	0.5	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Tippett to Firestation	5066015	5066	720.2	MD	35.0	40	0.88	2.0	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Tippett to Firestation	5066015	5066	720.2	PM	36.5	40	0.91	1.4	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Firestation to White Bluff	5066016	5066	1296.5	AM	41.5	40	1.04	0.3	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Firestation to White Bluff	5066016	5066	1296.5	MD	41.0	40	1.03	0.2	0.0	Signal	A		A
BULL/WHITE BLUFF - SB	Firestation to White Bluff	5066016	5066	1296.5	PM	40.8	40	1.02	0.0	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BULLWHITE BLUFF - SB	White Bluff to Holland	5066017	5066	2278.5	AM	38.0	40	0.95	3.1	0.0	Signal	A		A
BULLWHITE BLUFF - SB	White Bluff to Holland	5066017	5066	2278.5	MD	40.0	40	1.00	2.1	0.0	Signal	A		A
BULLWHITE BLUFF - SB	White Bluff to Holland	5066017	5066	2278.5	PM	40.4	40	1.01	2.1	0.0	Signal	A		A
BULLWHITE BLUFF - SB	Holland to Windsor	5066018	5066	1349.8	AM	21.9	40	0.55	23.3	12.8	Signal	C		C
BULLWHITE BLUFF - SB	Holland to Windsor	5066018	5066	1349.8	MD	19.7	40	0.49	34.5	25.7	Signal	C		C
BULLWHITE BLUFF - SB	Holland to Windsor	5066018	5066	1349.8	PM	25.3	40	0.63	23.3	15.3	Signal	C		C
BULLWHITE BLUFF - SB	Windsor to Willow	5066019	5066	901.8	AM	35.5	40	0.89	1.0	0.0	Signal	A		A
BULLWHITE BLUFF - SB	Windsor to Willow	5066019	5066	901.8	MD	35.6	40	0.89	1.4	0.0	Signal	A		A
BULLWHITE BLUFF - SB	Windsor to Willow	5066019	5066	901.8	PM	34.0	40	0.85	2.6	0.0	Signal	A		A
BULLWHITE BLUFF - SB	Willow to Old Coffee Bluff Rd	5066020	5066	5408.4	AM	36.7	40	0.92	9.1	0.0	Flashing Yellow	A		A
BULLWHITE BLUFF - SB	Willow to Old Coffee Bluff Rd	5066020	5066	5408.4	MD	36.6	40	0.92	8.7	0.0	Flashing Yellow	A		A
BULLWHITE BLUFF - SB	Willow to Old Coffee Bluff Rd	5066020	5066	5408.4	PM	37.8	40	0.95	7.7	0.0	Flashing Yellow	A		A
BULLWHITE BLUFF - SB	Old Coffee Bluff Rd to White Bluff Ave	5066021	5066	4454.6	AM	35.1	35	1.00	4.3	0.0	Cross Street	A		A
BULLWHITE BLUFF - SB	Old Coffee Bluff Rd to White Bluff Ave	5066021	5066	4454.6	MD	36.0	35	1.02	3.8	0.0	Cross Street	A		A
BULLWHITE BLUFF - SB	Old Coffee Bluff Rd to White Bluff Ave	5066021	5066	4454.6	PM	35.9	35	1.02	1.4	0.0	Cross Street	A		A
BULLWHITE BLUFF - SB	White Bluff Ave to Honey Bee	5066022	5066	4435.5	AM	33.1	32	1.04	2.3	0.0	Cross Street	A		A
BULLWHITE BLUFF - SB	White Bluff Ave to Honey Bee	5066022	5066	4435.5	MD	32.5	32	1.02	2.2	0.0	Cross Street	A		A
BULLWHITE BLUFF - SB	White Bluff Ave to Honey Bee	5066022	5066	4435.5	PM	30.4	32	0.95	5.1	0.0	Cross Street	A		A
DRAYTON - NB	Victory to 37th St	5067001	5067	1712.5	AM	22.4	35	0.64	25.2	12.0	Signal	C		C
DRAYTON - NB	Victory to 37th St	5067001	5067	1712.5	MD	12.8	35	0.37	59.1	41.0	Signal	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
DRAYTON - NB	Victory to 37th St	5067001	5067	1712.5	PM	17.4	35	0.50	39.3	19.5	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
DRAYTON - NB	37th St to Anderson	5067002	5067	2062.9	AM	27.3	35	0.78	13.7	4.0	Signal	B		B
DRAYTON - NB	37th St to Anderson	5067002	5067	2062.9	MD	26.6	35	0.76	12.9	3.5	Signal	B		B
DRAYTON - NB	37th St to Anderson	5067002	5067	2062.9	PM	24.8	35	0.71	18.8	8.5	Signal	B		B
DRAYTON - NB	Anderson to Henry	5067003	5067	313.6	AM	15.7	35	0.45	6.6	0.8	Signal	A		A
DRAYTON - NB	Anderson to Henry	5067003	5067	313.6	MD	22.4	35	0.64	3.8	0.0	Signal	A		A
DRAYTON - NB	Anderson to Henry	5067003	5067	313.6	PM	21.4	35	0.61	5.1	0.3	Signal	A		A
DRAYTON - NB	Henry to East Park	5067004	5067	590.6	AM	28.0	35	0.80	2.9	0.0	Signal	A		A
DRAYTON - NB	Henry to East Park	5067004	5067	590.6	MD	27.4	35	0.78	2.6	0.0	Signal	A		A
DRAYTON - NB	Henry to East Park	5067004	5067	590.6	PM	27.8	35	0.79	2.8	0.0	Signal	A		A
DRAYTON - NB	East Park to Gaston	5067005	5067	2062.9	AM	31.8	35	0.91	4.0	0.0	Flashing Yellow	A		A
DRAYTON - NB	East Park to Gaston	5067005	5067	2062.9	MD	29.0	35	0.83	8.4	0.0	Flashing Yellow	B		B
DRAYTON - NB	East Park to Gaston	5067005	5067	2062.9	PM	25.2	35	0.72	20.8	4.8	Flashing Yellow	B		B
DRAYTON - NB	Gaston to Liberty	5067006	5067	1713.4	AM	17.3	30	0.58	34.4	20.8	Signal	C		C
DRAYTON - NB	Gaston to Liberty	5067006	5067	1713.4	MD	13.0	30	0.43	50.1	37.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
DRAYTON - NB	Gaston to Liberty	5067006	5067	1713.4	PM	20.7	30	0.69	21.3	6.5	Signal	C		C
DRAYTON - NB	Liberty to Oglethorpe	5067007	5067	823.4	AM	26.7	30	0.89	3.1	0.0	Signal	A		A
DRAYTON - NB	Liberty to Oglethorpe	5067007	5067	823.4	MD	10.2	30	0.34	37.3	22.5	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
DRAYTON - NB	Liberty to Oglethorpe	5067007	5067	823.4	PM	10.0	30	0.33	35.0	22.0	Signal	C		C
DRAYTON - NB	Oglethorpe to Broughton	5067008	5067	807.6	AM	23.8	30	0.79	5.5	0.0	Signal	A		A
DRAYTON - NB	Oglethorpe to Broughton	5067008	5067	807.6	MD	10.8	30	0.36	35.1	15.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
DRAYTON - NB	Oglethorpe to Broughton	5067008	5067	807.6	PM	12.3	30	0.41	33.6	17.5	Signal	C		C
DRAYTON - NB	Broughton to Bay St	5067009	5067	744	AM	17.3	30	0.58	11.0	0.5	Signal	B		B
DRAYTON - NB	Broughton to Bay St	5067009	5067	744	MD	15.0	30	0.50	24.7	7.5	Signal	C		C
DRAYTON - NB	Broughton to Bay St	5067009	5067	744	PM	12.9	30	0.43	32.5	6.5	Signal	C		C
ABERCORN - NB	I-95 to Gateway	5069003	5069	396	AM	17.6	55	0.32	25.9	17.0	Cross Street	E	Delays between I-95 S and Gateway	Priority II - Operational at I-95, Coordinate signals between I-95 South ramp and Gateway
ABERCORN - NB	I-95 to Gateway	5069003	5069	396	MD	7.4	55	0.13	42.8	30.0	Cross Street	F	Delays between I-95 S and Gateway	Priority II - Operational at I-95, Coordinate signals between I-95 South ramp and Gateway
ABERCORN - NB	I-95 to Gateway	5069003	5069	396	PM	8.2	55	0.15	27.7	16.7	Cross Street	F	Delays between I-95 S and Gateway	Priority II - Operational at I-95, Coordinate signals between I-95 South ramp and Gateway
ABERCORN - NB	Gateway to US 17	5069004	5069	10230.8	AM	60.2	55	1.09	0.5	0.0	Signal	A		A
ABERCORN - NB	Gateway to US 17	5069004	5069	10230.8	MD	61.6	55	1.12	0.0	0.0	Signal	A		A
ABERCORN - NB	Gateway to US 17	5069004	5069	10230.8	PM	58.5	55	1.06	0.0	0.0	Signal	A		A
ABERCORN - NB	US 17 to Pine Grove	5069005	5069	7497.4	AM	52.6	55	0.96	11.3	4.0	Cross Street	A		A
ABERCORN - NB	US 17 to Pine Grove	5069005	5069	7497.4	MD	54.8	55	1.00	4.0	2.0	Cross Street	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ABERCORN - NB	US 17 to Pine Grove	5069005	5069	7497.4	PM	58.0	55	1.05	1.6	0.0	Cross Street	A		A
ABERCORN - NB	Pine Grove to King George	5069006	5069	3413.4	AM	26.2	55	0.48	103.9	59.5	Signal	F	Excessive eastbound delays at King George	Priority II - Widen 4-6 from US 17 to King George, accel lane for EB rights, widen King George appr
ABERCORN - NB	Pine Grove to King George	5069006	5069	3413.4	MD	19.4	55	0.35	85.3	58.0	Signal	F	Excessive eastbound delays at King George	Priority II - Widen 4-6 from US 17 to King George, accel lane for EB rights, widen King George appr
ABERCORN - NB	Pine Grove to King George	5069006	5069	3413.4	PM	28.2	55	0.51	69.3	40.3	Signal	E	Excessive eastbound delays at King George	Priority II - Widen 4-6 from US 17 to King George, accel lane for EB rights, widen King George appr
ABERCORN - NB	King George to Veterens Pkwy	5069007	5069	5532.2	AM	54.9	55	1.00	2.1	0.0	Signal	A		A
ABERCORN - NB	King George to Veterens Pkwy	5069007	5069	5532.2	MD	54.7	55	0.99	0.9	0.0	Signal	A		A
ABERCORN - NB	King George to Veterens Pkwy	5069007	5069	5532.2	PM	55.4	55	1.01	0.8	0.0	Signal	A		A
ABERCORN - NB	Veterens Pkwy to City Limit	5069008	5069	5420.2	AM	55.8	55	1.02	1.7	0.0	Signal	A		A
ABERCORN - NB	Veterens Pkwy to City Limit	5069008	5069	5420.2	MD	57.4	55	1.04	0.0	0.0	Signal	A		A
ABERCORN - NB	Veterens Pkwy to City Limit	5069008	5069	5420.2	PM	50.6	55	0.92	7.4	0.0	Signal	A		A
ABERCORN - NB	City Limit to Rio	5069009	5069	1579.9	AM	42.6	55	0.77	5.8	0.0	City Limit	A		A
ABERCORN - NB	City Limit to Rio	5069009	5069	1579.9	MD	41.9	55	0.76	6.9	0.0	City Limit	B		B
ABERCORN - NB	City Limit to Rio	5069009	5069	1579.9	PM	26.3	55	0.48	26.9	2.7	City Limit	D	Excessive delays at Rio	Priority IC - Widen 4-6 from Rio to Truman, Optimize from Rio to King George
ABERCORN - NB	Rio to Apache	5069010	5069	2685.1	AM	29.3	45	0.65	35.9	21.0	Signal	D	Excessive delays at Apache	Priority IB - Operational, Priority IC - Widen from Rio to Truman, Coordinate between Rio and King George
ABERCORN - NB	Rio to Apache	5069010	5069	2685.1	MD	50.5	45	1.12	0.4	0.0	Signal	A		A
ABERCORN - NB	Rio to Apache	5069010	5069	2685.1	PM	25.2	45	0.56	32.0	11.3	Signal	C		C
ABERCORN - NB	Apache to Science	5069011	5069	1401.1	AM	33.5	45	0.75	15.6	9.0	Signal	B		B
ABERCORN - NB	Apache to Science	5069011	5069	1401.1	MD	35.7	45	0.79	5.4	0.0	Signal	A		A
ABERCORN - NB	Apache to Science	5069011	5069	1401.1	PM	20.1	45	0.45	42.4	29.0	Signal	D	Delays throughout corridor	Priority IC - Widen 4-6 from Rio to Truman, Coordinate between Rio and King George
ABERCORN - NB	Science to Mercy	5069012	5069	3831.4	AM	41.8	45	0.93	9.6	5.6	Signal	A		A
ABERCORN - NB	Science to Mercy	5069012	5069	3831.4	MD	37.0	45	0.82	13.0	2.5	Signal	B		B
ABERCORN - NB	Science to Mercy	5069012	5069	3831.4	PM	42.0	45	0.93	9.8	6.0	Signal	A		A
ABERCORN - NB	Mercy to Largo	5069013	5069	1390.8	AM	28.9	45	0.64	20.9	10.8	Signal	C		C
ABERCORN - NB	Mercy to Largo	5069013	5069	1390.8	MD	41.1	45	0.91	2.0	0.0	Signal	A		A
ABERCORN - NB	Mercy to Largo	5069013	5069	1390.8	PM	11.8	45	0.26	57.6	38.3	Signal	E	Intersection Delays at Largo	Priority IB - Operational, Priority IC - Widen 4-6 from Rio to Truman
ABERCORN - NB	Largo to Deerfield	5069014	5069	1613.2	AM	41.3	45	0.92	2.1	0.0	Signal	A		A
ABERCORN - NB	Largo to Deerfield	5069014	5069	1613.2	MD	19.9	45	0.44	30.2	16.5	Signal	C		C
ABERCORN - NB	Largo to Deerfield	5069014	5069	1613.2	PM	37.3	45	0.83	4.9	0.0	Signal	A		A
ABERCORN - NB	Deerfield to Wilshire Blvd	5069015	5069	4300.5	AM	38.8	45	0.86	13.8	6.3	Signal	B		B
ABERCORN - NB	Deerfield to Wilshire Blvd	5069015	5069	4300.5	MD	44.3	45	0.99	1.0	0.0	Signal	A		A
ABERCORN - NB	Deerfield to Wilshire Blvd	5069015	5069	4300.5	PM	46.8	45	1.04	3.0	0.0	Signal	A		A
ABERCORN - NB	Wilshire Blvd to Tibet Ave	5069016	5069	2018.3	AM	31.0	45	0.69	16.4	8.0	Signal	B		B
ABERCORN - NB	Wilshire Blvd to Tibet Ave	5069016	5069	2018.3	MD	32.2	45	0.71	29.4	23.5	Signal	C		C
ABERCORN - NB	Wilshire Blvd to Tibet Ave	5069016	5069	2018.3	PM	43.9	45	0.98	3.6	0.0	Signal	A		A
ABERCORN - NB	Tibet Ave to Television Circle	5069017	5069	1005.4	AM	38.6	45	0.86	2.5	0.0	Signal	A		A
ABERCORN - NB	Tibet Ave to Television Circle	5069017	5069	1005.4	MD	42.8	45	0.95	2.2	0.0	Signal	A		A
ABERCORN - NB	Tibet Ave to Television Circle	5069017	5069	1005.4	PM	20.6	45	0.46	33.2	24.7	Signal	C		C
ABERCORN - NB	Television Circle to Montgomery Cross	5069018	5069	2959.3	AM	35.9	45	0.80	12.7	1.8	Signal	B		B
ABERCORN - NB	Television Circle to Montgomery Cross	5069018	5069	2959.3	MD	37.4	45	0.83	10.4	4.5	Signal	B		B
ABERCORN - NB	Television Circle to Montgomery Cross	5069018	5069	2959.3	PM	23.9	45	0.53	48.0	29.3	Signal	D	Oversaturated Intersection	Consider NB and SB right turn lanes and optimize signal, Truman ext may relieve some volume
ABERCORN - NB	Montgomery Cross to Mall Driveway	5069019	5069	1638.4	AM	43.2	45	0.96	1.4	0.0	Signal	A		A
ABERCORN - NB	Montgomery Cross to Mall Driveway	5069019	5069	1638.4	MD	32.2	45	0.71	11.4	5.0	Signal	B		B
ABERCORN - NB	Montgomery Cross to Mall Driveway	5069019	5069	1638.4	PM	38.9	45	0.86	3.8	0.0	Signal	A		A
ABERCORN - NB	Mall Driveway to White Bluff	5069020	5069	1234.6	AM	43.1	45	0.96	1.3	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ABERCORN - NB	Mall Driveway to White Bluff	5069020	5069	1234.6	MD	24.9	45	0.55	36.9	29.0	Signal	D	short distance between Mall and White Bluff	Coordinate signals between Mall driveway and White Bluff, review turning movements
ABERCORN - NB	Mall Driveway to White Bluff	5069020	5069	1234.6	PM	7.3	45	0.16	93.9	71.3	Signal	F	short distance between Mall and White Bluff	Coordinate signals between Mall driveway and White Bluff, review turning movements
ABERCORN - NB	White Bluff to Mall Blvd	5069021	5069	1536.8	AM	44.2	45	0.98	0.4	0.0	Signal	A		A
ABERCORN - NB	White Bluff to Mall Blvd	5069021	5069	1536.8	MD	38.8	45	0.86	3.7	0.0	Signal	A		A
ABERCORN - NB	White Bluff to Mall Blvd	5069021	5069	1536.8	PM	9.3	45	0.21	87.2	61.5	Signal	F	Excessive Intersection Delays	Priority IB - Operational, NB right turn lane planned, will free up some time for others
ABERCORN - NB	Mall Blvd to Eisenhower	5069022	5069	1555.4	AM	27.3	45	0.61	37.1	28.8	Signal	D	Poor signal coordination	Coordinate signals along Abercorn
ABERCORN - NB	Mall Blvd to Eisenhower	5069022	5069	1555.4	MD	21.1	45	0.47	26.2	11.0	Signal	C		C
ABERCORN - NB	Mall Blvd to Eisenhower	5069022	5069	1555.4	PM	22.5	45	0.50	65.4	45.0	Signal	E	Poor signal coordination	Coordinate signals along Abercorn
ABERCORN - NB	Eisenhower to Stephenson	5069023	5069	1364.3	AM	28.7	45	0.64	13.8	4.8	Signal	B		B
ABERCORN - NB	Eisenhower to Stephenson	5069023	5069	1364.3	MD	37.9	45	0.84	3.7	0.0	Signal	A		A
ABERCORN - NB	Eisenhower to Stephenson	5069023	5069	1364.3	PM	16.9	45	0.38	47.2	28.3	Signal	D	Currently under construction on Stephenson	Coordinate signals along Abercorn, Study next CMS after construction
ABERCORN - NB	Stephenson to Jackson	5069024	5069	1300.8	AM	39.0	45	0.87	3.0	0.0	Signal	A		A
ABERCORN - NB	Stephenson to Jackson	5069024	5069	1300.8	MD	22.0	45	0.49	20.2	8.5	Signal	C		C
ABERCORN - NB	Stephenson to Jackson	5069024	5069	1300.8	PM	24.5	45	0.55	20.1	5.8	Signal	C		C
ABERCORN - NB	Jackson to Lee Blvd	5069025	5069	964.7	AM	41.1	45	0.91	1.6	0.0	Signal	A		A
ABERCORN - NB	Jackson to Lee Blvd	5069025	5069	964.7	MD	35.1	45	0.78	4.5	0.0	Signal	A		A
ABERCORN - NB	Jackson to Lee Blvd	5069025	5069	964.7	PM	35.2	45	0.78	4.3	0.0	Signal	A		A
ABERCORN - NB	Lee Blvd to Janet	5069026	5069	1361.3	AM	32.0	45	0.71	15.3	9.2	Signal	B		B
ABERCORN - NB	Lee Blvd to Janet	5069026	5069	1361.3	MD	28.1	45	0.62	19.9	11.0	Signal	B		B
ABERCORN - NB	Lee Blvd to Janet	5069026	5069	1361.3	PM	10.7	45	0.24	91.1	58.4	Signal	F	Poor signal coordination	Coordinate signals along Abercorn
ABERCORN - NB	Janet to Private Drive	5069027	5069	1124.9	AM	37.8	45	0.84	3.2	0.0	Signal	A		A
ABERCORN - NB	Janet to Private Drive	5069027	5069	1124.9	MD	37.1	45	0.82	3.7	0.0	Signal	A		A
ABERCORN - NB	Janet to Private Drive	5069027	5069	1124.9	PM	24.1	45	0.54	45.5	21.4	Signal	D	Poor signal coordination	Coordinate signals along Abercorn
ABERCORN - NB	Private Drive to DeRenne	5069028	5069	729.3	AM	5.6	40	0.14	83.8	66.2	Signal	F	Excessive Intersection Delays	Priority IB - Operational - Optimize Derenne and Abercorn will improve, NB right turn lane planned
ABERCORN - NB	Private Drive to DeRenne	5069028	5069	729.3	MD	11.2	40	0.28	42.8	24.7	Signal	D	Excessive Intersection Delays	Priority IB - Operational - Optimize Derenne and Abercorn will improve, NB right turn lane planned
ABERCORN - NB	Private Drive to DeRenne	5069028	5069	729.3	PM	4.4	40	0.11	107.0	81.6	Signal	F	Excessive Intersection Delays	Priority IB - Operational - Optimize Derenne and Abercorn will improve, NB right turn lane planned
ABERCORN - NB	DeRenne to 63rd St	5069029	5069	2759.3	AM	29.2	40	0.73	21.7	12.8	Signal	C		C
ABERCORN - NB	DeRenne to 63rd St	5069029	5069	2759.3	MD	35.0	40	0.88	10.0	2.7	Signal	B		B
ABERCORN - NB	DeRenne to 63rd St	5069029	5069	2759.3	PM	31.3	40	0.78	15.3	4.2	Signal	B		B
ABERCORN - NB	63rd St to Columbus	5069030	5069	1448.4	AM	33.9	35	0.97	3.8	1.4	Signal	A		A
ABERCORN - NB	63rd St to Columbus	5069030	5069	1448.4	MD	31.3	35	0.89	3.6	2.3	Signal	A		A
ABERCORN - NB	63rd St to Columbus	5069030	5069	1448.4	PM	32.0	35	0.91	4.2	0.0	Signal	A		A
ABERCORN - NB	Columbus to Washington	5069031	5069	3691.9	AM	34.8	35	1.00	5.3	2.2	Signal	A		A
ABERCORN - NB	Columbus to Washington	5069031	5069	3691.9	MD	36.8	35	1.05	1.5	0.0	Signal	A		A
ABERCORN - NB	Columbus to Washington	5069031	5069	3691.9	PM	32.0	35	0.91	7.8	3.4	Signal	A		A
ABERCORN - NB	Washington to Victory	5069032	5069	1167.4	AM	12.9	35	0.37	38.5	23.2	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
ABERCORN - NB	Washington to Victory	5069032	5069	1167.4	MD	11.0	35	0.31	58.1	39.7	Signal	E	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
ABERCORN - NB	Washington to Victory	5069032	5069	1167.4	PM	15.6	35	0.45	37.8	23.0	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Improvements limited to Optimizing Signal Operations
ABERCORN - NB	Victory to 37th St	5069033	5069	1716.7	AM	25.0	35	0.71	14.6	3.0	Signal	B		B
ABERCORN - NB	Victory to 37th St	5069033	5069	1716.7	MD	24.3	35	0.69	15.0	2.7	Signal	B		B
ABERCORN - NB	Victory to 37th St	5069033	5069	1716.7	PM	18.6	35	0.53	33.6	14.8	Signal	C		C
ABERCORN - SB	37th St to Victory	5070002	5070	1716.6	AM	14.7	35	0.42	64.1	41.8	Signal	E	Urban Core	Constrained Corridor - Optimize Victory then Abercorn will benefit from more time
ABERCORN - SB	37th St to Victory	5070002	5070	1716.6	MD	18.7	35	0.54	44.0	31.3	Signal	D	Urban Core	Constrained Corridor - Optimize Victory then Abercorn will benefit from more time
ABERCORN - SB	37th St to Victory	5070002	5070	1716.6	PM	17.8	35	0.51	46.2	33.0	Signal	D	Urban Core	Constrained Corridor - Optimize Victory then Abercorn will benefit from more time
ABERCORN - SB	Victory to Washington	5070003	5070	1167.4	AM	24.1	35	0.69	13.3	7.0	Signal	B		B
ABERCORN - SB	Victory to Washington	5070003	5070	1167.4	MD	25.6	35	0.73	13.2	4.7	Signal	B		B
ABERCORN - SB	Victory to Washington	5070003	5070	1167.4	PM	22.3	35	0.64	14.0	4.8	Signal	B		B
ABERCORN - SB	Washington to Columbus	5070004	5070	3691.9	AM	32.6	35	0.93	6.8	2.5	Signal	A		A
ABERCORN - SB	Washington to Columbus	5070004	5070	3691.9	MD	33.1	35	0.95	4.1	0.7	Signal	A		A
ABERCORN - SB	Washington to Columbus	5070004	5070	3691.9	PM	32.5	35	0.93	7.2	6.8	Signal	A		A
ABERCORN - SB	Columbus to 63rd St	5070005	5070	1448.5	AM	33.2	35	0.95	1.5	0.0	Signal	A		A
ABERCORN - SB	Columbus to 63rd St	5070005	5070	1448.5	MD	24.5	35	0.70	17.3	10.3	Signal	B		B
ABERCORN - SB	Columbus to 63rd St	5070005	5070	1448.5	PM	26.8	35	0.77	13.4	8.5	Signal	B		B

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ABERCORN - SB	63rd St to DeRenne	5070006	5070	2759.3	AM	19.5	40	0.49	50.3	32.3	Signal	D	Excessive Intersection Delays	Optimize Derenne and Abercorn, NB right turn lane planned
ABERCORN - SB	63rd St to DeRenne	5070006	5070	2759.3	MD	31.3	40	0.78	14.8	0.0	Signal	B		B
ABERCORN - SB	63rd St to DeRenne	5070006	5070	2759.3	PM	22.7	40	0.57	47.2	31.0	Signal	D	Excessive Intersection Delays	Optimize Derenne and Abercorn, NB right turn lane planned
ABERCORN - SB	DeRenne to Private Drive	5070007	5070	729.3	AM	34.2	40	0.85	2.8	0.0	Signal	A		A
ABERCORN - SB	DeRenne to Private Drive	5070007	5070	729.3	MD	34.6	40	0.87	3.1	0.0	Signal	A		A
ABERCORN - SB	DeRenne to Private Drive	5070007	5070	729.3	PM	32.2	40	0.80	2.5	0.0	Signal	A		A
ABERCORN - SB	Private Drive to Janet	5070008	5070	1124.8	AM	44.8	45	1.00	0.7	0.0	Signal	A		A
ABERCORN - SB	Private Drive to Janet	5070008	5070	1124.8	MD	38.8	45	0.86	2.6	0.0	Signal	A		A
ABERCORN - SB	Private Drive to Janet	5070008	5070	1124.8	PM	26.4	45	0.59	19.5	7.8	Signal	B		B
ABERCORN - SB	Janet to Lee Blvd	5070009	5070	1361.4	AM	41.0	45	0.91	2.1	0.0	Signal	A		A
ABERCORN - SB	Janet to Lee Blvd	5070009	5070	1361.4	MD	39.9	45	0.89	3.2	0.0	Signal	A		A
ABERCORN - SB	Janet to Lee Blvd	5070009	5070	1361.4	PM	35.5	45	0.79	5.7	0.6	Signal	A		A
ABERCORN - SB	Lee Blvd to Jackson	5070010	5070	964.6	AM	45.6	45	1.01	0.9	0.0	Signal	A		A
ABERCORN - SB	Lee Blvd to Jackson	5070010	5070	964.6	MD	20.7	45	0.46	19.0	6.0	Signal	B		B
ABERCORN - SB	Lee Blvd to Jackson	5070010	5070	964.6	PM	30.8	45	0.68	11.5	4.5	Signal	B		B
ABERCORN - SB	Jackson to Stephenson	5070011	5070	1300.9	AM	45.2	45	1.01	1.1	0.0	Signal	A		A
ABERCORN - SB	Jackson to Stephenson	5070011	5070	1300.9	MD	25.6	45	0.57	15.8	3.3	Signal	B		B
ABERCORN - SB	Jackson to Stephenson	5070011	5070	1300.9	PM	16.1	45	0.36	47.9	30.0	Signal	D	Excessive Delays at Stephenson	Coordinate signals between DeRenne and Stephenson
ABERCORN - SB	Stephenson to Eisenhower	5070012	5070	1364.2	AM	32.8	45	0.73	8.1	2.0	Signal	A		A
ABERCORN - SB	Stephenson to Eisenhower	5070012	5070	1364.2	MD	36.5	45	0.81	4.7	0.0	Signal	A		A
ABERCORN - SB	Stephenson to Eisenhower	5070012	5070	1364.2	PM	31.1	45	0.69	9.1	0.0	Signal	A		A
ABERCORN - SB	Eisenhower to Mall Blvd	5070013	5070	1555.4	AM	36.3	45	0.81	6.6	1.3	Signal	A		A
ABERCORN - SB	Eisenhower to Mall Blvd	5070013	5070	1555.4	MD	37.4	45	0.83	5.2	0.0	Signal	A		A
ABERCORN - SB	Eisenhower to Mall Blvd	5070013	5070	1555.4	PM	38.2	45	0.85	4.1	0.0	Signal	A		A
ABERCORN - SB	Mall Blvd to White Bluff	5070014	5070	1536.8	AM	39.7	45	0.88	3.8	0.0	Signal	A		A
ABERCORN - SB	Mall Blvd to White Bluff	5070014	5070	1536.8	MD	44.5	45	0.99	1.2	0.0	Signal	A		A
ABERCORN - SB	Mall Blvd to White Bluff	5070014	5070	1536.8	PM	28.5	45	0.63	16.7	5.6	Signal	B		B
ABERCORN - SB	White Bluff to Mall Driveway	5070015	5070	1234.6	AM	42.6	45	0.95	1.3	0.0	Signal	A		A
ABERCORN - SB	White Bluff to Mall Driveway	5070015	5070	1234.6	MD	40.2	45	0.89	2.1	0.0	Signal	A		A
ABERCORN - SB	White Bluff to Mall Driveway	5070015	5070	1234.6	PM	36.5	45	0.81	4.4	0.0	Signal	A		A
ABERCORN - SB	Mall Driveway to Montgomery Cross	5070016	5070	1638.4	AM	20.7	45	0.46	35.1	23.3	Signal	D	Oversaturated Intersection	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn on Montgomery Cross
ABERCORN - SB	Mall Driveway to Montgomery Cross	5070016	5070	1638.4	MD	34.8	45	0.77	7.2	0.0	Signal	A		A
ABERCORN - SB	Mall Driveway to Montgomery Cross	5070016	5070	1638.4	PM	18.6	45	0.41	54.3	32.0	Signal	D	Oversaturated Intersection	PI #550570 will widen from 2-4 lanes between Abercorn & Abercorn on Montgomery Cross
ABERCORN - SB	Montgomery Cross to Television Circle	5070017	5070	2959.4	AM	32.6	45	0.73	19.6	10.0	Signal	B		B
ABERCORN - SB	Montgomery Cross to Television Circle	5070017	5070	2959.4	MD	40.0	45	0.89	5.6	0.0	Signal	A		A
ABERCORN - SB	Montgomery Cross to Television Circle	5070017	5070	2959.4	PM	37.0	45	0.82	10.1	0.0	Signal	B		B
ABERCORN - SB	Television Circle to Tibet Ave	5070018	5070	1005.4	AM	22.7	45	0.50	15.5	1.7	Signal	B		B
ABERCORN - SB	Television Circle to Tibet Ave	5070018	5070	1005.4	MD	43.2	45	0.96	1.0	0.0	Signal	A		A
ABERCORN - SB	Television Circle to Tibet Ave	5070018	5070	1005.4	PM	26.6	45	0.59	11.3	1.8	Signal	B		B
ABERCORN - SB	Tibet Ave to Wilshire Blvd	5070019	5070	2018.2	AM	43.0	45	0.96	1.8	0.0	Signal	A		A
ABERCORN - SB	Tibet Ave to Wilshire Blvd	5070019	5070	2018.2	MD	50.0	45	1.11	0.0	0.0	Signal	A		A
ABERCORN - SB	Tibet Ave to Wilshire Blvd	5070019	5070	2018.2	PM	41.6	45	0.92	2.5	0.0	Signal	A		A
ABERCORN - SB	Wilshire Blvd to Deerfield	5070020	5070	4300.6	AM	39.0	45	0.87	13.7	11.0	Signal	B		B
ABERCORN - SB	Wilshire Blvd to Deerfield	5070020	5070	4300.6	MD	49.0	45	1.09	0.0	0.0	Signal	A		A
ABERCORN - SB	Wilshire Blvd to Deerfield	5070020	5070	4300.6	PM	33.6	45	0.75	32.1	18.2	Signal	C		C
ABERCORN - SB	Deerfield to Largo	5070021	5070	1613.2	AM	43.5	45	0.97	0.8	0.0	Signal	A		A
ABERCORN - SB	Deerfield to Largo	5070021	5070	1613.2	MD	42.7	45	0.95	1.3	0.0	Signal	A		A
ABERCORN - SB	Deerfield to Largo	5070021	5070	1613.2	PM	29.9	45	0.66	24.2	15.2	Signal	C		C
ABERCORN - SB	Largo to Mercy	5070022	5070	1390.7	AM	47.0	45	1.04	0.0	0.0	Signal	A		A
ABERCORN - SB	Largo to Mercy	5070022	5070	1390.7	MD	47.0	45	1.05	0.6	0.0	Signal	A		A
ABERCORN - SB	Largo to Mercy	5070022	5070	1390.7	PM	22.1	45	0.49	23.0	9.5	Signal	C		C
ABERCORN - SB	Mercy to Science	5070023	5070	3831.4	AM	46.2	45	1.03	1.8	0.0	Signal	A		A
ABERCORN - SB	Mercy to Science	5070023	5070	3831.4	MD	51.3	45	1.14	0.0	0.0	Signal	A		A
ABERCORN - SB	Mercy to Science	5070023	5070	3831.4	PM	29.6	45	0.66	39.0	20.5	Signal	D	Delays throughout corridor	Priority IC - Widen 4-6 from Rio to Truman
ABERCORN - SB	Science to Apache	5070024	5070	1401.2	AM	41.5	45	0.92	1.7	0.0	Signal	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
ABERCORN - SB	Science to Apache	5070024	5070	1401.2	MD	50.5	45	1.12	0.0	0.0	Signal	A		A
ABERCORN - SB	Science to Apache	5070024	5070	1401.2	PM	29.1	45	0.65	31.3	20.3	Signal	C		C
ABERCORN - SB	Apache to Rio	5070025	5070	2685.1	AM	38.4	45	0.85	17.6	10.5	Signal	B		B
ABERCORN - SB	Apache to Rio	5070025	5070	2685.1	MD	24.3	45	0.54	33.7	22.7	Signal	C		C
ABERCORN - SB	Apache to Rio	5070025	5070	2685.1	PM	15.8	45	0.35	127.9	70.5	Signal	F		F
ABERCORN - SB	Rio to City Limit	5070026	5070	1579.8	AM	48.0	55	0.87	3.6	0.0	Signal	A		A
ABERCORN - SB	Rio to City Limit	5070026	5070	1579.8	MD	47.1	55	0.86	3.3	0.0	Signal	A		A
ABERCORN - SB	Rio to City Limit	5070026	5070	1579.8	PM	36.1	55	0.66	23.2	3.6	Signal	C		C
ABERCORN - SB	City Limit to Veterans Pkwy	5070027	5070	5420.2	AM	57.9	55	1.05	2.0	0.0	City Limit	A		A
ABERCORN - SB	City Limit to Veterans Pkwy	5070027	5070	5420.2	MD	57.2	55	1.04	0.0	0.0	City Limit	A		A
ABERCORN - SB	City Limit to Veterans Pkwy	5070027	5070	5420.2	PM	36.7	55	0.67	72.0	8.8	City Limit	B		B
ABERCORN - SB	Veterens Pkwy to King George	5070028	5070	5532.3	AM	49.8	55	0.90	9.5	5.8	Signal	A		A
ABERCORN - SB	Veterens Pkwy to King George	5070028	5070	5532.3	MD	36.5	55	0.66	38.2	22.0	Signal	D	Westbound Delays to King George	Priority IC - Widen 4-6 between King George and Rio, Priority II - Widen 6-8, widen King George appr
ABERCORN - SB	Veterens Pkwy to King George	5070028	5070	5532.3	PM	27.0	55	0.49	144.9	64.5	Signal	F	Westbound Delays to King George	Priority IC - Widen 4-6 between King George and Rio, Priority II - Widen 6-8, widen King George appr
ABERCORN - SB	King George to Pine Grove	5070029	5070	3413.3	AM	54.1	55	0.98	1.3	0.0	Signal	A		A
ABERCORN - SB	King George to Pine Grove	5070029	5070	3413.3	MD	50.9	55	0.93	3.6	0.0	Signal	A		A
ABERCORN - SB	King George to Pine Grove	5070029	5070	3413.3	PM	45.6	55	0.83	13.7	2.9	Signal	B		B
ABERCORN - SB	Pine Grove to US 17	5070030	5070	7497.5	AM	62.5	55	1.14	0.0	0.0	Signal	A		A
ABERCORN - SB	Pine Grove to US 17	5070030	5070	7497.5	MD	59.8	55	1.09	0.0	0.0	Signal	A		A
ABERCORN - SB	Pine Grove to US 17	5070030	5070	7497.5	PM	60.6	55	1.10	0.6	0.0	Signal	A		A
ABERCORN - SB	US 17 to Gateway	5070031	5070	10230.7	AM	48.0	55	0.87	22.5	18.0	Cross Street	A		A
ABERCORN - SB	US 17 to Gateway	5070031	5070	10230.7	MD	46.8	55	0.85	33.7	28.0	Cross Street	A		A
ABERCORN - SB	US 17 to Gateway	5070031	5070	10230.7	PM	47.7	55	0.87	24.5	19.9	Cross Street	A		A
ABERCORN - SB	I-95 to I-95 SB Ramp	5070033	5070	691	AM	29.5	55	0.54	16.0	9.3	Cross Street	C		C
ABERCORN - SB	I-95 to I-95 SB Ramp	5070033	5070	691	MD	11.6	55	0.21	28.1	17.3	Cross Street	F	Delays between I-95 S and Gateway	Priority II - Operational at I-95, Coordinate signals between I-95 South ramp and Gateway
ABERCORN - SB	I-95 to I-95 SB Ramp	5070033	5070	691	PM	21.8	55	0.40	21.5	9.2	Cross Street	D	Delays between I-95 S and Gateway	Priority II - Operational at I-95, Coordinate signals between I-95 South ramp and Gateway
PRICE - SB	Bay St to Broughton	5072001	5072	743.8	AM	19.6	30	0.65	11.7	5.5	Signal	B		B
PRICE - SB	Bay St to Broughton	5072001	5072	743.8	MD	25.0	30	0.83	4.2	0.5	Signal	A		A
PRICE - SB	Bay St to Broughton	5072001	5072	743.8	PM	16.6	30	0.55	49.5	11.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
PRICE - SB	Broughton to Oglethorpe	5072002	5072	772.9	AM	18.6	30	0.62	10.9	4.6	Signal	B		B
PRICE - SB	Broughton to Oglethorpe	5072002	5072	772.9	MD	11.6	30	0.39	30.0	21.3	Signal	C		C
PRICE - SB	Broughton to Oglethorpe	5072002	5072	772.9	PM	13.9	30	0.46	30.1	20.8	Signal	C		C
PRICE - SB	Oglethorpe to Liberty	5072003	5072	868.4	AM	11.2	30	0.37	34.8	23.4	Signal	C		C
PRICE - SB	Oglethorpe to Liberty	5072003	5072	868.4	MD	31.3	30	1.04	0.5	0.0	Signal	A		A
PRICE - SB	Oglethorpe to Liberty	5072003	5072	868.4	PM	14.7	30	0.49	33.7	22.5	Signal	C		C
PRICE - SB	Liberty to Gordon	5072004	5072	1369.6	AM	37.2	35	1.06	0.8	0.0	Signal	A		A
PRICE - SB	Liberty to Gordon	5072004	5072	1369.6	MD	38.1	35	1.09	0.5	0.0	Signal	A		A
PRICE - SB	Liberty to Gordon	5072004	5072	1369.6	PM	32.2	35	0.92	3.1	0.0	Signal	A		A
PRICE - SB	Gordon to Gwinnett	5072005	5072	1464.5	AM	36.3	35	1.04	2.9	1.8	Flashing Yellow	A		A
PRICE - SB	Gordon to Gwinnett	5072005	5072	1464.5	MD	32.0	35	0.91	3.9	2.0	Flashing Yellow	A		A
PRICE - SB	Gordon to Gwinnett	5072005	5072	1464.5	PM	27.6	35	0.79	12.2	3.8	Flashing Yellow	B		B
PRICE - SB	Gwinnett to Henry	5072006	5072	1521.3	AM	25.1	35	0.72	17.7	12.8	Signal	B		B
PRICE - SB	Gwinnett to Henry	5072006	5072	1521.3	MD	17.7	35	0.51	30.8	19.8	Signal	C		C
PRICE - SB	Gwinnett to Henry	5072006	5072	1521.3	PM	28.8	35	0.82	6.9	0.0	Signal	A		A
PRICE - SB	Henry to Anderson	5072007	5072	298.7	AM	15.9	35	0.45	18.0	12.4	Signal	B		B
PRICE - SB	Henry to Anderson	5072007	5072	298.7	MD	27.2	35	0.78	1.7	0.0	Signal	A		A
PRICE - SB	Henry to Anderson	5072007	5072	298.7	PM	24.8	35	0.71	1.7	0.0	Signal	A		A
PRICE - SB	Anderson to 37th St	5072008	5072	1991.1	AM	30.0	35	0.86	12.4	7.6	Signal	B		B
PRICE - SB	Anderson to 37th St	5072008	5072	1991.1	MD	26.6	35	0.76	22.1	16.3	Signal	C		C
PRICE - SB	Anderson to 37th St	5072008	5072	1991.1	PM	14.5	35	0.41	54.5	39.8	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
PRICE - SB	37th St to Victory	5072009	5072	1781.3	AM	21.3	35	0.61	25.9	16.2	Signal	C		C
PRICE - SB	37th St to Victory	5072009	5072	1781.3	MD	22.4	35	0.64	22.5	13.0	Signal	C		C
PRICE - SB	37th St to Victory	5072009	5072	1781.3	PM	19.2	35	0.55	36.0	21.8	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
STILES - NB	US 17 to Cloverdale	5073001	5073	3195	AM	38.6	35	1.10	0.0	0.0	Cross Street	A		A
STILES - NB	US 17 to Cloverdale	5073001	5073	3195	MD	41.2	35	1.18	0.0	0.0	Cross Street	A		A
STILES - NB	US 17 to Cloverdale	5073001	5073	3195	PM	42.9	35	1.23	0.0	0.0	Cross Street	A		A
STILES - NB	Cloverdale to I-16	5073002	5073	1228	AM	36.0	35	1.03	1.6	0.0	Signal	A		A
STILES - NB	Cloverdale to I-16	5073002	5073	1228	MD	46.4	35	1.33	0.0	0.0	Signal	A		A
STILES - NB	Cloverdale to I-16	5073002	5073	1228	PM	36.4	35	1.04	1.2	0.0	Signal	A		A
STILES - NB	I-16 to Gwinnett	5073003	5073	1940.4	AM	25.6	35	0.73	16.0	6.5	Cross Street	B		B

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
STILES - NB	I-16 to Gwinnett	5073003	5073	1940.4	MD	29.9	35	0.85	8.4	5.5	Cross Street	B		B
STILES - NB	I-16 to Gwinnett	5073003	5073	1940.4	PM	19.9	35	0.57	29.9	19.7	Cross Street	C		C
STILES - NB	Gwinnett to Louisville	5073004	5073	2885.5	AM	29.4	35	0.84	12.0	6.2	Signal	B		B
STILES - NB	Gwinnett to Louisville	5073004	5073	2885.5	MD	27.9	35	0.80	15.6	2.7	Signal	B		B
STILES - NB	Gwinnett to Louisville	5073004	5073	2885.5	PM	28.5	35	0.81	19.8	13.0	Signal	B		B
STILES - SB	Louisville to Gwinnett	5074001	5074	2885.5	AM	27.7	35	0.79	16.0	4.0	Signal	B		B
STILES - SB	Louisville to Gwinnett	5074001	5074	2885.5	MD	32.3	35	0.92	4.8	0.0	Signal	A		A
STILES - SB	Louisville to Gwinnett	5074001	5074	2885.5	PM	27.0	35	0.77	16.9	3.7	Signal	B		B
STILES - SB	Gwinnett to I-16	5074002	5074	1940.4	AM	33.0	35	0.94	5.2	0.0	Signal	A		A
STILES - SB	Gwinnett to I-16	5074002	5074	1940.4	MD	34.2	35	0.98	1.1	0.0	Signal	A		A
STILES - SB	Gwinnett to I-16	5074002	5074	1940.4	PM	35.2	35	1.01	3.9	0.0	Signal	A		A
STILES - SB	I-16 to Cloverdale	5074003	5074	1228.1	AM	37.1	35	1.06	0.6	0.0	Cross Street	A		A
STILES - SB	I-16 to Cloverdale	5074003	5074	1228.1	MD	38.9	35	1.11	0.0	0.0	Cross Street	A		A
STILES - SB	I-16 to Cloverdale	5074003	5074	1228.1	PM	35.3	35	1.01	0.0	0.0	Cross Street	A		A
STILES - SB	Cloverdale to US 17	5074004	5074	3194.9	AM	21.4	35	0.61	50.5	44.5	Signal	D	Delay for left turning vehicles	GDOT will be installing a signal for SB left turns
STILES - SB	Cloverdale to US 17	5074004	5074	3194.9	MD	26.2	35	0.75	20.5	19.0	Signal	C		
STILES - SB	Cloverdale to US 17	5074004	5074	3194.9	PM	30.8	35	0.88	8.5	5.3	Signal	A		A
EAST BROAD ST - NB	Victory to 40th St	5075001	5075	853	AM	25.7	35	0.73	6.5	0.0	Signal	A		A
EAST BROAD ST - NB	Victory to 40th St	5075001	5075	853	MD	28.8	35	0.82	3.9	0.0	Signal	A		A
EAST BROAD ST - NB	Victory to 40th St	5075001	5075	853	PM	23.9	35	0.68	7.2	0.0	Signal	A		A
EAST BROAD ST - NB	40th St to 37th St	5075002	5075	922	AM	22.2	35	0.64	22.7	13.7	Flashing Yellow	C		C
EAST BROAD ST - NB	40th St to 37th St	5075002	5075	922	MD	16.5	35	0.47	36.6	27.5	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
EAST BROAD ST - NB	40th St to 37th St	5075002	5075	922	PM	16.8	35	0.48	29.9	17.3	Flashing Yellow	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
EAST BROAD ST - NB	37th St to Anderson	5075003	5075	1985.5	AM	24.3	35	0.70	18.1	10.0	Signal	B		B
EAST BROAD ST - NB	37th St to Anderson	5075003	5075	1985.5	MD	22.8	35	0.65	36.7	26.4	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
EAST BROAD ST - NB	37th St to Anderson	5075003	5075	1985.5	PM	26.9	35	0.77	20.6	8.0	Signal	C		C
EAST BROAD ST - NB	Anderson to Henry	5075004	5075	318.2	AM	29.2	35	0.84	1.4	0.0	Signal	A		A
EAST BROAD ST - NB	Anderson to Henry	5075004	5075	318.2	MD	23.5	35	0.67	9.2	6.2	Signal	A		A
EAST BROAD ST - NB	Anderson to Henry	5075004	5075	318.2	PM	28.7	35	0.82	1.7	0.0	Signal	A		A
EAST BROAD ST - NB	Henry to Gwinnett	5075005	5075	1506.2	AM	32.3	35	0.92	6.4	1.5	Signal	A		A
EAST BROAD ST - NB	Henry to Gwinnett	5075005	5075	1506.2	MD	27.1	35	0.77	8.7	1.6	Signal	A		A
EAST BROAD ST - NB	Henry to Gwinnett	5075005	5075	1506.2	PM	26.5	35	0.76	11.1	1.3	Signal	B		B
EAST BROAD ST - NB	Gwinnett to Liberty	5075006	5075	2845.5	AM	24.6	35	0.70	27.4	9.8	Signal	C		C
EAST BROAD ST - NB	Gwinnett to Liberty	5075006	5075	2845.5	MD	26.9	35	0.77	18.9	5.2	Signal	B		B
EAST BROAD ST - NB	Gwinnett to Liberty	5075006	5075	2845.5	PM	23.4	35	0.67	40.9	22.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
EAST BROAD ST - NB	Liberty to President	5075007	5075	1260.2	AM	23.8	33	0.71	12.2	5.8	Signal	B		B
EAST BROAD ST - NB	Liberty to President	5075007	5075	1260.2	MD	16.0	33	0.48	35.9	24.4	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
EAST BROAD ST - NB	Liberty to President	5075007	5075	1260.2	PM	20.1	33	0.60	19.3	9.0	Signal	B		B
EAST BROAD ST - NB	President to Bay St	5075008	5075	1119.2	AM	20.9	30	0.70	11.5	4.5	Signal	B		B
EAST BROAD ST - NB	President to Bay St	5075008	5075	1119.2	MD	23.6	30	0.79	7.6	0.0	Signal	A		A
EAST BROAD ST - NB	President to Bay St	5075008	5075	1119.2	PM	16.6	30	0.55	21.8	9.8	Signal	C		C
EAST BROAD ST - SB	Bay St to President	5076001	5076	1119.2	AM	20.9	30	0.70	13.2	4.6	Signal	B		B
EAST BROAD ST - SB	Bay St to President	5076001	5076	1119.2	MD	20.4	30	0.68	11.7	0.3	Signal	B		B
EAST BROAD ST - SB	Bay St to President	5076001	5076	1119.2	PM	22.5	30	0.75	8.1	0.0	Signal	A		A
EAST BROAD ST - SB	President to Liberty	5076002	5076	1260.3	AM	21.0	33	0.63	20.8	11.1	Signal	C		C
EAST BROAD ST - SB	President to Liberty	5076002	5076	1260.3	MD	25.7	33	0.77	7.7	1.7	Signal	A		A
EAST BROAD ST - SB	President to Liberty	5076002	5076	1260.3	PM	21.4	33	0.64	19.2	6.0	Signal	B		B
EAST BROAD ST - SB	Liberty to Gwinnett	5076003	5076	2845.4	AM	24.6	35	0.70	25.2	10.7	Signal	C		C
EAST BROAD ST - SB	Liberty to Gwinnett	5076003	5076	2845.4	MD	27.6	35	0.79	15.8	7.3	Signal	B		B
EAST BROAD ST - SB	Liberty to Gwinnett	5076003	5076	2845.4	PM	29.3	35	0.84	11.1	2.3	Signal	B		B
HARRY S TRUMAN - NB	DeRenne to Delesseps	5077001	5077	4668.6	AM	47.1	55	0.86	10.1	2.4	Signal	B		B
HARRY S TRUMAN - NB	DeRenne to Delesseps	5077001	5077	4668.6	MD	49.1	55	0.89	10.9	0.0	Signal	B		B
HARRY S TRUMAN - NB	DeRenne to Delesseps	5077001	5077	4668.6	PM	50.6	55	0.92	5.0	0.0	Signal	A		A
HARRY S TRUMAN - NB	Delesseps to Victory	5077002	5077	5655.4	AM	59.3	55	1.08	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - NB	Delesseps to Victory	5077002	5077	5655.4	MD	61.9	55	1.13	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - NB	Delesseps to Victory	5077002	5077	5655.4	PM	58.1	55	1.06	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - NB	Victory to Anderson/Henry	5077003	5077	4994.2	AM	58.6	55	1.07	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - NB	Victory to Anderson/Henry	5077003	5077	4994.2	MD	64.5	55	1.17	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - NB	Victory to Anderson/Henry	5077003	5077	4994.2	PM	58.4	55	1.06	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - NB	Anderson/Henry to President	5077004	5077	6950.7	AM	57.8	55	1.05	0.5	0.0	Cross Street	A		A
HARRY S TRUMAN - NB	Anderson/Henry to President	5077004	5077	6950.7	MD	59.0	55	1.07	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - NB	Anderson/Henry to President	5077004	5077	6950.7	PM	56.0	55	1.02	0.8	0.0	Cross Street	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
HARRY S TRUMAN - NB	President to Islands Expressway	5077005	5077	1769.5	AM	26.1	20	1.31	14.3	21.5	Cross Street	A		A
HARRY S TRUMAN - NB	President to Islands Expressway	5077005	5077	1769.5	MD	39.2	20	1.96	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - NB	President to Islands Expressway	5077005	5077	1769.5	PM	15.5	20	0.77	27.9	40.3	Cross Street	C		C
HARRY S TRUMAN - SB	Islands Expressway to President	5078001	5078	1172	AM	31.9	20	1.60	0.0	0.0	Signal	A		A
HARRY S TRUMAN - SB	Islands Expressway to President	5078001	5078	1172	MD	35.6	20	1.78	0.0	0.0	Signal	A		A
HARRY S TRUMAN - SB	Islands Expressway to President	5078001	5078	1172	PM	30.3	20	1.52	0.0	0.0	Signal	A		A
HARRY S TRUMAN - SB	President to Anderson/Henry	5078002	5078	6950.7	AM	54.0	55	0.98	4.3	0.0	Cross Street	A		A
HARRY S TRUMAN - SB	President to Anderson/Henry	5078002	5078	6950.7	MD	60.7	55	1.10	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - SB	President to Anderson/Henry	5078002	5078	6950.7	PM	53.6	55	0.98	3.5	0.0	Cross Street	A		A
HARRY S TRUMAN - SB	Anderson/Henry to Victory	5078003	5078	4994.2	AM	60.0	55	1.09	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - SB	Anderson/Henry to Victory	5078003	5078	4994.2	MD	64.5	55	1.17	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - SB	Anderson/Henry to Victory	5078003	5078	4994.2	PM	59.0	55	1.07	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - SB	Victory to Delesseps	5078004	5078	5655.4	AM	58.5	55	1.06	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - SB	Victory to Delesseps	5078004	5078	5655.4	MD	64.7	55	1.18	0.0	0.0	Cross Street	A		A
HARRY S TRUMAN - SB	Victory to Delesseps	5078004	5078	5655.4	PM	56.6	55	1.03	0.4	0.0	Cross Street	A		A
HARRY S TRUMAN - SB	Delesseps to DeRenne	5078005	5078	4746.1	AM	35.8	55	0.65	41.4	23.2	Cross Street	B		B
HARRY S TRUMAN - SB	Delesseps to DeRenne	5078005	5078	4746.1	MD	48.0	55	0.87	8.5	0.0	Cross Street	A		A
HARRY S TRUMAN - SB	Delesseps to DeRenne	5078005	5078	4746.1	PM	27.1	55	0.49	59.7	34.0	Cross Street	C		C
SH 25 (CROSSGATE/BOURNE) NB	SH 21 to SH 25 Merge	5079002	5079	559.9	AM	21.0	45	0.47	12.9	4.5	Signal	B		B
SH 25 (CROSSGATE/BOURNE) NB	SH 21 to SH 25 Merge	5079002	5079	559.9	MD	19.8	45	0.44	19.0	10.5	Signal	B		B
SH 25 (CROSSGATE/BOURNE) NB	SH 25 Merge to SH 21 Spur	5079003	5079	3088.4	AM	41.3	45	0.92	4.3	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) NB	SH 25 Merge to SH 21 Spur	5079003	5079	3088.4	MD	41.1	45	0.91	6.9	3.4	Signal	A		A
SH 25 (CROSSGATE/BOURNE) NB	SH 25 Merge to SH 21 Spur	5079003	5079	3088.4	PM	26.7	45	0.59	47.9	29.2	Signal	D	Sufficient Roadway Capacity but High Delays	Signal Operations - High Truck Volumes and construction detour, study again next CMS
SH 25 (CROSSGATE/BOURNE) NB	SH 21 Spur to Port Authority	5079004	5079	2073.9	AM	26.3	35	0.75	80.8	58.0	Signal	F	Sufficient Roadway Capacity but High Delays	Signal Operations - High Truck Volumes and construction detour, study again next CMS
SH 25 (CROSSGATE/BOURNE) NB	SH 21 Spur to Port Authority	5079004	5079	2073.9	MD	24.8	35	0.71	88.1	66.8	Signal	F	Sufficient Roadway Capacity but High Delays	Signal Operations - High Truck Volumes and construction detour, study again next CMS
SH 25 (CROSSGATE/BOURNE) NB	SH 21 Spur to Port Authority	5079004	5079	2073.9	PM	31.9	35	0.91	4.1	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) NB	Port Authority to SH 307 - Bourne	5079005	5079	5146.8	AM	33.1	35	0.95	20.4	21.4	Signal	C		C
SH 25 (CROSSGATE/BOURNE) NB	Port Authority to SH 307 - Bourne	5079005	5079	5146.8	MD	31.1	35	0.89	22.5	9.2	Signal	C		C
SH 25 (CROSSGATE/BOURNE) NB	Port Authority to SH 307 - Bourne	5079005	5079	5146.8	PM	37.1	35	1.06	0.0	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) NB	Cross Gate to SH 30	5079009	5079	2986.7	AM	34.3	35	0.98	6.2	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) NB	Cross Gate to SH 30	5079009	5079	2986.7	MD	35.2	35	1.01	4.3	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) NB	Cross Gate to SH 30	5079009	5079	2986.7	PM	29.6	35	0.85	12.5	3.8	Signal	B		B

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SH 25 (CROSSGATE/BOURNE) NB	SH 30 to Chatham County Line	5079010	5079	14432.1	AM	51.6	44	1.17	0.0	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) NB	SH 30 to Chatham County Line	5079010	5079	14432.1	MD	44.0	44	1.00	1.5	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) NB	SH 30 to Chatham County Line	5079010	5079	14432.1	PM	48.4	44	1.10	0.9	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) SB	Chatham County Line to SH 30	5080002	5080	14432.2	AM	51.2	44	1.16	0.0	2.8	Cross Street	A		A
SH 25 (CROSSGATE/BOURNE) SB	Chatham County Line to SH 30	5080002	5080	14432.2	MD	55.7	44	1.26	0.0	0.0	Cross Street	A		A
SH 25 (CROSSGATE/BOURNE) SB	Chatham County Line to SH 30	5080002	5080	14432.2	PM	50.0	44	1.13	4.7	2.6	Cross Street	A		A
SH 25 (CROSSGATE/BOURNE) SB	SH 30 to Cross Gate	5080003	5080	2986.7	AM	33.6	35	0.96	8.2	1.3	Signal	A		A
SH 25 (CROSSGATE/BOURNE) SB	SH 30 to Cross Gate	5080003	5080	2986.7	MD	49.1	35	1.40	0.0	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) SB	SH 30 to Cross Gate	5080003	5080	2986.7	PM	37.2	35	1.06	0.5	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) SB	SH 307 - Bourne to Port Authority	5080007	5080	5146.7	AM	41.2	35	1.18	1.9	7.2	Signal	A		A
SH 25 (CROSSGATE/BOURNE) SB	SH 307 - Bourne to Port Authority	5080007	5080	5146.7	MD	36.1	35	1.03	6.1	7.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) SB	SH 307 - Bourne to Port Authority	5080007	5080	5146.7	PM	36.8	35	1.05	7.6	7.8	Signal	A		A
SH 25 (CROSSGATE/BOURNE) SB	Port Authority to SH 21 Spur	5080008	5080	2073.9	AM	25.4	35	0.73	33.8	25.2	Signal	C		C
SH 25 (CROSSGATE/BOURNE) SB	Port Authority to SH 21 Spur	5080008	5080	2073.9	MD	27.8	35	0.80	11.0	0.0	Signal	B		B
SH 25 (CROSSGATE/BOURNE) SB	Port Authority to SH 21 Spur	5080008	5080	2073.9	PM	22.6	35	0.65	26.9	14.0	Signal	C		C
SH 25 (CROSSGATE/BOURNE) SB	SH 21 Spur to SH 25 Merge	5080009	5080	3088.5	AM	42.6	45	0.95	2.9	0.4	Signal	A		A
SH 25 (CROSSGATE/BOURNE) SB	SH 21 Spur to SH 25 Merge	5080009	5080	3088.5	MD	41.6	45	0.93	12.2	8.3	Signal	B		B
SH 25 (CROSSGATE/BOURNE) SB	SH 21 Spur to SH 25 Merge	5080009	5080	3088.5	PM	40.9	45	0.91	5.7	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) SB	SH 25 Merge to SH 21	5080010	5080	559.8	AM	28.1	45	0.63	5.1	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) SB	SH 25 Merge to SH 21	5080010	5080	559.8	MD	30.3	45	0.67	3.7	0.0	Signal	A		A
SH 25 (CROSSGATE/BOURNE) SB	SH 25 Merge to SH 21	5080010	5080	559.8	PM	21.0	45	0.47	9.0	0.0	Signal	A		A
BLOOMINGDALE/CHERRY - NB	I-16 to US 80	5081002	5081	15517.2	AM	38.4	42	0.91	26.0	22.3	Cross Street	B		B
BLOOMINGDALE/CHERRY - NB	I-16 to US 80	5081002	5081	15517.2	MD	38.3	42	0.91	27.8	19.0	Cross Street	B		B
BLOOMINGDALE/CHERRY - NB	I-16 to US 80	5081002	5081	15517.2	PM	37.7	42	0.89	31.3	23.7	Cross Street	B		B

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BLOOMINGDALE/CHERRY - SB	US 80 to I-16	5082001	5082	15517.2	AM	43.3	42	1.03	0.0	0.0	TWSC	A		A
BLOOMINGDALE/CHERRY - SB	US 80 to I-16	5082001	5082	15517.2	MD	44.7	42	1.06	0.1	0.0	TWSC	A		A
BLOOMINGDALE/CHERRY - SB	US 80 to I-16	5082001	5082	15517.2	PM	40.5	42	0.96	15.9	3.6	TWSC	C		C
JOHNNY MERCER - EB	US 80 to White Marsh	5083001	5083	4488	AM	40.3	45	0.90	8.2	0.0	Signal	A		A
JOHNNY MERCER - EB	US 80 to White Marsh	5083001	5083	4488	MD	40.5	45	0.90	7.8	0.0	Signal	A		A
JOHNNY MERCER - EB	US 80 to White Marsh	5083001	5083	4488	PM	38.6	45	0.86	12.8	4.3	Signal	B		B
JOHNNY MERCER - EB	White Marsh to Bryan Woods	5083002	5083	4421.3	AM	47.4	45	1.05	0.7	0.0	Signal	A		A
JOHNNY MERCER - EB	White Marsh to Bryan Woods	5083002	5083	4421.3	MD	45.1	45	1.00	4.0	0.0	Signal	A		A
JOHNNY MERCER - EB	White Marsh to Bryan Woods	5083002	5083	4421.3	PM	40.8	45	0.91	7.6	1.0	Signal	A		A
JOHNNY MERCER - EB	Bryan Woods to Spence Grayson River	5083003	5083	3578.7	AM	50.9	45	1.13	0.0	0.0	Signal	A		A
JOHNNY MERCER - EB	Bryan Woods to Spence Grayson River	5083003	5083	3578.7	MD	49.4	45	1.10	0.0	0.0	Signal	A		A
JOHNNY MERCER - EB	Bryan Woods to Spence Grayson River	5083003	5083	3578.7	PM	47.6	45	1.06	1.2	0.0	Signal	A		A
JOHNNY MERCER - EB	Spence Grayson River to Walgreens	5083004	5083	2284.8	AM	50.6	45	1.12	0.0	0.0	Cross Street	A		A
JOHNNY MERCER - EB	Spence Grayson River to Walgreens	5083004	5083	2284.8	MD	48.3	45	1.07	0.0	0.0	Cross Street	A		A
JOHNNY MERCER - EB	Spence Grayson River to Walgreens	5083004	5083	2284.8	PM	34.4	45	0.76	11.7	1.5	Cross Street	B		B
JOHNNY MERCER - EB	Walgreens to Wilmington Island	5083005	5083	1348.8	AM	31.0	35	0.89	6.5	4.4	Signal	A		A
JOHNNY MERCER - EB	Walgreens to Wilmington Island	5083005	5083	1348.8	MD	32.2	35	0.92	2.3	0.0	Signal	A		A
JOHNNY MERCER - EB	Walgreens to Wilmington Island	5083005	5083	1348.8	PM	13.3	35	0.38	49.0	28.3	Signal	D	Canopy - Constrained Corridor	Constrained Corridor - Optimize Signal, add channelized NB right turn, Access Mgmt with WB cont flow
JOHNNY MERCER - EB	Wilmington Island to Penn Waller	5083006	5083	2492.4	AM	25.4	35	0.73	20.5	11.8	Signal	C		C
JOHNNY MERCER - EB	Wilmington Island to Penn Waller	5083006	5083	2492.4	MD	31.2	35	0.89	6.4	0.0	Signal	A		A
JOHNNY MERCER - EB	Wilmington Island to Penn Waller	5083006	5083	2492.4	PM	21.8	35	0.62	31.1	11.0	Signal	C		C
JOHNNY MERCER - EB	Penn Waller to Walthour	5083007	5083	3932.3	AM	36.2	35	1.03	2.4	0.0	Signal	A		A
JOHNNY MERCER - EB	Penn Waller to Walthour	5083007	5083	3932.3	MD	37.7	35	1.08	2.5	0.0	Signal	A		A
JOHNNY MERCER - EB	Penn Waller to Walthour	5083007	5083	3932.3	PM	34.8	35	1.00	2.0	0.0	Signal	A		A
JOHNNY MERCER - EB	Walthour to US 80	5083008	5083	2908.6	AM	30.3	35	0.87	9.6	5.3	Cross Street	A		A
JOHNNY MERCER - EB	Walthour to US 80	5083008	5083	2908.6	MD	25.9	35	0.74	21.6	15.3	Cross Street	B		B
JOHNNY MERCER - EB	Walthour to US 80	5083008	5083	2908.6	PM	28.4	35	0.81	14.7	9.5	Cross Street	B		B
JOHNNY MERCER - WB	US 80 to Walthour	5084002	5084	2908.6	AM	37.5	35	1.07	3.9	0.6	Signal	A		A
JOHNNY MERCER - WB	US 80 to Walthour	5084002	5084	2908.6	MD	35.1	35	1.00	1.6	0.0	Signal	A		A
JOHNNY MERCER - WB	US 80 to Walthour	5084002	5084	2908.6	PM	34.8	35	0.99	1.3	0.0	Signal	A		A
JOHNNY MERCER - WB	Walthour to Penn Waller	5084003	5084	3932.3	AM	33.1	35	0.95	12.8	9.0	Cross Street	A		A
JOHNNY MERCER - WB	Walthour to Penn Waller	5084003	5084	3932.3	MD	31.4	35	0.90	9.3	4.0	Cross Street	A		A
JOHNNY MERCER - WB	Walthour to Penn Waller	5084003	5084	3932.3	PM	30.8	35	0.88	10.9	5.0	Cross Street	A		A
JOHNNY MERCER - WB	Penn Waller to Wilmington Island	5084004	5084	2492.4	AM	26.0	35	0.74	31.6	20.6	Signal	C		C
JOHNNY MERCER - WB	Penn Waller to Wilmington Island	5084004	5084	2492.4	MD	35.4	35	1.01	1.4	0.0	Signal	A		A
JOHNNY MERCER - WB	Penn Waller to Wilmington Island	5084004	5084	2492.4	PM	22.8	35	0.65	30.5	18.3	Signal	C		C
JOHNNY MERCER - WB	Wilmington Island to Walgreens	5084005	5084	1348.8	AM	39.6	35	1.13	0.0	0.0	Signal	A		A
JOHNNY MERCER - WB	Wilmington Island to Walgreens	5084005	5084	1348.8	MD	32.9	35	0.94	3.2	0.0	Signal	A		A
JOHNNY MERCER - WB	Wilmington Island to Walgreens	5084005	5084	1348.8	PM	24.7	35	0.71	13.8	7.7	Signal	B		B
JOHNNY MERCER - WB	Walgreens to Spence Grayson River	5084006	5084	2284.8	AM	51.1	45	1.13	0.0	0.0	Signal	A		A
JOHNNY MERCER - WB	Walgreens to Spence Grayson River	5084006	5084	2284.8	MD	45.5	45	1.01	0.3	0.0	Signal	A		A
JOHNNY MERCER - WB	Walgreens to Spence Grayson River	5084006	5084	2284.8	PM	47.5	45	1.06	0.0	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
JOHNNY MERCER - WB	Spence Grayson River to Bryan Woods	5084007	5084	3578.7	AM	51.4	45	1.14	0.4	0.0	Cross Street	A		A
JOHNNY MERCER - WB	Spence Grayson River to Bryan Woods	5084007	5084	3578.7	MD	49.6	45	1.10	1.9	0.0	Cross Street	A		A
JOHNNY MERCER - WB	Spence Grayson River to Bryan Woods	5084007	5084	3578.7	PM	46.4	45	1.03	4.1	0.0	Cross Street	A		A
JOHNNY MERCER - WB	Bryan Woods to White Marsh	5084008	5084	4421.3	AM	47.1	45	1.05	3.6	0.0	Signal	A		A
JOHNNY MERCER - WB	Bryan Woods to White Marsh	5084008	5084	4421.3	MD	46.8	45	1.04	0.5	0.0	Signal	A		A
JOHNNY MERCER - WB	Bryan Woods to White Marsh	5084008	5084	4421.3	PM	44.6	45	0.99	3.3	0.0	Signal	A		A
JOHNNY MERCER - WB	White Marsh to US 80	5084009	5084	4488	AM	28.8	45	0.64	41.7	25.2	Signal	D	Canopy - Constrained Corridor	Priority II - Operational, consider WB US 80 Continuous movement
JOHNNY MERCER - WB	White Marsh to US 80	5084009	5084	4488	MD	40.0	45	0.89	16.9	11.0	Signal	B		B
JOHNNY MERCER - WB	White Marsh to US 80	5084009	5084	4488	PM	27.2	45	0.61	44.8	30.3	Signal	D	Canopy - Constrained Corridor	Priority II - Operational, consider WB US 80 Continuous movement
WALTHOUR/WILLMINGTON ISLAND- NB	Johnny Mercer to Wilmington Island	5085001	5085	1219.7	AM	34.1	35	0.97	1.3	0.0	Signal	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Johnny Mercer to Wilmington Island	5085001	5085	1219.7	MD	48.2	35	1.38	0.0	0.0	Signal	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Johnny Mercer to Wilmington Island	5085001	5085	1219.7	PM	45.6	35	1.30	0.0	0.0	Signal	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Wilmington Island to Winchester	5085002	5085	8190.4	AM	36.8	35	1.05	5.3	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Wilmington Island to Winchester	5085002	5085	8190.4	MD	39.1	35	1.12	1.3	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Wilmington Island to Winchester	5085002	5085	8190.4	PM	35.8	35	1.02	2.5	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Winchester to East Blvd	5085003	5085	9355.4	AM	37.9	33	1.16	0.0	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Winchester to East Blvd	5085003	5085	9355.4	MD	38.3	33	1.17	0.0	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Winchester to East Blvd	5085003	5085	9355.4	PM	33.9	33	1.03	0.9	1.3	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	East Blvd to Stone St	5085004	5085	3599.7	AM	25.4	25	1.02	0.4	1.5	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	East Blvd to Stone St	5085004	5085	3599.7	MD	23.6	25	0.94	7.8	5.0	Cross Street	B		B
WALTHOUR/WILLMINGTON ISLAND- NB	East Blvd to Stone St	5085004	5085	3599.7	PM	23.3	25	0.93	8.4	3.0	Cross Street	B		B
WALTHOUR/WILLMINGTON ISLAND- NB	Stone St to Penn Waller	5085005	5085	11905.6	AM	36.6	35	1.05	4.9	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Stone St to Penn Waller	5085005	5085	11905.6	MD	38.5	35	1.11	0.6	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Stone St to Penn Waller	5085005	5085	11905.6	PM	33.2	35	0.95	19.7	0.5	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Penn Waller to Moss	5085006	5085	2328.7	AM	39.9	40	1.00	2.3	0.0	Flashing Yellow	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Penn Waller to Moss	5085006	5085	2328.7	MD	43.5	40	1.09	0.2	0.0	Flashing Yellow	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Penn Waller to Moss	5085006	5085	2328.7	PM	39.2	40	0.98	1.7	0.0	Flashing Yellow	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Moss to Johnny Mercer	5085007	5085	7954.9	AM	33.2	40	0.83	30.8	12.5	Cross Street	B		B
WALTHOUR/WILLMINGTON ISLAND- NB	Moss to Johnny Mercer	5085007	5085	7954.9	MD	40.1	40	1.00	2.9	3.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- NB	Moss to Johnny Mercer	5085007	5085	7954.9	PM	33.4	40	0.84	27.3	9.3	Cross Street	B		B
WALTHOUR/WILLMINGTON ISLAND- SB	Johnny Mercer to Moss	5086001	5086	7954.9	AM	39.4	40	0.98	2.1	0.0	TWSC	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Johnny Mercer to Moss	5086001	5086	7954.9	MD	38.1	40	0.95	6.8	0.0	TWSC	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Johnny Mercer to Moss	5086001	5086	7954.9	PM	38.8	40	0.97	4.8	0.0	TWSC	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Moss to Penn Waller	5086002	5086	2328.6	AM	43.1	40	1.08	0.0	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Moss to Penn Waller	5086002	5086	2328.6	MD	43.2	40	1.08	0.1	0.0	Cross Street	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WALTHOUR/WILLMINGTON ISLAND- SB	Moss to Penn Waller	5086002	5086	2328.6	PM	41.2	40	1.03	0.4	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Penn Waller to Stone St	5086003	5086	11905.6	AM	35.6	35	1.02	6.4	0.3	Flashing Yellow	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Penn Waller to Stone St	5086003	5086	11905.6	MD	36.2	35	1.04	9.6	0.0	Flashing Yellow	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Penn Waller to Stone St	5086003	5086	11905.6	PM	34.3	35	0.99	3.2	1.7	Flashing Yellow	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Stone St to East Blvd	5086004	5086	3599.8	AM	26.4	25	1.06	0.0	2.3	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Stone St to East Blvd	5086004	5086	3599.8	MD	23.8	25	0.95	4.9	5.0	Cross Street	B		B
WALTHOUR/WILLMINGTON ISLAND- SB	Stone St to East Blvd	5086004	5086	3599.8	PM	22.6	25	0.90	13.7	2.3	Cross Street	B		B
WALTHOUR/WILLMINGTON ISLAND- SB	East Blvd to Winchester	5086005	5086	9355.4	AM	35.9	33	1.09	0.0	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	East Blvd to Winchester	5086005	5086	9355.4	MD	35.1	33	1.07	0.0	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	East Blvd to Winchester	5086005	5086	9355.4	PM	32.9	33	1.00	3.9	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Winchester to Wilmington Island	5086006	5086	8190.4	AM	37.8	35	1.08	3.0	1.3	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Winchester to Wilmington Island	5086006	5086	8190.4	MD	38.3	35	1.09	3.6	0.0	Cross Street	A		A
WALTHOUR/WILLMINGTON ISLAND- SB	Winchester to Wilmington Island	5086006	5086	8190.4	PM	34.4	35	0.98	7.6	0.0	Cross Street	B		B
WALTHOUR/WILLMINGTON ISLAND- SB	Wilmington Island to Johnny Mercer	5086007	5086	1219.7	AM	16.7	35	0.48	38.8	25.7	Cross Street	D	Canopy - Constrained Corridor	Constrained Corridor - Optimize Signal, add channelized NB right turn, Access Mgmt with WB cont flow
WALTHOUR/WILLMINGTON ISLAND- SB	Wilmington Island to Johnny Mercer	5086007	5086	1219.7	MD	23.8	35	0.68	12.9	5.5	Cross Street	C		C
WALTHOUR/WILLMINGTON ISLAND- SB	Wilmington Island to Johnny Mercer	5086007	5086	1219.7	PM	22.3	35	0.64	13.1	2.0	Cross Street	C		C
BRYAN WOODS - EB	Johnny Mercer to US 80	5087001	5087	4918.8	AM	28.5	45	0.63	46.0	32.0	Signal	D	Minor Approach at Island Expressway	Cross Street delays expected
BRYAN WOODS - EB	Johnny Mercer to US 80	5087001	5087	4918.8	MD	32.9	45	0.73	27.9	16.0	Signal	C		C
BRYAN WOODS - EB	Johnny Mercer to US 80	5087001	5087	4918.8	PM	37.2	45	0.83	15.6	2.3	Signal	B		B
BRYAN WOODS - WB	US 80 to Johnny Mercer	5088002	5088	4918.8	AM	40.4	45	0.90	8.8	3.2	Signal	A		A
BRYAN WOODS - WB	US 80 to Johnny Mercer	5088002	5088	4918.8	MD	36.3	45	0.81	18.4	8.5	Signal	B		B
BRYAN WOODS - WB	US 80 to Johnny Mercer	5088002	5088	4918.8	PM	36.4	45	0.81	20.4	7.7	Signal	C		C
HODGESON MEMORIAL - NB	Montgomery Cross to Mall Way	5089002	5089	2054.7	AM	40.4	35	1.15	0.0	0.0	Signal	A		A
HODGESON MEMORIAL - NB	Montgomery Cross to Mall Way	5089002	5089	2054.7	MD	38.7	35	1.10	0.1	0.0	Signal	A		A
HODGESON MEMORIAL - NB	Montgomery Cross to Mall Way	5089002	5089	2054.7	PM	38.3	35	1.10	0.0	0.0	Signal	A		A
HODGESON MEMORIAL - NB	Mall Way to Mall Blvd	5089003	5089	500.3	AM	21.9	35	0.63	14.3	10.0	Signal	B		B
HODGESON MEMORIAL - NB	Mall Way to Mall Blvd	5089003	5089	500.3	MD	19.4	35	0.55	11.8	6.5	Signal	B		B
HODGESON MEMORIAL - NB	Mall Way to Mall Blvd	5089003	5089	500.3	PM	8.7	35	0.25	38.2	27.7	Signal	D	Short distance between Mall Way and Mall Blvd	Signal Operations - Coordinate signals between Mall Way and Mall Blvd
HODGESON MEMORIAL - NB	Mall Blvd to Eisenhower	5089004	5089	2364.9	AM	35.0	35	1.00	1.2	0.0	Signal	A		A
HODGESON MEMORIAL - NB	Mall Blvd to Eisenhower	5089004	5089	2364.9	MD	22.9	35	0.65	40.7	33.0	Signal	D	Delays due to lack of progression on Eisenhower	Improving Eisenhower will improve Hodgson
HODGESON MEMORIAL - NB	Mall Blvd to Eisenhower	5089004	5089	2364.9	PM	30.9	35	0.88	6.0	1.5	Signal	A		A
HODGESON MEMORIAL - NB	Eisenhower to Stephenson	5089005	5089	1368.5	AM	32.5	35	0.93	2.6	0.0	Signal	A		A
HODGESON MEMORIAL - NB	Eisenhower to Stephenson	5089005	5089	1368.5	MD	27.1	35	0.77	8.4	3.0	Signal	A		A
HODGESON MEMORIAL - NB	Eisenhower to Stephenson	5089005	5089	1368.5	PM	32.4	35	0.93	2.4	0.0	Signal	A		A
HODGESON MEMORIAL - SB	Stephenson to Eisenhower	5090001	5090	1368.5	AM	10.5	35	0.30	66.8	43.0	Signal	E	Currently under construction on Stephenson	Study next CMS
HODGESON MEMORIAL - SB	Stephenson to Eisenhower	5090001	5090	1368.5	MD	9.4	35	0.27	70.4	56.5	Signal	E	Currently under construction on Stephenson	Study next CMS
HODGESON MEMORIAL - SB	Stephenson to Eisenhower	5090001	5090	1368.5	PM	9.3	35	0.26	77.5	61.3	Signal	E	Currently under construction on Stephenson	Study next CMS
HODGESON MEMORIAL - SB	Eisenhower to Mall Blvd	5090002	5090	2364.9	AM	40.4	35	1.15	0.5	0.0	Signal	A		A
HODGESON MEMORIAL - SB	Eisenhower to Mall Blvd	5090002	5090	2364.9	MD	25.8	35	0.74	30.1	26.0	Signal	C		C
HODGESON MEMORIAL - SB	Eisenhower to Mall Blvd	5090002	5090	2364.9	PM	22.4	35	0.64	33.6	23.8	Signal	C		C
HODGESON MEMORIAL - SB	Mall Blvd to Mall Way	5090003	5090	500.3	AM	35.8	35	1.02	0.4	0.0	Signal	A		A
HODGESON MEMORIAL - SB	Mall Blvd to Mall Way	5090003	5090	500.3	MD	24.8	35	0.71	9.9	6.5	Signal	A		A
HODGESON MEMORIAL - SB	Mall Blvd to Mall Way	5090003	5090	500.3	PM	9.8	35	0.28	28.3	16.7	Signal	C		C
HODGESON MEMORIAL - SB	Mall Way to Montgomery Cross	5090004	5090	2054.7	AM	24.4	35	0.70	42.4	36.0	Signal	D	Signal Operations, good capacity for all mvmts	Optimize signal timing at Montgomery
HODGESON MEMORIAL - SB	Mall Way to Montgomery Cross	5090004	5090	2054.7	MD	23.5	35	0.67	19.5	16.5	Signal	B		B

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
HODGESON MEMORIAL - SB	Mall Way to Montgomery Cross	5090004	5090	2054.7	PM	24.9	35	0.71	24.2	17.3	Signal	C		C
STEPHENSON - EB	White Bluff to Abercorn	5091001	5091	793.1	AM	18.4	30	0.61	15.0	10.3	Signal	B		B
STEPHENSON - EB	White Bluff to Abercorn	5091001	5091	793.1	MD	18.6	30	0.62	61.2	5.5	Signal	E	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
STEPHENSON - EB	White Bluff to Abercorn	5091001	5091	793.1	PM	6.2	30	0.21	70.3	55.8	Signal	E	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
STEPHENSON - EB	Abercorn to Habersham	5091002	5091	702.3	AM	30.0	30	1.00	1.1	0.0	Signal	A		A
STEPHENSON - EB	Abercorn to Habersham	5091002	5091	702.3	MD	25.5	30	0.85	2.8	0.0	Signal	A		A
STEPHENSON - EB	Abercorn to Habersham	5091002	5091	702.3	PM	20.8	30	0.69	9.1	1.3	Signal	A		A
STEPHENSON - EB	Habersham to Hodgeson Memorial	5091003	5091	1012.3	AM	13.1	25	0.52	29.9	26.0	Signal	C		C
STEPHENSON - EB	Habersham to Hodgeson Memorial	5091003	5091	1012.3	MD	19.3	25	0.77	8.6	5.5	Signal	A		A
STEPHENSON - EB	Habersham to Hodgeson Memorial	5091003	5091	1012.3	PM	17.2	25	0.69	13.0	2.0	Signal	B		B
STEPHENSON - EB	Hodgeson Memorial to Waters	5091004	5091	2682.4	AM	22.9	25	0.92	15.6	23.0	Signal	B		B
STEPHENSON - EB	Hodgeson Memorial to Waters	5091004	5091	2682.4	MD	16.5	25	0.66	36.9	38.0	Signal	D	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
STEPHENSON - EB	Hodgeson Memorial to Waters	5091004	5091	2682.4	PM	21.7	25	0.87	20.8	16.0	Signal	C		C
STEPHENSON - WB	Waters to Hodgeson Memorial	5092002	5092	2682.3	AM	20.3	25	0.81	16.8	22.0	Signal	B		B
STEPHENSON - WB	Waters to Hodgeson Memorial	5092002	5092	2682.3	MD	23.8	25	0.95	14.0	13.5	Signal	B		B
STEPHENSON - WB	Waters to Hodgeson Memorial	5092002	5092	2682.3	PM	24.8	25	0.99	0.7	1.0	Signal	A		A
STEPHENSON - WB	Hodgeson Memorial to Habersham	5092003	5092	1012.3	AM	18.3	25	0.73	22.0	15.0	Signal	C		C
STEPHENSON - WB	Hodgeson Memorial to Habersham	5092003	5092	1012.3	MD	12.6	25	0.51	31.9	27.5	Signal	C		C
STEPHENSON - WB	Hodgeson Memorial to Habersham	5092003	5092	1012.3	PM	10.6	25	0.43	43.8	26.8	Signal	D	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
STEPHENSON - WB	Habersham to Abercorn	5092004	5092	702.3	AM	5.4	30	0.18	99.6	78.0	Signal	F	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
STEPHENSON - WB	Habersham to Abercorn	5092004	5092	702.3	MD	9.9	30	0.33	47.3	31.0	Signal	D	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
STEPHENSON - WB	Habersham to Abercorn	5092004	5092	702.3	PM	10.8	30	0.36	44.2	32.3	Signal	D	Currently under construction	Study next CMS, Optimize intersection with recent construction on east leg
STEPHENSON - WB	Abercorn to White Bluff	5092005	5092	793.1	AM	9.5	30	0.32	49.5	37.3	Signal	D	Consistent WB Delays	Consider widening WB approach to allow 2 through lanes
STEPHENSON - WB	Abercorn to White Bluff	5092005	5092	793.1	MD	10.5	30	0.35	35.8	27.5	Signal	D	Consistent WB Delays	Consider widening WB approach to allow 2 through lanes
STEPHENSON - WB	Abercorn to White Bluff	5092005	5092	793.1	PM	12.6	30	0.42	52.5	41.0	Signal	D	Consistent WB Delays	Consider widening WB approach to allow 2 through lanes
HABERSHAM - NB	Stephenson to Johnston	5093001	5093	3189.1	AM	33.5	32	1.05	2.6	0.0	Signal	A		A
HABERSHAM - NB	Stephenson to Johnston	5093001	5093	3189.1	MD	35.6	35	1.02	0.0	0.0	Signal	A		A
HABERSHAM - NB	Stephenson to Johnston	5093001	5093	3189.1	PM	30.4	35	0.87	10.3	0.0	Signal	B		B
HABERSHAM - NB	Johnston to DeRenne	5093002	5093	2430.1	AM	13.8	35	0.39	82.6	67.7	Cross Street	E	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
HABERSHAM - NB	Johnston to DeRenne	5093002	5093	2430.1	MD	19.2	35	0.55	49.2	40.5	Cross Street	C		C
HABERSHAM - NB	Johnston to DeRenne	5093002	5093	2430.1	PM	7.6	35	0.22	176.3	106.7	Cross Street	F	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
HABERSHAM - NB	DeRenne to 63rd St	5093003	5093	2741.8	AM	33.9	35	0.97	3.8	0.0	Signal	A		A
HABERSHAM - NB	DeRenne to 63rd St	5093003	5093	2741.8	MD	30.9	35	0.88	7.2	0.0	Signal	A		A
HABERSHAM - NB	DeRenne to 63rd St	5093003	5093	2741.8	PM	26.6	35	0.76	17.2	0.0	Signal	B		B
HABERSHAM - NB	63rd St to Columbus	5093004	5093	1501.2	AM	22.9	30	0.76	10.4	5.7	Signal	B		B
HABERSHAM - NB	63rd St to Columbus	5093004	5093	1501.2	MD	25.2	30	0.84	6.4	0.0	Signal	A		A
HABERSHAM - NB	63rd St to Columbus	5093004	5093	1501.2	PM	17.9	30	0.60	23.0	0.3	Signal	C		C
HABERSHAM - NB	Columbus to Washington	5093005	5093	3618.9	AM	34.7	29	1.20	0.0	0.0	Signal	A		A
HABERSHAM - NB	Columbus to Washington	5093005	5093	3618.9	MD	28.6	30	0.95	4.1	5.5	Signal	A		A
HABERSHAM - NB	Columbus to Washington	5093005	5093	3618.9	PM	27.4	30	0.91	10.4	6.0	Signal	B		B
HABERSHAM - NB	Washington to Victory	5093006	5093	1197.4	AM	19.1	28	0.68	21.1	15.3	Signal	C		C
HABERSHAM - NB	Washington to Victory	5093006	5093	1197.4	MD	24.5	30	0.82	6.2	0.0	Signal	A		A
HABERSHAM - NB	Washington to Victory	5093006	5093	1197.4	PM	26.0	30	0.87	4.2	0.0	Signal	A		A
HABERSHAM - NB	Victory to 37th St	5093007	5093	1712.5	AM	19.4	30	0.65	23.6	17.0	Signal	C		C
HABERSHAM - NB	Victory to 37th St	5093007	5093	1712.5	MD	19.7	30	0.66	23.6	10.0	Signal	C		C
HABERSHAM - NB	Victory to 37th St	5093007	5093	1712.5	PM	15.2	30	0.51	40.4	25.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
HABERSHAM - SB	37th St to Victory	5094002	5094	1712.4	AM	25.6	30	0.85	8.8	3.3	Signal	A		A
HABERSHAM - SB	37th St to Victory	5094002	5094	1712.4	MD	24.3	30	0.81	10.8	6.3	Signal	B		B
HABERSHAM - SB	37th St to Victory	5094002	5094	1712.4	PM	26.0	30	0.87	11.0	2.3	Signal	B		B
HABERSHAM - SB	Victory to Washington	5094003	5094	1197.5	AM	27.9	30	0.93	5.1	1.0	Signal	A		A
HABERSHAM - SB	Victory to Washington	5094003	5094	1197.5	MD	20.3	30	0.68	13.4	5.3	Signal	B		B
HABERSHAM - SB	Victory to Washington	5094003	5094	1197.5	PM	18.3	30	0.61	21.0	9.7	Signal	C		C
HABERSHAM - SB	Washington to Columbus	5094004	5094	3618.9	AM	31.3	30	1.04	0.8	0.0	Signal	A		A
HABERSHAM - SB	Washington to Columbus	5094004	5094	3618.9	MD	36.7	30	1.22	0.0	0.0	Signal	A		A
HABERSHAM - SB	Washington to Columbus	5094004	5094	3618.9	PM	26.8	30	0.89	9.8	1.3	Signal	A		A
HABERSHAM - SB	Columbus to 63rd St	5094005	5094	1501.2	AM	23.4	30	0.78	13.7	6.3	Signal	B		B
HABERSHAM - SB	Columbus to 63rd St	5094005	5094	1501.2	MD	25.4	30	0.85	10.1	3.3	Signal	B		B
HABERSHAM - SB	Columbus to 63rd St	5094005	5094	1501.2	PM	20.5	30	0.68	15.4	0.0	Signal	B		B
HABERSHAM - SB	63rd St to DeRenne	5094006	5094	2741.8	AM	16.3	35	0.46	66.4	43.3	Signal	E	Minor Approach at SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
HABERSHAM - SB	63rd St to DeRenne	5094006	5094	2741.8	MD	22.9	35	0.65	50.1	43.0	Signal	D	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
HABERSHAM - SB	63rd St to DeRenne	5094006	5094	2741.8	PM	21.1	35	0.60	35.0	14.0	Signal	D	Minor Approach to SH 21	Cross Street Delay Expected, Study further in E-W study for improving DeRenne
HABERSHAM - SB	DeRenne to Johnston	5094007	5094	2430.1	AM	31.6	35	0.90	6.5	0.0	Signal	A		A
HABERSHAM - SB	DeRenne to Johnston	5094007	5094	2430.1	MD	30.9	35	0.88	6.3	0.0	Signal	A		A
HABERSHAM - SB	DeRenne to Johnston	5094007	5094	2430.1	PM	21.8	35	0.62	31.9	2.3	Signal	C		C
HABERSHAM - SB	Johnston to Stephenson	5094008	5094	3189.1	AM	17.5	35	0.50	66.7	44.3	Cross Street	D	Currently under construction on Stephenson	Stephenson widening will help Habersham
HABERSHAM - SB	Johnston to Stephenson	5094008	5094	3189.1	MD	26.7	35	0.76	23.1	13.0	Cross Street	B		B
HABERSHAM - SB	Johnston to Stephenson	5094008	5094	3189.1	PM	7.9	35	0.23	241.3	126.0	Cross Street	F	Currently under construction on Stephenson	Stephenson widening will help Habersham
BONNY BRIDGE - EB	SH 21 to SH 25	5095001	5095	4947.8	AM	31.4	40	0.79	23.9	8.3	Signal	C		C
BONNY BRIDGE - EB	SH 21 to SH 25	5095001	5095	4947.8	MD	36.1	40	0.91	8.8	4.5	Signal	A		A
BONNY BRIDGE - EB	SH 21 to SH 25	5095001	5095	4947.8	PM	32.9	40	0.83	19.5	10.6	Signal	B		B
BONNY BRIDGE - WB	SH 25 to SH 21	5096002	5096	4947.8	AM	28.2	40	0.71	46.4	35.3	Signal	D	Delays at SH 21, Minor approach	Delays expected at minor appr to SH 21, Optimize Signal
BONNY BRIDGE - WB	SH 25 to SH 21	5096002	5096	4947.8	MD	29.4	40	0.74	34.8	17.7	Signal	C		C
BONNY BRIDGE - WB	SH 25 to SH 21	5096002	5096	4947.8	PM	21.9	40	0.55	74.3	47.8	Signal	E	Delays at SH 21, Minor approach	Delays expected at minor appr to SH 21, Optimize Signal
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	US 80 to Benton	5097001	5097	9827.6	AM	50.2	47	1.07	0.0	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	US 80 to Benton	5097001	5097	9827.6	MD	48.9	47	1.05	0.2	0.4	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	US 80 to Benton	5097001	5097	9827.6	PM	51.2	47	1.09	0.0	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Benton to Mill Creek Circle	5097002	5097	707.8	AM	33.8	45	0.75	4.8	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Benton to Mill Creek Circle	5097002	5097	707.8	MD	31.5	45	0.70	7.6	3.6	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Benton to Mill Creek Circle	5097002	5097	707.8	PM	44.7	45	0.99	1.5	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Mill Creek Circle to I-95 SB Ramp	5097003	5097	681.1	AM	40.3	45	0.90	1.7	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Mill Creek Circle to I-95 SB Ramp	5097003	5097	681.1	MD	39.8	45	0.88	2.0	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Mill Creek Circle to I-95 SB Ramp	5097003	5097	681.1	PM	42.4	45	0.94	1.7	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	I-95 SB Ramp to I-95 NB Ramp	5097004	5097	969.2	AM	47.4	45	1.05	0.1	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	I-95 SB Ramp to I-95 NB Ramp	5097004	5097	969.2	MD	45.3	45	1.01	0.8	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	I-95 SB Ramp to I-95 NB Ramp	5097004	5097	969.2	PM	46.1	45	1.02	0.4	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	I-95 NB Ramp to McKenna	5097005	5097	4223.3	AM	48.8	45	1.08	0.7	0.0	Cross Street	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	I-95 NB Ramp to McKenna	5097005	5097	4223.3	MD	49.3	45	1.10	0.0	0.0	Cross Street	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	I-95 NB Ramp to McKenna	5097005	5097	4223.3	PM	44.8	45	1.00	3.0	0.9	Cross Street	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	McKenna to Airways	5097006	5097	1951.7	AM	38.8	45	0.86	4.9	0.0	Cross Street	B		B
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	McKenna to Airways	5097006	5097	1951.7	MD	42.2	45	0.94	2.6	0.0	Cross Street	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	McKenna to Airways	5097006	5097	1951.7	PM	41.1	45	0.91	3.0	0.0	Cross Street	B		B
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Airways to McKenna	5097007	5097	809.7	AM	19.3	45	0.43	16.0	0.4	TWSC	C		C

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Airways to McKenna	5097007	5097	809.7	MD	20.8	45	0.46	13.2	0.2	TWSC	B		B
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Airways to McKenna	5097007	5097	809.7	PM	17.6	45	0.39	18.3	3.2	TWSC	C		C
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	McKenna to Patrick Graham Terminal	5097008	5097	1642.8	AM	34.8	45	0.77	7.4	0.7	Cross Street	B		B
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	McKenna to Patrick Graham Terminal	5097008	5097	1642.8	MD	35.0	45	0.78	7.4	0.0	Cross Street	B		B
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	McKenna to Patrick Graham Terminal	5097008	5097	1642.8	PM	37.5	45	0.83	6.1	0.0	Cross Street	B		B
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Patrick Graham Terminal to SH 21	5097009	5097	12131.6	AM	31.0	40	0.79	58.5	45.8	Cross Street	B		B
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Patrick Graham Terminal to SH 21	5097009	5097	12131.6	MD	26.4	40	0.67	119.8	90.8	Cross Street	C		C
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	Patrick Graham Terminal to SH 21	5097009	5097	12131.6	PM	21.0	40	0.53	224.0	120.0	Cross Street	D	Currently detour due to construction on SR 25	Study next CMS
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	SH 21 to SH 25	5097010	5097	4673.4	AM	29.6	41	0.72	30.9	12.7	Signal	C		C
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	SH 21 to SH 25	5097010	5097	4673.4	MD	26.6	41	0.65	42.9	17.8	Signal	D	Currently detour due to construction on SR 25	Study next CMS
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - EB	SH 21 to SH 25	5097010	5097	4673.4	PM	26.6	41	0.65	42.3	13.0	Signal	D	Currently detour due to construction on SR 25	Study next CMS
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	SH 25 to SH 21	5098002	5098	4673.4	AM	20.9	41	0.51	78.8	48.3	Signal	E	Currently detour due to construction on SR 25	Study next CMS
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	SH 25 to SH 21	5098002	5098	4673.4	MD	21.1	41	0.51	80.3	49.0	Signal	F	Currently detour due to construction on SR 25	Study next CMS
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	SH 25 to SH 21	5098002	5098	4673.4	PM	26.5	41	0.65	54.8	33.6	Signal	D	Currently detour due to construction on SR 25	Study next CMS
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	SH 21 to Patrick Graham Terminal	5098003	5098	12131.6	AM	35.1	40	0.89	27.9	4.7	Signal	C		C
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	SH 21 to Patrick Graham Terminal	5098003	5098	12131.6	MD	38.5	40	0.97	11.9	0.0	Signal	B		B
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	SH 21 to Patrick Graham Terminal	5098003	5098	12131.6	PM	40.8	40	1.03	1.1	0.6	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	Patrick Graham Terminal to McKenna	5098004	5098	1642.8	AM	33.9	45	0.75	10.0	2.7	Cross Street	C		C
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	Patrick Graham Terminal to McKenna	5098004	5098	1642.8	MD	37.0	45	0.82	5.5	0.0	Cross Street	B		B
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	Patrick Graham Terminal to McKenna	5098004	5098	1642.8	PM	41.3	45	0.92	2.7	0.0	Cross Street	B		B
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	McKenna to McKenna	5098005	5098	2525.8	AM	31.2	45	0.69	16.8	2.3	Cross Street	C		C
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	McKenna to McKenna	5098005	5098	2525.8	MD	32.4	45	0.72	15.5	2.3	Cross Street	C		C
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	McKenna to McKenna	5098005	5098	2525.8	PM	33.9	45	0.75	12.9	1.3	Cross Street	C		C
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	McKenna to I-95 NB Ramp	5098006	5098	4182.7	AM	47.2	45	1.05	0.3	0.0	Cross Street	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	McKenna to I-95 NB Ramp	5098006	5098	4182.7	MD	46.3	45	1.03	0.7	0.0	Cross Street	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	McKenna to I-95 NB Ramp	5098006	5098	4182.7	PM	44.8	45	0.99	1.4	0.0	Cross Street	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	I-95 NB Ramp to I-95 SB Ramp	5098007	5098	969.1	AM	47.9	45	1.06	0.5	0.0	Cross Street	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	I-95 NB Ramp to I-95 SB Ramp	5098007	5098	969.1	MD	45.5	45	1.01	0.1	0.0	Cross Street	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	I-95 NB Ramp to I-95 SB Ramp	5098007	5098	969.1	PM	45.7	45	1.01	1.1	0.0	Cross Street	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	I-95 SB Ramp to Mill Creek Circle	5098008	5098	681.1	AM	46.6	45	1.04	0.0	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	I-95 SB Ramp to Mill Creek Circle	5098008	5098	681.1	MD	35.3	45	0.78	5.3	2.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	I-95 SB Ramp to Mill Creek Circle	5098008	5098	681.1	PM	36.6	45	0.81	3.3	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	Mill Creek Circle to Benton	5098009	5098	707.8	AM	37.2	45	0.83	2.7	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	Mill Creek Circle to Benton	5098009	5098	707.8	MD	32.9	45	0.73	6.0	1.6	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	Mill Creek Circle to Benton	5098009	5098	707.8	PM	36.7	45	0.81	2.7	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	Benton to US 80	5098010	5098	9827.6	AM	49.9	47	1.07	0.0	0.0	Signal	A		A
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	Benton to US 80	5098010	5098	9827.6	MD	46.5	47	0.99	11.0	8.8	Signal	B		B
GULFSTREAM/CROSSGATE/IDA/AIRWAYS - WB	Benton to US 80	5098010	5098	9827.6	PM	40.7	47	0.87	21.8	20.5	Signal	C		C
I 95 - NB	Bryan County Line to SH 204	5101002	5101	11234.5	AM	72.8	65	1.12	0.0	0.0	Cross Street	A		A
I 95 - NB	Bryan County Line to SH 204	5101002	5101	11234.5	MD	75.8	65	1.17	0.0	0.0	Cross Street	A		A
I 95 - NB	Bryan County Line to SH 204	5101002	5101	11234.5	PM	71.6	65	1.10	0.0	0.0	Cross Street	A		A
I 95 - NB	SH 204 to Little Neck Rd	5101003	5101	9568.2	AM	75.5	65	1.16	0.0	0.0	Cross Street	A		A
I 95 - NB	SH 204 to Little Neck Rd	5101003	5101	9568.2	MD	75.1	65	1.16	0.0	0.0	Cross Street	A		A
I 95 - NB	SH 204 to Little Neck Rd	5101003	5101	9568.2	PM	73.3	65	1.13	0.0	0.0	Cross Street	A		A
I 95 - NB	Little Neck Rd to Quacco	5101004	5101	5823.8	AM	78.2	65	1.20	0.0	0.0	Cross Street	A		A
I 95 - NB	Little Neck Rd to Quacco	5101004	5101	5823.8	MD	75.4	65	1.16	0.0	0.0	Cross Street	A		A
I 95 - NB	Little Neck Rd to Quacco	5101004	5101	5823.8	PM	71.1	65	1.09	0.8	0.0	Cross Street	A		A
I 95 - NB	Quacco to I-16	5101005	5101	12530.8	AM	76.4	65	1.17	0.0	0.0	Cross Street	A		A
I 95 - NB	Quacco to I-16	5101005	5101	12530.8	MD	71.9	65	1.11	0.0	0.0	Cross Street	A		A
I 95 - NB	Quacco to I-16	5101005	5101	12530.8	PM	73.6	65	1.13	0.0	0.0	Cross Street	A		A
I 95 - NB	I-16 to US 80	5101006	5101	14514.3	AM	74.5	65	1.15	0.0	0.0	Cross Street	A		A
I 95 - NB	I-16 to US 80	5101006	5101	14514.3	MD	71.5	65	1.10	0.0	0.0	Cross Street	A		A
I 95 - NB	I-16 to US 80	5101006	5101	14514.3	PM	70.6	65	1.09	0.0	0.0	Cross Street	A		A
I 95 - NB	US 80 to Pooler Pkwy	5101007	5101	10424.7	AM	74.4	65	1.14	0.0	0.0	Cross Street	A		A
I 95 - NB	US 80 to Pooler Pkwy	5101007	5101	10424.7	MD	70.3	65	1.08	0.0	0.0	Cross Street	A		A
I 95 - NB	US 80 to Pooler Pkwy	5101007	5101	10424.7	PM	71.2	65	1.10	0.0	0.0	Cross Street	A		A
I 95 - NB	Pooler Pkwy to Jimmy Deloach	5101008	5101	12883.1	AM	75.8	65	1.17	0.0	0.0	Cross Street	A		A
I 95 - NB	Pooler Pkwy to Jimmy Deloach	5101008	5101	12883.1	MD	72.7	65	1.12	0.0	0.0	Cross Street	A		A
I 95 - NB	Pooler Pkwy to Jimmy Deloach	5101008	5101	12883.1	PM	71.9	65	1.11	0.0	0.0	Cross Street	A		A
I 95 - NB	Jimmy Deloach to City Limit	5101009	5101	3079.4	AM	73.6	65	1.13	0.0	0.0	Cross Street	A		A
I 95 - NB	Jimmy Deloach to City Limit	5101009	5101	3079.4	MD	70.4	65	1.08	0.0	0.0	Cross Street	A		A
I 95 - NB	Jimmy Deloach to City Limit	5101009	5101	3079.4	PM	69.9	65	1.07	0.4	0.0	Cross Street	A		A
I 95 - NB	City Limit to Meinhard / Henry	5101010	5101	3149	AM	70.7	65	1.09	0.0	0.0	City Limit	A		A
I 95 - NB	City Limit to Meinhard / Henry	5101010	5101	3149	MD	66.5	65	1.02	0.6	0.0	City Limit	A		A
I 95 - NB	City Limit to Meinhard / Henry	5101010	5101	3149	PM	67.0	65	1.03	0.4	0.0	City Limit	A		A
I 95 - NB	Meinhard / Henry to SH 21	5101011	5101	4910.3	AM	75.3	65	1.16	0.0	0.0	Cross Street	A		A
I 95 - NB	Meinhard / Henry to SH 21	5101011	5101	4910.3	MD	69.7	65	1.07	0.3	0.0	Cross Street	A		A
I 95 - NB	Meinhard / Henry to SH 21	5101011	5101	4910.3	PM	48.8	65	0.75	56.0	32.0	Cross Street	A		A
I 95 - SB	SH 21 to Meinhard / Henry	5102002	5102	4910.3	AM	75.8	65	1.17	0.0	0.0	Cross Street	A		A
I 95 - SB	SH 21 to Meinhard / Henry	5102002	5102	4910.3	MD	78.7	65	1.21	0.0	0.0	Cross Street	A		A
I 95 - SB	SH 21 to Meinhard / Henry	5102002	5102	4910.3	PM	71.3	65	1.10	0.0	0.0	Cross Street	A		A
I 95 - SB	Meinhard / Henry to City Limit	5102003	5102	3149	AM	72.4	65	1.11	0.0	0.0	Cross Street	A		A
I 95 - SB	Meinhard / Henry to City Limit	5102003	5102	3149	MD	74.3	65	1.14	0.0	0.0	Cross Street	A		A
I 95 - SB	Meinhard / Henry to City Limit	5102003	5102	3149	PM	70.4	65	1.08	0.4	0.0	Cross Street	A		A
I 95 - SB	City Limit to Jimmy Deloach	5102004	5102	3079.4	AM	78.4	65	1.21	0.0	0.0	City Limit	A		A
I 95 - SB	City Limit to Jimmy Deloach	5102004	5102	3079.4	MD	76.9	65	1.18	0.0	0.0	City Limit	A		A
I 95 - SB	City Limit to Jimmy Deloach	5102004	5102	3079.4	PM	71.7	65	1.10	0.0	0.0	City Limit	A		A
I 95 - SB	Jimmy Deloach to Pooler Pkwy	5102005	5102	12883.1	AM	75.7	65	1.16	0.0	0.0	Cross Street	A		A
I 95 - SB	Jimmy Deloach to Pooler Pkwy	5102005	5102	12883.1	MD	76.6	65	1.18	0.0	0.0	Cross Street	A		A
I 95 - SB	Jimmy Deloach to Pooler Pkwy	5102005	5102	12883.1	PM	72.7	65	1.12	0.0	0.0	Cross Street	A		A
I 95 - SB	Pooler Pkwy to US 80	5102006	5102	10424.7	AM	73.3	65	1.13	0.0	0.0	Cross Street	A		A
I 95 - SB	Pooler Pkwy to US 80	5102006	5102	10424.7	MD	74.5	65	1.15	0.0	0.0	Cross Street	A		A
I 95 - SB	Pooler Pkwy to US 80	5102006	5102	10424.7	PM	74.7	65	1.15	0.0	0.0	Cross Street	A		A
I 95 - SB	US 80 to I-16	5102007	5102	14514.4	AM	74.9	65	1.15	0.0	0.0	Cross Street	A		A
I 95 - SB	US 80 to I-16	5102007	5102	14514.4	MD	75.3	65	1.16	0.0	0.0	Cross Street	A		A
I 95 - SB	US 80 to I-16	5102007	5102	14514.4	PM	72.8	65	1.12	0.0	0.0	Cross Street	A		A
I 95 - SB	I-16 to Quacco	5102008	5102	12530.7	AM	73.9	65	1.14	0.0	0.0	Cross Street	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
I 95 - SB	I-16 to Quacco	5102008	5102	12530.7	MD	77.7	65	1.20	0.0	0.0	Cross Street	A		A
I 95 - SB	I-16 to Quacco	5102008	5102	12530.7	PM	74.3	65	1.14	0.0	0.0	Cross Street	A		A
I 95 - SB	Quacco to Little Neck Rd	5102009	5102	5823.8	AM	74.9	65	1.15	0.0	0.0	Cross Street	A		A
I 95 - SB	Quacco to Little Neck Rd	5102009	5102	5823.8	MD	78.1	65	1.20	0.0	0.0	Cross Street	A		A
I 95 - SB	Quacco to Little Neck Rd	5102009	5102	5823.8	PM	74.7	65	1.15	0.0	0.0	Cross Street	A		A
I 95 - SB	Little Neck Rd to SH 204	5102010	5102	9568.2	AM	75.1	65	1.16	0.0	0.0	Cross Street	A		A
I 95 - SB	Little Neck Rd to SH 204	5102010	5102	9568.2	MD	76.5	65	1.18	0.0	0.0	Cross Street	A		A
I 95 - SB	Little Neck Rd to SH 204	5102010	5102	9568.2	PM	74.4	65	1.14	0.0	0.0	Cross Street	A		A
I 95 - SB	SH 204 to Bryan County Line	5102011	5102	11234.5	AM	72.7	65	1.12	0.0	0.0	Cross Street	A		A
I 95 - SB	SH 204 to Bryan County Line	5102011	5102	11234.5	MD	72.1	65	1.11	0.0	0.0	Cross Street	A		A
I 95 - SB	SH 204 to Bryan County Line	5102011	5102	11234.5	PM	73.7	65	1.13	0.0	0.0	Cross Street	A		A
PENN WALLER - NB	Walhour to The Oaks	5103001	5103	1175.7	AM	33.8	35	0.96	1.3	0.0	Signal	A		A
PENN WALLER - NB	Walhour to The Oaks	5103001	5103	1175.7	MD	33.2	35	0.95	1.2	0.0	Signal	A		A
PENN WALLER - NB	Walhour to The Oaks	5103001	5103	1175.7	PM	32.8	35	0.94	1.5	0.0	Signal	A		A
PENN WALLER - NB	The Oaks to Olde Towne	5103002	5103	822.1	AM	42.6	35	1.22	0.0	0.0	Cross Street	A		A
PENN WALLER - NB	The Oaks to Olde Towne	5103002	5103	822.1	MD	43.3	35	1.24	0.4	0.0	Cross Street	A		A
PENN WALLER - NB	The Oaks to Olde Towne	5103002	5103	822.1	PM	39.2	35	1.12	0.3	0.0	Cross Street	A		A
PENN WALLER - NB	Olde Towne to Wassaw	5103003	5103	3542.4	AM	31.6	31	1.02	3.6	0.0	Cross Street	A		A
PENN WALLER - NB	Olde Towne to Wassaw	5103003	5103	3542.4	MD	41.5	35	1.19	0.0	0.0	Cross Street	A		A
PENN WALLER - NB	Olde Towne to Wassaw	5103003	5103	3542.4	PM	40.4	35	1.15	0.0	0.0	Cross Street	A		A
PENN WALLER - NB	Wassaw to Johnny Mercer	5103004	5103	1115.9	AM	27.8	35	0.79	5.7	0.0	Cross Street	B		B
PENN WALLER - NB	Wassaw to Johnny Mercer	5103004	5103	1115.9	MD	23.6	35	0.68	13.0	7.0	Cross Street	C		C
PENN WALLER - NB	Wassaw to Johnny Mercer	5103004	5103	1115.9	PM	14.9	35	0.43	33.4	22.3	Cross Street	D	Minor Approach to Johnny Mercer	Side street delays are expected
PENN WALLER - SB	Johnny Mercer to Wassaw	5104001	5104	1115.9	AM	30.4	35	0.87	4.4	0.0	Signal	A		A
PENN WALLER - SB	Johnny Mercer to Wassaw	5104001	5104	1115.9	MD	21.4	35	0.61	28.2	0.0	Signal	C		C
PENN WALLER - SB	Johnny Mercer to Wassaw	5104001	5104	1115.9	PM	29.6	35	0.85	3.9	0.0	Signal	A		A
PENN WALLER - SB	Wassaw to Olde Towne	5104002	5104	3542.4	AM	41.9	35	1.20	0.0	0.0	Cross Street	A		A
PENN WALLER - SB	Wassaw to Olde Towne	5104002	5104	3542.4	MD	42.2	35	1.20	0.0	0.0	Cross Street	A		A
PENN WALLER - SB	Wassaw to Olde Towne	5104002	5104	3542.4	PM	37.9	35	1.08	0.0	0.0	Cross Street	A		A
PENN WALLER - SB	Olde Towne to The Oaks	5104003	5104	822.1	AM	46.2	35	1.32	0.4	0.0	Cross Street	A		A
PENN WALLER - SB	Olde Towne to The Oaks	5104003	5104	822.1	MD	42.8	35	1.22	0.0	0.0	Cross Street	A		A
PENN WALLER - SB	Olde Towne to The Oaks	5104003	5104	822.1	PM	43.1	35	1.23	0.0	0.0	Cross Street	A		A
PENN WALLER - SB	The Oaks to Walhour	5104004	5104	1175.7	AM	32.1	35	0.92	2.7	0.7	Cross Street	A		A
PENN WALLER - SB	The Oaks to Walhour	5104004	5104	1175.7	MD	25.1	35	0.72	9.6	3.0	Cross Street	B		B
PENN WALLER - SB	The Oaks to Walhour	5104004	5104	1175.7	PM	27.8	35	0.79	5.9	1.0	Cross Street	B		B
HARMON - NB	Victory to 39th St	5105002	5105	1056.7	AM	23.6	25	0.94	1.9	1.3	TWSC	A		A
HARMON - NB	Victory to 39th St	5105002	5105	1056.7	MD	23.1	25	0.93	2.9	1.0	TWSC	A		A
HARMON - NB	Victory to 39th St	5105002	5105	1056.7	PM	17.4	25	0.70	12.9	6.0	TWSC	B		B
HARMON - NB	39th St to 37th St	5105003	5105	658.7	AM	15.5	25	0.62	11.2	6.8	AWSC	B		B
HARMON - NB	39th St to 37th St	5105003	5105	658.7	MD	15.6	25	0.62	12.1	8.3	AWSC	B		B
HARMON - NB	39th St to 37th St	5105003	5105	658.7	PM	13.1	25	0.52	18.5	12.7	AWSC	C		C
HARMON - NB	37th St to Anderson	5105004	5105	1999.1	AM	21.1	25	0.85	11.4	18.0	Signal	B		B
HARMON - NB	37th St to Anderson	5105004	5105	1999.1	MD	21.8	25	0.87	10.5	13.3	Signal	B		B
HARMON - NB	37th St to Anderson	5105004	5105	1999.1	PM	14.9	25	0.59	37.9	33.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
HARMON - NB	Anderson to Henry	5105005	5105	321.2	AM	9.0	25	0.36	16.0	10.0	Signal	B		B
HARMON - NB	Anderson to Henry	5105005	5105	321.2	MD	8.5	25	0.34	24.4	13.8	Signal	C		C
HARMON - NB	Anderson to Henry	5105005	5105	321.2	PM	8.2	25	0.33	18.2	14.0	Signal	B		B
HARMON - NB	Henry to Gwinnett	5105006	5105	1564.1	AM	26.0	25	1.04	0.8	1.5	Signal	A		A
HARMON - NB	Henry to Gwinnett	5105006	5105	1564.1	MD	24.7	25	0.99	8.0	2.5	Signal	A		A
HARMON - NB	Henry to Gwinnett	5105006	5105	1564.1	PM	23.1	25	0.92	6.2	8.0	Signal	A		A
HARMON - NB	Gwinnett to Wheaton	5105007	5105	1513.6	AM	22.4	25	0.90	8.5	7.8	TWSC	A		A
HARMON - NB	Gwinnett to Wheaton	5105007	5105	1513.6	MD	21.0	25	0.84	11.0	12.0	TWSC	B		B
HARMON - NB	Gwinnett to Wheaton	5105007	5105	1513.6	PM	17.8	25	0.71	18.5	15.0	TWSC	C		C
HARMON - SB	Wheaton to Gwinnett	5106002	5106	1513.6	AM	24.4	25	0.98	1.8	3.0	TWSC	A		A
HARMON - SB	Wheaton to Gwinnett	5106002	5106	1513.6	MD	22.7	25	0.91	8.4	7.3	TWSC	A		A
HARMON - SB	Wheaton to Gwinnett	5106002	5106	1513.6	PM	16.3	25	0.65	22.7	12.0	TWSC	C		C
HARMON - SB	Gwinnett to Henry	5106003	5106	1564.1	AM	14.1	25	0.57	38.3	38.0	TWSC	E	Urban Core	Cross Street delays expected with priority given to east-west
HARMON - SB	Gwinnett to Henry	5106003	5106	1564.1	MD	16.0	25	0.64	25.7	25.0	TWSC	D	Urban Core	Cross Street delays expected with priority given to east-west
HARMON - SB	Gwinnett to Henry	5106003	5106	1564.1	PM	20.7	25	0.83	14.4	11.0	TWSC	B		B
HARMON - SB	Henry to Anderson	5106004	5106	321.2	AM	4.8	25	0.19	37.6	30.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
HARMON - SB	Henry to Anderson	5106004	5106	321.2	MD	4.9	25	0.19	37.1	30.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
HARMON - SB	Henry to Anderson	5106004	5106	321.2	PM	4.5	25	0.18	35.4	31.3	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
HARMON - SB	Anderson to 37th St	5106005	5106	1999	AM	27.6	25	1.10	8.5	10.8	Signal	A		A
HARMON - SB	Anderson to 37th St	5106005	5106	1999	MD	26.6	25	1.06	1.0	4.3	Signal	A		A
HARMON - SB	Anderson to 37th St	5106005	5106	1999	PM	17.2	25	0.69	25.6	20.0	Signal	C		C
HARMON - SB	37th St to 39th St	5106006	5106	658.8	AM	22.1	25	0.88	2.7	0.8	Signal	A		A
HARMON - SB	37th St to 39th St	5106006	5106	658.8	MD	21.3	25	0.85	3.6	0.8	Signal	A		A
HARMON - SB	37th St to 39th St	5106006	5106	658.8	PM	17.7	25	0.71	7.2	2.7	Signal	A		A
HARMON - SB	39th St to Victory	5106007	5106	1056.6	AM	14.7	25	0.59	20.0	16.8	AWSC	C		C
HARMON - SB	39th St to Victory	5106007	5106	1056.6	MD	18.9	25	0.76	12.2	7.8	AWSC	B		B
HARMON - SB	39th St to Victory	5106007	5106	1056.6	PM	13.1	25	0.52	25.9	18.7	AWSC	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired cond, Stop sign upstream restricts coordination
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Green Island to Landings/Village	5107002	5107	1197.7	AM	14.2	40	0.35	45.6	28.0	AWSC	E	Delays at Landings/Village	Priority IC - Widen 2-4 from Ferguson to McWhorter
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Green Island to Landings/Village	5107002	5107	1197.7	MD	19.0	40	0.47	29.5	16.0	AWSC	D	Delays at Landings/Village	Priority IC - Widen 2-4 from Ferguson to McWhorter
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Green Island to Landings/Village	5107002	5107	1197.7	PM	20.3	40	0.51	24.2	12.5	AWSC	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Landings/Village to Intercoastal Waterway	5107003	5107	4799.3	AM	43.6	40	1.09	0.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Landings/Village to Intercoastal Waterway	5107003	5107	4799.3	MD	40.2	40	1.01	1.3	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Landings/Village to Intercoastal Waterway	5107003	5107	4799.3	PM	45.7	40	1.14	0.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Intercoastal Waterway to Moon River	5107004	5107	5971.9	AM	49.7	50	0.99	1.5	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Intercoastal Waterway to Moon River	5107004	5107	5971.9	MD	49.5	50	0.99	1.6	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Intercoastal Waterway to Moon River	5107004	5107	5971.9	PM	55.5	50	1.11	0.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Moon River to Ferguson	5107005	5107	5297.5	AM	35.9	50	0.72	29.3	13.0	Cross Street	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Moon River to Ferguson	5107005	5107	5297.5	MD	37.0	50	0.74	26.8	6.5	Cross Street	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Moon River to Ferguson	5107005	5107	5297.5	PM	35.9	50	0.72	32.2	19.5	Cross Street	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Ferguson to Whitfield	5107006	5107	2252.6	AM	28.9	50	0.58	27.9	1.7	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Ferguson to Whitfield	5107006	5107	2252.6	MD	36.9	50	0.74	10.8	0.0	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Ferguson to Whitfield	5107006	5107	2252.6	PM	39.3	50	0.79	8.4	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Whitfield to Old Montgomery Rd	5107007	5107	4798.2	AM	29.5	40	0.74	39.3	2.3	Cross Street	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Whitfield to Old Montgomery Rd	5107007	5107	4798.2	MD	38.1	40	0.95	5.8	0.0	Cross Street	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Whitfield to Old Montgomery Rd	5107007	5107	4798.2	PM	42.9	40	1.07	0.0	0.0	Cross Street	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Old Montgomery Rd to Kings Way	5107008	5107	1676	AM	22.9	35	0.65	17.5	0.0	Cross Street	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Old Montgomery Rd to Kings Way	5107008	5107	1676	MD	37.8	35	1.06	0.0	0.0	Cross Street	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Old Montgomery Rd to Kings Way	5107008	5107	1676	PM	35.7	35	1.01	5.5	2.3	Cross Street	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Kings Way to City Limit	5107009	5107	2618.1	AM	34.9	40	0.87	7.4	0.0	Flashing Yellow	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Kings Way to City Limit	5107009	5107	2618.1	MD	45.9	40	1.15	0.0	0.0	Flashing Yellow	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Kings Way to City Limit	5107009	5107	2618.1	PM	45.3	40	1.13	0.0	0.0	Flashing Yellow	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	City Limit to Montgomery Cross	5107010	5107	2227.8	AM	18.4	45	0.41	54.1	36.0	City Limit	E	Heavy left turn volumes overflow storage bays	Optimize signal timing to maximize flowrate for left turn vehicles, this will free-up green time for other phases
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	City Limit to Montgomery Cross	5107010	5107	2227.8	MD	24.0	45	0.53	45.6	29.7	City Limit	D	Heavy left turn volumes overflow storage bays	Optimize signal timing to maximize flowrate for left turn vehicles, this will free-up green time for other phases
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	City Limit to Montgomery Cross	5107010	5107	2227.8	PM	15.6	45	0.35	67.3	53.7	City Limit	F	Heavy left turn volumes overflow storage bays	Optimize signal timing to maximize flowrate for left turn vehicles, this will free-up green time for other phases

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Montgomery Cross to Mall Blvd	5107011	5107	1919.6	AM	38.3	40	0.96	2.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Montgomery Cross to Mall Blvd	5107011	5107	1919.6	MD	33.6	40	0.84	8.4	1.7	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Montgomery Cross to Mall Blvd	5107011	5107	1919.6	PM	30.1	40	0.75	12.0	5.7	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Mall Blvd to Eisenhower	5107012	5107	2848.5	AM	41.0	40	1.03	1.3	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Mall Blvd to Eisenhower	5107012	5107	2848.5	MD	32.2	40	0.81	11.9	1.3	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Mall Blvd to Eisenhower	5107012	5107	2848.5	PM	38.1	40	0.95	6.0	0.3	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Eisenhower to Stephenson	5107013	5107	1307.8	AM	31.2	40	0.78	6.1	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Eisenhower to Stephenson	5107013	5107	1307.8	MD	35.3	40	0.88	2.9	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Eisenhower to Stephenson	5107013	5107	1307.8	PM	15.2	40	0.38	45.2	25.7	Signal	D	Corridor will improve with extension of Truman	Study next CMS
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Stephenson to DeRenne	5107014	5107	5497.7	AM	18.7	35	0.53	109.4	49.7	Signal	F	Corridor will improve with extension of Truman	Study next CMS, review in E-W Study
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Stephenson to DeRenne	5107014	5107	5497.7	MD	16.1	35	0.46	130.3	62.0	Signal	F	Corridor will improve with extension of Truman	Study next CMS, review in E-W Study
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Stephenson to DeRenne	5107014	5107	5497.7	PM	11.3	35	0.32	251.2	111.7	Signal	F	Corridor will improve with extension of Truman	Study next CMS, review in E-W Study
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	DeRenne to 65th St	5107015	5107	1973.8	AM	23.7	35	0.68	18.4	0.0	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	DeRenne to 65th St	5107015	5107	1973.8	MD	24.6	35	0.70	15.9	2.0	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	DeRenne to 65th St	5107015	5107	1973.8	PM	25.0	35	0.71	15.3	6.7	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	65th St to 63rd St	5107016	5107	823.5	AM	25.2	35	0.72	13.2	6.3	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	65th St to 63rd St	5107016	5107	823.5	MD	15.6	35	0.44	20.5	12.0	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	65th St to 63rd St	5107016	5107	823.5	PM	18.2	35	0.52	23.7	16.7	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	63rd St to Columbus	5107017	5107	1490.8	AM	13.2	35	0.38	47.5	35.0	Signal	D	Short Distance between Columbus and LaRoche	Coordinate signals between Columbus and LaRoche
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	63rd St to Columbus	5107017	5107	1490.8	MD	23.8	35	0.68	18.0	12.3	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	63rd St to Columbus	5107017	5107	1490.8	PM	25.1	35	0.72	23.6	13.3	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Columbus to Delesseps	5107018	5107	235.1	AM	27.3	30	0.91	0.9	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Columbus to Delesseps	5107018	5107	235.1	MD	34.4	30	1.15	0.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Columbus to Delesseps	5107018	5107	235.1	PM	27.3	30	0.91	0.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Delesseps to 52nd St	5107019	5107	1995	AM	24.7	30	0.82	10.9	6.3	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Delesseps to 52nd St	5107019	5107	1995	MD	28.6	30	0.95	4.7	2.3	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Delesseps to 52nd St	5107019	5107	1995	PM	23.8	30	0.79	14.1	6.5	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	52nd St to Washington	5107020	5107	1382.6	AM	22.9	30	0.76	10.4	4.3	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	52nd St to Washington	5107020	5107	1382.6	MD	19.8	30	0.66	19.1	5.7	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	52nd St to Washington	5107020	5107	1382.6	PM	28.1	30	0.94	2.5	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Washington to Victory	5107021	5107	1225.2	AM	18.7	30	0.62	32.8	24.3	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Washington to Victory	5107021	5107	1225.2	MD	8.7	30	0.29	70.9	53.3	Signal	E	Excessive delay at Victory	Improved operations on Victory will reduce the delays on Waters
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Washington to Victory	5107021	5107	1225.2	PM	14.4	30	0.48	33.4	20.3	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Victory to 37th St	5107022	5107	1705.4	AM	24.5	30	0.82	11.6	6.7	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Victory to 37th St	5107022	5107	1705.4	MD	27.0	30	0.90	4.8	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Victory to 37th St	5107022	5107	1705.4	PM	19.3	30	0.64	24.2	1.8	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	37th St to Anderson	5107023	5107	2014.3	AM	27.5	25	1.10	7.1	7.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	37th St to Anderson	5107023	5107	2014.3	MD	18.5	25	0.74	20.5	17.0	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	37th St to Anderson	5107023	5107	2014.3	PM	19.0	25	0.76	22.2	14.8	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Anderson to Henry	5107024	5107	313.2	AM	26.3	30	0.88	2.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Anderson to Henry	5107024	5107	313.2	MD	11.5	30	0.38	16.5	8.7	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Anderson to Henry	5107024	5107	313.2	PM	23.2	30	0.77	2.5	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Henry to Gwinnett	5107025	5107	1592	AM	29.2	30	0.97	6.1	2.3	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Henry to Gwinnett	5107025	5107	1592	MD	19.8	30	0.66	18.5	1.3	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Henry to Gwinnett	5107025	5107	1592	PM	17.9	30	0.60	26.7	4.8	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Gwinnett to Wheaton	5107026	5107	722.7	AM	15.2	30	0.51	19.4	11.7	AWSC	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Gwinnett to Wheaton	5107026	5107	722.7	MD	18.7	30	0.62	10.4	3.3	AWSC	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - NB	Gwinnett to Wheaton	5107026	5107	722.7	PM	12.6	30	0.42	24.5	14.3	AWSC	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Wheaton to Gwinnett	5108001	5108	722.6	AM	17.3	30	0.58	12.6	3.0	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Wheaton to Gwinnett	5108001	5108	722.6	MD	19.6	30	0.65	8.0	1.5	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Wheaton to Gwinnett	5108001	5108	722.6	PM	18.3	30	0.61	10.3	2.3	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Gwinnett to Henry	5108002	5108	1592.1	AM	26.5	30	0.88	4.7	0.0	AWSC	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Gwinnett to Henry	5108002	5108	1592.1	MD	23.8	30	0.79	11.6	4.5	AWSC	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Gwinnett to Henry	5108002	5108	1592.1	PM	19.0	30	0.63	25.2	14.3	AWSC	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Henry to Anderson	5108003	5108	313.2	AM	23.1	30	0.77	1.5	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Henry to Anderson	5108003	5108	313.2	MD	15.4	30	0.51	9.5	4.3	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Henry to Anderson	5108003	5108	313.2	PM	14.4	30	0.48	14.4	7.3	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Anderson to 37th St	5108004	5108	2014.3	AM	26.3	25	1.05	3.3	3.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Anderson to 37th St	5108004	5108	2014.3	MD	27.0	25	1.08	8.3	2.5	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Anderson to 37th St	5108004	5108	2014.3	PM	22.0	25	0.88	9.9	6.7	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	37th St to Victory	5108005	5108	1705.4	AM	12.8	29	0.44	66.7	41.0	Signal	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	37th St to Victory	5108005	5108	1705.4	MD	10.4	30	0.35	78.9	63.5	Signal	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	37th St to Victory	5108005	5108	1705.4	PM	11.2	30	0.37	67.4	44.7	Signal	E	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Victory to Washington	5108006	5108	1225.1	AM	32.9	30	1.10	0.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Victory to Washington	5108006	5108	1225.1	MD	26.5	30	0.88	9.9	7.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Victory to Washington	5108006	5108	1225.1	PM	23.9	30	0.80	9.5	2.3	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Washington to 52nd St	5108007	5108	1382.7	AM	22.3	30	0.74	11.8	5.7	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Washington to 52nd St	5108007	5108	1382.7	MD	22.2	30	0.74	16.1	10.7	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Washington to 52nd St	5108007	5108	1382.7	PM	23.3	30	0.78	10.1	1.0	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	52nd St to Delesseps	5108008	5108	1995	AM	30.3	30	1.01	1.0	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	52nd St to Delesseps	5108008	5108	1995	MD	29.7	30	0.99	4.4	1.8	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	52nd St to Delesseps	5108008	5108	1995	PM	25.4	30	0.85	15.9	6.7	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Delesseps to Columbus	5108009	5108	235.1	AM	31.7	30	1.06	0.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Delesseps to Columbus	5108009	5108	235.1	MD	31.0	30	1.03	0.2	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Delesseps to Columbus	5108009	5108	235.1	PM	32.7	30	1.09	0.5	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Columbus to 63rd St	5108010	5108	1490.8	AM	26.4	28	0.94	6.9	6.7	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Columbus to 63rd St	5108010	5108	1490.8	MD	24.7	35	0.71	17.9	10.8	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Columbus to 63rd St	5108010	5108	1490.8	PM	29.5	35	0.84	9.6	4.3	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	63rd St to 65th St	5108011	5108	823.5	AM	30.0	31	0.97	1.5	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	63rd St to 65th St	5108011	5108	823.5	MD	23.3	35	0.67	10.4	4.3	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	63rd St to 65th St	5108011	5108	823.5	PM	22.3	35	0.64	12.2	7.3	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	65th St to DeRenne	5108012	5108	1973.7	AM	15.0	35	0.43	58.8	41.3	Signal	E	Corridor will improve with extension of Truman	Study next CMS
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	65th St to DeRenne	5108012	5108	1973.7	MD	20.6	35	0.59	40.8	26.0	Signal	D	Corridor will improve with extension of Truman	Study next CMS
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	65th St to DeRenne	5108012	5108	1973.7	PM	17.2	35	0.49	50.1	13.0	Signal	D	Corridor will improve with extension of Truman	Study next CMS
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	DeRenne to Stephenson	5108013	5108	5497.8	AM	33.7	32	1.05	0.5	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	DeRenne to Stephenson	5108013	5108	5497.8	MD	32.6	35	0.93	8.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	DeRenne to Stephenson	5108013	5108	5497.8	PM	14.0	35	0.40	159.8	47.3	Signal	F	Corridor will improve with extension of Truman	Study next CMS
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Stephenson to Eisenhower	5108014	5108	1307.7	AM	19.6	40	0.49	26.7	15.7	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Stephenson to Eisenhower	5108014	5108	1307.7	MD	21.8	40	0.54	25.6	13.3	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Stephenson to Eisenhower	5108014	5108	1307.7	PM	13.3	40	0.33	48.8	29.7	Signal	D	Corridor will improve with extension of Truman and Whitfield widening	Study next CMS
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Eisenhower to Mall Blvd	5108015	5108	2848.6	AM	32.0	40	0.80	12.6	7.7	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Eisenhower to Mall Blvd	5108015	5108	2848.6	MD	31.1	40	0.78	15.5	7.3	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Eisenhower to Mall Blvd	5108015	5108	2848.6	PM	26.3	40	0.66	24.9	12.3	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Mall Blvd to Montgomery Cross	5108016	5108	1919.6	AM	24.3	40	0.61	29.4	20.3	Signal	C		C
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Mall Blvd to Montgomery Cross	5108016	5108	1919.6	MD	32.3	40	0.81	8.9	1.8	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Mall Blvd to Montgomery Cross	5108016	5108	1919.6	PM	17.9	40	0.45	41.1	21.0	Signal	D	Corridor will improve with extension of Truman and Whitfield widening	Study next CMS
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Montgomery Cross to City Limit	5108017	5108	2227.8	AM	41.5	45	0.92	2.8	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Montgomery Cross to City Limit	5108017	5108	2227.8	MD	44.3	45	0.98	1.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Montgomery Cross to City Limit	5108017	5108	2227.8	PM	43.2	45	0.96	3.5	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	City Limit to Kings Way	5108018	5108	2618.1	AM	41.1	40	1.03	2.0	0.0	City Limit	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	City Limit to Kings Way	5108018	5108	2618.1	MD	41.6	40	1.04	4.1	0.0	City Limit	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	City Limit to Kings Way	5108018	5108	2618.1	PM	31.8	40	0.80	11.7	0.0	City Limit	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Kings Way to Old Montgomery Rd	5108019	5108	1676	AM	33.5	35	0.94	4.0	0.3	Flashing Yellow	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Kings Way to Old Montgomery Rd	5108019	5108	1676	MD	34.6	35	0.97	3.8	0.0	Flashing Yellow	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Kings Way to Old Montgomery Rd	5108019	5108	1676	PM	30.5	35	0.86	5.5	0.0	Flashing Yellow	B		B

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Old Montgomery Rd to Whitfield	5108020	5108	4798.2	AM	42.5	40	1.06	0.9	0.0	Cross Street	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Old Montgomery Rd to Whitfield	5108020	5108	4798.2	MD	39.7	40	0.99	3.8	0.0	Cross Street	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Old Montgomery Rd to Whitfield	5108020	5108	4798.2	PM	42.5	40	1.06	1.5	0.0	Cross Street	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Whitfield to Ferguson	5108021	5108	2252.6	AM	46.2	50	0.92	2.6	0.0	Cross Street	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Whitfield to Ferguson	5108021	5108	2252.6	MD	24.6	50	0.49	33.3	21.0	Cross Street	D	Excessive delays at Ferguson	Priority I - Widen from 2-4 between Old Whitfield and Ferguson
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Whitfield to Ferguson	5108021	5108	2252.6	PM	37.2	50	0.74	10.5	0.0	Cross Street	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Ferguson to Moon River	5108022	5108	5297.5	AM	48.0	50	0.96	5.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Ferguson to Moon River	5108022	5108	5297.5	MD	46.2	50	0.92	8.3	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Ferguson to Moon River	5108022	5108	5297.5	PM	45.9	50	0.92	6.5	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Moon River to Intercoastal Waterway	5108023	5108	5971.9	AM	51.8	50	1.04	0.7	0.0	Cross Street	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Moon River to Intercoastal Waterway	5108023	5108	5971.9	MD	51.2	50	1.02	0.8	0.0	Cross Street	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Moon River to Intercoastal Waterway	5108023	5108	5971.9	PM	52.7	50	1.05	1.0	0.0	Cross Street	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Intercoastal Waterway to Landings/Village	5108024	5108	4799.3	AM	55.8	40	1.40	0.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Intercoastal Waterway to Landings/Village	5108024	5108	4799.3	MD	37.1	40	0.93	13.7	8.0	Signal	B		B
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Intercoastal Waterway to Landings/Village	5108024	5108	4799.3	PM	44.8	40	1.12	0.0	0.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Landings/Village to Green Island	5108025	5108	1197.7	AM	34.3	40	0.86	4.6	0.7	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Landings/Village to Green Island	5108025	5108	1197.7	MD	33.0	40	0.83	5.0	1.0	Signal	A		A
WATERS/WHITFIELD/ DIAMOND CAUSWAY - SB	Landings/Village to Green Island	5108025	5108	1197.7	PM	23.9	40	0.60	14.3	1.3	Signal	B		B
MCWHORTER - EB	Waters to Landings	5109001	5109	7729	AM	43.4	50	0.87	15.9	0.0	AWSC	C		C
MCWHORTER - EB	Waters to Landings	5109001	5109	7729	MD	46.6	50	0.93	7.6	0.0	AWSC	A		A
MCWHORTER - EB	Waters to Landings	5109001	5109	7729	PM	44.1	50	0.88	14.0	0.0	AWSC	B		B
MCWHORTER - EB	Landings to Roadway Split	5109002	5109	2850.7	AM	47.0	50	0.94	2.5	0.0	Cross Street	A		A
MCWHORTER - EB	Landings to Roadway Split	5109002	5109	2850.7	MD	49.0	50	0.98	0.8	0.0	Cross Street	A		A
MCWHORTER - EB	Landings to Roadway Split	5109002	5109	2850.7	PM	46.9	50	0.94	2.5	0.0	Cross Street	A		A
MCWHORTER - EB	Roadway Split to End of Route	5109003	5109	5792.9	AM	49.0	50	0.98	1.6	0.0	Cross Street	A		A
MCWHORTER - EB	Roadway Split to End of Route	5109003	5109	5792.9	MD	49.5	50	0.99	0.8	0.0	Cross Street	A		A
MCWHORTER - EB	Roadway Split to End of Route	5109003	5109	5792.9	PM	46.5	50	0.93	5.8	0.0	Cross Street	A		A
MCWHORTER - WB	End of Route to Roadway Split	5110001	5110	5792.9	AM	46.6	50	0.93	5.7	0.0	Signal	A		A
MCWHORTER - WB	End of Route to Roadway Split	5110001	5110	5792.9	MD	49.8	50	1.00	0.3	0.0	Signal	A		A
MCWHORTER - WB	End of Route to Roadway Split	5110001	5110	5792.9	PM	50.8	50	1.02	0.0	0.0	Signal	A		A
MCWHORTER - WB	Roadway Split to Landings	5110002	5110	2850.6	AM	47.7	50	0.95	1.8	0.0	Cross Street	A		A
MCWHORTER - WB	Roadway Split to Landings	5110002	5110	2850.6	MD	49.3	50	0.99	0.5	0.0	Cross Street	A		A
MCWHORTER - WB	Roadway Split to Landings	5110002	5110	2850.6	PM	51.1	50	1.02	0.0	0.0	Cross Street	A		A
MCWHORTER - WB	Landings to Waters	5110003	5110	7729	AM	45.1	50	0.90	11.3	2.0	Cross Street	A		A
MCWHORTER - WB	Landings to Waters	5110003	5110	7729	MD	45.1	50	0.90	11.5	3.0	Cross Street	A		A
MCWHORTER - WB	Landings to Waters	5110003	5110	7729	PM	45.2	50	0.90	11.2	2.0	Cross Street	A		A
WHITFIELD - NB	Lucas to Shipyard	5111002	5111	3143.8	AM	36.2	35	1.03	0.0	0.0	Cross Street	A		A
WHITFIELD - NB	Lucas to Shipyard	5111002	5111	3143.8	MD	36.1	35	1.03	0.0	0.0	Cross Street	A		A
WHITFIELD - NB	Lucas to Shipyard	5111002	5111	3143.8	PM	35.3	35	1.01	0.8	0.0	Cross Street	A		A
WHITFIELD - NB	Shipyard to Mendel	5111003	5111	571.7	AM	38.7	35	1.11	0.0	0.0	Cross Street	A		A
WHITFIELD - NB	Shipyard to Mendel	5111003	5111	571.7	MD	37.7	35	1.08	0.0	0.0	Cross Street	A		A
WHITFIELD - NB	Shipyard to Mendel	5111003	5111	571.7	PM	38.5	35	1.10	0.0	0.0	Cross Street	A		A
WHITFIELD - NB	Mendel to Rivers Ben	5111004	5111	2681.9	AM	38.9	35	1.11	0.0	0.0	Cross Street	A		A
WHITFIELD - NB	Mendel to Rivers Ben	5111004	5111	2681.9	MD	38.4	35	1.10	0.0	0.0	Cross Street	A		A
WHITFIELD - NB	Mendel to Rivers Ben	5111004	5111	2681.9	PM	37.6	35	1.07	0.0	0.0	Cross Street	A		A
WHITFIELD - NB	Rivers Ben to Waters	5111005	5111	4833	AM	31.5	35	0.90	11.8	12.0	Cross Street	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
WHITFIELD - NB	Rivers Ben to Waters	5111005	5111	4833	MD	34.8	35	0.99	1.3	0.0	Cross Street	A		A
WHITFIELD - NB	Rivers Ben to Waters	5111005	5111	4833	PM	30.4	35	0.87	16.0	6.3	Cross Street	A		A
WHITFIELD - SB	Waters to Rivers Ben	5112001	5112	4833	AM	35.3	35	1.01	0.0	0.0	Signal	A		A
WHITFIELD - SB	Waters to Rivers Ben	5112001	5112	4833	MD	39.4	35	1.13	0.0	0.0	Signal	A		A
WHITFIELD - SB	Waters to Rivers Ben	5112001	5112	4833	PM	35.9	35	1.02	0.6	0.0	Signal	A		A
WHITFIELD - SB	Rivers Ben to Mendel	5112002	5112	2682	AM	36.4	35	1.04	0.1	0.0	Cross Street	A		A
WHITFIELD - SB	Rivers Ben to Mendel	5112002	5112	2682	MD	38.9	35	1.11	0.0	0.0	Cross Street	A		A
WHITFIELD - SB	Rivers Ben to Mendel	5112002	5112	2682	PM	37.3	35	1.07	0.0	0.0	Cross Street	A		A
WHITFIELD - SB	Mendel to Shipyard	5112003	5112	571.6	AM	35.1	35	1.00	0.2	0.0	Cross Street	A		A
WHITFIELD - SB	Mendel to Shipyard	5112003	5112	571.6	MD	39.4	35	1.13	0.1	0.0	Cross Street	A		A
WHITFIELD - SB	Mendel to Shipyard	5112003	5112	571.6	PM	34.8	35	0.99	0.4	0.0	Cross Street	A		A
WHITFIELD - SB	Shipyard to Lucas	5112004	5112	3143.8	AM	31.9	35	0.91	6.0	0.3	Cross Street	A		A
WHITFIELD - SB	Shipyard to Lucas	5112004	5112	3143.8	MD	35.9	35	1.03	1.1	0.0	Cross Street	A		A
WHITFIELD - SB	Shipyard to Lucas	5112004	5112	3143.8	PM	32.7	35	0.93	4.2	0.0	Cross Street	A		A
FERGUSON - NB	Shipyard to Diamond Causeway	5113002	5113	6509.6	AM	35.6	40	0.89	14.2	3.0	TWSC	B		B
FERGUSON - NB	Shipyard to Diamond Causeway	5113002	5113	6509.6	MD	31.5	40	0.79	35.8	23.0	TWSC	E	Canopy - Constrained Corridor	Constrained Corridor - Secondary roadway for access, higher speeds not desired
FERGUSON - NB	Shipyard to Diamond Causeway	5113002	5113	6509.6	PM	30.5	40	0.76	36.6	15.3	TWSC	E	Canopy - Constrained Corridor	Constrained Corridor - Secondary roadway for access, higher speeds not desired
FERGUSON - NB	Diamond Causeway to Winterberry	5113003	5113	7593.1	AM	39.1	40	0.98	4.2	0.0	Signal	A		A
FERGUSON - NB	Diamond Causeway to Winterberry	5113003	5113	7593.1	MD	44.6	40	1.12	0.1	0.0	Signal	A		A
FERGUSON - NB	Diamond Causeway to Winterberry	5113003	5113	7593.1	PM	40.3	40	1.01	1.5	0.0	Signal	A		A
FERGUSON - NB	Winterberry to Skidaway	5113004	5113	4856.3	AM	31.5	40	0.79	22.2	11.3	Cross Street	B		B
FERGUSON - NB	Winterberry to Skidaway	5113004	5113	4856.3	MD	34.5	40	0.86	14.7	10.8	Cross Street	B		B
FERGUSON - NB	Winterberry to Skidaway	5113004	5113	4856.3	PM	32.3	40	0.81	20.4	10.8	Cross Street	B		B
FERGUSON - NB	Skidaway to La Roche	5113005	5113	6100.4	AM	36.1	40	0.90	11.3	0.0	Signal	B		B
FERGUSON - NB	Skidaway to La Roche	5113005	5113	6100.4	MD	36.6	40	0.92	11.0	4.0	Signal	B		B
FERGUSON - NB	Skidaway to La Roche	5113005	5113	6100.4	PM	33.2	40	0.83	22.2	1.3	Signal	C		C
FERGUSON - SB	La Roche to Skidaway	5114001	5114	6100.5	AM	26.2	40	0.65	56.7	26.8	TWSC	F	Canopy - Constrained Corridor	Constrained Corridor - Secondary roadway for access, higher speeds not desired
FERGUSON - SB	La Roche to Skidaway	5114001	5114	6100.5	MD	29.8	40	0.74	36.5	19.0	TWSC	E	Canopy - Constrained Corridor	Constrained Corridor - Secondary roadway for access, higher speeds not desired
FERGUSON - SB	La Roche to Skidaway	5114001	5114	6100.5	PM	26.2	40	0.66	54.5	19.5	TWSC	F	Canopy - Constrained Corridor	Constrained Corridor - Secondary roadway for access, higher speeds not desired
FERGUSON - SB	Skidaway to Winterberry	5114002	5114	4856.2	AM	38.6	40	0.96	3.1	0.0	Signal	A		A
FERGUSON - SB	Skidaway to Winterberry	5114002	5114	4856.2	MD	38.8	40	0.97	3.8	0.0	Signal	A		A
FERGUSON - SB	Skidaway to Winterberry	5114002	5114	4856.2	PM	34.9	40	0.87	12.3	0.0	Signal	B		B
FERGUSON - SB	Winterberry to Diamond Causeway	5114003	5114	7593.1	AM	32.7	40	0.82	32.4	31.3	Cross Street	B		B
FERGUSON - SB	Winterberry to Diamond Causeway	5114003	5114	7593.1	MD	34.1	40	0.85	22.9	23.5	Cross Street	B		B
FERGUSON - SB	Winterberry to Diamond Causeway	5114003	5114	7593.1	PM	33.5	40	0.84	26.1	18.0	Cross Street	B		B
FERGUSON - SB	Diamond Causeway to Shipyard	5114004	5114	6509.6	AM	32.9	40	0.82	24.5	6.0	Signal	C		C
FERGUSON - SB	Diamond Causeway to Shipyard	5114004	5114	6509.6	MD	35.3	40	0.88	14.9	6.5	Signal	B		B
FERGUSON - SB	Diamond Causeway to Shipyard	5114004	5114	6509.6	PM	34.5	40	0.86	18.3	3.3	Signal	B		B
SKIDAWAY - NB	Parkersburg to Ferguson	5115002	5115	3509.5	AM	33.0	35	0.94	7.9	4.5	TWSC	A		A
SKIDAWAY - NB	Parkersburg to Ferguson	5115002	5115	3509.5	MD	33.5	35	0.96	5.8	3.3	TWSC	A		A
SKIDAWAY - NB	Parkersburg to Ferguson	5115002	5115	3509.5	PM	38.8	35	1.11	0.0	3.0	TWSC	A		A
SKIDAWAY - NB	Ferguson to Montgomery Cross	5115003	5115	1605.2	AM	24.3	35	0.69	16.5	6.8	Signal	B		B
SKIDAWAY - NB	Ferguson to Montgomery Cross	5115003	5115	1605.2	MD	29.0	35	0.83	8.2	3.0	Signal	A		A
SKIDAWAY - NB	Ferguson to Montgomery Cross	5115003	5115	1605.2	PM	21.9	35	0.62	19.3	5.7	Signal	B		B
SKIDAWAY - NB	Montgomery Cross to Eisenhower	5115004	5115	3950.4	AM	19.9	35	0.57	67.3	44.0	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
SKIDAWAY - NB	Montgomery Cross to Eisenhower	5115004	5115	3950.4	MD	27.9	35	0.80	25.6	14.3	Signal	C		C
SKIDAWAY - NB	Montgomery Cross to Eisenhower	5115004	5115	3950.4	PM	17.6	35	0.50	79.7	47.7	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
SKIDAWAY - NB	Eisenhower to Bonna Bella	5115005	5115	4611.3	AM	32.1	40	0.80	19.7	1.8	Signal	B		B
SKIDAWAY - NB	Eisenhower to Bonna Bella	5115005	5115	4611.3	MD	33.7	40	0.84	15.4	3.3	Signal	B		B

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SKIDAWAY - NB	Eisenhower to Bonna Bella	5115005	5115	4611.3	PM	29.0	40	0.73	32.2	3.3	Signal	C		C
SKIDAWAY - NB	Bonna Bella to DeRenne	5115006	5115	2693.8	AM	27.0	34	0.80	17.4	9.0	Signal	B		B
SKIDAWAY - NB	Bonna Bella to DeRenne	5115006	5115	2693.8	MD	22.2	40	0.55	39.6	17.5	Signal	D	Corridor will improve with extension of Truman	Study next CMS
SKIDAWAY - NB	Bonna Bella to DeRenne	5115006	5115	2693.8	PM	29.5	40	0.74	17.3	0.0	Signal	B		B
SKIDAWAY - NB	DeRenne to La Roche	5115007	5115	3331.8	AM	25.8	30	0.86	13.7	0.0	Signal	B		B
SKIDAWAY - NB	DeRenne to La Roche	5115007	5115	3331.8	MD	30.9	35	0.88	9.4	1.8	Signal	A		A
SKIDAWAY - NB	DeRenne to La Roche	5115007	5115	3331.8	PM	20.5	35	0.59	50.6	22.3	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
SKIDAWAY - NB	La Roche to 52nd St	5115008	5115	2124.2	AM	26.5	27	0.98	5.6	1.0	Signal	A		A
SKIDAWAY - NB	La Roche to 52nd St	5115008	5115	2124.2	MD	28.1	35	0.80	12.1	1.5	Signal	B		B
SKIDAWAY - NB	La Roche to 52nd St	5115008	5115	2124.2	PM	14.8	35	0.42	58.7	18.0	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
SKIDAWAY - NB	52nd St to Colorado	5115009	5115	2264.5	AM	24.6	34	0.72	19.5	5.3	Signal	B		B
SKIDAWAY - NB	52nd St to Colorado	5115009	5115	2264.5	MD	25.9	35	0.74	18.4	5.8	Signal	B		B
SKIDAWAY - NB	52nd St to Colorado	5115009	5115	2264.5	PM	20.6	35	0.59	33.6	11.0	Signal	C		C
SKIDAWAY - NB	Colorado to Victory	5115010	5115	953.4	AM	15.7	35	0.45	39.6	25.3	Signal	D	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops
SKIDAWAY - NB	Colorado to Victory	5115010	5115	953.4	MD	10.8	35	0.31	42.8	26.3	Signal	D	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops
SKIDAWAY - NB	Colorado to Victory	5115010	5115	953.4	PM	8.4	35	0.24	63.7	47.3	Signal	E	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops
SKIDAWAY - NB	Victory to 36th St	5115011	5115	2607.5	AM	29.3	35	0.84	13.2	3.0	Signal	B		B
SKIDAWAY - NB	Victory to 36th St	5115011	5115	2607.5	MD	26.7	35	0.76	19.9	7.0	Signal	B		B
SKIDAWAY - NB	Victory to 36th St	5115011	5115	2607.5	PM	22.3	35	0.64	33.1	18.5	Signal	C		C
SKIDAWAY - NB	36th St to Henry/Anderson	5115012	5115	2853.6	AM	31.8	35	0.91	6.8	1.3	Signal	A		A
SKIDAWAY - NB	36th St to Henry/Anderson	5115012	5115	2853.6	MD	22.7	35	0.65	32.7	14.8	Signal	C		C
SKIDAWAY - NB	36th St to Henry/Anderson	5115012	5115	2853.6	PM	26.9	35	0.77	18.9	7.8	Signal	B		B
SKIDAWAY - NB	Henry/Anderson to Wheaton	5115013	5115	1912.7	AM	29.0	30	0.97	1.5	0.0	Signal	A		A
SKIDAWAY - NB	Henry/Anderson to Wheaton	5115013	5115	1912.7	MD	25.1	30	0.84	9.0	1.3	Signal	A		A
SKIDAWAY - NB	Henry/Anderson to Wheaton	5115013	5115	1912.7	PM	28.8	30	0.96	6.9	4.3	Signal	A		A
SKIDAWAY - SB	Wheaton to Henry/Anderson	5116001	5116	1912.8	AM	21.9	30	0.73	18.7	13.3	TWSC	C		C
SKIDAWAY - SB	Wheaton to Henry/Anderson	5116001	5116	1912.8	MD	16.0	30	0.53	37.5	38.5	TWSC	E	Minor Approach to 5-legged intersection	Optimize Signal at Anderson
SKIDAWAY - SB	Wheaton to Henry/Anderson	5116001	5116	1912.8	PM	14.2	30	0.47	48.0	37.3	TWSC	E	Minor Approach to 5-legged intersection	Optimize Signal at Anderson
SKIDAWAY - SB	Henry/Anderson to 36th St	5116002	5116	2853.5	AM	20.4	35	0.58	42.9	16.0	Signal	D	Short Distance between Penn and 36th St	Coordinate signals between Penn and 36th St
SKIDAWAY - SB	Henry/Anderson to 36th St	5116002	5116	2853.5	MD	33.0	35	0.94	4.7	7.5	Signal	A		A
SKIDAWAY - SB	Henry/Anderson to 36th St	5116002	5116	2853.5	PM	26.2	35	0.75	20.1	8.3	Signal	C		C
SKIDAWAY - SB	36th St to Victory	5116003	5116	2607.6	AM	13.6	35	0.39	83.8	59.3	Signal	F	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops
SKIDAWAY - SB	36th St to Victory	5116003	5116	2607.6	MD	22.8	35	0.65	27.5	8.5	Signal	C		C
SKIDAWAY - SB	36th St to Victory	5116003	5116	2607.6	PM	19.7	35	0.56	42.6	24.0	Signal	D	Delay at Victory, sufficient capacity for all mvmt	No dedicated right turn bay, may consider, coordinating Victory timing will improve int ops
SKIDAWAY - SB	Victory to Colorado	5116004	5116	953.3	AM	24.3	35	0.69	9.4	1.0	Signal	A		A
SKIDAWAY - SB	Victory to Colorado	5116004	5116	953.3	MD	20.4	35	0.58	15.1	6.0	Signal	B		B
SKIDAWAY - SB	Victory to Colorado	5116004	5116	953.3	PM	17.3	35	0.49	26.2	13.0	Signal	C		C
SKIDAWAY - SB	Colorado to 52nd St	5116005	5116	2264.6	AM	27.2	35	0.78	12.9	4.7	Signal	B		B
SKIDAWAY - SB	Colorado to 52nd St	5116005	5116	2264.6	MD	25.6	35	0.73	16.5	0.0	Signal	B		B
SKIDAWAY - SB	Colorado to 52nd St	5116005	5116	2264.6	PM	16.4	35	0.47	52.0	27.7	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
SKIDAWAY - SB	52nd St to La Roche	5116006	5116	2124.2	AM	28.4	35	0.81	9.7	0.0	Signal	A		A
SKIDAWAY - SB	52nd St to La Roche	5116006	5116	2124.2	MD	28.1	35	0.80	9.9	0.0	Signal	A		A
SKIDAWAY - SB	52nd St to La Roche	5116006	5116	2124.2	PM	23.2	35	0.66	25.5	13.0	Signal	C		C
SKIDAWAY - SB	La Roche to DeRenne	5116007	5116	3331.7	AM	13.3	35	0.38	126.9	85.5	Signal	F	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
SKIDAWAY - SB	La Roche to DeRenne	5116007	5116	3331.7	MD	27.3	35	0.78	18.1	2.0	Signal	B		B
SKIDAWAY - SB	La Roche to DeRenne	5116007	5116	3331.7	PM	19.9	35	0.57	50.1	24.3	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
SKIDAWAY - SB	DeRenne to Bonna Bella	5116008	5116	2693.9	AM	26.6	40	0.66	24.5	1.3	Signal	C		C
SKIDAWAY - SB	DeRenne to Bonna Bella	5116008	5116	2693.9	MD	28.9	40	0.72	17.3	0.0	Signal	B		B
SKIDAWAY - SB	DeRenne to Bonna Bella	5116008	5116	2693.9	PM	27.4	40	0.69	24.0	4.7	Signal	C		C
SKIDAWAY - SB	Bonna Bella to Eisenhower	5116009	5116	4611.3	AM	27.5	40	0.69	47.3	25.3	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
SKIDAWAY - SB	Bonna Bella to Eisenhower	5116009	5116	4611.3	MD	27.5	40	0.69	36.6	5.0	Signal	D	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
SKIDAWAY - SB	Bonna Bella to Eisenhower	5116009	5116	4611.3	PM	21.4	40	0.53	68.5	29.7	Signal	E	Corridor will improve with extension of Truman and Widening of Skidaway	Study next CMS
SKIDAWAY - SB	Eisenhower to Montgomery Cross	5116010	5116	3950.4	AM	32.0	35	0.91	7.3	0.0	Signal	A		A
SKIDAWAY - SB	Eisenhower to Montgomery Cross	5116010	5116	3950.4	MD	31.9	35	0.91	7.6	0.0	Signal	A		A
SKIDAWAY - SB	Eisenhower to Montgomery Cross	5116010	5116	3950.4	PM	29.4	35	0.84	18.5	4.3	Signal	B		B
SKIDAWAY - SB	Montgomery Cross to Ferguson	5116011	5116	1605.1	AM	18.8	35	0.54	29.1	17.0	Signal	C		C
SKIDAWAY - SB	Montgomery Cross to Ferguson	5116011	5116	1605.1	MD	25.1	35	0.72	13.5	5.0	Signal	B		B
SKIDAWAY - SB	Montgomery Cross to Ferguson	5116011	5116	1605.1	PM	20.5	35	0.59	29.9	5.7	Signal	C		C
SKIDAWAY - SB	Ferguson to Parkersburg	5116012	5116	3509.5	AM	40.6	35	1.16	0.7	0.0	Signal	A		A
SKIDAWAY - SB	Ferguson to Parkersburg	5116012	5116	3509.5	MD	38.3	35	1.10	0.0	0.0	Signal	A		A
SKIDAWAY - SB	Ferguson to Parkersburg	5116012	5116	3509.5	PM	39.3	35	1.12	0.5	0.0	Signal	A		A
PENNSYLVANIA - NB	Skidaway to Gwinnett	5117001	5117	3432.4	AM	30.8	30	1.03	3.2	2.5	Signal	A		A
PENNSYLVANIA - NB	Skidaway to Gwinnett	5117001	5117	3432.4	MD	30.9	30	1.03	0.0	0.0	Signal	A		A
PENNSYLVANIA - NB	Skidaway to Gwinnett	5117001	5117	3432.4	PM	26.9	30	0.90	11.7	4.5	Signal	B		B
PENNSYLVANIA - NB	Gwinnett to Capital	5117002	5117	2779	AM	31.0	25	1.24	3.0	2.8	Signal	A		A
PENNSYLVANIA - NB	Gwinnett to Capital	5117002	5117	2779	MD	31.3	25	1.25	0.0	4.5	Signal	A		A
PENNSYLVANIA - NB	Gwinnett to Capital	5117002	5117	2779	PM	23.6	25	0.94	8.3	5.8	Signal	A		A
PENNSYLVANIA - NB	Capital to Islands Expressway	5117003	5117	1858.6	AM	19.5	30	0.65	22.2	7.5	Signal	C		C
PENNSYLVANIA - NB	Capital to Islands Expressway	5117003	5117	1858.6	MD	19.9	30	0.66	21.4	12.0	Signal	C		C
PENNSYLVANIA - NB	Capital to Islands Expressway	5117003	5117	1858.6	PM	13.8	30	0.46	63.8	45.5	Signal	E	Minor Approach at Bay	Cross Street Delay Expected
PENNSYLVANIA - SB	Islands Expressway to Capital	5118001	5118	1858.6	AM	32.1	29	1.10	0.5	0.0	Signal	A		A
PENNSYLVANIA - SB	Islands Expressway to Capital	5118001	5118	1858.6	MD	27.1	30	0.90	9.9	7.5	Signal	A		A
PENNSYLVANIA - SB	Islands Expressway to Capital	5118001	5118	1858.6	PM	18.1	30	0.60	58.4	16.3	Signal	E	Signal Operations at Capital	Signal Operations - at Capital
PENNSYLVANIA - SB	Capital to Gwinnett	5118002	5118	2778.9	AM	30.4	25	1.22	1.6	2.3	Signal	A		A
PENNSYLVANIA - SB	Capital to Gwinnett	5118002	5118	2778.9	MD	32.8	25	1.31	0.0	3.0	Signal	A		A
PENNSYLVANIA - SB	Capital to Gwinnett	5118002	5118	2778.9	PM	25.4	25	1.02	5.8	1.3	Signal	A		A
PENNSYLVANIA - SB	Gwinnett to Skidaway	5118003	5118	3432.5	AM	26.5	30	0.88	13.0	9.5	Signal	B		B
PENNSYLVANIA - SB	Gwinnett to Skidaway	5118003	5118	3432.5	MD	29.9	30	1.00	0.7	1.0	Signal	A		A
PENNSYLVANIA - SB	Gwinnett to Skidaway	5118003	5118	3432.5	PM	26.0	30	0.87	12.9	7.5	Signal	B		B
TIBET - EB	Middleground to Largo	5121001	5121	2293.8	AM	27.7	30	0.92	5.6	0.3	Signal	A		A
TIBET - EB	Middleground to Largo	5121001	5121	2293.8	MD	25.0	30	0.83	10.2	2.0	Signal	B		B
TIBET - EB	Middleground to Largo	5121001	5121	2293.8	PM	24.2	30	0.81	12.4	5.0	Signal	B		B
TIBET - EB	Largo to Abercorn	5121002	5121	4218.9	AM	23.5	30	0.79	34.8	28.3	AWSC	D	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
TIBET - EB	Largo to Abercorn	5121002	5121	4218.9	MD	25.2	35	0.72	37.7	25.0	AWSC	E	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
TIBET - EB	Largo to Abercorn	5121002	5121	4218.9	PM	17.6	35	0.50	82.4	56.3	AWSC	F	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
TIBET - EB	Abercorn to White Bluff	5121003	5121	704.2	AM	7.6	35	0.22	51.5	38.5	Signal	D	Minor Approach at Bill White	Cross street delays expected
TIBET - EB	Abercorn to White Bluff	5121003	5121	704.2	MD	13.0	35	0.37	37.3	26.7	Signal	D	Minor Approach at Bill White	Cross street delays expected
TIBET - EB	Abercorn to White Bluff	5121003	5121	704.2	PM	15.7	35	0.45	25.5	9.7	Signal	C		C
TIBET - WB	White Bluff to Abercorn	5122001	5122	704.2	AM	7.4	35	0.21	77.8	61.0	Signal	E	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
TIBET - WB	White Bluff to Abercorn	5122001	5122	704.2	MD	11.9	35	0.34	48.0	35.0	Signal	D	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
TIBET - WB	White Bluff to Abercorn	5122001	5122	704.2	PM	13.9	35	0.40	52.2	38.7	Signal	D	Minor Approach at Abercorn	TIP #532570 for Intersection Improvement
TIBET - WB	Abercorn to Largo	5122002	5122	4218.9	AM	31.0	35	0.89	12.4	2.8	Signal	B		B
TIBET - WB	Abercorn to Largo	5122002	5122	4218.9	MD	30.8	35	0.88	16.1	2.0	Signal	B		B
TIBET - WB	Abercorn to Largo	5122002	5122	4218.9	PM	30.2	35	0.86	13.7	4.5	Signal	B		B
TIBET - WB	Largo to Middleground	5122003	5122	2293.9	AM	21.3	30	0.71	25.0	22.0	AWSC	C		C
TIBET - WB	Largo to Middleground	5122003	5122	2293.9	MD	23.7	30	0.79	14.9	10.0	AWSC	B		B
TIBET - WB	Largo to Middleground	5122003	5122	2293.9	PM	20.9	30	0.70	26.1	19.8	AWSC	D	Minor Approach at Middleground	Cross Street Delay Expected
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Skidaway to Cornus	5123001	5123	4371.8	AM	29.6	25	1.18	3.7	7.2	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Skidaway to Cornus	5123001	5123	4371.8	MD	32.1	25	1.29	0.0	1.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Skidaway to Cornus	5123001	5123	4371.8	PM	28.3	25	1.13	3.1	0.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Cornus to Norwood	5123002	5123	5033.7	AM	37.8	35	1.08	0.7	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Cornus to Norwood	5123002	5123	5033.7	MD	36.3	35	1.04	1.1	0.0	Cross Street	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Cornus to Norwood	5123002	5123	5033.7	PM	36.1	35	1.03	4.4	0.2	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Norwood to Nottingham	5123003	5123	1777.6	AM	37.1	35	1.06	0.0	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Norwood to Nottingham	5123003	5123	1777.6	MD	34.2	35	0.98	2.8	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Norwood to Nottingham	5123003	5123	1777.6	PM	33.1	35	0.95	3.3	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Nottingham to Jasmine	5123004	5123	5398.5	AM	34.3	35	0.98	6.6	5.6	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Nottingham to Jasmine	5123004	5123	5398.5	MD	36.6	35	1.05	2.0	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Nottingham to Jasmine	5123004	5123	5398.5	PM	35.0	35	1.00	5.0	2.3	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Jasmine to DeRenne	5123005	5123	724.7	AM	23.3	35	0.67	8.5	2.6	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Jasmine to DeRenne	5123005	5123	724.7	MD	37.3	35	1.07	0.4	0.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Jasmine to DeRenne	5123005	5123	724.7	PM	23.6	35	0.67	8.7	1.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	DeRenne to Skidaway	5123006	5123	3966.4	AM	25.7	35	0.73	33.8	19.6	Signal	C		C
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	DeRenne to Skidaway	5123006	5123	3966.4	MD	27.9	35	0.80	35.2	27.7	Signal	D	Delays at Skidaway and SR 21	Priority II - Operational from City limits to Skidaway, will improve with Skidaway widening, Optimize signal timing
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	DeRenne to Skidaway	5123006	5123	3966.4	PM	19.7	35	0.56	62.8	39.0	Signal	E	Delays at Skidaway and SR 21	Priority II - Operational from City limits to Skidaway, will improve with Skidaway widening, Optimize signal timing
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Skidaway to Harry Truman NB Ramp	5123007	5123	4533.9	AM	31.4	30	1.05	2.1	4.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Skidaway to Harry Truman NB Ramp	5123007	5123	4533.9	MD	33.8	30	1.13	1.5	4.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Skidaway to Harry Truman NB Ramp	5123007	5123	4533.9	PM	31.3	30	1.04	2.7	2.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Harry Truman NB Ramp to Harry Truman SB Ramp	5123008	5123	1065.4	AM	22.5	30	0.75	11.2	7.5	Signal	B		B
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Harry Truman NB Ramp to Harry Truman SB Ramp	5123008	5123	1065.4	MD	26.9	30	0.90	7.0	3.7	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Harry Truman NB Ramp to Harry Truman SB Ramp	5123008	5123	1065.4	PM	34.8	30	1.16	0.0	0.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Harry Truman SB Ramp to Waters	5123009	5123	1724.7	AM	19.5	30	0.65	21.4	13.8	Signal	C		C
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Harry Truman SB Ramp to Waters	5123009	5123	1724.7	MD	20.4	30	0.68	20.6	13.7	Signal	C		C
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - NB	Harry Truman SB Ramp to Waters	5123009	5123	1724.7	PM	20.7	30	0.69	21.1	15.3	Signal	C		C
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Waters to Harry Truman SB Ramp	5124001	5124	1724.7	AM	27.9	30	0.93	3.5	1.8	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Waters to Harry Truman SB Ramp	5124001	5124	1724.7	MD	27.8	30	0.93	3.1	0.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Waters to Harry Truman SB Ramp	5124001	5124	1724.7	PM	22.6	30	0.75	15.2	9.5	Signal	B		B
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Harry Truman SB Ramp to Harry Truman NB Ramp	5124002	5124	1065.4	AM	35.9	30	1.20	0.0	0.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Harry Truman SB Ramp to Harry Truman NB Ramp	5124002	5124	1065.4	MD	31.8	30	1.06	0.0	0.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Harry Truman SB Ramp to Harry Truman NB Ramp	5124002	5124	1065.4	PM	36.2	30	1.21	0.0	0.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Harry Truman NB Ramp to Skidaway	5124003	5124	4533.9	AM	21.5	30	0.72	46.9	35.3	Signal	D	Delays at Skidaway	Priority III - Operational between Waters and Skidaway, will improve with Skidaway widening, Optimize signal timing
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Harry Truman NB Ramp to Skidaway	5124003	5124	4533.9	MD	24.8	30	0.83	21.8	19.5	Signal	C		C
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Harry Truman NB Ramp to Skidaway	5124003	5124	4533.9	PM	19.0	30	0.63	60.9	48.0	Signal	E	Delays at Skidaway	Priority III - Operational between Waters and Skidaway, will improve with Skidaway widening, Optimize signal timing
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Skidaway to DeRenne	5124004	5124	3966.4	AM	26.6	31	0.86	18.1	12.0	Signal	B		B
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Skidaway to DeRenne	5124004	5124	3966.4	MD	30.9	35	0.88	11.1	2.5	Signal	B		B

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Skidaway to DeRenne	5124004	5124	3966.4	PM	25.3	35	0.72	36.4	16.0	Signal	D	Delays at Skidaway and SR 21	Priority II - Operational from City limits to Skidaway
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	DeRenne to Jasmine	5124005	5124	724.7	AM	17.6	35	0.50	19.2	10.7	Signal	B		B
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	DeRenne to Jasmine	5124005	5124	724.7	MD	23.5	35	0.67	9.6	3.3	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	DeRenne to Jasmine	5124005	5124	724.7	PM	23.7	35	0.68	8.5	1.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Jasmine to Nottingham	5124006	5124	5398.5	AM	37.2	35	1.06	11.1	4.3	Signal	B		B
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Jasmine to Nottingham	5124006	5124	5398.5	MD	35.4	35	1.01	1.6	0.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Jasmine to Nottingham	5124006	5124	5398.5	PM	32.9	35	0.94	9.6	0.0	Signal	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Nottingham to Norwood	5124007	5124	1777.6	AM	31.6	35	0.90	3.8	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Nottingham to Norwood	5124007	5124	1777.6	MD	32.1	35	0.92	3.1	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Nottingham to Norwood	5124007	5124	1777.6	PM	32.0	35	0.91	3.4	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Norwood to Cornus	5124008	5124	5033.7	AM	33.8	35	0.96	3.6	0.8	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Norwood to Cornus	5124008	5124	5033.7	MD	34.6	35	0.99	4.6	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Norwood to Cornus	5124008	5124	5033.7	PM	34.7	35	0.99	1.8	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Cornus to Skidaway	5124009	5124	4371.8	AM	28.1	25	1.12	1.3	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Cornus to Skidaway	5124009	5124	4371.8	MD	27.8	25	1.11	0.0	0.0	Cross Street	A		A
LA ROCHE/CAUSTON BLUFF/PARKERSBURG - SB	Cornus to Skidaway	5124009	5124	4371.8	PM	25.9	25	1.04	0.0	0.0	Cross Street	A		A
BROUGHTON - EB	MLK to Montgomery	5127001	5127	321.8	AM	13.4	25	0.54	9.9	4.3	Signal	A		A
BROUGHTON - EB	MLK to Montgomery	5127001	5127	321.8	MD	11.4	25	0.46	21.7	14.5	Signal	C		C
BROUGHTON - EB	MLK to Montgomery	5127001	5127	321.8	PM	11.5	25	0.46	15.5	7.4	Signal	B		B
BROUGHTON - EB	Montgomery to Jefferson	5127002	5127	313.8	AM	16.1	25	0.64	6.9	2.5	Signal	A		A
BROUGHTON - EB	Montgomery to Jefferson	5127002	5127	313.8	MD	17.9	25	0.72	3.2	0.0	Signal	A		A
BROUGHTON - EB	Montgomery to Jefferson	5127002	5127	313.8	PM	16.3	25	0.65	6.3	1.0	Signal	A		A
BROUGHTON - EB	Jefferson to Barnard	5127003	5127	371.1	AM	26.6	25	1.07	0.4	0.0	Signal	A		A
BROUGHTON - EB	Jefferson to Barnard	5127003	5127	371.1	MD	9.1	25	0.36	25.2	15.5	Signal	C		C
BROUGHTON - EB	Jefferson to Barnard	5127003	5127	371.1	PM	19.5	25	0.78	2.7	0.0	Signal	A		A
BROUGHTON - EB	Barnard to Whitaker	5127004	5127	363.6	AM	23.6	25	0.94	1.0	0.0	Signal	A		A
BROUGHTON - EB	Barnard to Whitaker	5127004	5127	363.6	MD	11.9	25	0.48	22.0	13.0	Signal	C		C
BROUGHTON - EB	Barnard to Whitaker	5127004	5127	363.6	PM	10.9	25	0.44	18.8	12.0	Signal	B		B
BROUGHTON - EB	Whitaker to Bull	5127005	5127	370.5	AM	25.0	25	1.00	0.4	0.0	Signal	A		A
BROUGHTON - EB	Whitaker to Bull	5127005	5127	370.5	MD	17.0	25	0.68	5.5	0.0	Signal	A		A
BROUGHTON - EB	Whitaker to Bull	5127005	5127	370.5	PM	12.8	25	0.51	18.0	6.6	Signal	B		B
BROUGHTON - EB	Bull to Drayton	5127006	5127	354.8	AM	14.5	25	0.58	13.7	10.0	Signal	B		B
BROUGHTON - EB	Bull to Drayton	5127006	5127	354.8	MD	22.2	25	0.89	1.9	0.0	Signal	A		A
BROUGHTON - EB	Bull to Drayton	5127006	5127	354.8	PM	19.0	25	0.76	4.1	0.0	Signal	A		A
BROUGHTON - EB	Drayton to Abercorn	5127007	5127	372.4	AM	23.6	25	0.95	1.2	0.0	Signal	A		A
BROUGHTON - EB	Drayton to Abercorn	5127007	5127	372.4	MD	6.7	25	0.27	26.9	16.0	Signal	C		C
BROUGHTON - EB	Drayton to Abercorn	5127007	5127	372.4	PM	13.7	25	0.55	16.5	10.4	Signal	B		B
BROUGHTON - EB	Abercorn to Lincoln	5127008	5127	368.3	AM	26.9	25	1.08	0.3	0.0	Signal	A		A
BROUGHTON - EB	Abercorn to Lincoln	5127008	5127	368.3	MD	29.7	25	1.19	0.0	0.0	Signal	A		A
BROUGHTON - EB	Abercorn to Lincoln	5127008	5127	368.3	PM	21.2	25	0.85	2.3	0.0	Signal	A		A
BROUGHTON - EB	Lincoln to Price	5127009	5127	606.8	AM	16.4	25	0.66	17.6	14.5	Cross Street	C		C
BROUGHTON - EB	Lincoln to Price	5127009	5127	606.8	MD	16.2	25	0.65	13.1	10.0	Cross Street	C		C
BROUGHTON - EB	Lincoln to Price	5127009	5127	606.8	PM	13.2	25	0.53	17.3	12.8	Cross Street	C		C
BROUGHTON - EB	Price to East Broad St	5127010	5127	637.6	AM	15.3	25	0.61	12.2	6.5	Signal	B		B
BROUGHTON - EB	Price to East Broad St	5127010	5127	637.6	MD	18.4	25	0.74	7.3	2.5	Signal	A		A
BROUGHTON - EB	Price to East Broad St	5127010	5127	637.6	PM	17.5	25	0.70	7.8	0.6	Signal	A		A
BROUGHTON - WB	East Broad St to Price	5128002	5128	637.5	AM	17.5	25	0.70	8.7	4.3	Signal	A		A
BROUGHTON - WB	East Broad St to Price	5128002	5128	637.5	MD	19.6	25	0.78	16.6	12.0	Signal	B		B
BROUGHTON - WB	East Broad St to Price	5128002	5128	637.5	PM	12.7	25	0.51	18.0	9.5	Signal	B		B
BROUGHTON - WB	Price to Lincoln	5128003	5128	606.8	AM	25.3	25	1.01	1.4	0.0	Signal	A		A
BROUGHTON - WB	Price to Lincoln	5128003	5128	606.8	MD	26.7	25	1.07	1.9	0.0	Signal	A		A
BROUGHTON - WB	Price to Lincoln	5128003	5128	606.8	PM	18.7	25	0.75	5.9	0.0	Signal	A		A
BROUGHTON - WB	Lincoln to Abercorn	5128004	5128	368.4	AM	14.8	25	0.59	10.6	6.8	Cross Street	C		C
BROUGHTON - WB	Lincoln to Abercorn	5128004	5128	368.4	MD	15.4	25	0.61	6.6	0.0	Cross Street	C		C

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
BROUGHTON - WB	Lincoln to Abercorn	5128004	5128	368.4	PM	16.0	25	0.64	9.7	9.7	Cross Street	C		C
BROUGHTON - WB	Abercorn to Drayton	5128005	5128	372.3	AM	18.4	25	0.73	7.0	3.8	Signal	A		A
BROUGHTON - WB	Abercorn to Drayton	5128005	5128	372.3	MD	4.8	25	0.19	41.3	27.0	Signal	D	Urban Core	Delays acceptable in Urban Core, Optimize signal to desired conditions
BROUGHTON - WB	Abercorn to Drayton	5128005	5128	372.3	PM	17.5	25	0.70	4.4	0.0	Signal	A		A
BROUGHTON - WB	Drayton to Bull	5128006	5128	354.8	AM	21.7	25	0.87	1.9	0.0	Signal	A		A
BROUGHTON - WB	Drayton to Bull	5128006	5128	354.8	MD	16.3	25	0.65	8.0	3.5	Signal	A		A
BROUGHTON - WB	Drayton to Bull	5128006	5128	354.8	PM	13.0	25	0.52	16.0	18.5	Signal	B		B
BROUGHTON - WB	Bull to Whitaker	5128007	5128	370.5	AM	24.5	25	0.98	0.1	0.0	Signal	A		A
BROUGHTON - WB	Bull to Whitaker	5128007	5128	370.5	MD	18.8	25	0.75	3.4	0.0	Signal	A		A
BROUGHTON - WB	Bull to Whitaker	5128007	5128	370.5	PM	12.9	25	0.52	15.7	8.2	Signal	B		B
BROUGHTON - WB	Whitaker to Barnard	5128008	5128	363.6	AM	11.5	25	0.46	14.3	8.8	Signal	B		B
BROUGHTON - WB	Whitaker to Barnard	5128008	5128	363.6	MD	19.1	25	0.77	4.7	3.0	Signal	A		A
BROUGHTON - WB	Whitaker to Barnard	5128008	5128	363.6	PM	19.7	25	0.79	4.4	5.5	Signal	A		A
BROUGHTON - WB	Barnard to Jefferson	5128009	5128	371.1	AM	16.5	25	0.66	10.2	6.0	Signal	B		B
BROUGHTON - WB	Barnard to Jefferson	5128009	5128	371.1	MD	18.6	25	0.75	5.8	3.0	Signal	A		A
BROUGHTON - WB	Barnard to Jefferson	5128009	5128	371.1	PM	15.6	25	0.62	13.3	8.5	Signal	B		B
BROUGHTON - WB	Jefferson to Montgomery	5128010	5128	313.8	AM	23.9	25	0.96	1.0	0.0	Signal	A		A
BROUGHTON - WB	Jefferson to Montgomery	5128010	5128	313.8	MD	23.2	25	0.93	1.3	0.0	Signal	A		A
BROUGHTON - WB	Jefferson to Montgomery	5128010	5128	313.8	PM	13.0	25	0.52	12.9	5.8	Signal	B		B
BROUGHTON - WB	Montgomery to MLK	5128011	5128	321.8	AM	17.1	25	0.69	5.6	2.0	Signal	A		A
BROUGHTON - WB	Montgomery to MLK	5128011	5128	321.8	MD	9.1	25	0.36	16.3	10.5	Signal	B		B
BROUGHTON - WB	Montgomery to MLK	5128011	5128	321.8	PM	11.9	25	0.48	15.3	13.8	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	I-516 WB Ramp to Milsby Lane	5129001	5129	577.2	AM	19.0	35	0.54	14.2	6.8	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	I-516 WB Ramp to Milsby Lane	5129001	5129	577.2	MD	41.3	35	1.18	0.2	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	I-516 WB Ramp to Milsby Lane	5129001	5129	577.2	PM	28.2	35	0.81	3.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Milsby Lane to Stiles	5129002	5129	4420.9	AM	38.6	35	1.10	2.2	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Milsby Lane to Stiles	5129002	5129	4420.9	MD	42.3	35	1.21	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Milsby Lane to Stiles	5129002	5129	4420.9	PM	36.3	35	1.04	4.2	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Stiles to Hopkins	5129003	5129	3300.2	AM	35.3	35	1.01	3.8	0.9	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Stiles to Hopkins	5129003	5129	3300.2	MD	42.2	35	1.21	0.6	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Stiles to Hopkins	5129003	5129	3300.2	PM	35.3	35	1.01	2.0	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Hopkins to MLK	5129004	5129	2423.5	AM	33.2	35	0.95	7.9	3.4	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Hopkins to MLK	5129004	5129	2423.5	MD	34.0	35	0.97	5.8	4.4	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Hopkins to MLK	5129004	5129	2423.5	PM	29.0	35	0.83	11.5	5.5	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	MLK to Montgomery	5129005	5129	364.4	AM	19.4	35	0.55	10.9	5.3	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	MLK to Montgomery	5129005	5129	364.4	MD	26.6	35	0.76	2.7	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	MLK to Montgomery	5129005	5129	364.4	PM	12.5	35	0.36	18.8	8.8	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Montgomery to Barnard	5129006	5129	683.1	AM	24.9	35	0.71	8.4	2.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Montgomery to Barnard	5129006	5129	683.1	MD	30.1	35	0.86	2.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Montgomery to Barnard	5129006	5129	683.1	PM	30.1	35	0.86	1.7	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Barnard to Whitaker	5129007	5129	336.6	AM	31.5	35	0.90	1.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Barnard to Whitaker	5129007	5129	336.6	MD	31.6	35	0.90	0.4	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Barnard to Whitaker	5129007	5129	336.6	PM	29.8	35	0.85	1.9	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Whitaker to Bull	5129008	5129	280	AM	32.0	35	0.91	1.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Whitaker to Bull	5129008	5129	280	MD	31.8	35	0.91	1.7	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Whitaker to Bull	5129008	5129	280	PM	26.3	35	0.75	2.2	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bull to Abercorn	5129009	5129	817.4	AM	22.2	35	0.63	33.9	26.5	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bull to Abercorn	5129009	5129	817.4	MD	23.8	35	0.68	22.5	15.7	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bull to Abercorn	5129009	5129	817.4	PM	18.3	35	0.52	39.2	31.3	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Abercorn to Habersham	5129010	5129	716	AM	25.7	35	0.73	8.4	4.5	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Abercorn to Habersham	5129010	5129	716	MD	27.4	35	0.78	3.2	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Abercorn to Habersham	5129010	5129	716	PM	35.4	35	1.01	0.1	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Habersham to Price	5129011	5129	342	AM	37.4	35	1.07	0.4	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Habersham to Price	5129011	5129	342	MD	32.0	35	0.91	1.2	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Habersham to Price	5129011	5129	342	PM	37.2	35	1.06	0.4	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Price to Reynolds	5129012	5129	956.1	AM	33.0	34	0.97	7.6	4.6	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Price to Reynolds	5129012	5129	956.1	MD	36.3	35	1.04	2.7	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Price to Reynolds	5129012	5129	956.1	PM	28.1	35	0.80	8.7	1.8	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Reynolds to Paulsen	5129013	5129	1358.6	AM	29.5	31	0.95	8.2	6.6	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Reynolds to Paulsen	5129013	5129	1358.6	MD	34.4	35	0.98	1.2	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Reynolds to Paulsen	5129013	5129	1358.6	PM	29.2	35	0.84	5.9	2.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Paulsen to Waters	5129014	5129	1255.7	AM	16.3	31	0.53	24.5	16.4	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Paulsen to Waters	5129014	5129	1255.7	MD	15.8	35	0.45	29.0	20.0	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Paulsen to Waters	5129014	5129	1255.7	PM	16.8	35	0.48	40.5	30.3	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Waters to Bee Rd	5129015	5129	2834.3	AM	28.7	38	0.76	25.6	14.0	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Waters to Bee Rd	5129015	5129	2834.3	MD	28.4	40	0.71	19.8	10.7	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Waters to Bee Rd	5129015	5129	2834.3	PM	29.8	40	0.75	17.2	4.5	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bee Rd to Harry Truman SB Ramp	5129016	5129	2149.2	AM	21.3	40	0.53	33.9	16.6	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bee Rd to Harry Truman SB Ramp	5129016	5129	2149.2	MD	30.9	40	0.77	27.1	18.0	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bee Rd to Harry Truman SB Ramp	5129016	5129	2149.2	PM	18.1	40	0.45	49.5	30.3	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Harry Truman SB Ramp to Harry Truman NB Ramp	5129017	5129	299.2	AM	27.9	40	0.70	1.9	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Harry Truman SB Ramp to Harry Truman NB Ramp	5129017	5129	299.2	MD	34.4	40	0.86	1.5	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Harry Truman SB Ramp to Harry Truman NB Ramp	5129017	5129	299.2	PM	27.3	40	0.68	1.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Harry Truman NB Ramp to Walin	5129018	5129	615.4	AM	26.2	40	0.65	6.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Harry Truman NB Ramp to Walin	5129018	5129	615.4	MD	31.0	40	0.77	2.9	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Harry Truman NB Ramp to Walin	5129018	5129	615.4	PM	26.7	40	0.67	5.1	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Walin to Skidaway	5129019	5129	1174.6	AM	33.5	40	0.84	4.9	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Walin to Skidaway	5129019	5129	1174.6	MD	10.8	40	0.27	52.5	34.3	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Walton to Skidaway	5129019	5129	1174.6	PM	11.3	40	0.28	75.3	45.5	Signal	E	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Skidaway to Commercial Driveway	5129020	5129	542.2	AM	35.3	40	0.88	2.1	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Skidaway to Commercial Driveway	5129020	5129	542.2	MD	31.0	40	0.78	2.7	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Skidaway to Commercial Driveway	5129020	5129	542.2	PM	28.7	40	0.72	3.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Commercial Driveway to Thunderbolt City Limit	5129021	5129	2207.9	AM	41.1	40	1.03	2.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Commercial Driveway to Thunderbolt City Limit	5129021	5129	2207.9	MD	40.7	40	1.02	1.4	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Commercial Driveway to Thunderbolt City Limit	5129021	5129	2207.9	PM	39.0	40	0.97	1.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Thunderbolt City Limit to Whatley	5129022	5129	609.8	AM	22.5	35	0.64	19.1	14.2	Cross Street	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Thunderbolt City Limit to Whatley	5129022	5129	609.8	MD	15.3	35	0.44	23.6	17.3	Cross Street	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Thunderbolt City Limit to Whatley	5129022	5129	609.8	PM	16.0	35	0.46	35.5	24.0	Cross Street	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Whatley to Mechanics	5129023	5129	818.2	AM	34.8	35	0.99	1.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Whatley to Mechanics	5129023	5129	818.2	MD	37.1	35	1.06	0.7	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Whatley to Mechanics	5129023	5129	818.2	PM	25.4	35	0.72	10.0	1.8	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Mechanics to River	5129024	5129	1048.4	AM	40.9	35	1.17	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Mechanics to River	5129024	5129	1048.4	MD	35.3	35	1.01	0.6	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Mechanics to River	5129024	5129	1048.4	PM	27.0	35	0.77	5.9	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	River to Gray Creek	5129025	5129	6175.2	AM	50.4	45	1.12	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	River to Gray Creek	5129025	5129	6175.2	MD	50.8	45	1.13	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	River to Gray Creek	5129025	5129	6175.2	PM	46.9	45	1.04	1.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Gray Creek to Johnny Mercer	5129026	5129	2816.7	AM	36.1	55	0.66	35.9	27.0	Cross Street	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Gray Creek to Johnny Mercer	5129026	5129	2816.7	MD	39.5	55	0.72	14.8	8.3	Cross Street	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Gray Creek to Johnny Mercer	5129026	5129	2816.7	PM	49.0	55	0.89	4.3	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Johnny Mercer to White Marsh	5129027	5129	3924.1	AM	29.4	55	0.53	49.8	29.0	Signal	D	Signal Operations - sufficient capacity	Coordinate signals between White Marsh and Johnny Mercer
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Johnny Mercer to White Marsh	5129027	5129	3924.1	MD	49.1	55	0.89	6.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Johnny Mercer to White Marsh	5129027	5129	3924.1	PM	33.6	55	0.61	34.9	18.8	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	White Marsh to US 80	5129028	5129	1952.1	AM	41.4	55	0.75	7.9	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	White Marsh to US 80	5129028	5129	1952.1	MD	52.0	55	0.95	3.3	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	White Marsh to US 80	5129028	5129	1952.1	PM	40.7	55	0.74	8.3	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	US 80 to Bryan Woods Rd	5129029	5129	4868.5	AM	49.0	48	1.03	5.6	4.8	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	US 80 to Bryan Woods Rd	5129029	5129	4868.5	MD	49.4	48	1.04	9.8	5.7	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	US 80 to Bryan Woods Rd	5129029	5129	4868.5	PM	44.1	48	0.92	10.4	7.3	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bryan Woods Rd to Suncrest	5129030	5129	3468	AM	51.2	45	1.14	0.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bryan Woods Rd to Suncrest	5129030	5129	3468	MD	47.2	45	1.05	1.0	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bryan Woods Rd to Suncrest	5129030	5129	3468	PM	49.1	45	1.09	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Suncrest to Quarterman	5129031	5129	2628.2	AM	51.8	45	1.15	1.3	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Suncrest to Quarterman	5129031	5129	2628.2	MD	47.4	45	1.05	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Suncrest to Quarterman	5129031	5129	2628.2	PM	46.5	45	1.03	1.7	1.7	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Quarterman to Johnny Mercer	5129032	5129	2602.3	AM	29.6	45	0.66	23.3	16.0	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Quarterman to Johnny Mercer	5129032	5129	2602.3	MD	47.5	45	1.05	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Quarterman to Johnny Mercer	5129032	5129	2602.3	PM	35.1	45	0.78	16.3	10.3	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Johnny Mercer to Bull River	5129033	5129	2181.4	AM	46.2	45	1.03	0.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Johnny Mercer to Bull River	5129033	5129	2181.4	MD	47.9	45	1.07	0.6	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Johnny Mercer to Bull River	5129033	5129	2181.4	PM	40.4	45	0.90	3.7	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bull River to Bridge	5129034	5129	26374.7	AM	58.2	55	1.06	14.3	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bull River to Bridge	5129034	5129	26374.7	MD	55.9	55	1.02	17.6	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bull River to Bridge	5129034	5129	26374.7	PM	54.1	55	0.98	7.1	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bridge to S. Campbell St	5129035	5129	11786.1	AM	48.6	41	1.19	0.0	1.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bridge to S. Campbell St	5129035	5129	11786.1	MD	45.7	41	1.12	1.6	3.3	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Bridge to S. Campbell St	5129035	5129	11786.1	PM	42.8	41	1.05	0.2	6.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	S. Campbell St to Jones	5129036	5129	2032	AM	40.6	35	1.16	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	S. Campbell St to Jones	5129036	5129	2032	MD	39.0	35	1.11	0.6	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	S. Campbell St to Jones	5129036	5129	2032	PM	28.7	35	0.82	12.6	5.3	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Jones to 14th St	5129037	5129	7219.9	AM	28.4	34	0.83	29.3	9.5	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Jones to 14th St	5129037	5129	7219.9	MD	31.9	34	0.93	10.5	0.0	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	Jones to 14th St	5129037	5129	7219.9	PM	29.5	34	0.86	24.7	4.0	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	14th St to End of Route	5129038	5129	1092.2	AM	23.3	30	0.78	7.4	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	14th St to End of Route	5129038	5129	1092.2	MD	28.7	30	0.96	1.1	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - EB	14th St to End of Route	5129038	5129	1092.2	PM	21.0	30	0.70	10.2	0.0	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	End of Route to 14th St	5130002	5130	1092.2	AM	19.5	30	0.65	24.9	18.5	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	End of Route to 14th St	5130002	5130	1092.2	MD	18.4	30	0.61	14.9	3.5	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	End of Route to 14th St	5130002	5130	1092.2	PM	23.5	30	0.78	9.9	4.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	14th St to Jones	5130003	5130	7219.9	AM	33.0	34	0.96	5.3	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	14th St to Jones	5130003	5130	7219.9	MD	31.8	34	0.93	10.8	0.0	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	14th St to Jones	5130003	5130	7219.9	PM	30.6	34	0.90	21.5	14.0	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Jones to S. Campbell St	5130004	5130	2032	AM	30.3	35	0.86	9.1	5.7	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Jones to S. Campbell St	5130004	5130	2032	MD	43.7	35	1.25	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Jones to S. Campbell St	5130004	5130	2032	PM	29.4	35	0.84	10.0	7.5	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	S. Campbell St to Bridge	5130005	5130	11786.1	AM	46.5	41	1.14	0.0	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	S. Campbell St to Bridge	5130005	5130	11786.1	MD	45.9	41	1.12	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	S. Campbell St to Bridge	5130005	5130	11786.1	PM	46.3	41	1.13	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bridge to Bull River	5130006	5130	26374.7	AM	56.9	55	1.03	6.5	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bridge to Bull River	5130006	5130	26374.7	MD	58.9	55	1.07	4.3	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bridge to Bull River	5130006	5130	26374.7	PM	55.3	55	1.01	9.2	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bull River to Johnny Mercer	5130007	5130	2181.4	AM	47.0	45	1.05	1.3	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bull River to Johnny Mercer	5130007	5130	2181.4	MD	52.3	45	1.16	0.0	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bull River to Johnny Mercer	5130007	5130	2181.4	PM	34.5	45	0.77	9.9	3.0	Cross Street	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Johnny Mercer to Quarterman	5130008	5130	2602.3	AM	38.4	45	0.85	13.7	11.0	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Johnny Mercer to Quarterman	5130008	5130	2602.3	MD	38.1	45	0.85	8.6	6.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Johnny Mercer to Quarterman	5130008	5130	2602.3	PM	33.7	45	0.75	14.2	6.0	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Quarterman to Suncrest	5130009	5130	2628.2	AM	53.3	45	1.18	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Quarterman to Suncrest	5130009	5130	2628.2	MD	50.3	45	1.12	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Quarterman to Suncrest	5130009	5130	2628.2	PM	47.1	45	1.05	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Suncrest to Bryan Woods Rd	5130010	5130	3468	AM	37.7	45	0.84	12.9	8.3	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Suncrest to Bryan Woods Rd	5130010	5130	3468	MD	53.0	45	1.18	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Suncrest to Bryan Woods Rd	5130010	5130	3468	PM	43.5	45	0.97	3.1	1.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bryan Woods Rd to US 80	5130011	5130	4868.5	AM	48.4	48	1.01	3.9	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bryan Woods Rd to US 80	5130011	5130	4868.5	MD	52.2	48	1.09	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bryan Woods Rd to US 80	5130011	5130	4868.5	PM	49.5	48	1.04	0.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	US 80 to White Marsh	5130012	5130	1952.1	AM	36.0	55	0.65	12.6	0.0	Cross Street	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	US 80 to White Marsh	5130012	5130	1952.1	MD	31.7	55	0.58	20.1	7.3	Cross Street	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	US 80 to White Marsh	5130012	5130	1952.1	PM	27.8	55	0.51	23.4	6.0	Cross Street	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	White Marsh to Johnny Mercer	5130013	5130	3924.1	AM	36.7	55	0.67	36.5	14.7	Signal	D	Signal Operations - sufficient capacity	Coordinate signals between White Marsh and Johnny Mercer
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	White Marsh to Johnny Mercer	5130013	5130	3924.1	MD	36.3	55	0.66	24.6	13.0	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	White Marsh to Johnny Mercer	5130013	5130	3924.1	PM	49.2	55	0.90	5.7	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Johnny Mercer to Gray Creek	5130014	5130	2816.7	AM	52.4	55	0.95	2.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Johnny Mercer to Gray Creek	5130014	5130	2816.7	MD	51.0	55	0.93	2.9	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Johnny Mercer to Gray Creek	5130014	5130	2816.7	PM	50.9	55	0.93	3.4	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Gray Creek to River	5130015	5130	6175.2	AM	49.9	45	1.11	0.0	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Gray Creek to River	5130015	5130	6175.2	MD	56.6	45	1.26	0.0	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Gray Creek to River	5130015	5130	6175.2	PM	49.7	45	1.10	0.0	0.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	River to Mechanics	5130016	5130	1048.4	AM	22.6	35	0.65	17.2	9.7	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	River to Mechanics	5130016	5130	1048.4	MD	45.6	35	1.30	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	River to Mechanics	5130016	5130	1048.4	PM	42.0	35	1.20	0.0	0.0	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Mechanics to Whatley	5130017	5130	818.2	AM	33.2	35	0.95	1.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Mechanics to Whatley	5130017	5130	818.2	MD	40.4	35	1.15	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Mechanics to Whatley	5130017	5130	818.2	PM	36.8	35	1.05	0.4	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Whatley to Thunderbolt City Limit	5130018	5130	609.9	AM	35.1	35	1.00	0.4	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Whatley to Thunderbolt City Limit	5130018	5130	609.9	MD	40.7	35	1.16	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Whatley to Thunderbolt City Limit	5130018	5130	609.9	PM	37.2	35	1.06	0.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Thunderbolt City Limit to Commercial Driveway	5130019	5130	2207.9	AM	18.7	40	0.47	42.8	19.0	Cross Street	D	Delay at Victory, sufficient capacity for all mvmt	Coordinate signal with Skidaway
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Thunderbolt City Limit to Commercial Driveway	5130019	5130	2207.9	MD	33.1	40	0.83	9.2	7.0	Cross Street	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Thunderbolt City Limit to Commercial Driveway	5130019	5130	2207.9	PM	30.9	40	0.77	14.4	1.0	Cross Street	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Commercial Driveway to Skidaway	5130020	5130	542.1	AM	5.4	40	0.13	61.3	42.7	Signal	E	Delay at Skidaway, sufficient capacity	Dedicated right turn bay both sides, coordinating Victory timing will improve int ops
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Commercial Driveway to Skidaway	5130020	5130	542.1	MD	11.5	40	0.29	34.7	22.5	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Commercial Driveway to Skidaway	5130020	5130	542.1	PM	16.1	40	0.40	20.4	7.5	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Skidaway to Walin	5130021	5130	1174.6	AM	26.3	40	0.66	11.5	2.3	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Skidaway to Walin	5130021	5130	1174.6	MD	20.5	40	0.51	20.6	6.5	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Skidaway to Walin	5130021	5130	1174.6	PM	8.4	40	0.21	73.1	55.3	Signal	E	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Walin to Harry Truman NB Ramp	5130022	5130	615.4	AM	27.9	40	0.70	4.2	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Walin to Harry Truman NB Ramp	5130022	5130	615.4	MD	35.8	40	0.90	1.3	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Walin to Harry Truman NB Ramp	5130022	5130	615.4	PM	32.7	40	0.82	2.1	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Harry Truman NB Ramp to Harry Truman SB Ramp	5130023	5130	299.2	AM	32.2	40	0.81	1.3	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Harry Truman NB Ramp to Harry Truman SB Ramp	5130023	5130	299.2	MD	44.9	40	1.12	0.3	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Harry Truman NB Ramp to Harry Truman SB Ramp	5130023	5130	299.2	PM	37.3	40	0.93	0.6	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Harry Truman SB Ramp to Bee Rd	5130024	5130	2149.2	AM	24.1	40	0.60	29.3	15.0	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Harry Truman SB Ramp to Bee Rd	5130024	5130	2149.2	MD	45.0	40	1.12	0.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Harry Truman SB Ramp to Bee Rd	5130024	5130	2149.2	PM	40.5	40	1.01	1.2	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bee Rd to Waters	5130025	5130	2834.3	AM	32.4	40	0.81	11.2	0.0	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bee Rd to Waters	5130025	5130	2834.3	MD	33.7	40	0.84	8.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bee Rd to Waters	5130025	5130	2834.3	PM	24.1	40	0.60	42.0	29.8	Signal	D	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Waters to Paulsen	5130026	5130	1255.7	AM	27.5	35	0.79	9.0	5.7	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Waters to Paulsen	5130026	5130	1255.7	MD	29.8	35	0.85	8.6	4.5	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Waters to Paulsen	5130026	5130	1255.7	PM	20.7	35	0.59	16.6	2.3	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Paulsen to Reynolds	5130027	5130	1358.6	AM	32.6	35	0.93	2.0	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Paulsen to Reynolds	5130027	5130	1358.6	MD	28.3	35	0.81	11.7	7.5	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Paulsen to Reynolds	5130027	5130	1358.6	PM	21.4	35	0.61	18.2	6.7	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Reynolds to Price	5130028	5130	956.2	AM	25.8	35	0.74	9.4	4.3	Signal	A		A

Route and Direction	Roadway Segment	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Reynolds to Price	5130028	5130	956.2	MD	28.3	35	0.81	6.4	4.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Reynolds to Price	5130028	5130	956.2	PM	31.0	35	0.89	2.7	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Price to Habersham	5130029	5130	341.9	AM	21.1	35	0.60	7.9	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Price to Habersham	5130029	5130	341.9	MD	27.6	35	0.79	1.7	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Price to Habersham	5130029	5130	341.9	PM	18.9	35	0.54	11.0	7.0	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Habersham to Abercorn	5130030	5130	716	AM	29.4	35	0.84	2.4	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Habersham to Abercorn	5130030	5130	716	MD	19.0	35	0.54	33.3	26.5	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Habersham to Abercorn	5130030	5130	716	PM	7.1	35	0.20	55.3	36.7	Signal	E	Constrained Corridor - Victory/Canopy	Constrained Corridor - Optimizing Signal Operations will improve Victory and delays on cross streets
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Abercorn to Bull	5130031	5130	817.4	AM	18.8	35	0.54	22.6	9.7	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Abercorn to Bull	5130031	5130	817.4	MD	27.9	35	0.80	3.6	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Abercorn to Bull	5130031	5130	817.4	PM	25.6	35	0.73	6.1	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bull to Whitaker	5130032	5130	280	AM	25.1	35	0.72	1.5	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bull to Whitaker	5130032	5130	280	MD	23.7	35	0.68	2.9	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Bull to Whitaker	5130032	5130	280	PM	26.9	35	0.77	1.4	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Whitaker to Barnard	5130033	5130	336.6	AM	27.2	35	0.78	2.3	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Whitaker to Barnard	5130033	5130	336.6	MD	30.7	35	0.88	0.8	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Whitaker to Barnard	5130033	5130	336.6	PM	27.2	35	0.78	1.7	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Barnard to Montgomery	5130034	5130	683.1	AM	19.1	35	0.55	11.8	0.0	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Barnard to Montgomery	5130034	5130	683.1	MD	22.0	35	0.63	9.5	4.3	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Barnard to Montgomery	5130034	5130	683.1	PM	25.4	35	0.72	5.6	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Montgomery to MLK	5130035	5130	364.4	AM	17.0	35	0.48	13.7	7.3	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Montgomery to MLK	5130035	5130	364.4	MD	22.4	35	0.64	6.9	2.3	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Montgomery to MLK	5130035	5130	364.4	PM	12.1	35	0.34	21.0	11.3	Signal	C		C
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	MLK to Hopkins	5130036	5130	2423.5	AM	31.6	35	0.90	6.0	0.9	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	MLK to Hopkins	5130036	5130	2423.5	MD	33.4	35	0.95	5.6	2.8	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	MLK to Hopkins	5130036	5130	2423.5	PM	32.9	35	0.94	4.5	2.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Hopkins to Stiles	5130037	5130	3300.2	AM	21.5	35	0.61	53.9	35.0	Signal	D	Delays at intersection with Ogeechee	Study intersection for possible signalization
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Hopkins to Stiles	5130037	5130	3300.2	MD	30.7	35	0.88	13.2	4.0	Signal	B		B
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Hopkins to Stiles	5130037	5130	3300.2	PM	21.6	35	0.62	58.3	34.5	Signal	E	Delays at intersection with Ogeechee	Study intersection for possible signalization
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Stiles to Milsby Lane	5130038	5130	4420.9	AM	38.7	35	1.10	7.2	5.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Stiles to Milsby Lane	5130038	5130	4420.9	MD	40.7	35	1.16	0.0	5.0	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Stiles to Milsby Lane	5130038	5130	4420.9	PM	33.1	35	0.95	9.1	11.5	Cross Street	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Milsby Lane to I-516 WB Ramp	5130039	5130	577.2	AM	38.0	35	1.09	0.5	0.0	Signal	A		A
VICTORY/SAFOLD/ISLAND EXPRESSWAY/US 80 - WB	Milsby Lane to I-516 WB Ramp	5130039	5130	577.2	MD	35.8	35	1.02	0.6	0.0	Signal	A		A

Route and Direction	Roadway Segement	Segment ID	Route ID	Distance (Feet)	Peak Hour	Average Segment Speed	Average Weighted Speed Limit	Congestion Index	Average Segment Delay (sec)	Average Stop Delay (sec)	Control	LOS	2004 Observations	2004 Recommendations
VICTORY/SAFOLD/ISLAND EXPRESSWAY/IUS 80 - WB	Milsby Lane to I-516 WB Ramp	5130039	5130	577.2	PM	29.8	35	0.85	2.0	0.0	Signal	A		A

APPENDIX B



Timings
3: Wilshire & White Bluff Road

Timing Plan: AM
1/21/2005



Lane Group	EBL	EBR	NBL	NBT	SBT	ø8
Lane Configurations	↶	↷	↶	↕↷	↕↷	
Volume (vph)	31	21	63	1368	719	
Turn Type	custom	custom	pm+pt			
Protected Phases			5	2	6	8
Permitted Phases	4	4	2	2	6	
Detector Phases	4	4	5	2	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	9.0	35.0	26.0	20.0
Total Split (%)	36.4%	36.4%	16.4%	63.6%	47.3%	36%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effct Green (s)	8.6	8.6	51.8	52.6	44.9	
Actuated g/C Ratio	0.12	0.12	0.74	0.80	0.68	
v/c Ratio	0.23	0.13	0.21	0.55	0.40	
Control Delay	17.3	8.1	4.1	4.4	7.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.3	8.1	4.1	4.4	7.1	
LOS	B	A	A	A	A	
Approach Delay				4.4	7.1	
Approach LOS				A	A	

Intersection Summary

Cycle Length: 55
 Actuated Cycle Length: 66
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 5.6
 Intersection Capacity Utilization 54.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Wilshire & White Bluff Road

↕ ø2 35 s		↕ ø4 20 s	
↶ ø5 9 s	↷ ø6 26 s	↶ ø8 20 s	

Timings
3: Wilshire & White Bluff Road

Timing Plan: PM
1/21/2005



Lane Group	EBL	EBR	NBL	NBT	SBT	ø8
Lane Configurations						
Volume (vph)	31	52	55	804	1189	
Turn Type	custom	custom	pm+pt			
Protected Phases			5	2	6	8
Permitted Phases	4	4	2	2	6	
Detector Phases	4	4	5	2	6	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	8.0	40.0	32.0	20.0
Total Split (%)	33.3%	33.3%	13.3%	66.7%	53.3%	33%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Recall Mode	None	None	None	Min	Min	None
Act Effect Green (s)	8.3	8.3	53.6	54.8	48.6	
Actuated g/C Ratio	0.12	0.12	0.76	0.82	0.72	
v/c Ratio	0.24	0.28	0.22	0.30	0.62	
Control Delay	20.2	7.2	4.3	2.7	9.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.2	7.2	4.3	2.7	9.2	
LOS	C	A	A	A	A	
Approach Delay				2.8	9.2	
Approach LOS				A	A	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 67.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 7.1
 Intersection Capacity Utilization 53.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Wilshire & White Bluff Road

	ø2				ø4
40 s				20 s	
	ø5		ø6		ø8
8 s		32 s		20 s	

Timings
3: SR 204 (Abercorn) & King George Blvd.

Timing Plan: AM
1/21/2005



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↕	↘	↙	↕	↘	↙	↕	↘	↙	↕	↘
Volume (vph)	105	1380	63	258	665	176	180	69	774	342	122	93
Turn Type	Prot		Perm	Prot		Free pm+pt			Free pm+pt			Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free	2	2	Free	6	6	6
Detector Phases	7	4	4	3	8		5	2		1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		8.0	20.0		8.0	20.0	20.0
Total Split (s)	16.0	44.0	44.0	13.0	41.0	0.0	13.0	20.0	0.0	13.0	20.0	20.0
Total Split (%)	17.8%	48.9%	48.9%	14.4%	45.6%	0.0%	14.4%	22.2%	0.0%	14.4%	22.2%	22.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Act Effct Green (s)	10.0	39.4	39.4	9.0	40.8	85.3	20.7	11.8	85.3	20.9	11.9	11.9
Actuated g/C Ratio	0.11	0.46	0.46	0.11	0.48	1.00	0.24	0.14	1.00	0.25	0.14	0.14
v/c Ratio	0.55	0.94	0.11	0.85	0.44	0.14	0.64	0.31	0.68	1.05	0.58	0.35
Control Delay	43.1	34.0	4.1	60.5	17.5	0.2	34.5	34.8	2.4	91.4	39.0	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.1	34.0	4.1	60.5	17.5	0.2	34.5	34.8	2.4	91.4	39.0	9.0
LOS	D	C	A	E	B	A	C	C	A	F	D	A
Approach Delay		33.1			25.0			9.2			65.1	
Approach LOS		C			C			A			E	

Intersection Summary

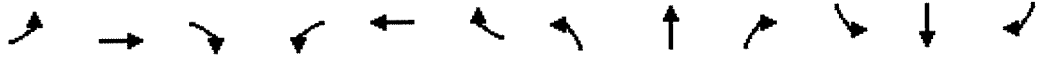
Cycle Length: 90
 Actuated Cycle Length: 85.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 28.7 Intersection LOS: C
 Intersection Capacity Utilization 81.4% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: SR 204 (Abercorn) & King George Blvd.

↙ ø1	↕ ø2	↘ ø3	→ ø4
13 s	20 s	13 s	44 s
↙ ø5	↕ ø6	↘ ø7	← ø8
13 s	20 s	16 s	41 s

Timings
3: SR 204 (Abercorn) & King George Blvd.

Timing Plan: PM
1/21/2005



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕	↗	↘↗	↕	↗	↘	↕	↗	↘	↕	↗
Volume (vph)	142	1070	182	774	1422	320	142	134	322	246	254	100
Turn Type	Prot		Perm	Prot		Free pm+pt			Free pm+pt			Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			Free	2	2	Free	6	6	6
Detector Phases	7	4	4	3	8		5	2		1	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0		8.0	20.0		8.0	20.0	20.0
Total Split (s)	12.0	32.0	32.0	28.0	48.0	0.0	9.0	20.0	0.0	10.0	21.0	21.0
Total Split (%)	13.3%	35.6%	35.6%	31.1%	53.3%	0.0%	10.0%	22.2%	0.0%	11.1%	23.3%	23.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5		0.5	0.5		0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	None		None	Min		None	Min	Min
Act Effct Green (s)	8.0	28.0	28.0	24.0	44.0	89.0	20.0	15.0	89.0	22.0	16.0	16.0
Actuated g/C Ratio	0.09	0.31	0.31	0.27	0.49	1.00	0.22	0.17	1.00	0.25	0.18	0.18
v/c Ratio	0.93	0.98	0.37	0.98	0.92	0.24	0.91	0.52	0.25	1.00	0.84	0.34
Control Delay	98.5	54.3	7.2	59.8	31.7	0.4	78.1	39.3	0.4	87.9	53.0	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	98.5	54.3	7.2	59.8	31.7	0.4	78.1	39.3	0.4	87.9	53.0	8.4
LOS	F	D	A	E	C	A	E	D	A	F	D	A
Approach Delay		51.3			36.5			27.4			58.7	
Approach LOS		D			D			C			E	

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 89
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 41.8
 Intersection LOS: D
 Intersection Capacity Utilization 86.2%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: SR 204 (Abercorn) & King George Blvd.

↘ ø1	↕ ø2	↗ ø3	→ ø4
10 s	20 s	28 s	32 s
↙ ø5	↘ ø6	↗ ø7	← ø8
9 s	21 s	12 s	48 s

Timings
3: Dukes Dr. & SR 21

Timing Plan: AM
1/21/2005



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↗	↙	↗
Volume (vph)	21	11	32	0	21	1285	60	1388
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		2		6		8		4
Permitted Phases	2	2	6	6	8		4	
Detector Phases	2	2	6	6	8	8	4	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	40.0	40.0	40.0	40.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	66.7%	66.7%	66.7%	66.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

Lead/Lag

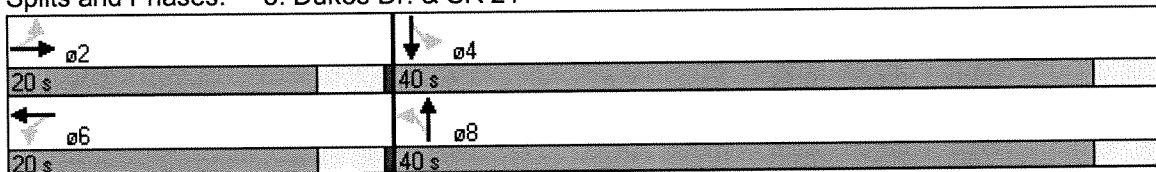
Lead-Lag Optimize?

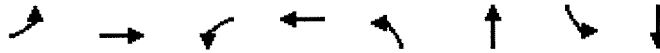
Recall Mode	Min	Min	Min	Min	None	None	None	None
Act Effect Green (s)		8.7		8.7	22.8	22.8	22.8	22.8
Actuated g/C Ratio		0.22		0.22	0.57	0.57	0.57	0.57
v/c Ratio		0.21		0.40	0.16	0.53	0.53	0.50
Control Delay		11.2		14.0	6.3	5.5	17.5	5.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		11.2		14.0	6.3	5.5	17.5	5.5
LOS		B		B	A	A	B	A
Approach Delay		11.2		14.0		5.6		6.0
Approach LOS		B		B		A		A

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 40.3
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 6.3
 Intersection Capacity Utilization 47.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Dukes Dr. & SR 21





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕		↕	↙	↕↕↕	↙	↕↕↕
Volume (vph)	49	8	82	0	40	1611	30	1414
Turn Type	Perm		Perm		Perm		Perm	
Protected Phases		2		6		8		4
Permitted Phases	2	2	6	6	8		4	
Detector Phases	2	2	6	6	8	8	4	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	21.0	21.0	21.0	21.0	39.0	39.0	39.0	39.0
Total Split (%)	35.0%	35.0%	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	Min	Min	Min	Min	None	None	None	None
Act Effect Green (s)		12.5		12.5	26.7	26.7	26.7	26.7
Actuated g/C Ratio		0.26		0.26	0.56	0.56	0.56	0.56
v/c Ratio		0.30		0.68	0.41	0.64	0.31	0.57
Control Delay		14.3		21.0	16.4	8.1	12.8	7.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		14.3		21.0	16.4	8.1	12.8	7.5
LOS		B		C	B	A	B	A
Approach Delay		14.3		21.0		8.3		7.6
Approach LOS		B		C		A		A

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 47.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 9.1
 Intersection Capacity Utilization 53.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Dukes Dr. & SR 21

→ ø2 21 s	↓ ø4 39 s
← ø6 21 s	↑ ø8 39 s

Timings
3: Bay Street & East Lathrop Ave

Timing Plan: AM
1/21/2005



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↷	↶	↷	↷	↶	↷	↶	↷
Volume (vph)	68	813	97	77	553	71	57	22	66	55
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+pt	
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases	4		4	8		8	2	2	6	6
Detector Phases	7	4	4	3	8	8	5	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	8.0	20.0
Total Split (s)	9.0	23.0	23.0	8.0	22.0	22.0	8.0	21.0	8.0	21.0
Total Split (%)	15.0%	38.3%	38.3%	13.3%	36.7%	36.7%	13.3%	35.0%	13.3%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effect Green (s)	17.2	15.3	15.3	16.2	14.8	14.8	9.9	8.3	9.9	8.3
Actuated g/C Ratio	0.39	0.38	0.38	0.37	0.37	0.37	0.23	0.20	0.23	0.20
v/c Ratio	0.24	0.63	0.17	0.36	0.46	0.13	0.23	0.17	0.21	0.36
Control Delay	8.8	13.5	3.8	11.0	12.6	4.3	14.1	12.0	13.8	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	13.5	3.8	11.0	12.6	4.3	14.1	12.0	13.8	11.2
LOS	A	B	A	B	B	A	B	B	B	B
Approach Delay		12.1			11.5			13.1		12.1
Approach LOS		B			B			B		B

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 40.5
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 11.9
 Intersection Capacity Utilization 47.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 3: Bay Street & East Lathrop Ave

↶ ø1 8 s	↷ ø2 21 s	↶ ø3 8 s	↷ ø4 23 s
↶ ø5 8 s	↷ ø6 21 s	↶ ø7 9 s	↷ ø8 22 s

Timings
3: Bay Street & East Lathrop Ave

Timing Plan: PM
1/21/2005



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↶	↷	↷	↶	↷	↷	↶	↷	↶	↷
Volume (vph)	64	610	30	11	718	78	147	77	102	29
Turn Type	pm+pt		Perm	pm+pt		Perm	pm+pt		pm+pt	
Protected Phases	7	4		3	8		5	2	1	6
Permitted Phases	4		4	8		8	2	2	6	6
Detector Phases	7	4	4	3	8	8	5	2	1	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0	8.0	20.0
Total Split (s)	8.0	22.0	22.0	8.0	22.0	22.0	8.0	22.0	8.0	22.0
Total Split (%)	13.3%	36.7%	36.7%	13.3%	36.7%	36.7%	13.3%	36.7%	13.3%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	None	Min
Act Effct Green (s)	18.1	17.7	17.7	16.7	15.0	15.0	12.6	10.8	11.5	8.8
Actuated g/C Ratio	0.39	0.41	0.41	0.34	0.35	0.35	0.28	0.25	0.25	0.21
v/c Ratio	0.28	0.49	0.05	0.05	0.65	0.14	0.40	0.43	0.40	0.28
Control Delay	10.5	11.3	5.1	9.4	15.0	4.4	15.4	9.6	16.0	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.5	11.3	5.1	9.4	15.0	4.4	15.4	9.6	16.0	8.9
LOS	B	B	A	A	B	A	B	A	B	A
Approach Delay		11.0			13.9			12.0		12.7
Approach LOS		B			B			B		B

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 42.7
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 51.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 3: Bay Street & East Lathrop Ave

↶ ø1	↷ ø2	↶ ø3	↷ ø4
8 s	22 s	8 s	22 s
↶ ø5	↷ ø6	↶ ø7	↷ ø8
8 s	22 s	8 s	22 s

Timings
3: SR 204 (Abercorn) & Gateway Blvd.

Timing Plan: AM
1/21/2005



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘		↖	↗		↖	↗
Volume (vph)	126	958	124	41	531	75	124	43	69	87	30	281
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		4	8		8	2	2	2	6		6
Detector Phases	7	4	4	3	8	8	2	2	2	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	10.0	29.0	29.0	8.0	27.0	27.0	23.0	23.0	23.0	23.0	23.0	23.0
Total Split (%)	16.7%	48.3%	48.3%	13.3%	45.0%	45.0%	38.3%	38.3%	38.3%	38.3%	38.3%	38.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	31.0	25.0	25.0	27.0	23.0	23.0		19.0	19.0		19.0	19.0
Actuated g/C Ratio	0.52	0.42	0.42	0.45	0.38	0.38		0.32	0.32		0.32	0.32
v/c Ratio	0.34	0.76	0.18	0.23	0.43	0.12		0.52	0.14		0.34	0.42
Control Delay	8.9	19.2	3.2	9.0	14.8	4.0		22.2	5.1		18.6	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	8.9	19.2	3.2	9.0	14.8	4.0		22.2	5.1		18.6	4.6
LOS	A	B	A	A	B	A		C	A		B	A
Approach Delay		16.6			13.2			17.7			9.0	
Approach LOS		B			B			B			A	

Intersection Summary

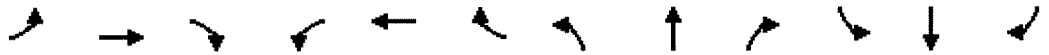
Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Pretimed
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 14.7
 Intersection LOS: B
 Intersection Capacity Utilization 55.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 3: SR 204 (Abercorn) & Gateway Blvd.

↖ ø2 23 s	↘ ø3 8 s	→ ø4 29 s
↙ ø6 23 s	↗ ø7 10 s	← ø8 27 s

Timings
3: SR 204 (Abercorn) & Gateway Blvd.

Timing Plan: PM
1/21/2005



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↕	↗	↘	↕	↗	↘	↕	↗	↘	↕	↗
Volume (vph)	377	918	266	216	964	169	238	65	94	69	49	153
Turn Type	pm+pt		Perm	pm+pt		Perm	Perm		Perm	Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phases	7	4	4	3	8	8	2	2	2	6	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (s)	16.0	27.0	27.0	11.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	26.7%	45.0%	45.0%	18.3%	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%	36.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Act Effct Green (s)	34.0	23.0	23.0	25.0	18.0	18.0		18.0	18.0		18.0	18.0
Actuated g/C Ratio	0.57	0.38	0.38	0.42	0.30	0.30		0.30	0.30		0.30	0.30
v/c Ratio	0.97	0.74	0.37	0.71	0.98	0.38		0.94	0.20		0.45	0.28
Control Delay	51.9	20.1	3.4	24.2	45.9	4.6		58.0	5.0		22.9	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	51.9	20.1	3.4	24.2	45.9	4.6		58.0	5.0		22.9	4.6
LOS	D	C	A	C	D	A		E	A		C	A
Approach Delay		25.8			35.9			45.7			12.8	
Approach LOS		C			D			D			B	

Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 30.9
 Intersection LOS: C
 Intersection Capacity Utilization 80.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: SR 204 (Abercorn) & Gateway Blvd.

↑ ø2 22 s	↘ ø3 11 s	→ ø4 27 s
↓ ø6 22 s	↗ ø7 16 s	← ø8 22 s



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔		↕	↔	↑	↗	↖	↕
Volume (vph)	20	46	66	33	39	285	98	25	214
Turn Type	Perm		Perm		pm+pt		Perm	pm+pt	
Protected Phases		2		6	3	8		7	4
Permitted Phases	2	2	6	6	8		8	4	
Detector Phases	2	2	6	6	3	8	8	7	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0
Total Split (s)	22.0	22.0	22.0	22.0	8.0	20.0	20.0	8.0	20.0
Total Split (%)	44.0%	44.0%	44.0%	44.0%	16.0%	40.0%	40.0%	16.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	None	None	None	None	None
Act Effct Green (s)	12.1	12.1		12.1	10.9	11.0	11.0	10.1	9.4
Actuated g/C Ratio	0.42	0.42		0.42	0.33	0.36	0.36	0.29	0.31
v/c Ratio	0.04	0.11		0.20	0.11	0.48	0.17	0.08	0.24
Control Delay	10.4	7.6		10.1	6.2	9.1	2.9	7.0	7.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	7.6		10.1	6.2	9.1	2.9	7.0	7.7
LOS	B	A		B	A	A	A	A	A
Approach Delay		8.2		10.1		7.4			7.7
Approach LOS		A		B		A			A

Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 28.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 40.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Brampton & SR 25

↔ ø2 22 s	↖ ø3 8 s	↓ ø4 20 s
↔ ø6 22 s	↗ ø7 8 s	↑ ø8 20 s

Timings
3: Brampton & SR 25

Timing Plan: PM
1/21/2005

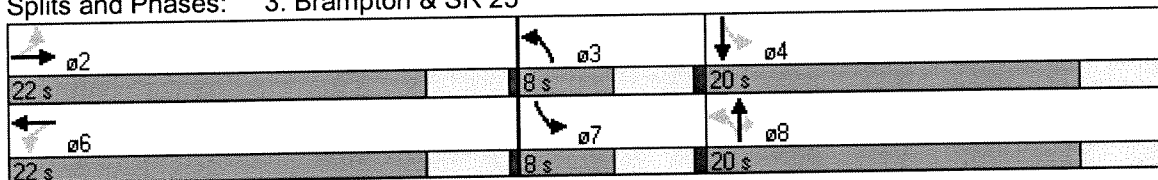


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↔	↔	↖	↗	↗	↖	↕
Volume (vph)	23	16	170	83	52	315	33	8	341
Turn Type	Perm		Perm		pm+pt		Perm	pm+pt	
Protected Phases		2		6	3	8		7	4
Permitted Phases	2	2	6	6	8		8	4	
Detector Phases	2	2	6	6	3	8	8	7	4
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	8.0	20.0	20.0	8.0	20.0
Total Split (s)	22.0	22.0	22.0	22.0	8.0	20.0	20.0	8.0	20.0
Total Split (%)	44.0%	44.0%	44.0%	44.0%	16.0%	40.0%	40.0%	16.0%	40.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag					Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?					Yes	Yes	Yes	Yes	Yes
Recall Mode	Min	Min	Min	Min	None	None	None	None	None
Act Effct Green (s)	15.4	15.4		15.4	15.3	14.6	14.6	13.9	11.9
Actuated g/C Ratio	0.39	0.39		0.39	0.35	0.37	0.37	0.30	0.30
v/c Ratio	0.07	0.10		0.76	0.19	0.58	0.07	0.04	0.49
Control Delay	10.6	6.0		20.4	9.0	14.2	4.7	9.0	13.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.6	6.0		20.4	9.0	14.2	4.7	9.0	13.1
LOS	B	A		C	A	B	A	A	B
Approach Delay		7.3		20.4		12.8			13.0
Approach LOS		A		C		B			B

Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 39.9
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 14.6
 Intersection Capacity Utilization 53.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 3: Brampton & SR 25



Timings
3: Wilshire Blvd. & Abercorn Road

Timing Plan: AM
1/21/2005



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↔↔		↔↔	↔	↔↔↔	↔	↔↔↔
Volume (vph)	61	16	51	10	58	1968	17	893
Turn Type	Perm		Perm		pm+pt		Perm	
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2	2	6	6
Detector Phases	4	4	8	8	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	8.0	40.0	32.0	32.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	13.3%	66.7%	53.3%	53.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	Min
Act Effect Green (s)		8.2		8.3	36.9	37.6	32.7	32.7
Actuated g/C Ratio		0.15		0.16	0.67	0.73	0.63	0.63
v/c Ratio		0.36		0.35	0.21	0.57	0.21	0.31
Control Delay		12.7		17.7	4.7	4.9	11.4	6.2
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		12.7		17.7	4.7	4.9	11.4	6.2
LOS		B		B	A	A	B	A
Approach Delay		12.7		17.7		4.9		6.4
Approach LOS		B		B		A		A

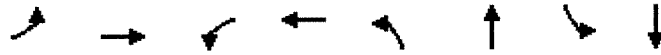
Intersection Summary

Cycle Length: 60
 Actuated Cycle Length: 51.6
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 6.2
 Intersection Capacity Utilization 61.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 3: Wilshire Blvd. & Abercorn Road

↑ ø2 40 s	→ ø4 20 s
↙ ø5 8 s	↘ ø8 20 s
↓ ø6 32 s	



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		↕↔		↕↔	↖	↕↔↔	↖	↕↔↔
Volume (vph)	26	22	93	48	136	1424	91	1970
Turn Type	Perm		Perm		pm+pt		Perm	
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2	2	6	6
Detector Phases	4	4	8	8	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	8.0	45.0	37.0	37.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	12.3%	69.2%	56.9%	56.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	Min
Act Effect Green (s)		9.0		9.0	41.4	41.4	35.0	35.0
Actuated g/C Ratio		0.15		0.15	0.69	0.71	0.60	0.60
v/c Ratio		0.24		0.45	0.61	0.42	0.62	0.71
Control Delay		14.6		20.2	17.6	4.2	30.8	10.7
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		14.6		20.2	17.6	4.2	30.8	10.7
LOS		B		C	B	A	C	B
Approach Delay		14.6		20.2		5.4		11.7
Approach LOS		B		C		A		B

Intersection Summary

Cycle Length: 65
 Actuated Cycle Length: 58.4
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 9.7
 Intersection Capacity Utilization 68.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 3: Wilshire Blvd. & Abercorn Road

↑ ρ2 45 s		→ ρ4 20 s
↖ ρ5 8 s	↓ ρ6 37 s	↖ ρ8 20 s



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗		↕		↕
Volume (vph)	104	314	13	193	48	12	16	68
Turn Type	Perm		Perm		pm+pt		Perm	
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2	2	6	6
Detector Phases	4	4	8	8	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	8.0	30.0	22.0	22.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	16.0%	60.0%	44.0%	44.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	Min
Act Effct Green (s)	8.8	8.8	8.8	8.8		6.4		6.4
Actuated g/C Ratio	0.38	0.38	0.38	0.38		0.27		0.27
v/c Ratio	0.31	0.33	0.09	0.23		0.10		0.24
Control Delay	6.3	5.4	5.0	4.0		6.5		4.1
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	6.3	5.4	5.0	4.0		6.5		4.1
LOS	A	A	A	A		A		A
Approach Delay		5.6		4.1		6.5		4.1
Approach LOS		A		A		A		A

Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 23.4
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.33
 Intersection Signal Delay: 5.0
 Intersection Capacity Utilization 34.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 3: Bay Street & West Lathrop Ave

↑ ø2 30 s		→ ø4 20 s	
↖ ø5 8 s	↓ ø6 22 s	← ø8 20 s	

Timings
3: Bay Street & West Lathrop Ave

Timing Plan: PM
1/21/2005

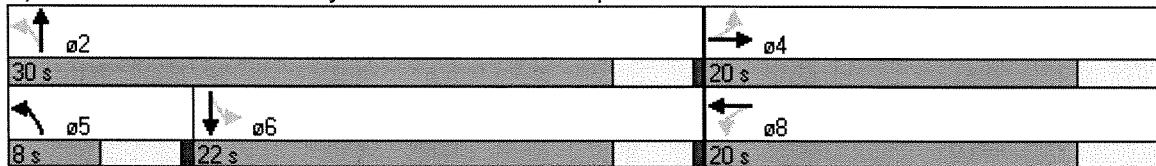


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↗	↕	↕	↕	↕	↕
Volume (vph)	56	354	21	265	65	6	41	259
Turn Type	Perm		Perm		pm+pt		Perm	
Protected Phases		4		8	5	2		6
Permitted Phases	4		8		2	2	6	6
Detector Phases	4	4	8	8	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	20.0	20.0	8.0	30.0	22.0	22.0
Total Split (%)	40.0%	40.0%	40.0%	40.0%	16.0%	60.0%	44.0%	44.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag					Lead		Lag	Lag
Lead-Lag Optimize?					Yes		Yes	Yes
Recall Mode	None	None	None	None	None	Min	Min	Min
Act Effect Green (s)	8.5	8.5	8.5	8.5		11.4		11.4
Actuated g/C Ratio	0.33	0.33	0.33	0.33		0.48		0.48
v/c Ratio	0.24	0.36	0.12	0.34		0.08		0.34
Control Delay	7.7	6.9	7.0	6.6		5.9		4.4
Queue Delay	0.0	0.0	0.0	0.0		0.0		0.0
Total Delay	7.7	6.9	7.0	6.6		5.9		4.4
LOS	A	A	A	A		A		A
Approach Delay		7.0		6.6		5.9		4.4
Approach LOS		A		A		A		A

Intersection Summary

Cycle Length: 50
 Actuated Cycle Length: 23.8
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.36
 Intersection Signal Delay: 5.9
 Intersection LOS: A
 Intersection Capacity Utilization 44.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 3: Bay Street & West Lathrop Ave





Carter=Burgess