



Appendix C: Build Traffic

I-16 Interchange Modification Report (IMR) Future Year Build Alternatives Traffic Volume Diagrams Methodology

Build Alternatives

There are two build alternatives proposed for analysis in this project. They are known as Option 1 and Option 2. Option 1 consists of connecting the existing I-16 flyover ramps to Cohen Street. This will primarily serve to circulate more localized traffic in the Cohen Street/Selma Street/Berrien Street area. In addition, on- and off-ramps are proposed to serve the south side of the W Oglethorpe Avenue interchange – making this a fully serviced interchange for both directions of travel. I-16 exiting traffic will be required to use either the W Gwinnett Street or W Oglethorpe Avenue interchanges, although a small number of vehicles may still use the Cohen Street access ramps. The Louisville Road interchange is not anticipated to be used as a diversion for exiting traffic. Montgomery Street, W Taylor Street, W Jones Street, and W Gaston Street are all proposed to be converted to 2-way operations in Option 1.

Option 2 consists of completely removing the I-16 flyover ramps, requiring exiting traffic to use primarily either W Gwinnett Street or W Oglethorpe Avenue. The Louisville Road interchange is not anticipated to be used as a diversion for exiting traffic in this alternative either. Montgomery Street, W Taylor Street, W Jones Street, and W Gaston Street are all proposed to be converted to 2-way operations in Option 2.

In order to develop the traffic volume diagrams for these build alternatives, the first step was to code the CORE MPO Travel Demand Model network to reflect the network changes. The I-16 flyover ramps to MLK, Jr. Boulevard and Montgomery Street were rerouted to Cohen Street for Option 1 and completely removed for Option 2. In addition, the 2-way links were coded for Montgomery Street, W Taylor Street, W Jones Street, and W Gaston Street. The travel demand model was run for each of the build alternatives for both 2025 and 2045 future conditions. Comparing the redirection of traffic volumes in the build alternatives to the predicted volumes from the No Build conditions became the basis for developing the build volume diagrams. It is important to note that during the balancing of these build alternatives, it was assumed that the removal of the I-16 flyover ramps did not change the total number of vehicles wishing to exit I-16 to access downtown Savannah. For example, in 2025 No Build, there are 23,430 daily vehicles using the I-16 flyover ramps. It was assumed that those 23,420 vehicles were redistributed to the remaining access points at W 37th Street, W Gwinnett Street, Cohen Street (Option 1 only), and W Oglethorpe Avenue (using the proposed ramps). The AM and PM DHV was calculated similarly to the No Build diagrams, by maintaining consistent k and D assumptions as described below.

Traffic Growth

The selected years for future traffic analysis include an Opening Year (2025) and a Design Year (2045). The Coastal Region Metropolitan Planning Organization (CORE MPO) Travel Demand Model was used as the basis for calculating traffic growth for the study area traffic diagrams. This growth was applied to the existing traffic volumes, and served as the basis for the Opening and Design Year traffic volume diagrams submitted to GDOT Office of Planning on April 6, 2015. The following discussion explains the traffic growth methodology to determine the 2025 and 2045 volumes.

The available Travel Demand Models from CORE MPO include the years 2010 and 2040. The first step in creating the Opening and Design Year models was to interpolate/extrapolate for the years 2025 and 2045.

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For the purposes of this methodology, straight-line interpolation was used between 2010 and 2040 to determine the input socio-economic data to be used for the 2025 model run; and straight-line extrapolation was used from the 2010 and 2040 data to determine the year 2045 socio-economic input data. The 2014 SE Data that was used in the existing year methodology was also calculated by straight-line interpolation between the 2010 and 2040 data.

Once the Opening and Design Year travel demand models are run, the resulting model volumes can be compared at select locations throughout the study area in order to calculate growth from the Base Year Model (2014) volumes to the Future Year models, 2025 and 2045. Table 1 below shows the volume comparisons used to calculate the growth rate that was applied to the existing year traffic volumes. It is noted that locally the growth of traffic slows considerably between 2025 and 2045, as compared to the growth leading up to 2025. This is due to the fact that development in the immediate study area slows down as parcels are redeveloped and in-filled over time. While straight-line interpolation was used to calculate the intermediate year socio-economic data parameters within the traffic analysis zones of the study area, the traffic generated by these zones does not necessarily result in a similar straight-line growth in model volumes as shifts in trip productions and attractions occur in the distribution phase of the model. It would be unreasonable to expect significant sustained growth over a 30+ year period, which is further justification of a slowed growth rate further in the future on the local roads within the study area, while freeway background growth traversing through the study area is expected to stay relatively constant up to 2045.

Table 1: Calculated Traffic Growth from CORE MPO Travel Demand Model

| Location | Model Volume | | | Total Growth % | | Annual Growth % | |
|--|--------------|--------|--------|----------------|--------------|-----------------|-------------|
| | 2014 | 2025 | 2045 | 2014-2025 | 2025-2045 | 2014-2025 | 2025-2045 |
| <i>Freeway Growth</i> | | | | | | | |
| US 17 (north of Oglethorpe Ave) | 18,040 | 21,780 | 30,120 | 20.7% | 38.3% | 1.7% | 1.6% |
| US 17 (between Oglethorpe Ave and Louisville Rd) | 8,530 | 10,940 | 17,720 | 28.3% | 62.0% | 2.3% | 2.4% |
| US 17 (between Louisville Rd and W Gwinnett St) | 10,820 | 13,560 | 20,720 | 25.3% | 52.8% | 2.1% | 2.1% |
| I-16 (south of W Gwinnett St) | 35,630 | 41,880 | 53,120 | 17.5% | 26.8% | 1.5% | 1.2% |
| Average (weighted by volume) | | | | 20.9% | 39.2% | 1.7% | 1.7% |
| <i>Local Street Growth</i> | | | | | | | |
| W Bay St (west of Fahm St) | 20,800 | 23,417 | 27,316 | 12.6% | 16.7% | 1.1% | 0.8% |
| W Oglethorpe Ave (west of Boundary St) | 9,510 | 11,680 | 14,691 | 22.8% | 25.8% | 1.9% | 1.2% |
| Louisville Rd (west of Boundary St) | 10,760 | 11,170 | 12,270 | 3.8% | 9.8% | 0.3% | 0.5% |
| W Gwinnett St (east of May Dr) | 12,510 | 16,097 | 19,894 | 28.7% | 23.6% | 2.3% | 1.1% |
| MLK Jr. Blvd (north of Louisville Rd) | 18,130 | 20,669 | 23,566 | 14.0% | 14.0% | 1.2% | 0.7% |
| MLK Jr. Blvd (south of I-16 off-ramp) | 14,580 | 17,507 | 18,882 | 20.1% | 7.9% | 1.7% | 0.4% |
| MLK Jr. Blvd (south of W 37th St) | 12,620 | 12,720 | 13,876 | 0.8% | 9.1% | 0.1% | 0.4% |
| W Bay St (east of MLK Jr. Blvd) | 21,990 | 23,958 | 25,960 | 8.9% | 8.4% | 0.8% | 0.4% |
| Average (weighted by volume) | | | | 14.1% | 14.4% | 1.2% | 0.7% |

In accordance with Chapter 13 of the GDOT Design Policy Manual, the calculated growth rates from Table 1 above can be compared to historical counts throughout the study area using the GDOT Traffic Count Database. Table 2 below shows the historic traffic count data for the past 15 years at comparable locations to those shown in Table 1 above.

Table 2: Historic Traffic Count Growth Analysis

| Year | Freeway Locations | | | | | Local Road Locations | | | | | | | | |
|----------------------------|-------------------|----------|----------|----------|--------------|----------------------|----------|----------|----------|----------|----------|----------|----------|--------------|
| | 051-0167 | 051-1067 | 051-1065 | 051-0374 | Average | 051-0232 | 051-0170 | 051-0652 | 051-0634 | 051-0176 | 051-0178 | 051-0185 | 051-0425 | Average |
| 1998 | 15,900 | 8,800 | 8,900 | 18,400 | | 21,700 | - | 9,600 | 10,000 | 17,600 | 16,600 | 11,900 | 31,200 | |
| 1999 | 21,600 | 11,900 | 12,200 | 17,900 | | 22,600 | - | 10,600 | 9,800 | 17,800 | 16,800 | 12,100 | 30,500 | |
| 2000 | 16,300 | 10,100 | 9,400 | 18,100 | | 22,500 | - | 9,300 | 10,400 | 17,500 | 15,300 | 11,900 | 32,200 | |
| 2001 | 17,300 | 6,800 | 9,700 | 17,200 | | 22,700 | - | 8,900 | 10,300 | 17,600 | 17,400 | 14,700 | 26,600 | |
| 2002 | 14,688 | 6,490 | 8,500 | 17,030 | | 19,400 | - | 8,720 | 9,500 | 17,930 | 12,920 | 14,720 | 27,230 | |
| 2003 | 16,820 | 8,240 | 10,900 | 33,180 | | 20,920 | - | 9,210 | 9,640 | 23,190 | 12,840 | 11,290 | 23,020 | |
| 2004 | 18,480 | 7,990 | 10,690 | 29,310 | | 23,430 | - | 8,960 | 11,040 | 19,620 | 14,980 | 11,340 | 23,430 | |
| 2005 | 18,660 | 8,070 | 10,800 | 30,750 | | 23,660 | - | 8,940 | 10,890 | 19,820 | 12,540 | 9,980 | - | |
| 2006 | 16,840 | 7,650 | 10,140 | 31,520 | | 19,890 | 10,530 | 9,790 | 10,630 | 20,460 | 14,220 | 10,980 | 26,650 | |
| 2007 | 16,840 | 7,650 | 10,140 | 32,420 | | 19,230 | 9,680 | 9,330 | 11,350 | 22,070 | 15,430 | 10,820 | 26,650 | |
| 2008 | 16,020 | 7,280 | 9,650 | 30,290 | | 18,930 | 9,240 | 10,930 | 11,520 | 21,730 | 15,190 | 10,650 | 26,500 | |
| 2009 | 16,230 | 7,380 | 9,780 | 30,480 | | 15,170 | 9,260 | 10,950 | 11,540 | 14,570 | 15,450 | 10,840 | 25,970 | |
| 2010 | 16,560 | 7,530 | 9,980 | 31,320 | | 15,200 | 10,550 | 10,850 | 11,440 | 14,600 | 15,420 | 13,430 | 33,070 | |
| 2011 | 16,480 | 7,490 | 8,860 | 31,720 | | 18,580 | 9,440 | 8,520 | 11,170 | 14,390 | 12,980 | 13,240 | 32,600 | |
| 2012 | 17,990 | 7,490 | 8,640 | 31,720 | | 18,340 | 9,280 | 8,370 | 10,180 | 19,650 | 12,810 | 13,070 | 32,180 | |
| 2013 | 18,140 | 8,170 | 8,640 | 31,720 | | 17,350 | 9,510 | 8,320 | 10,110 | 19,580 | 12,760 | 13,020 | 32,070 | |
| 5-yr annual growth | 2.5% | 2.3% | -2.2% | 0.9% | 1.1% | -1.7% | 0.6% | -5.3% | -2.6% | -2.1% | -3.4% | 4.1% | 3.9% | 0.0% |
| 10-yr annual growth | 0.8% | -0.1% | -2.3% | -0.5% | -0.3% | -1.9% | - | -1.0% | 0.5% | -1.7% | -0.1% | 1.4% | 3.4% | 0.5% |
| 15-yr annual growth | 0.9% | -0.5% | -0.2% | 3.7% | 1.9% | -1.5% | - | -1.0% | 0.1% | 0.7% | -1.7% | 0.6% | 0.2% | -0.2% |
| Weighted Average* | 1.3% | 0.4% | -1.8% | 0.9% | 0.6% | -1.8% | 0.6% | -2.1% | -0.4% | -1.2% | -1.3% | 1.9% | 2.7% | 0.2% |

* Most weight is given to the 10-yr annual growth (GDOT Design Policy Manual – Chapter 13)

The results of the historic growth trends show relatively low annual growth throughout the study area for the past 15 years; however, given the anticipated development projected by the Savannah MPC and the increasing growth on the freeway shown in the 5-year historical rate, the forecasted annual growth rates appear to be reasonable for use in future projections. Therefore, the average growth rates in Table 1 are used for the No Build projections.

The comparison of projections using the historical growth pattern with the traffic projections from the model should be within 10 percent of each other according to Chapter 13 of the Design Policy Manual. The future model projections account for many factors about development and growth patterns not just in the study area but in the region as a whole, which can have significant impact on the projected volumes

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in the model assignment. It is therefore not expected that the future projections would be comparable across the board in the tables presented above. However, Table 3 below shows a comparison of projected volumes in sample locations, indicating areas where the comparisons fall within the 10 percent range.

Table 3: Comparison of Historical and Model Volume Projections

| Location | 051-0167 | 051-0232 | 051-0652 | 051-0185 | 051-0425 |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|
| 2025 Projection using historical growth | 38,294 | 21,245 | 10,990 | 12,890 | 22,461 |
| 2025 Projection using model forecast | 41,880 | 23,417 | 11,170 | 12,720 | 23,958 |
| Percent Difference | 9% | 10% | 2% | 1% | 7% |

Directional Distribution, Peak Hour K-Factor, and Truck Percentage

The directional distribution and peak hour k-factors are assumed to be consistent between the existing year and the Opening and Design No Build Alternatives. These factors were used in the calculation of the Design Hour Volume diagrams. Table 4 below shows the peak hour k-factors, directional distribution, and truck percentages that were calculated based on the existing year traffic counts. These K, D, and Truck percentages were submitted in the Existing Conditions Methodology memorandum and were approved by the GDOT Office of Planning on September 17, 2014.

Table 4: Existing Year (2014) Peak Hour Factors, Directional Distribution, and Truck %

| Location | Description | Total Volume | K | D | Daily Trucks | | | Peak Hr Trucks | | |
|-----------------|---|---------------------|------------|----------|---------------------|---------------|---------------|-----------------------|---------------|---------------|
| | | | | | Truck % | S.U. % | Comb % | Truck % | S.U. % | Comb % |
| A | W Bay St (betw/ Ann St and MLK) | 18,330 | 8.1 | 55.5 | 10.7 | 3.5 | 7.2 | 9.5 | 3.2 | 6.3 |
| B | MLK Jr. Blvd (betw/ Zubley St and W Oglethorpe Ave) | 15,199 | 8.6 | 55.1 | 9.9 | 4.2 | 5.7 | 10.2 | 3 | 7.2 |
| C | W Oglethorpe Ave (betw/ Ann St and MLK) | 12,979 | 8 | 53.4 | 14.8 | 9.5 | 5.4 | 12.5 | 6.7 | 5.7 |
| D | W Oglethorpe Ave (betw/ MLK and Montgomery St) | 5,112 | 8.4 | 52.3 | 11.3 | 6.5 | 4.8 | 9 | 5.7 | 3.3 |
| E | Louisville Rd (E of N Boundary St) | 6,819 | 9.8 | 53.7 | 8.6 | 6.1 | 2.4 | 5.8 | 4.3 | 1.6 |
| F | MLK Jr. Blvd (betw/ W Harris St and W Charlton St) | 21,357 | 7.8 | 69.6 | 10.6 | 4.8 | 5.8 | 8.7 | 3.1 | 5.7 |
| G | Montgomery St (betw/ W Harris St and W Charlton St) | 8,334 | 8.8 | 100 | 7.8 | 5.4 | 2.4 | 7 | 5.1 | 2 |
| H | I-16 On-ramp | 10,139 | 11.2 | 100 | 6.4 | 3.7 | 2.7 | 4.8 | 2.9 | 1.8 |
| I | I-16 Off-ramp to Montgomery St NB | 6,134 | 9.1 | 100 | 8.7 | 6.1 | 2.6 | 7.7 | 5.7 | 2 |
| J | I-16 Off-ramp to MLK Jr. Blvd | 2,222 | 11.3 | 100 | 9.1 | 3.7 | 5.4 | 9.4 | 4 | 5.4 |
| K | W Gwinnett St (betw/ Stiles Ave and W Boundary St) | 8,822 | 9.3 | 51.3 | 8.2 | 4.9 | 3.3 | 5.8 | 2.7 | 3.1 |
| L | W Gwinnett St (betw/ May St and Allison St) | 11,770 | 9.7 | 55.8 | 9.3 | 5.9 | 3.4 | 7.6 | 3.3 | 4.3 |
| M | MLK Jr. Blvd (betw/ W Hall St and W Huntingdon St) | 14,853 | 7.5 | 54.9 | 7.3 | 5 | 2.3 | 5.8 | 3.5 | 2.2 |
| N | Fahm St (betw/ Oglethorpe and Bay St) | 4,823 | 10.3 | 61 | 15 | 7.1 | 7.9 | 10.4 | 6.2 | 4.2 |
| a | I-16 Mainline (betw/ GA 204 and W Gwinnett St) | 28,321 | 9.1 | 60.9 | 9.9 | 4.4 | 5.5 | 12.6 | 3.6 | 9 |
| AVERAGE | | | 9.2 | | 9.9 | 5.2 | 4.7 | 9.0 | 3.9 | 5.1 |

The daily truck percentages for Opening and Design Year were calculated based on the volumes produced from the future year travel demand models. By comparing the percent change in truck composition in the travel demand model, the truck percentages were adjusted accordingly in the No Build volume diagrams. Table 5 below shows the average truck percentage calculation from the future model volumes that are used as adjustment factors for the truck percentage in the No Build diagrams.

Table 5: Percent Change in Trucks between Future Year Travel Demand Model Runs

| Location | Truck % | | | 2014-2025 | 2025-2045 |
|--|-------------|-------------|-------------|-------------|-------------|
| | 2014 | 2025 | 2045 | % Change | % Change |
| US 17 (north of Oglethorpe Ave) | 8.5% | 7.5% | 7.0% | -13.3% | -7.1% |
| US 17 (between Oglethorpe Ave and Louisville Rd) | 8.5% | 8.0% | 7.3% | -6.3% | -9.6% |
| US 17 (between Louisville Rd and W Gwinnett St) | 7.2% | 7.1% | 6.8% | -1.4% | -4.4% |
| I-16 (south of W Gwinnett St) | 5.2% | 5.2% | 5.5% | 0.0% | 5.5% |
| W Bay St (west of Fahm St) | 6.6% | 7.4% | 8.6% | 10.8% | 14.0% |
| W Oglethorpe Ave (west of Boundary St) | 8.5% | 7.0% | 6.6% | -21.4% | -6.1% |
| Louisville Rd (west of Boundary St) | 2.8% | 3.0% | 3.2% | 6.7% | 6.3% |
| W Gwinnett St (east of May Dr) | 2.2% | 2.3% | 2.1% | 4.3% | -9.5% |
| MLK Jr. Blvd (north of Louisville Rd) | 2.9% | 2.7% | 2.8% | -7.4% | 3.6% |
| MLK Jr. Blvd (south of I-16 off-ramp) | 1.9% | 2.0% | 2.2% | 5.0% | 9.1% |
| MLK Jr. Blvd (south of W 37th St) | 2.1% | 2.1% | 1.9% | 0.0% | -10.5% |
| W Bay St (east of MLK Jr. Blvd) | 5.6% | 5.9% | 6.9% | 5.1% | 14.5% |
| Average (weighted by volume) | 5.3% | 5.3% | 5.5% | 0.0% | 5.4% |

Based on the truck percent values shown in Table 5 above, the relative change in percentage was calculated to determine the Opening and Design Year truck percentages. Table 6 below shows the resulting truck percentage to be used for the Opening and Design Year traffic diagrams.

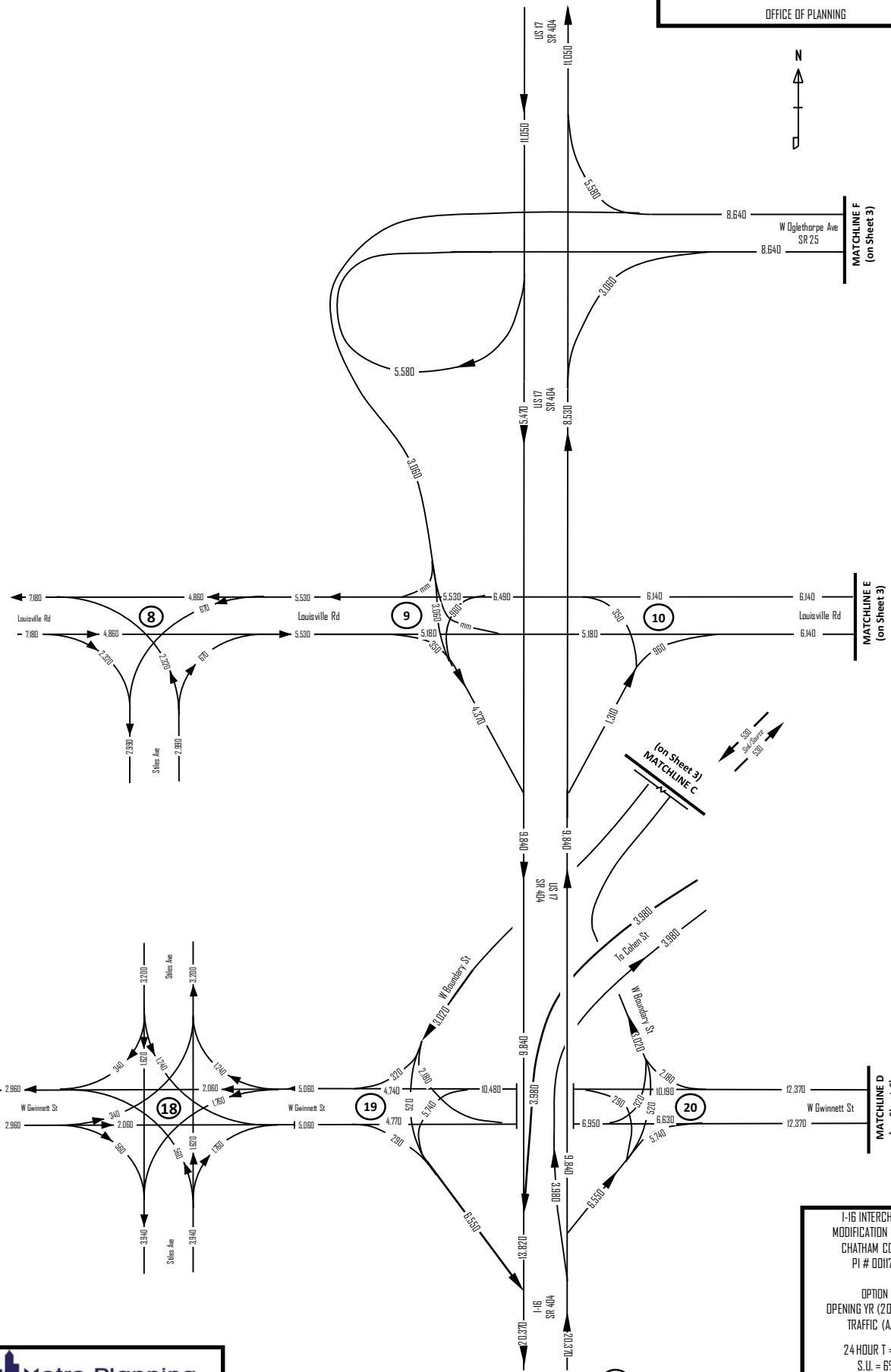
Table 6: Truck Percentages

| | Base Year (2014) | Opening Year (2025) | Design Year (2045) |
|-------------|------------------|---------------------|--------------------|
| 24-Hour T | 9.0% | 9.0% | 9.5% |
| SU | 6.0% | 6.0% | 6.3% |
| Comb | 3.0% | 3.0% | 3.2% |
| Peak Hour T | 8.5% | 8.5% | 9.0% |
| SU | 5.0% | 5.0% | 5.3% |
| Comb | 3.5% | 3.5% | 3.7% |

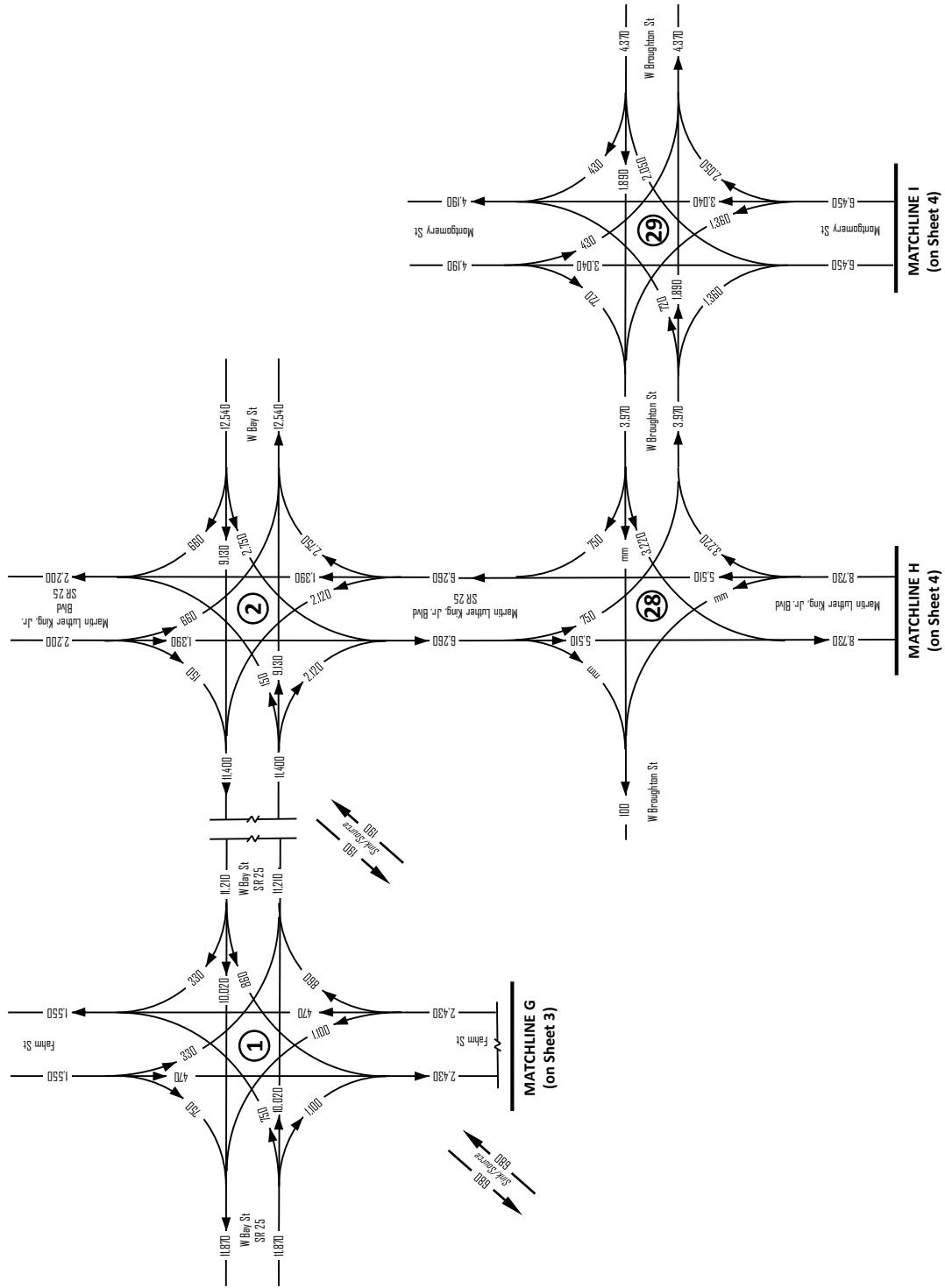
Traffic Volume Diagrams

Opening Year (2025) Option 1

Average Annual Daily Traffic



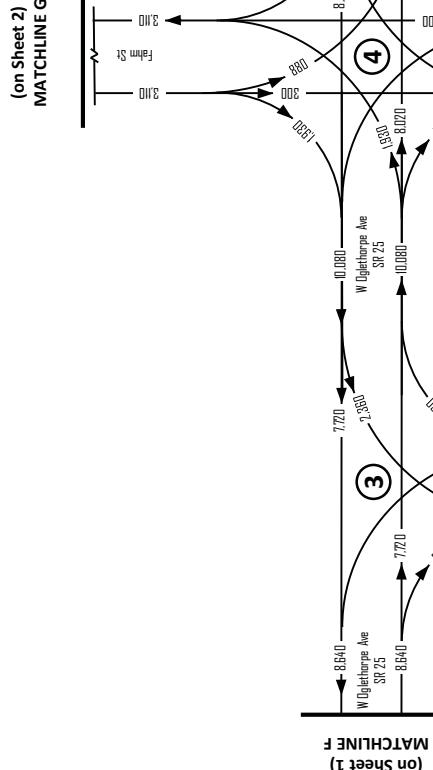
SHEET 2 OF 16



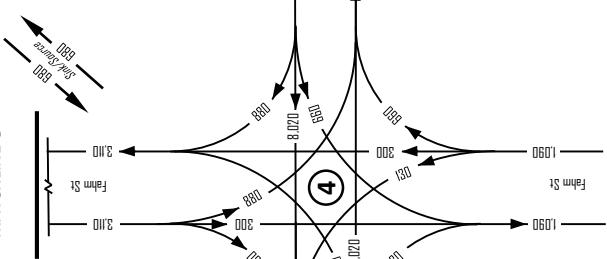
Metro Planning
and Engineering
MPETM

Intersection Reference Number
(see count location diagram)

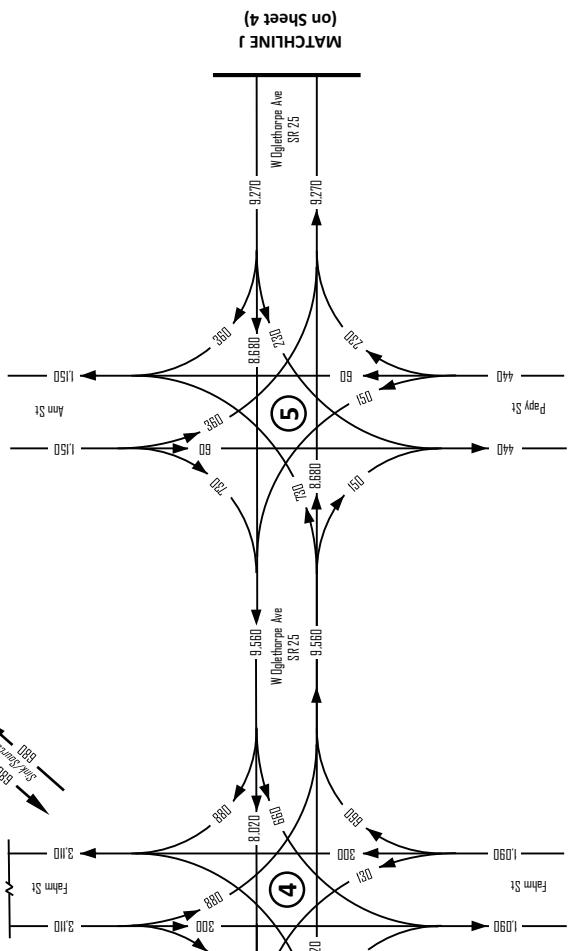
OPENING YR (2025) DAILY
TRAFFIC (AADT)
24 HOUR T = 89%
S.U. = 6%
CMB = 3%
S.Y. %



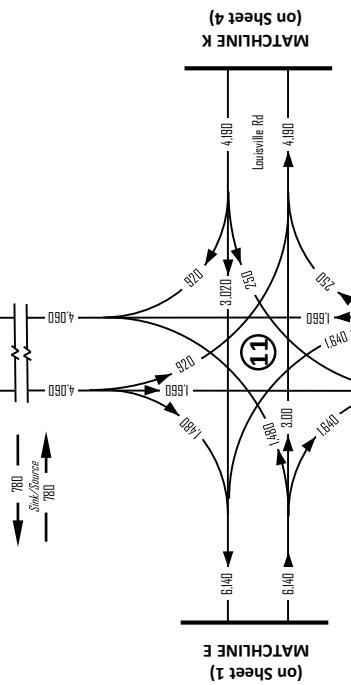
MATCHLINE F
(on Sheet 1)



(on Sheet 2)
MATCHLINE G



MATCHLINE 1
(on Sheet 4)



MATCHLINE E
(on Sheet 1)

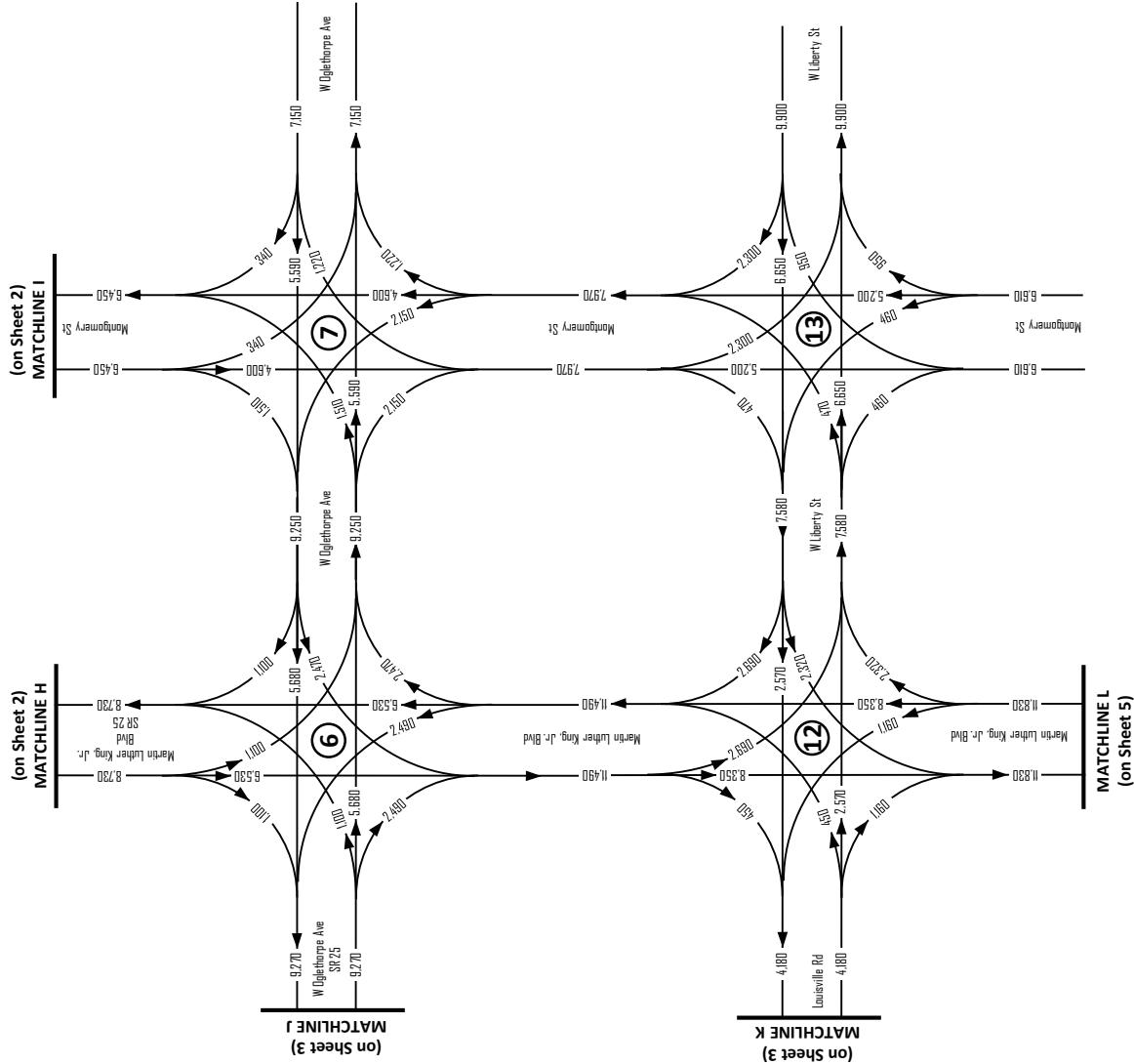


MATCHLINE C
(on Sheet 1)

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24 HOUR T = 9%
S.U. = 6%
CUMB. = 3%

Intersection Reference Number
(see count location diagram)



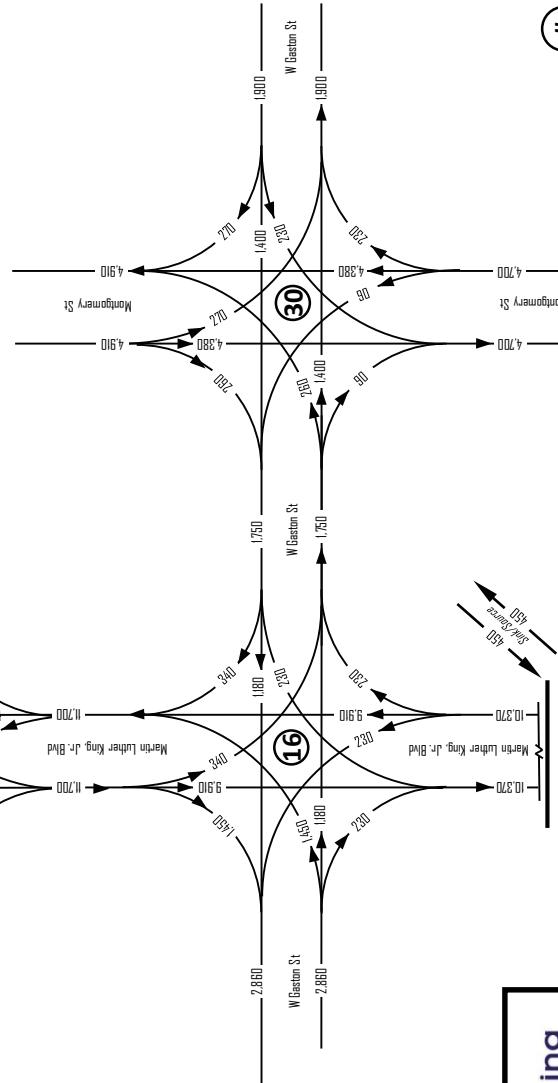
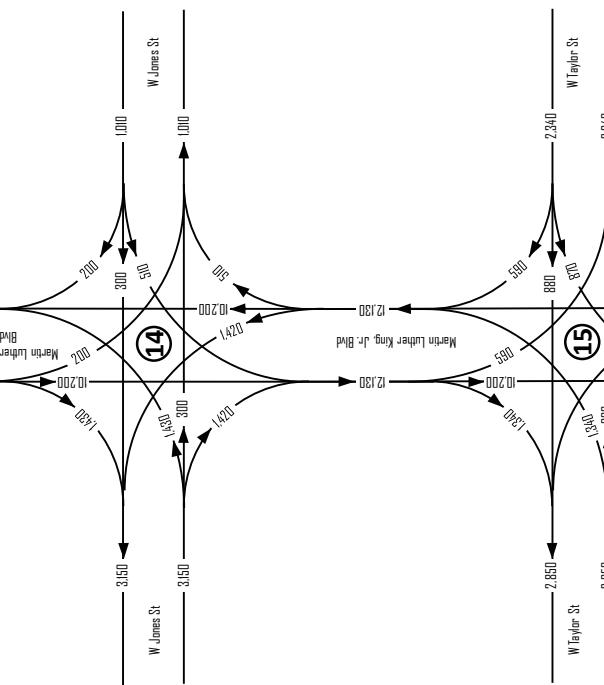
SHEET 4 OF 16

I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI # 001744

OPENING YR (2025) DAILY
TRAFFIC (AADT)
24 HOUR T = 9%
S.U. = 8%
COMB. = 3%

Intersection Reference Number
(see count location diagram)





GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

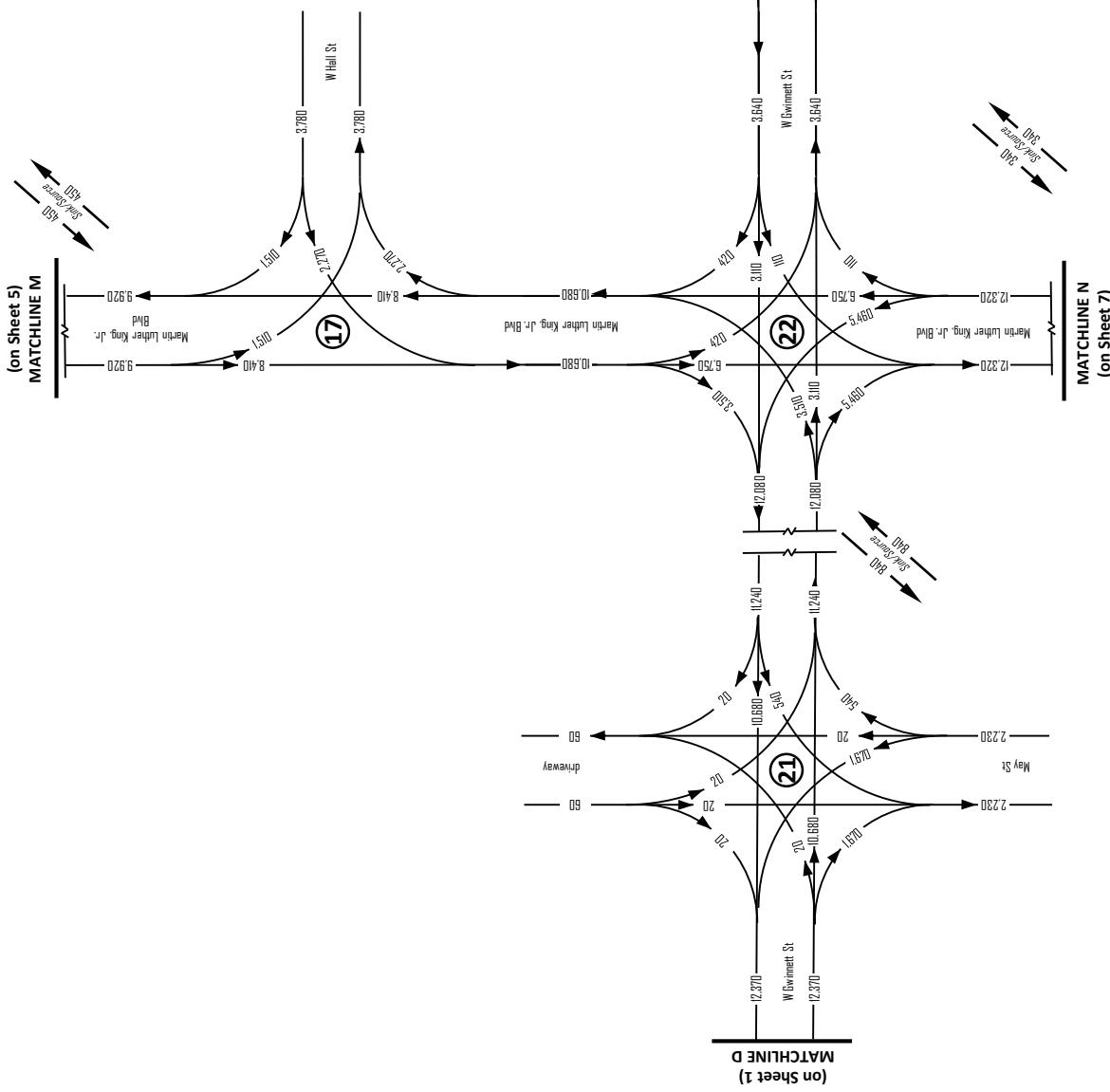


I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PR # DOD744

OPTION I
OPENING YR (2025) DAILY
TRAFFIC (AADT)
24 HOUR T = 3%
SLL = 6%
DNRB = 3%

GDOT
2025

Intersection Reference Number
(see count location diagram)



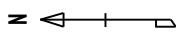
SHEET 6 OF 16

I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI # 001744

OPENING YR (2025) DAILY TRAFFIC (AADT)
24 HOUR T = 9%
S.U. = 6%
COMB. = 3%

Intersection Reference Number
(see count location diagram)





I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PR # 001744

OPTION I
OPENING YR 2025 DAILY
TRAFFIC (AADT)
24 HOUR T = 3%
SLL = 6%
DNRB = 3%

Page 2025

Intersection Reference Number
(see count location diagram)

(on Sheet 6)

MATCHLINE N

W Henry St
2.000
2.100
5.000

11.980
9.080
6.080

31

Martin Luther King, Jr. Blvd
9.080
14.090

11.980

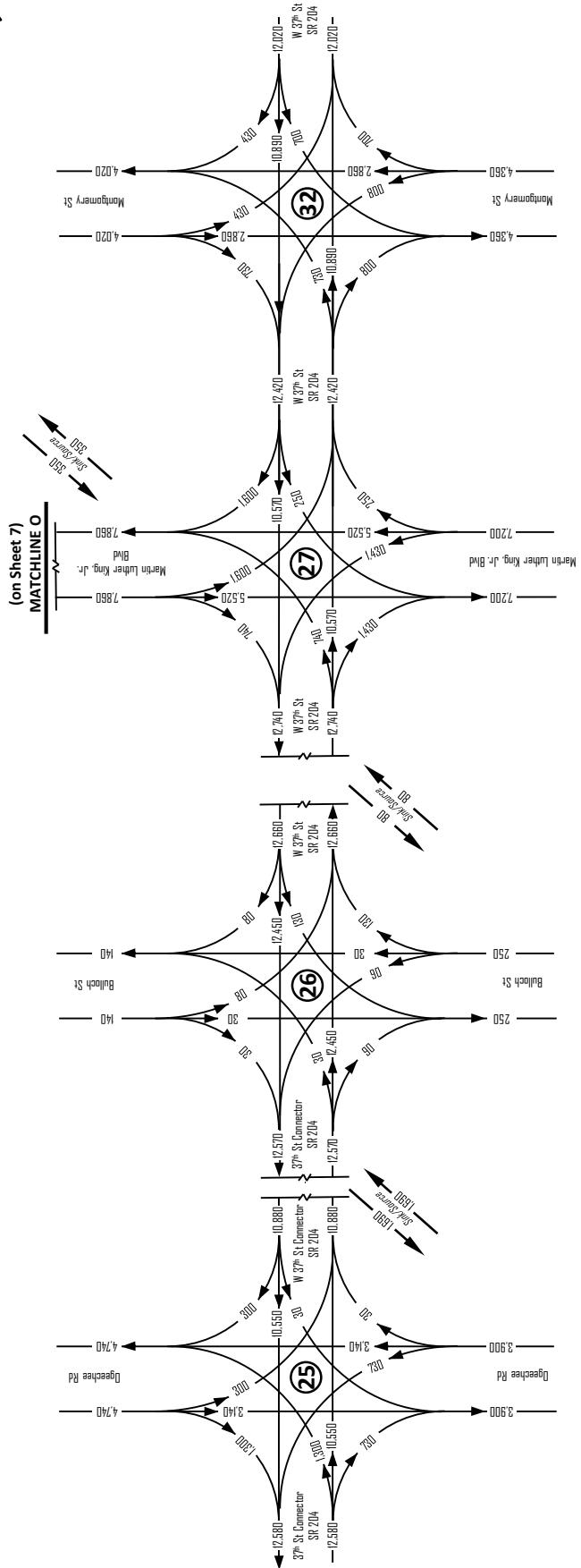
W Anderson St
7.360
7.310
6.610
4.890

24

Martin Luther King, Jr. Blvd
8.210
8.210

11.980

MATCHLINE O
(on Sheet 8)



I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PR # 001744

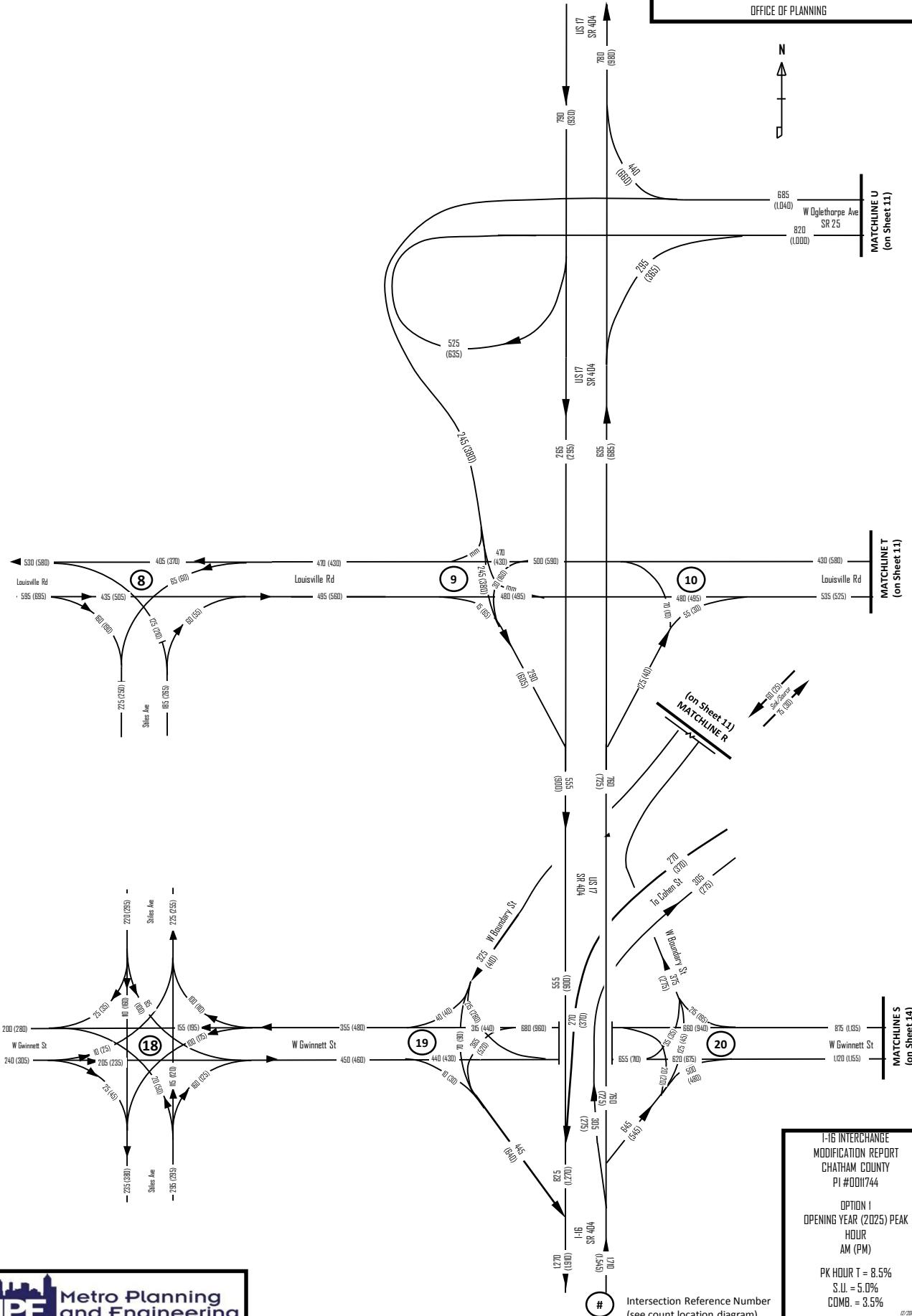
OPTION I
OPENING YR (2025) DAILY
TRAFFIC (AADT)
24 HOUR T = 3%
S.U. = 6%
DNRB = 3%
GDOT

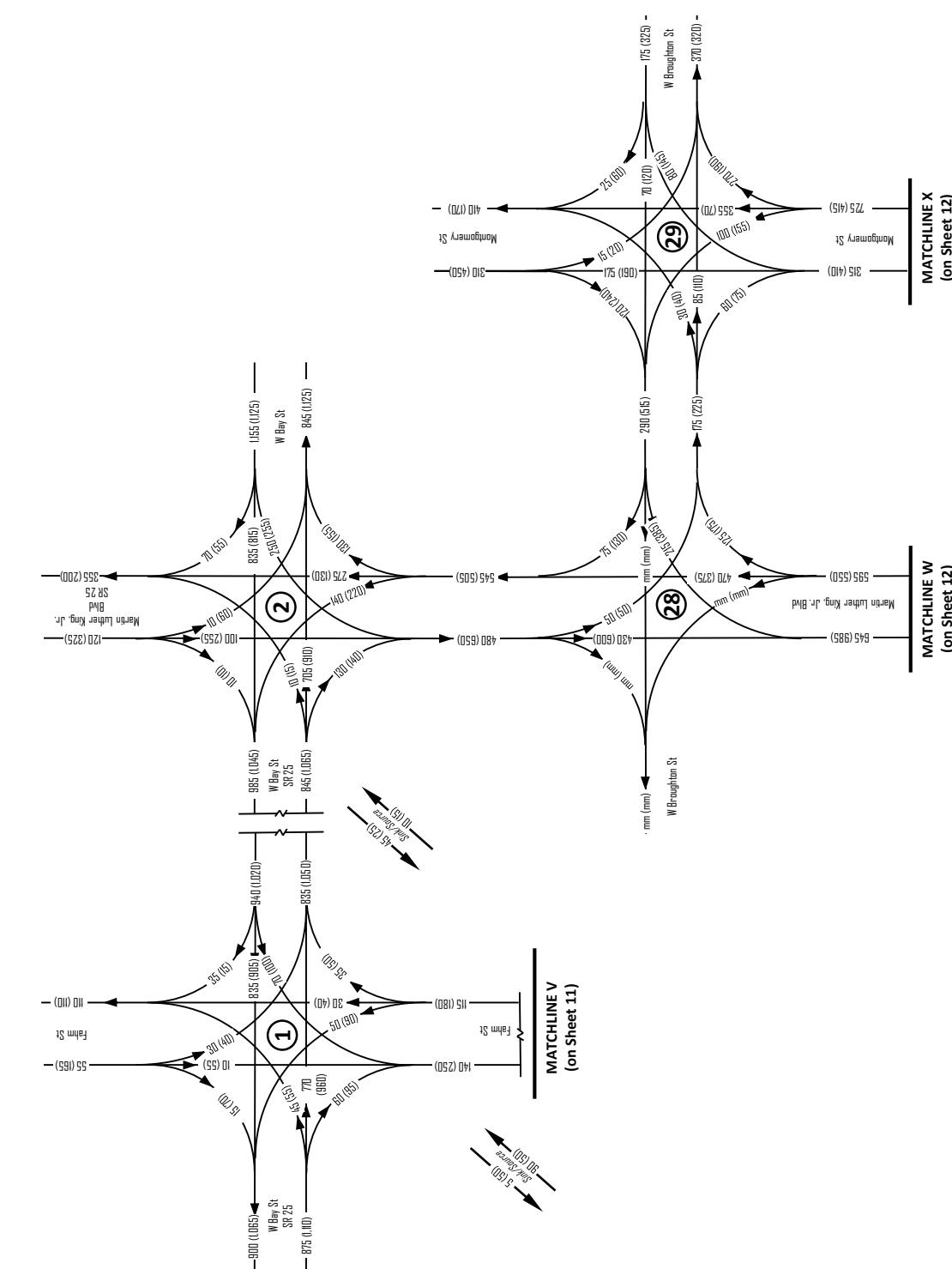
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Traffic Volume Diagrams

Opening Year (2025) Option 1

AM and PM Peak Hour Traffic





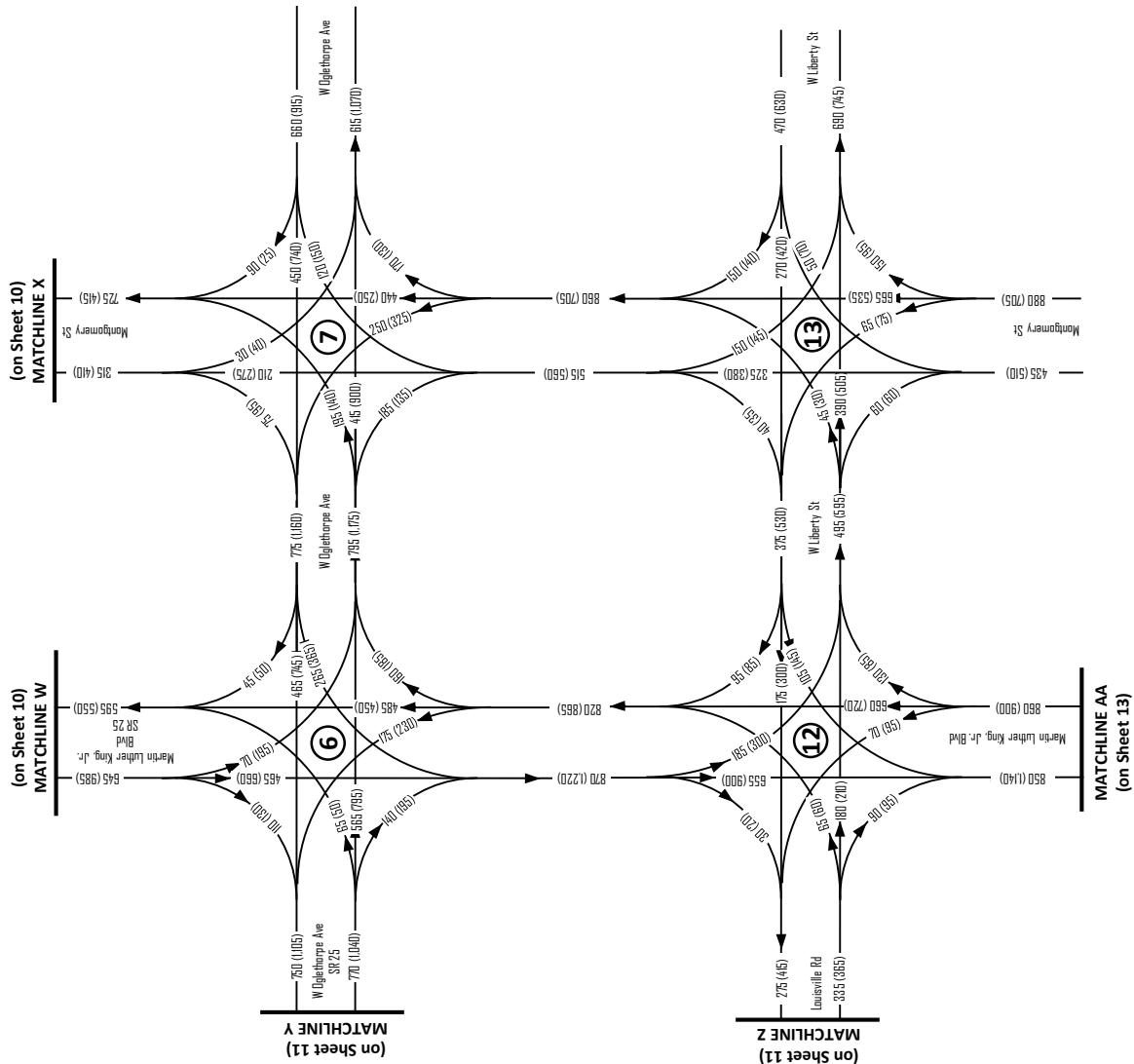


Metro Planning
and Engineering

Intersection Reference Number
(see count location diagram)

OPTION I
OPENING YEAR (2025) PEAK
HOUR
MW (GW)

22
R




MPE
 Metro Planning
 and Engineering

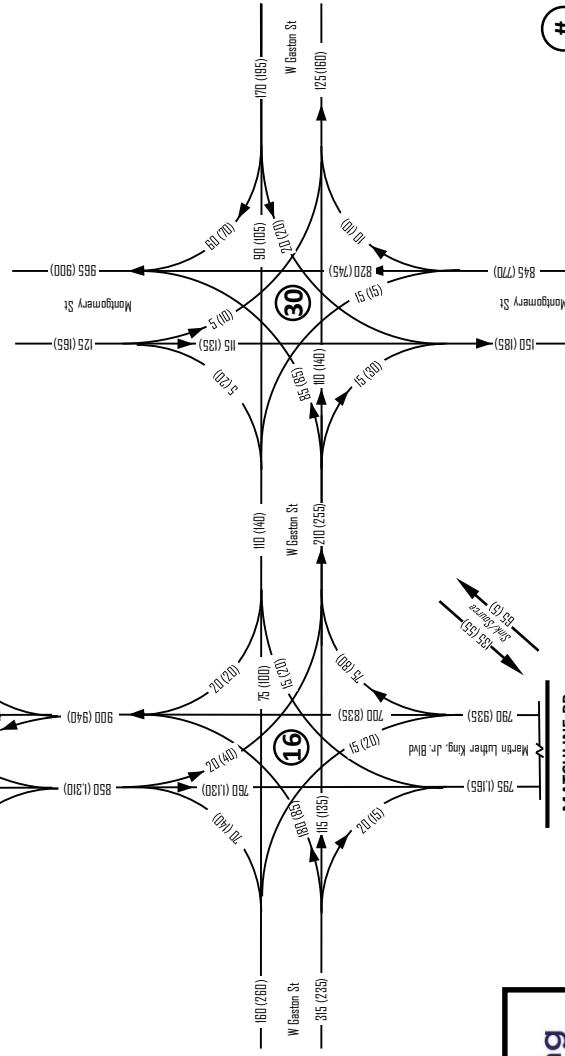
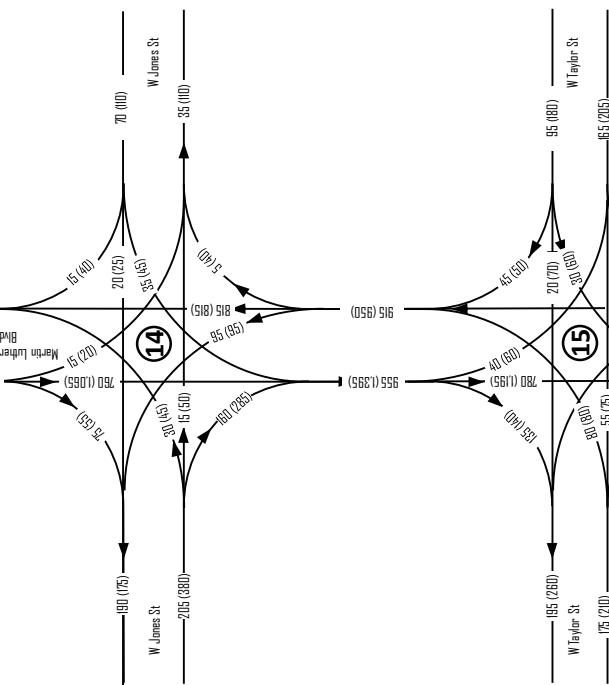
Intersection Reference Number
(see count location diagram)

I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #0011744

OPTION I
OPENING YEAR (2025) PEAK
HOUR AM (PM)

$\frac{12/28}{12}$

(on Sheet 12)
MATCHLINE AA

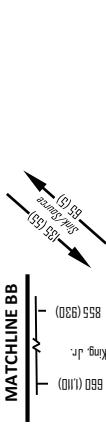


Intersection Reference Number
(see count location diagram)

I-INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #400744
OPTION I
OPENING YEAR (2025) PEAK
HOUR
AM (PM)
PK ADT T = 8.5%
SL = 5.0%
CMB = 3.5%
02/2025

(on Sheet 13)

MATCHLINE BB



OPTION 1

AM (PM)

HOUR

OPENING YEAR (2025) PEAK

PI #400744

L-INTERCHANGE

MODIFICATION REPORT

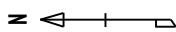
CHATHAM COUNTY

PK ADIR T = 8.5%

SL = 5.0%

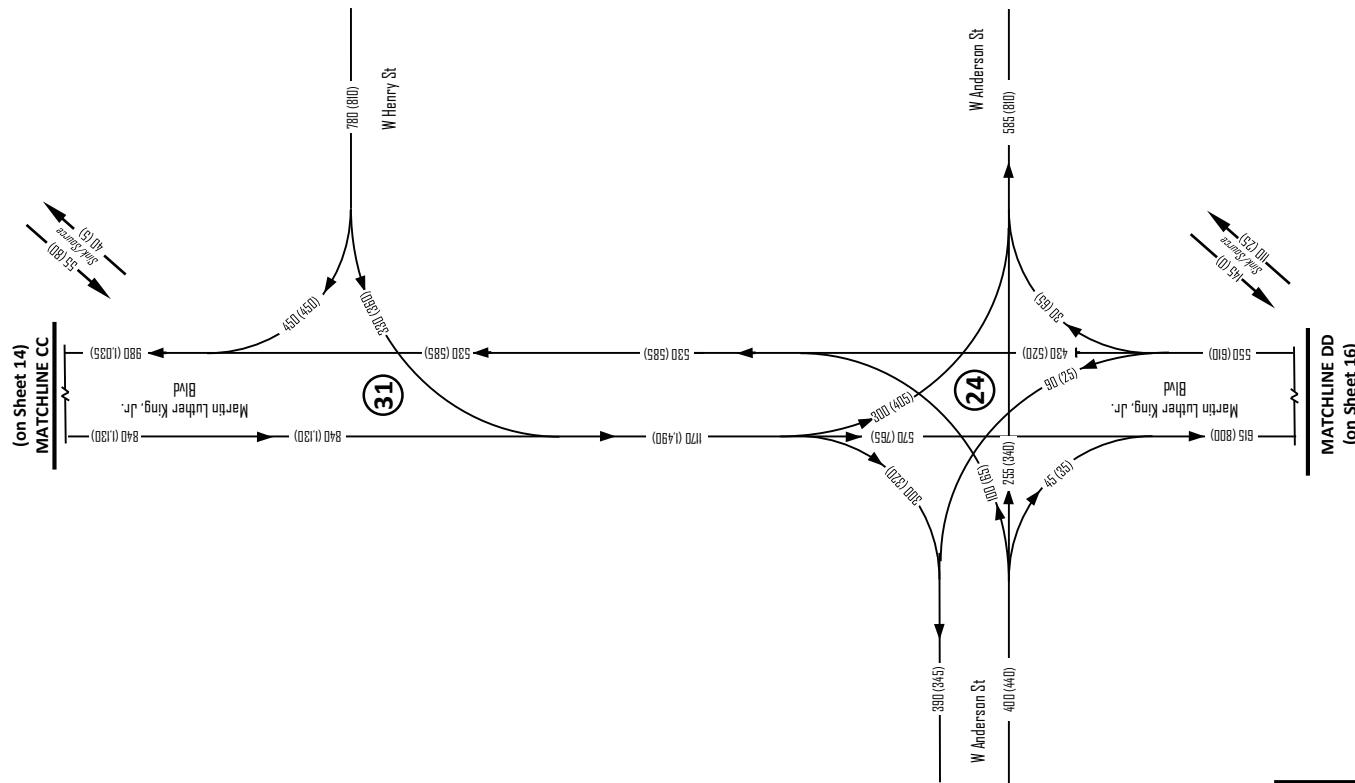
CDMB = 3.5%

02/09/2022



(on Sheet 14)

MATCHLINE CC



SHEET 15 OF 16

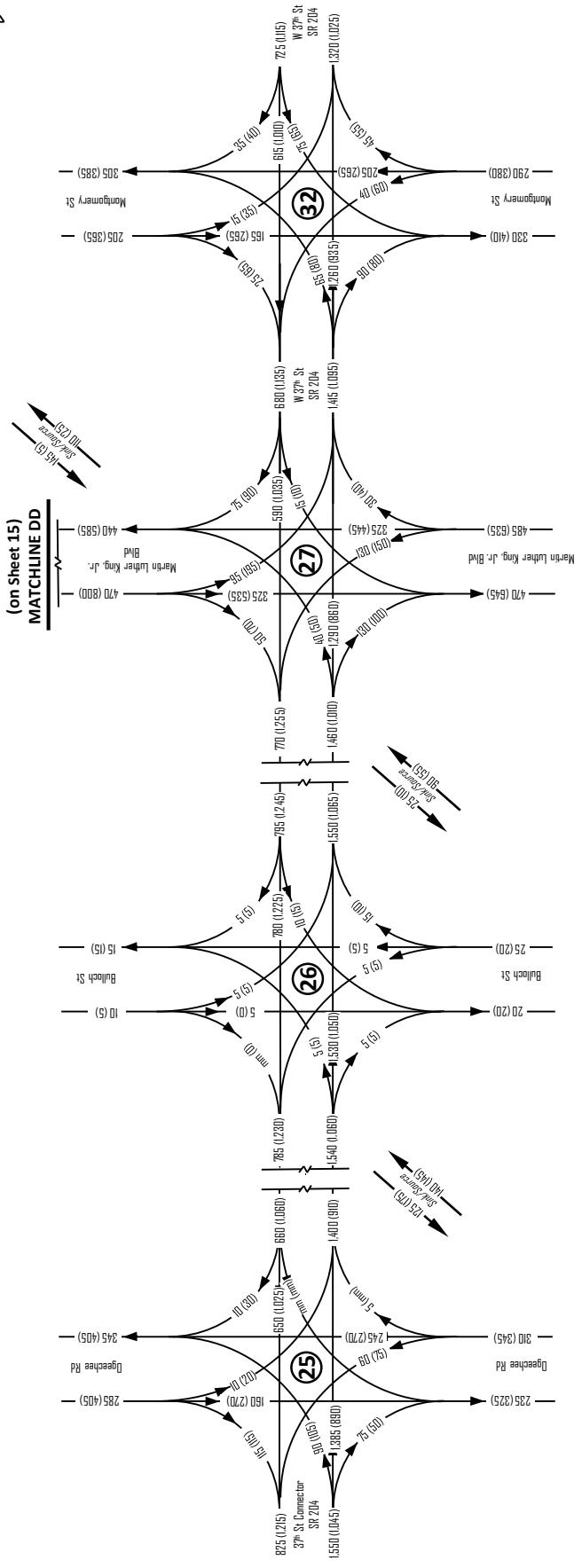
1-6 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #4010744

OPTION I
OPENING YEAR (2025) PEAK
HOUR
AM (PM)

PK HOUR T = 8.5%
S.I.L. = 5.0%
COMB. = 3.3%

Intersection Reference Number
(see count location diagram)

**Metro Planning
and Engineering**



(on Sheet 15)
MATCHLINE DD

Intersection Reference Number
(see count location diagram)

**Metro Planning
and Engineering**

I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #0011744

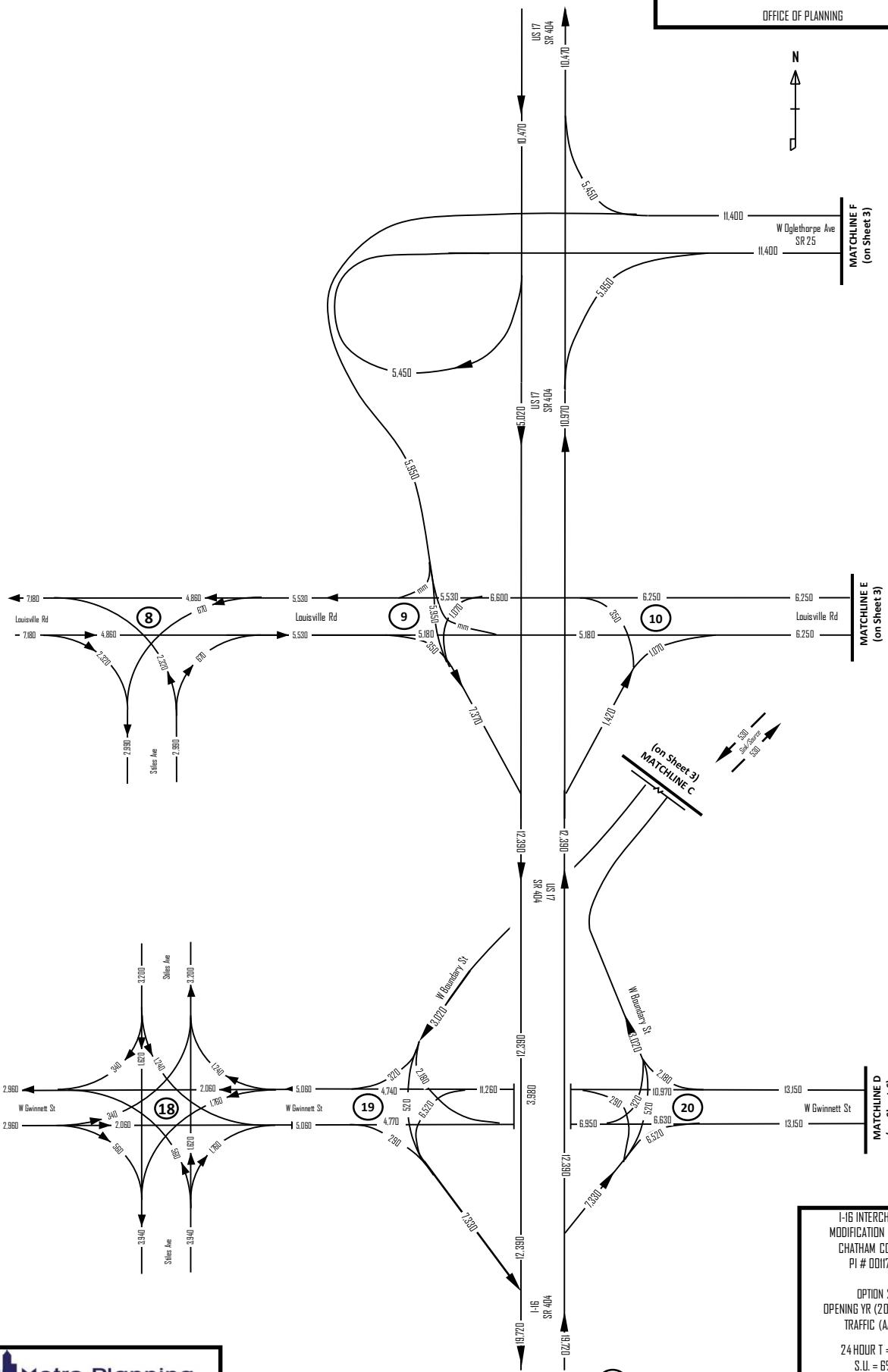
OPTION 1
OPENING YEAR (2025) PEAK
HOUR
AM (PM)

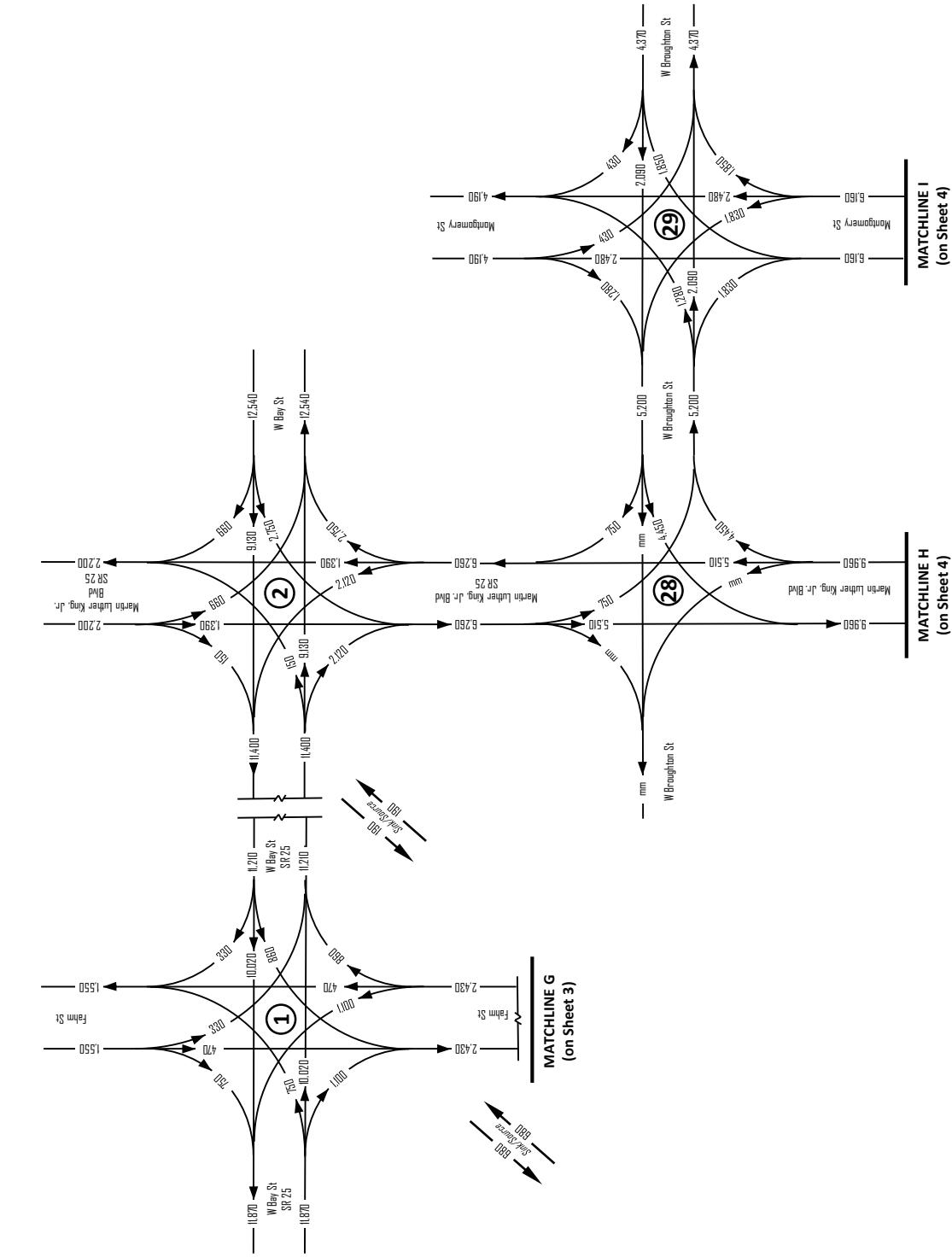
$$\begin{aligned}PK \text{ HOUR T} &= 8.5\% \\S.U. &= 5.0\% \\GOMB. &= 3.5\%\end{aligned}$$

Traffic Volume Diagrams

Opening Year (2025) Option 2

Average Annual Daily Traffic

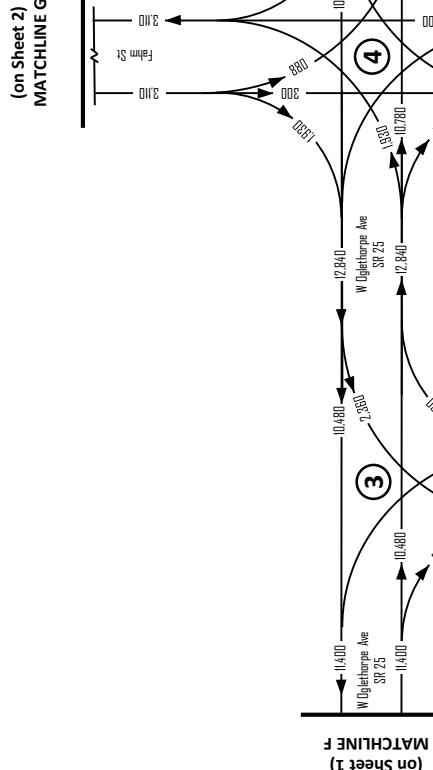




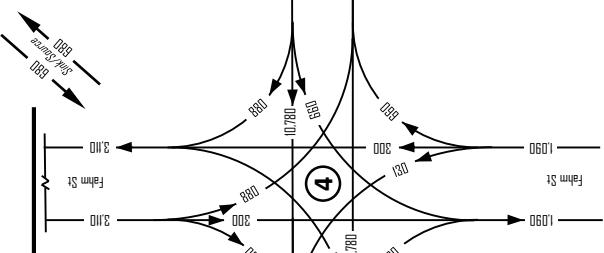
I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PR # 001744

OPTION 2
OPENING YR (2025) DAILY
TRAFFIC (AADT)
24 HOUR T = 3%
S.U. = 6%
D.N.R. = 3%

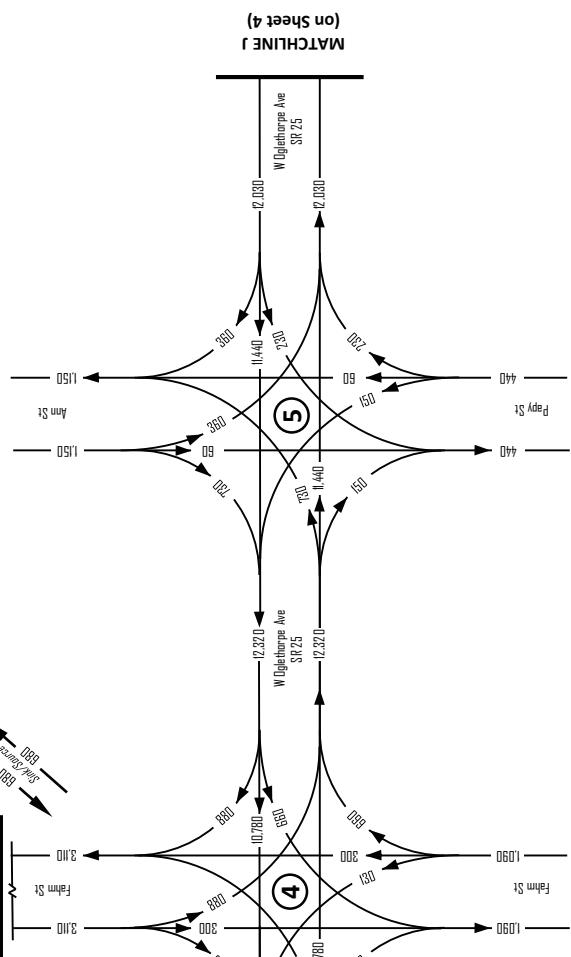
Intersection Reference Number
(see count location diagram)



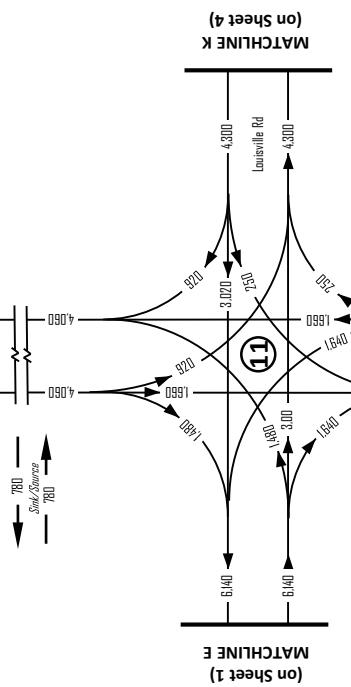
MATCHLINE F
(on Sheet 1)



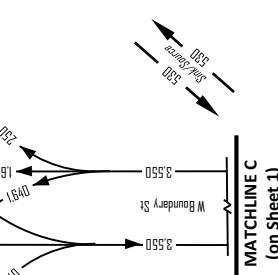
(on Sheet 2)
MATCHLINE G



MATCHLINE 1
(on Sheet 4)



MATCHLINE E



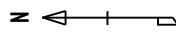
MATCHLINE C
(on Sheet 1)



Metro Planning
and Engineering

Intersection Reference Number
(see count location diagram)

OPENING YR (2025) DAILY
TRAFFIC (AADT)
24 HOUR I = 9%
S.U. = 6%
COMB. = 3%
S.Y.



I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PR # 001744

OPTION 2
OPENING YR (2025) DAILY
TRAFFIC (AADT)
24 HOUR T = 3%
S.U. = 6%
DNRB = 3%
GROSS

Intersection Reference Number
(see count location diagram)

(on Sheet 2)
MATCHLINE I

(on Sheet 2)
MATCHLINE H

MATCHLINE J
(on Sheet 3)

Martin Luther King Jr. Blvd

Martin Luther King Jr. Blvd

Martin Luther King Jr. Blvd

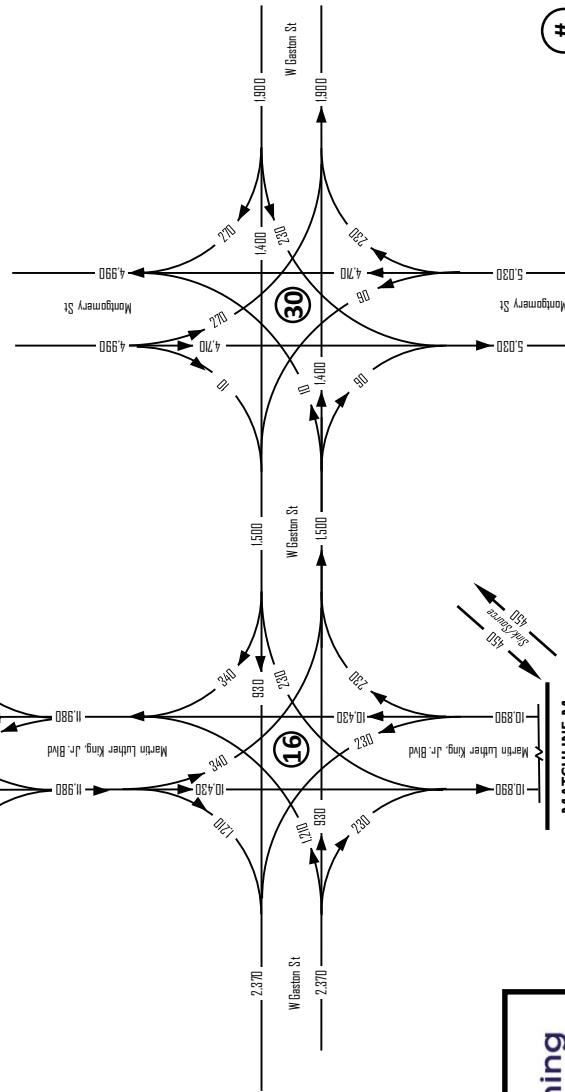
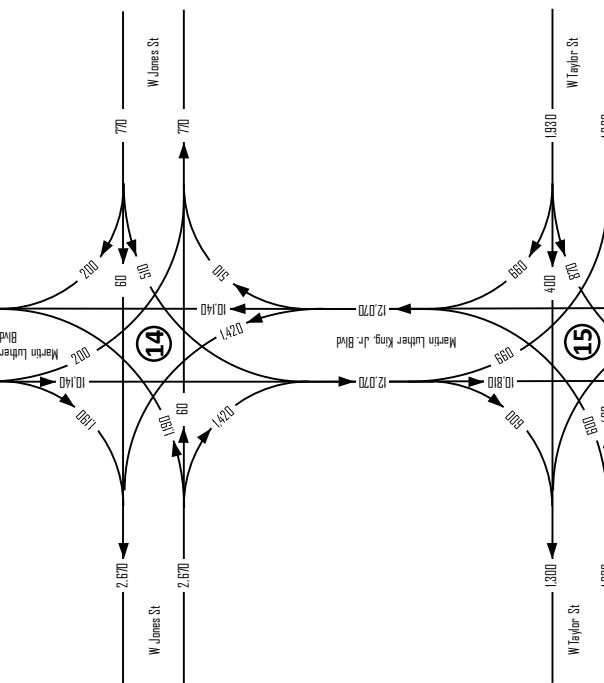
MATCHLINE K
(on Sheet 3)

Martin Luther King Jr. Blvd

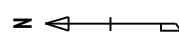
Martin Luther King Jr. Blvd

Martin Luther King Jr. Blvd

MATCHLINE L
(on Sheet 5)



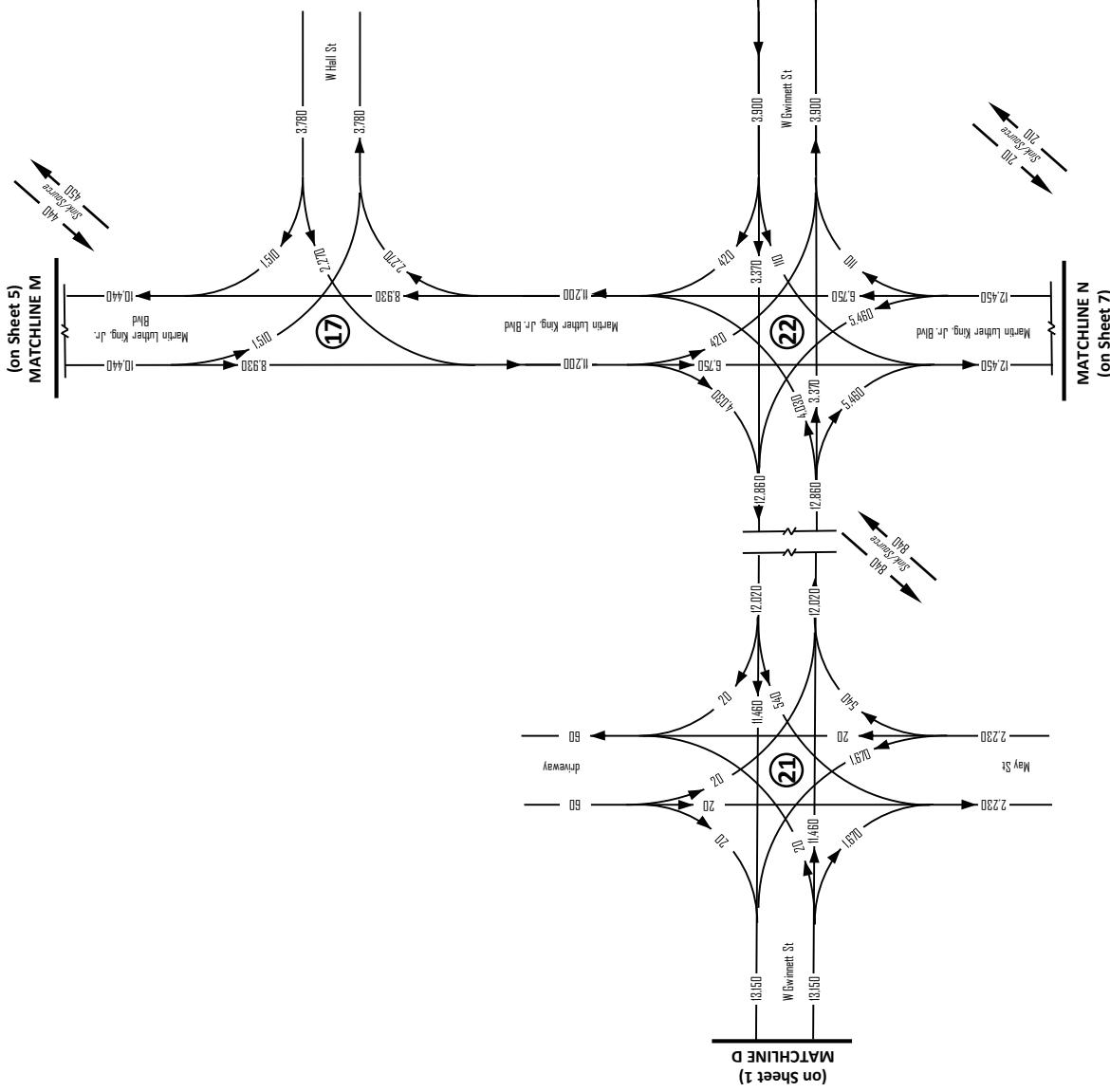
GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PR # 001744

OPTION 2
OPENING YR (2025) DAILY
TRAFFIC (AADT)
24 HOUR T = 3%
SLL = 6%
DNRB = 3%
GDOT

Intersection Reference Number
(see count location diagram)



SHEET 6 OF 16

I-16 INTERCHANGE
MODIFICATION REPORT
DHATHAM COUNTY
PI # 001744

OPENING YR (2025) DAILY
TRAFFIC (AADT)
24 HOUR T = 9%
S.U. = 6%
COMB. = 3%

Intersection Reference Number
(see count location diagram)



(on Sheet 6)

MATCHLINE N

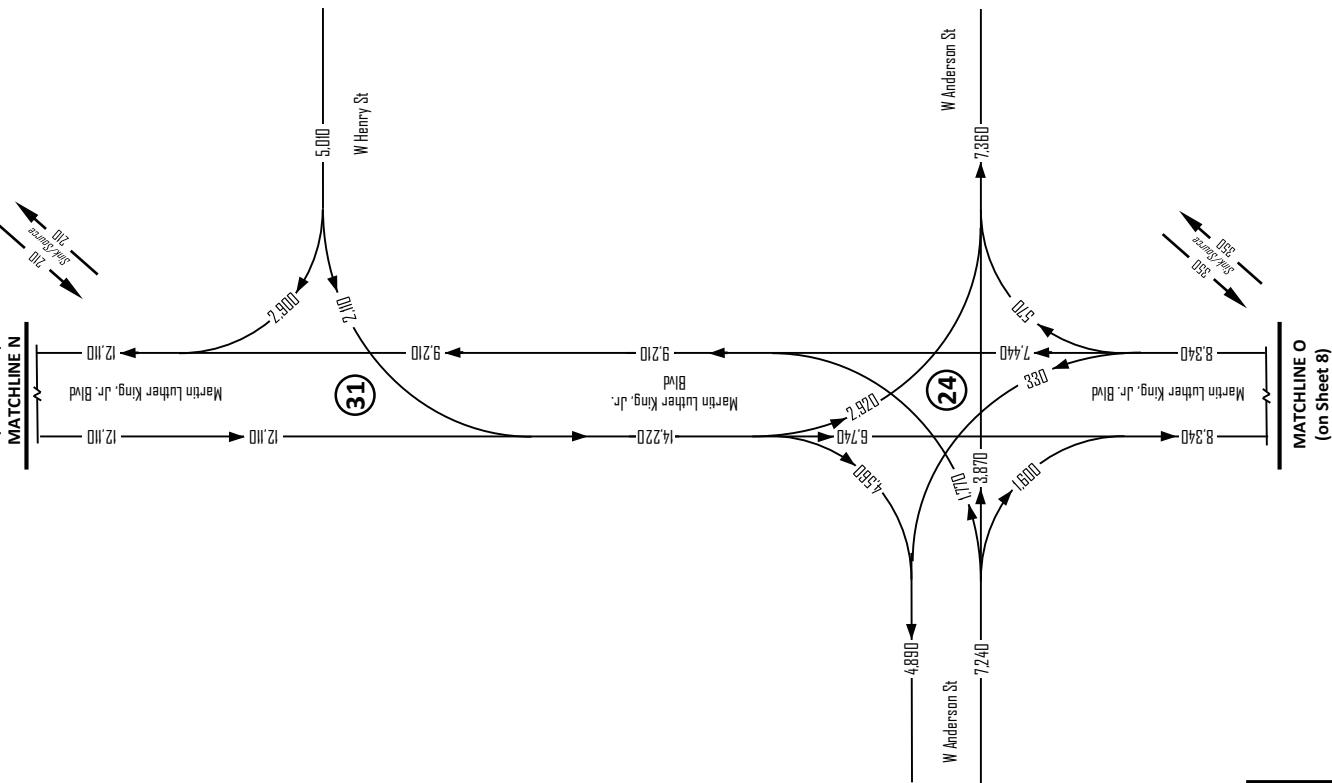
MATCHLINE N

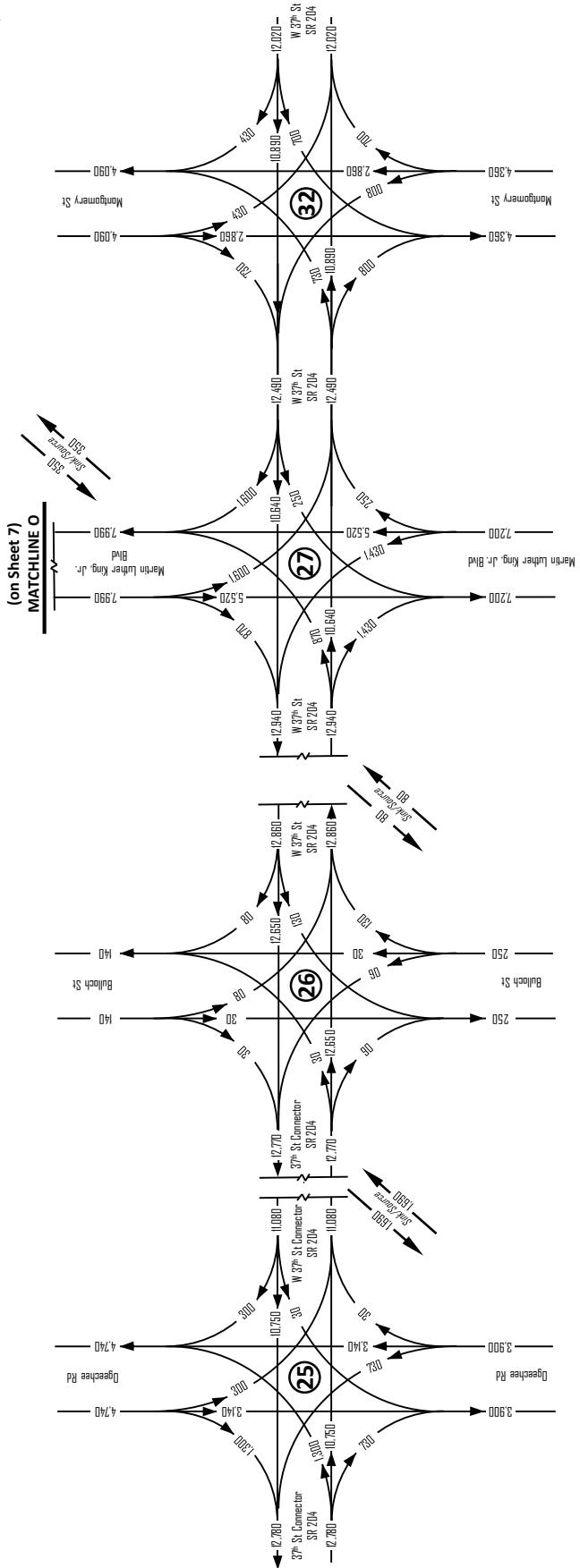
N ← →

I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI # 0011744

OPENING YR (2025) DAILY TRAFFIC (AADT)
 OPTION 2
 24 HOUR T = 9%
 S.U. = 6%
 COMB. = 3%

Intersection Reference Number
(see count location diagram)





I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PR # 001744

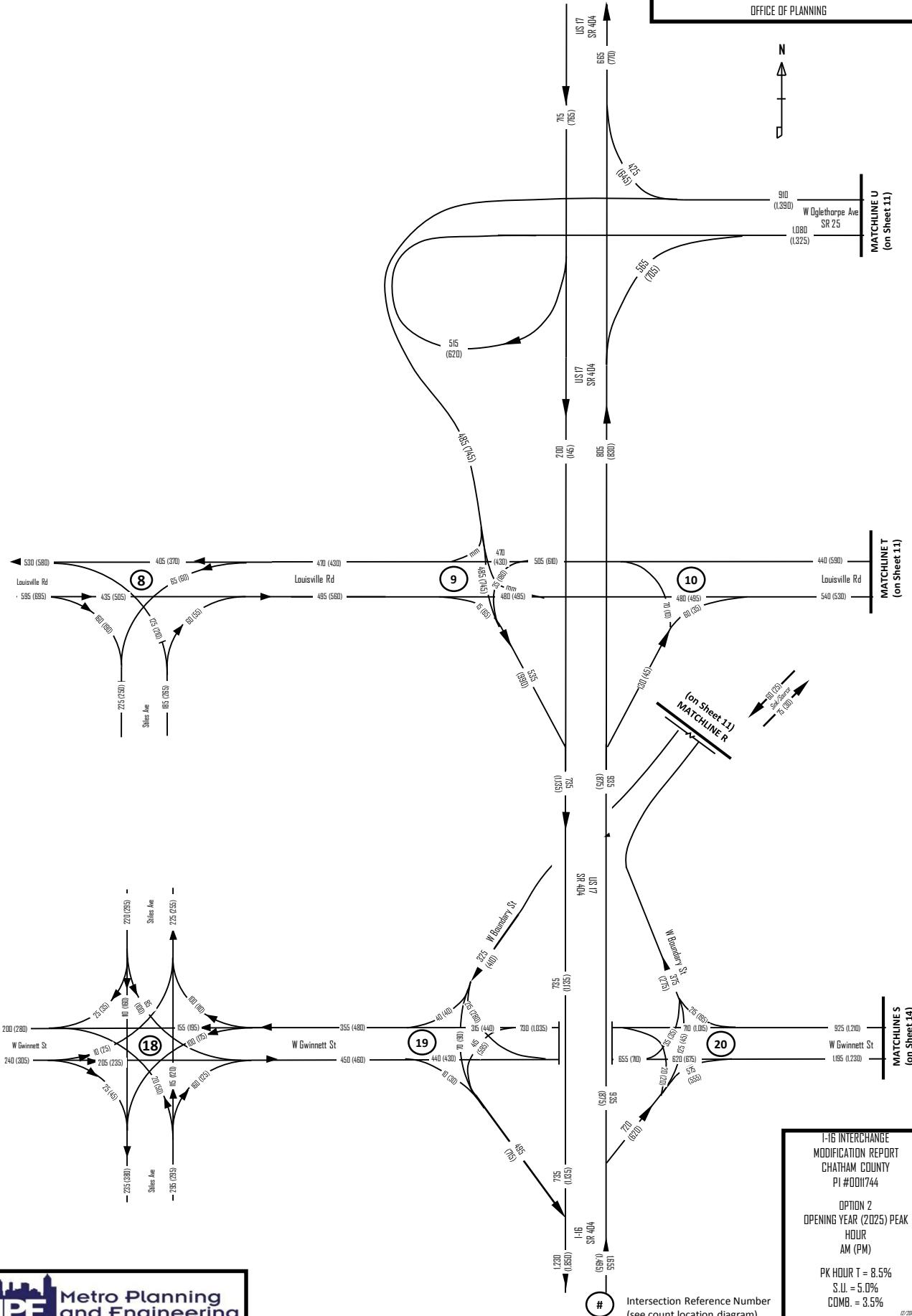
OPTION 2
OPENING YR 2025 DAILY
TRAFFIC (AADT)
24 HOUR T = 3%
S.U. = 6%
DNRB = 3%
GDOT

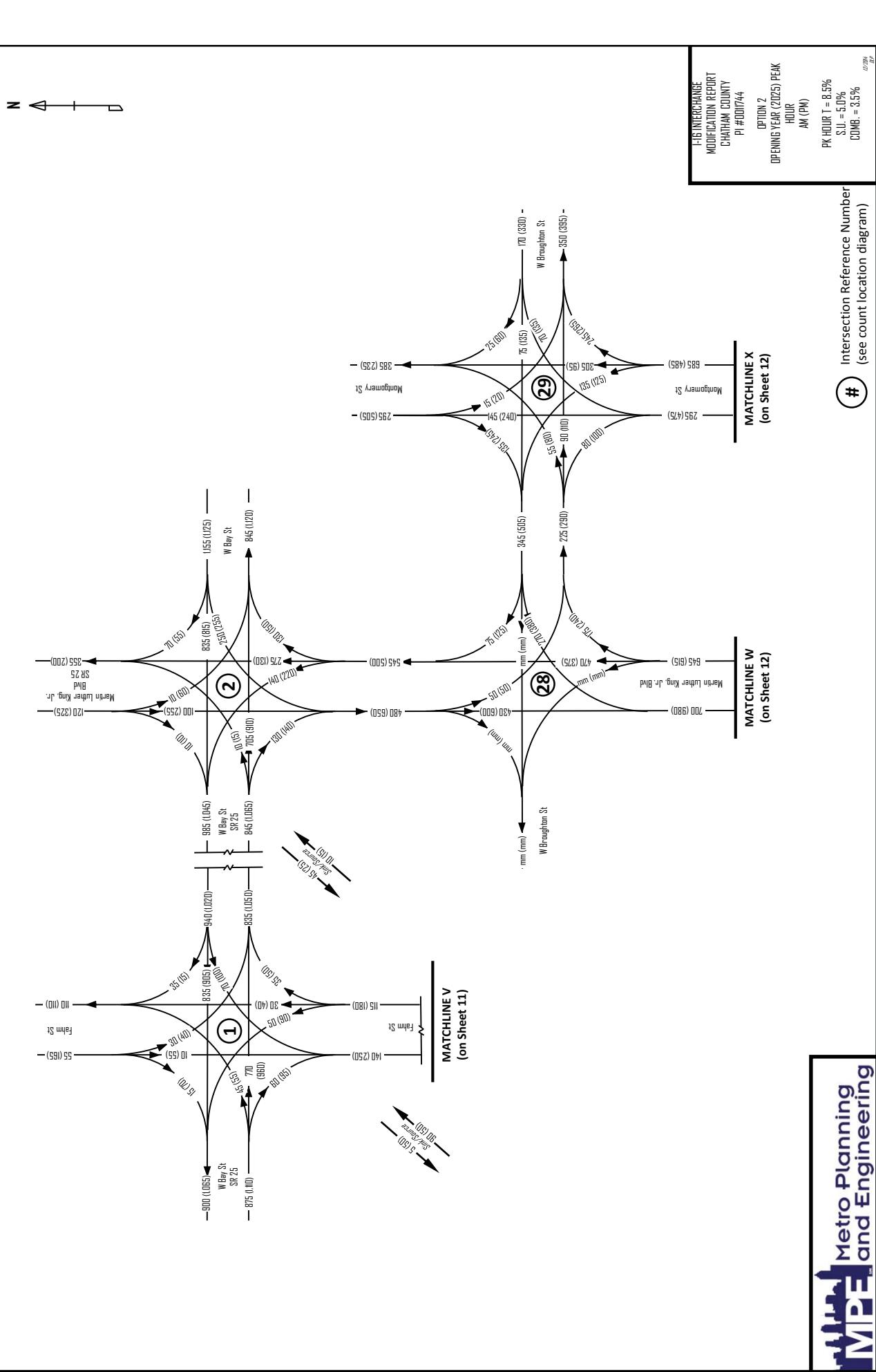
Intersection Reference Number
(see count location diagram)

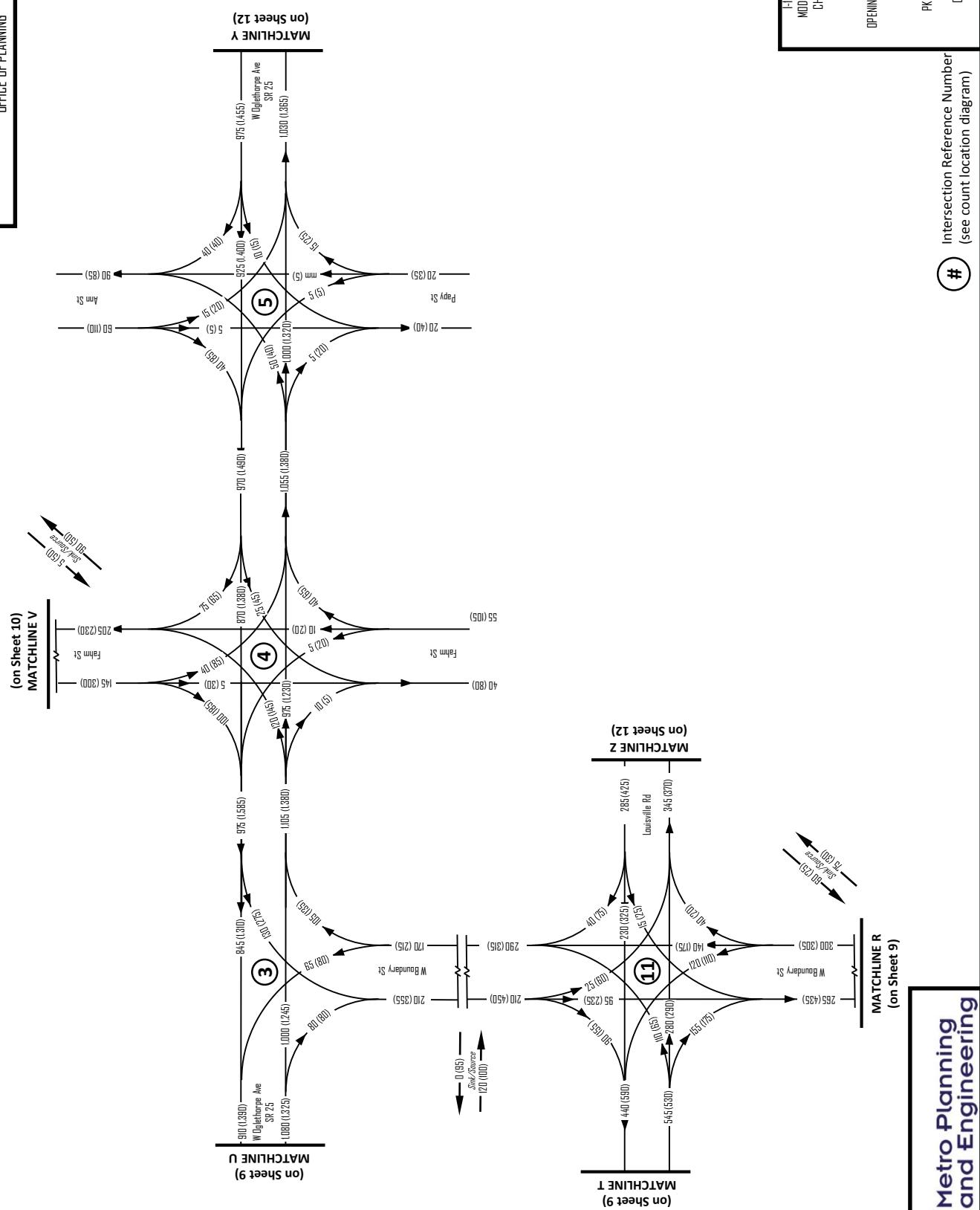
Traffic Volume Diagrams

Opening Year (2025) Option 2

AM and PM Peak Hour Traffic







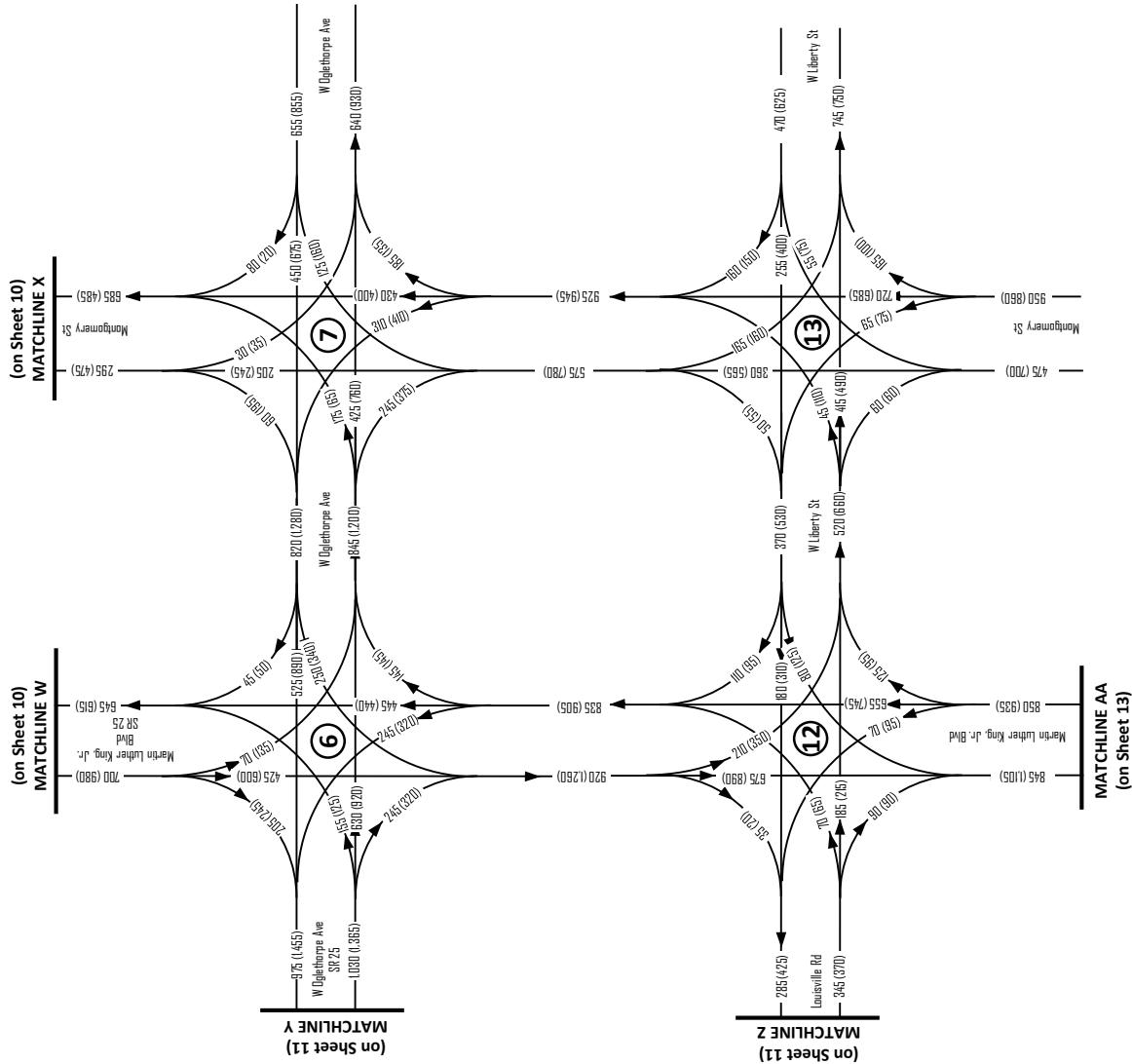


I-INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #400744

OPTION 2
OPENING YEAR (2025) PEAK
HOUR
AM (PM)

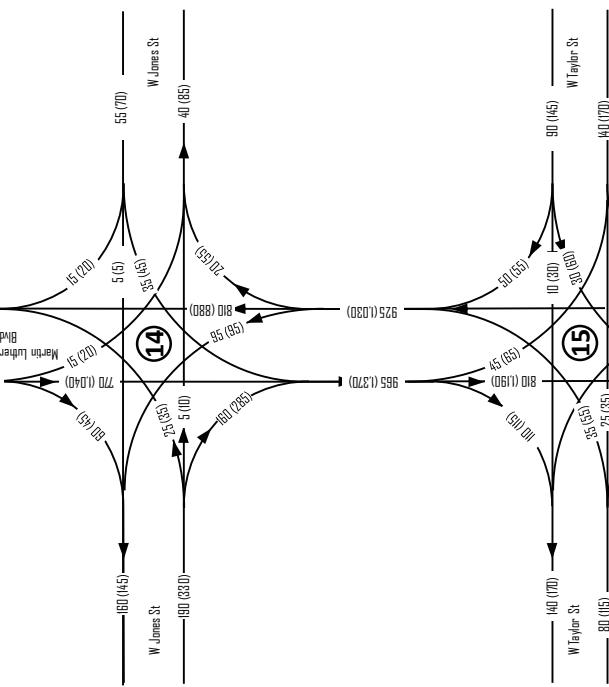
PK ADIR T = 8.5%
SL = 5.0%
CMB = 3.5%
02/2025

Intersection Reference Number
(see count location diagram)

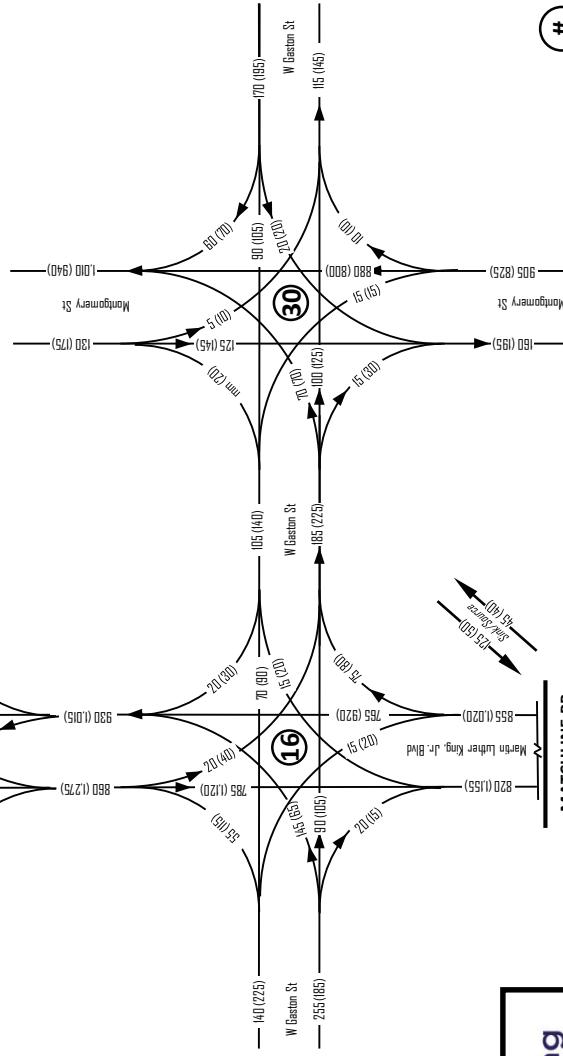


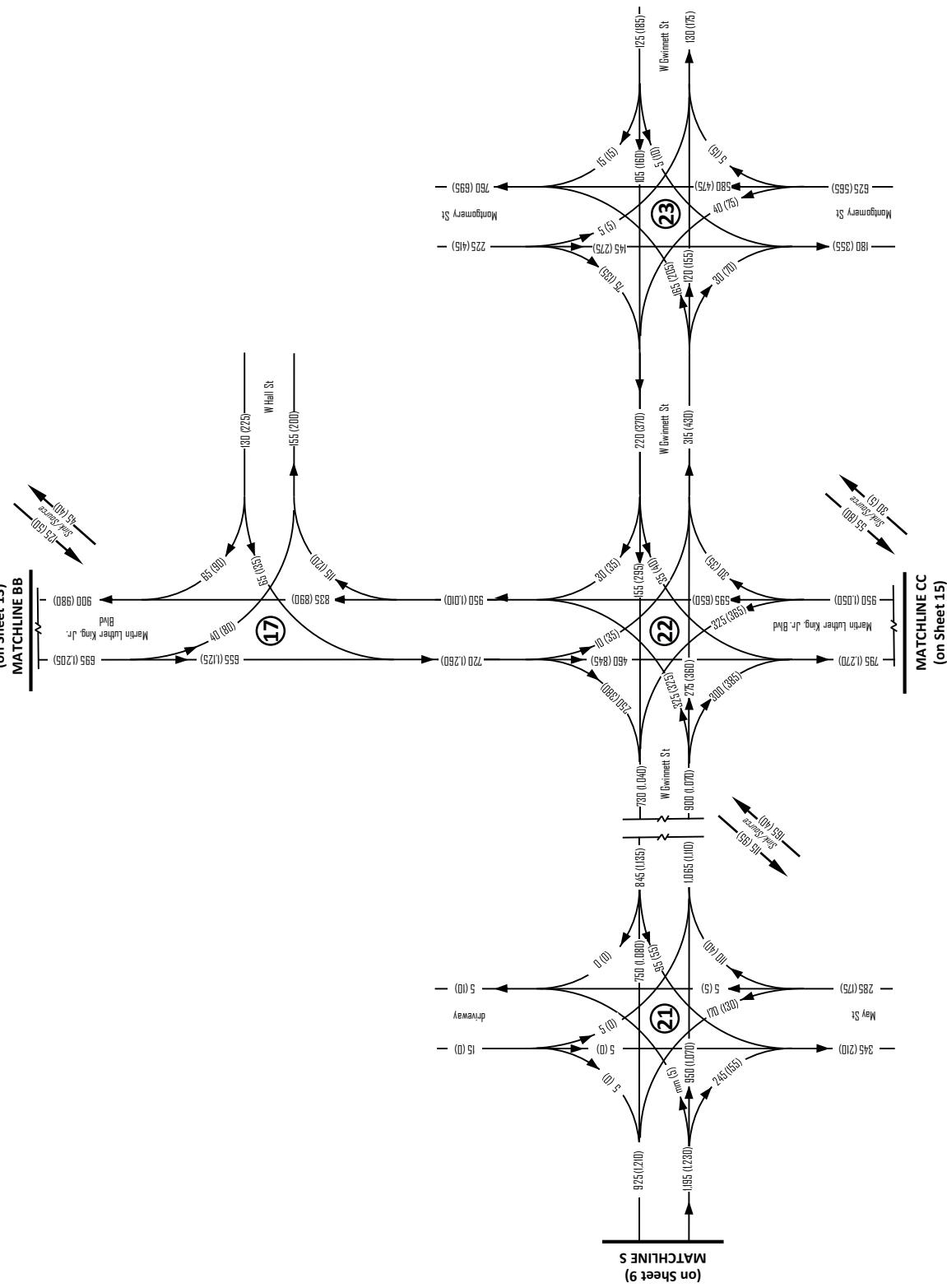
(on Sheet 12)

MATCHLINE AA



SHEET 13 OF 16





Intersection Reference Number
(see count location diagram)

MPE Metro Planning
and Engineering

L-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #0010744

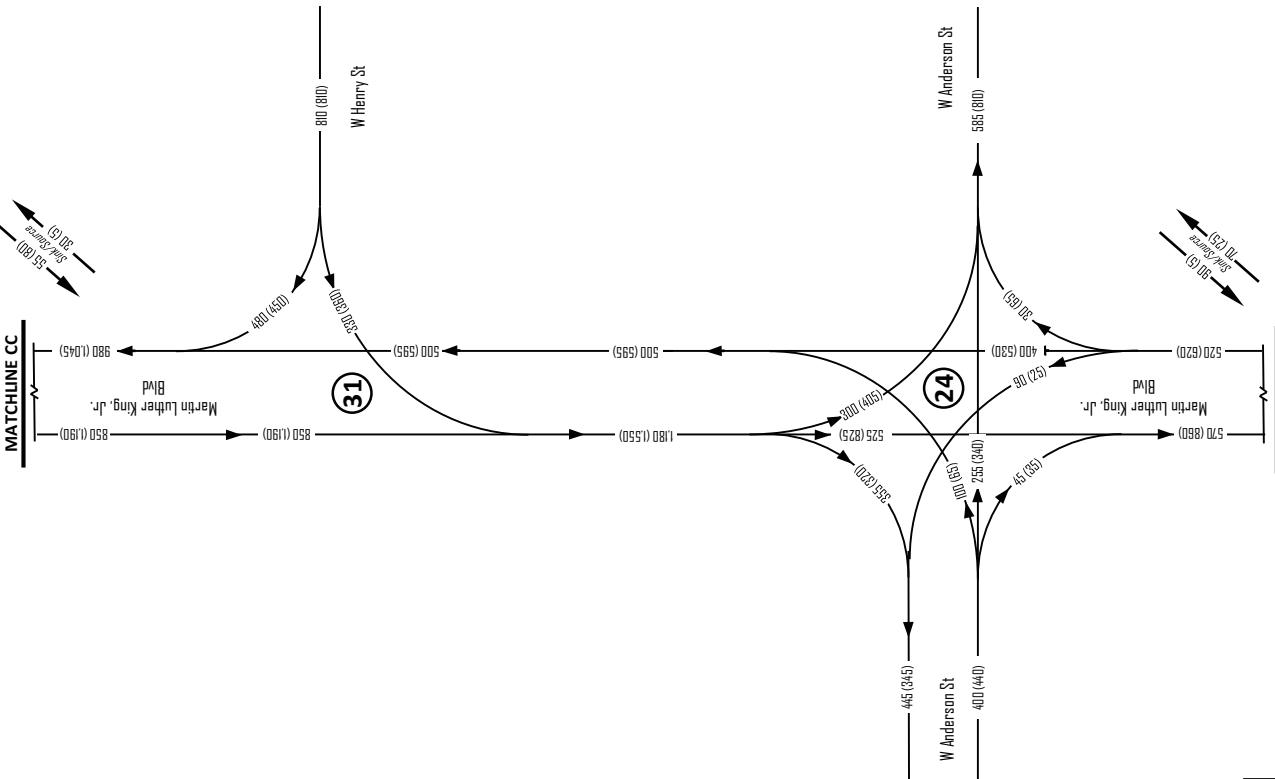
| | | | |
|----------|--------------------------|-------------|------------------|
| OPTION 2 | OPENING YEAR (2025 PEAK) | PEAK HOUR | PK HOUR T = 8.5% |
| AM (PM) | S.U. = 5.1% | CDNB = 3.5% | |

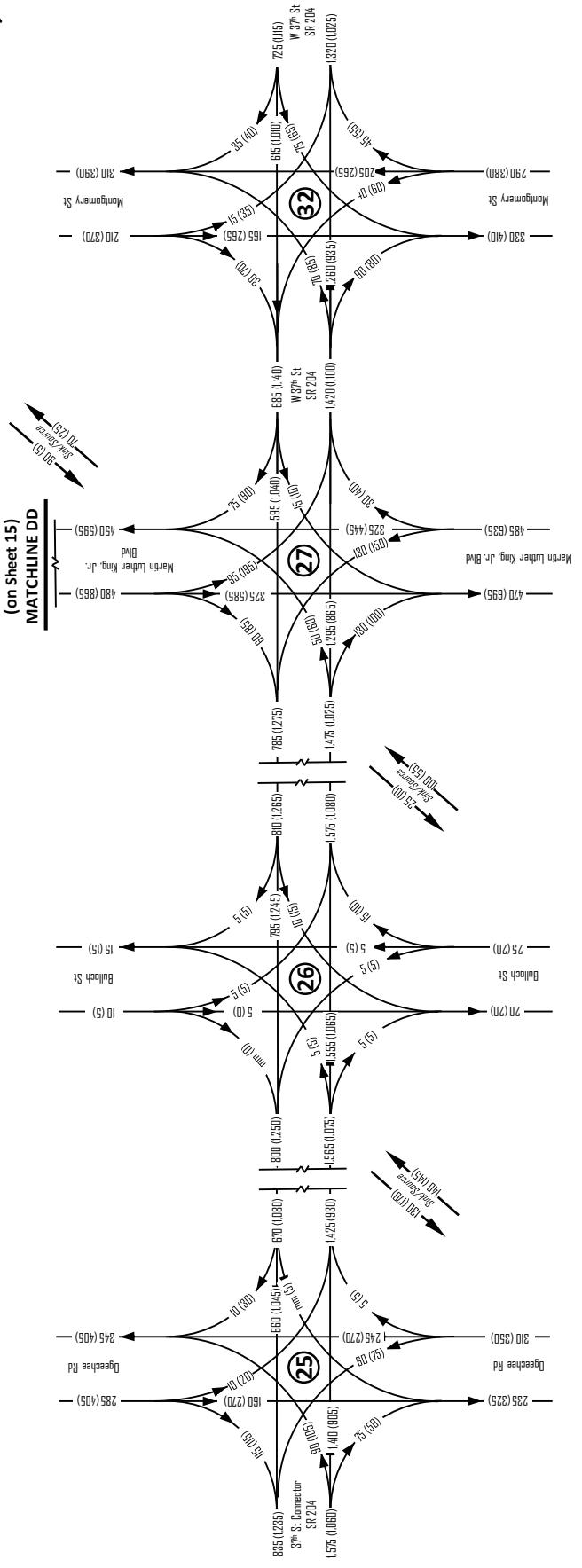
Intersection Reference Number
(see count location diagram)

#

MATCHLINE DD
(on Sheet 16)

(on Sheet 14)
MATCHLINE CC





(on Sheet 15)
MATCHLINE DD

Intersection Reference Number
(see count location diagram)

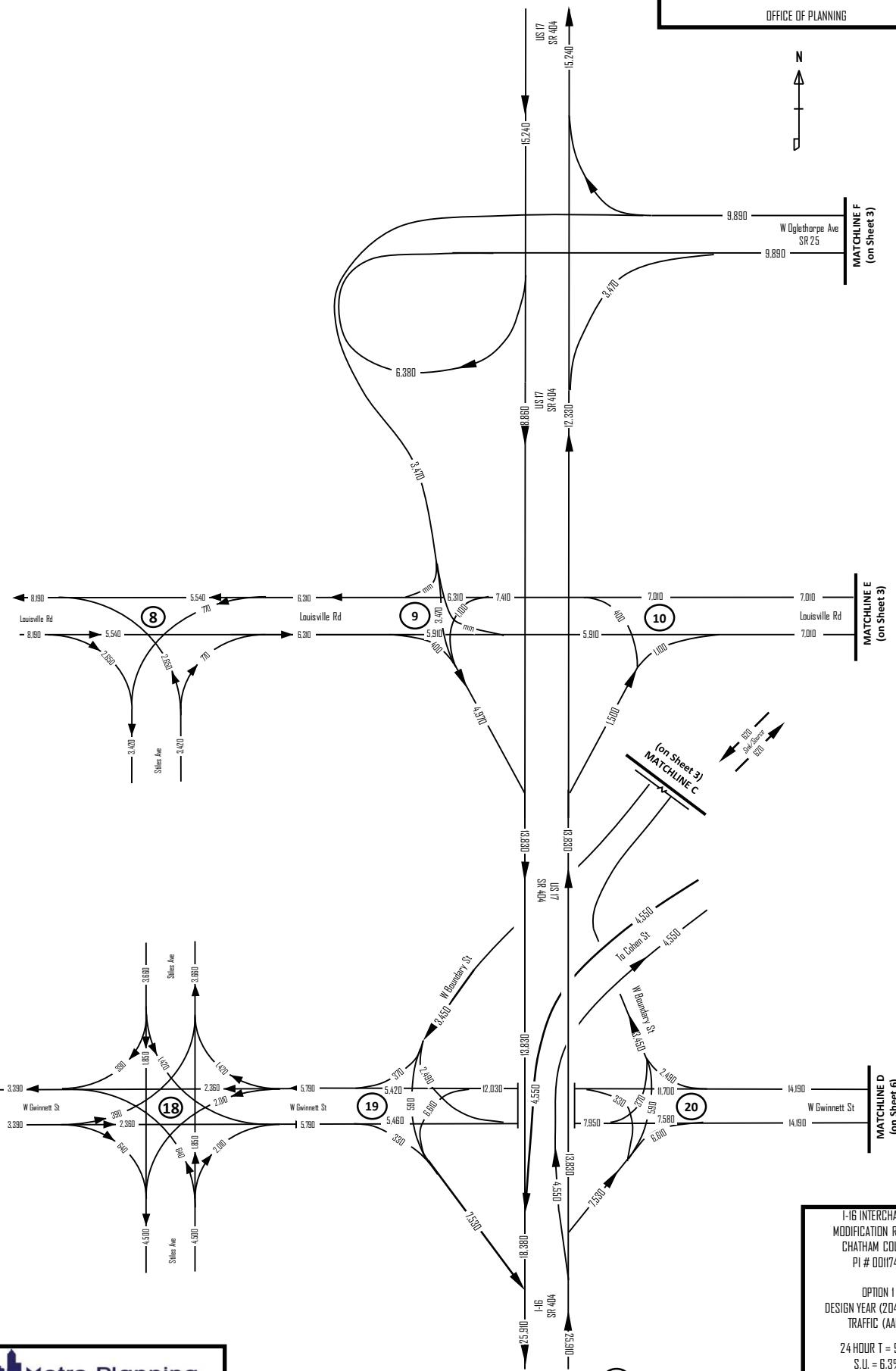


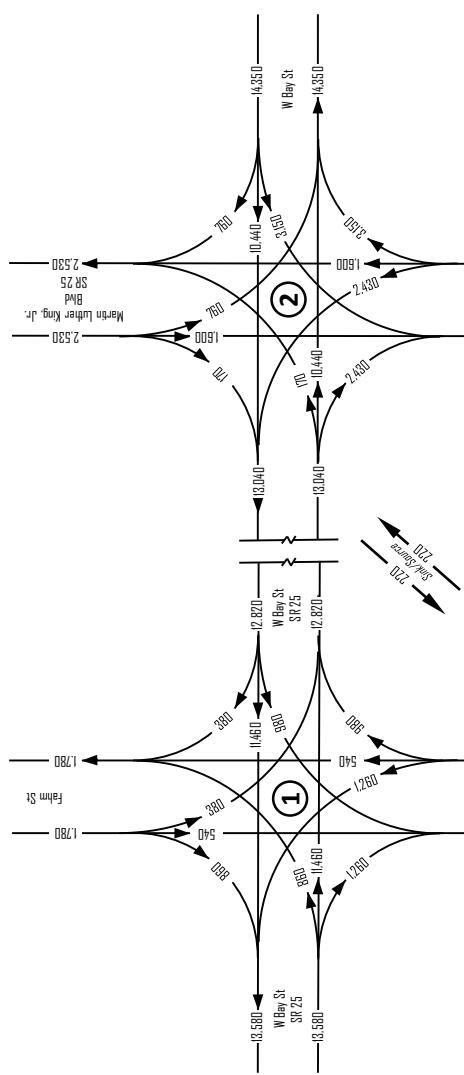
Metro Planning
and Engineering

Traffic Volume Diagrams

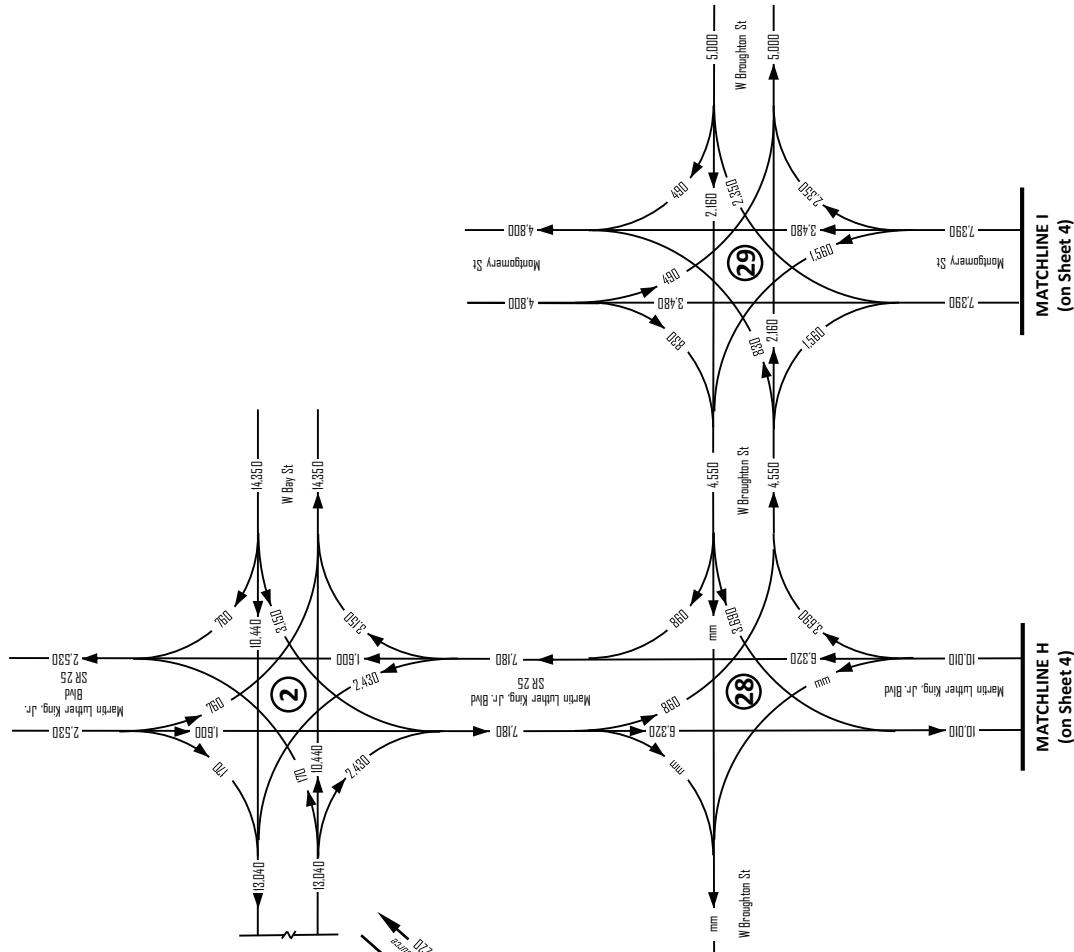
Opening Year (2045) Option 1

Average Annual Daily Traffic





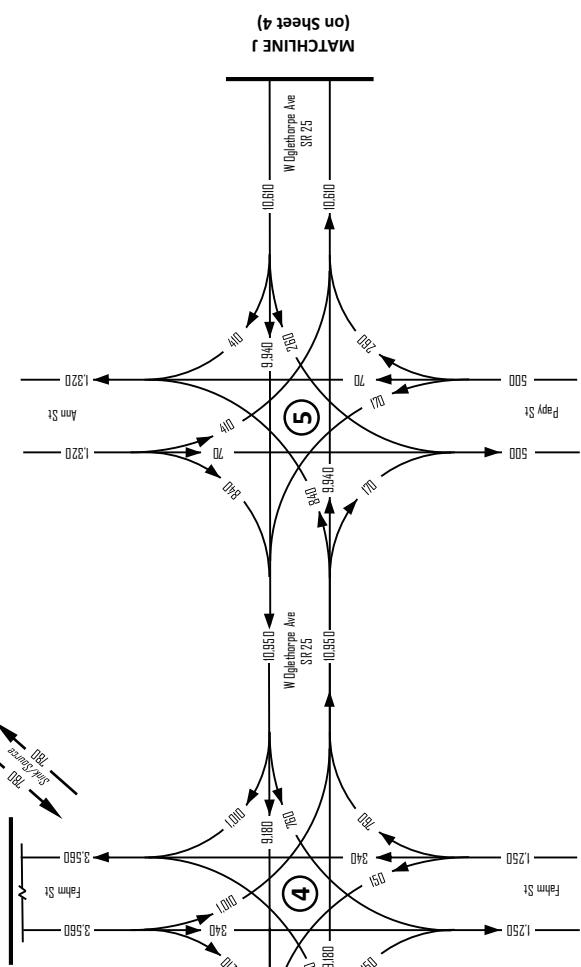
MATCHLINE G
(on Sheet 3)



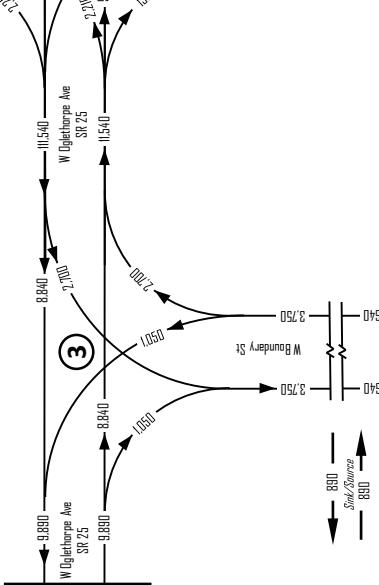
MATCHLINE I
(on Sheet 4)

MATCHLINE H
(on Sheet 4)

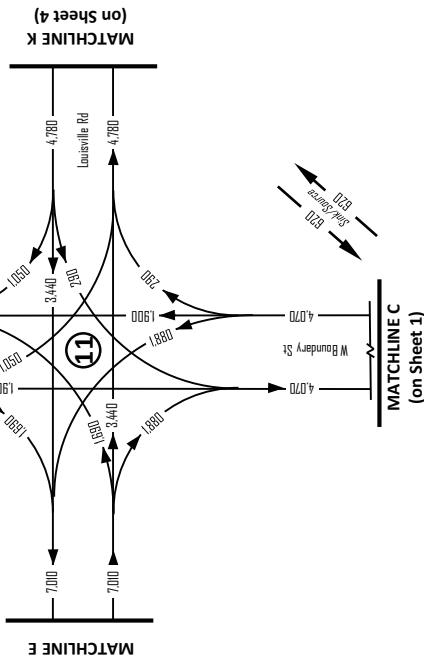
(on Sheet 2)
MATCHLINE G

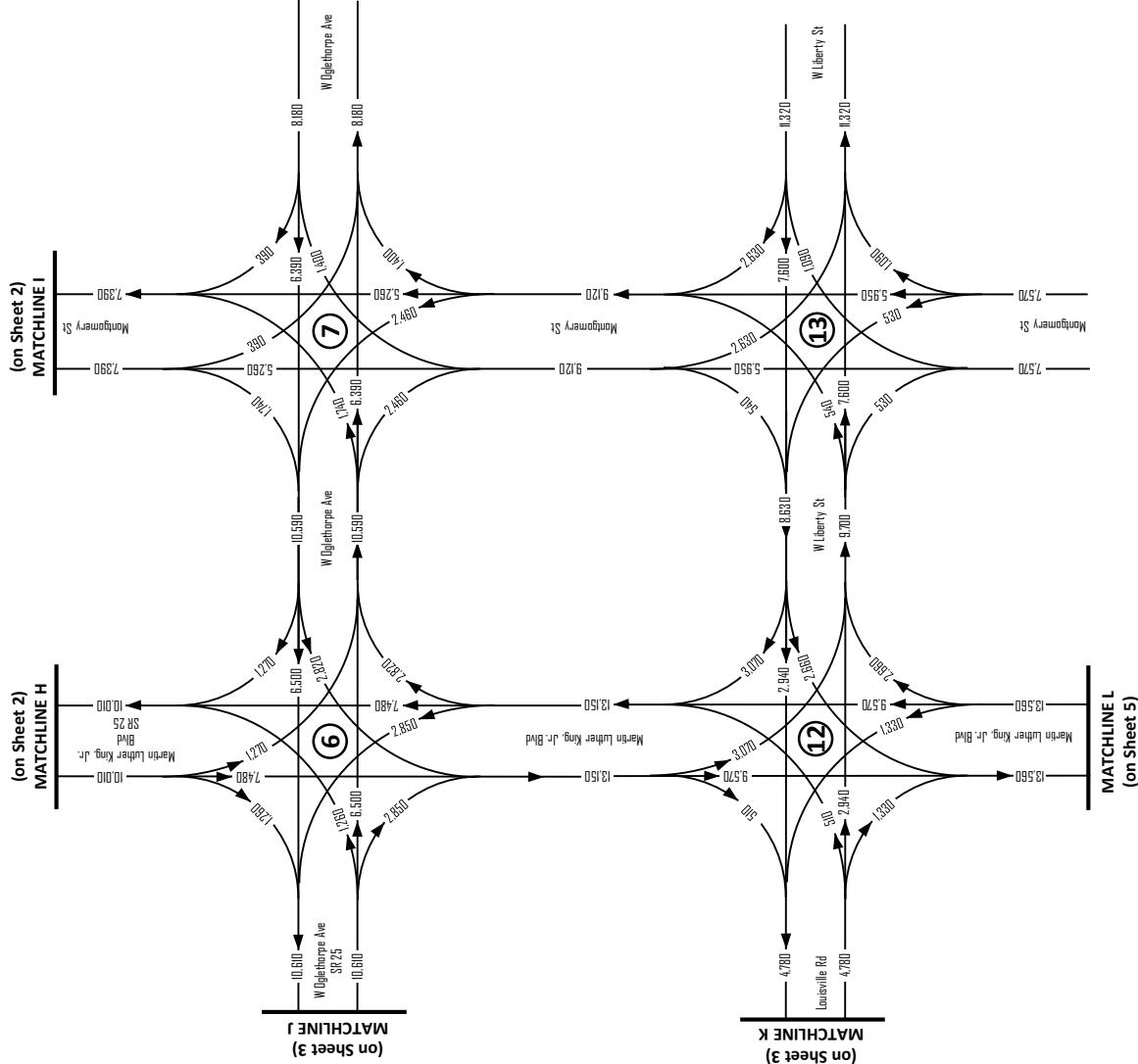


(on Sheet 1)
MATCHLINE F



(on Sheet 1)
MATCHLINE E





SHEET 4 OF 16

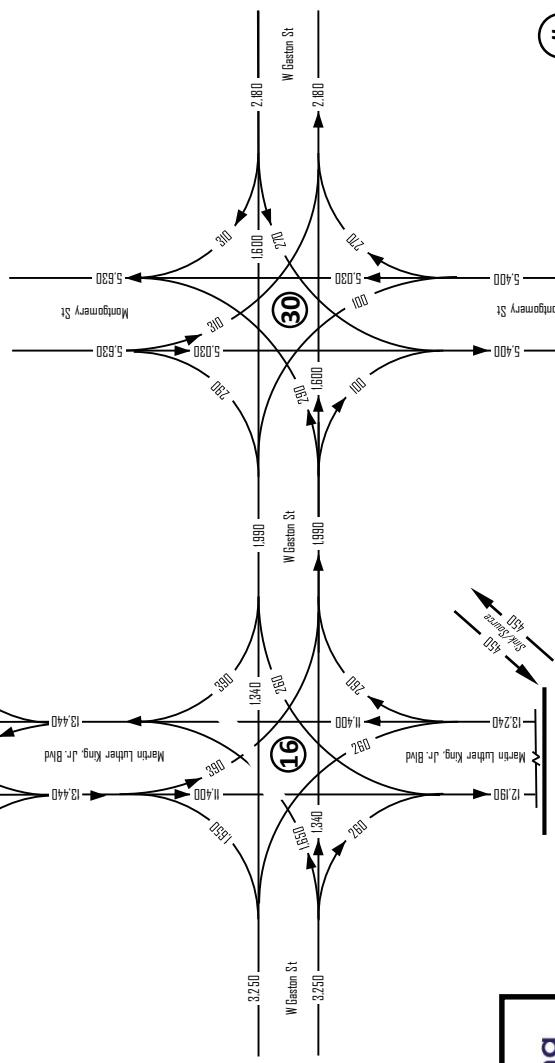
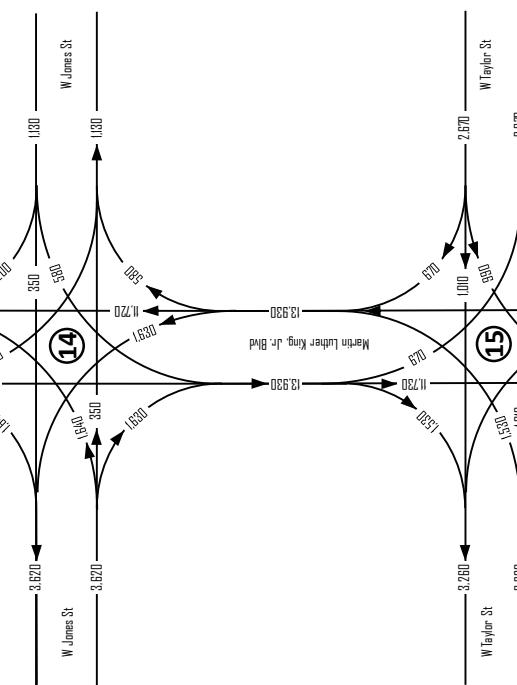
I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI # 0011744

OPTION I
DESIGN YEAR (2045) DAILY
TRAFFIC (AADT)
24 HOUR T = 9.55%
S.U. = 6.3%
CDMB. = 3.2%
S/T

Intersection Reference Number
(see count location diagram)



N ← + →

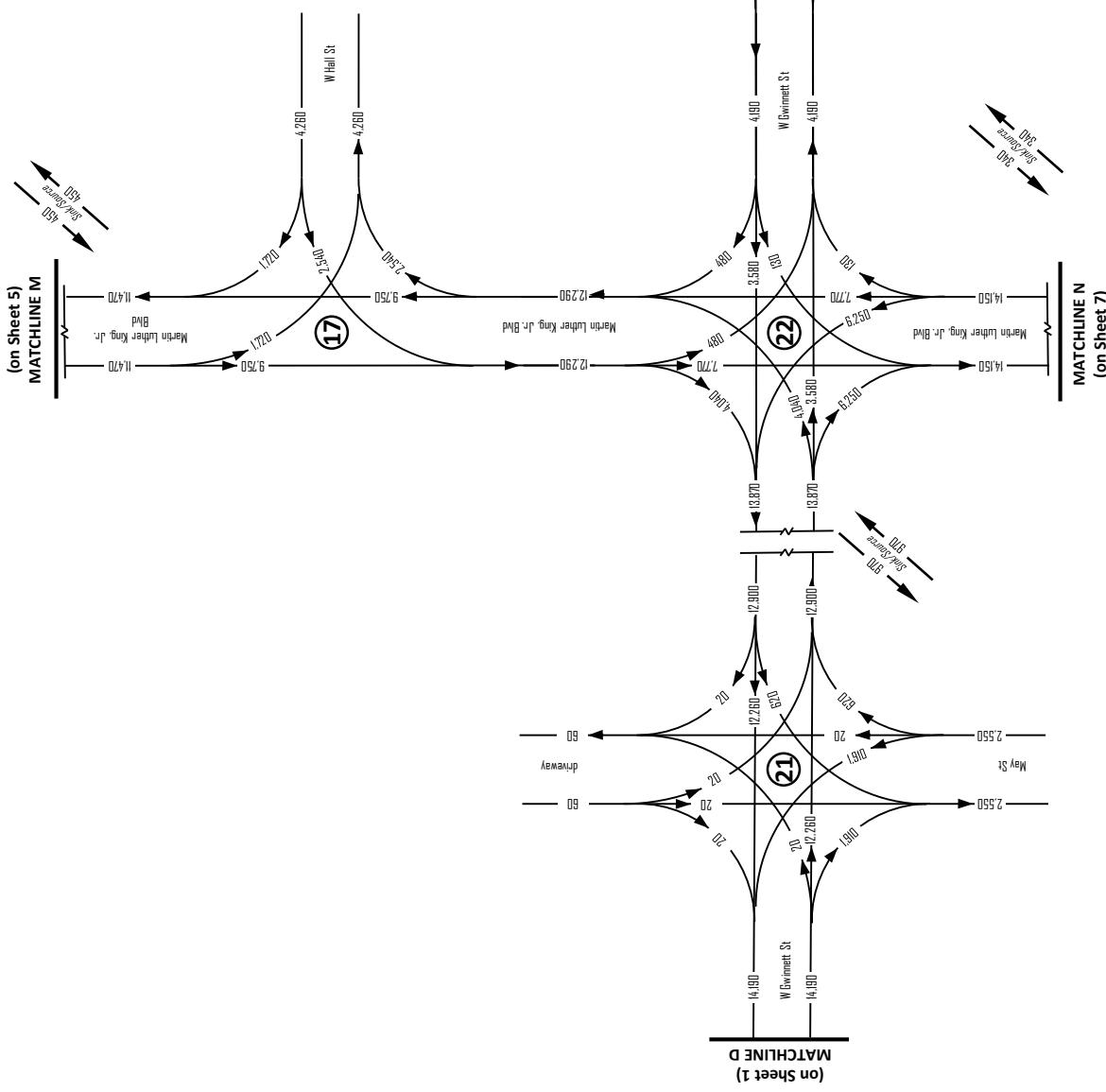


MATCHLINE M
(on Sheet 6)

Intersection Reference Number
(see count location diagram)

OPTION 1
DESIGN YEAR (2045) DAILY TRAFFIC (AADT)
24 HOUR T = 955%
S.U. = 6.3%
COMB. = 3.2%

SHEET 5 OF 16



I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
FI # 001744

OPTION I
DESIGN YEAR (2145) DAILY
TRAFFIC (AADT)
24 HOUR T = 9.55%
SUL = 6.32%
CUMB. = 3.27%

Sheet 6 of 16

Intersection Reference Number
(see count location diagram)



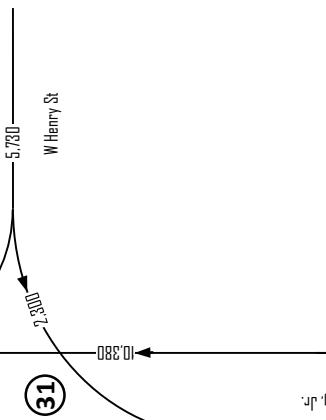
I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
FI # 001744

OPTION I
DESIGN YEAR (2145) DAILY
TRAFFIC (AADT)
24 HOUR T = 9.55%
SUL = 6.32%
CUMB. = 3.27%
S-100
S-100

Intersection Reference Number
(see count location diagram)

(on Sheet 6)

MATCHLINE N



W Henry St

(31)

Martin Luther King, Jr. Blvd

Bvd

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Martin Luther King, Jr.

.Blvd

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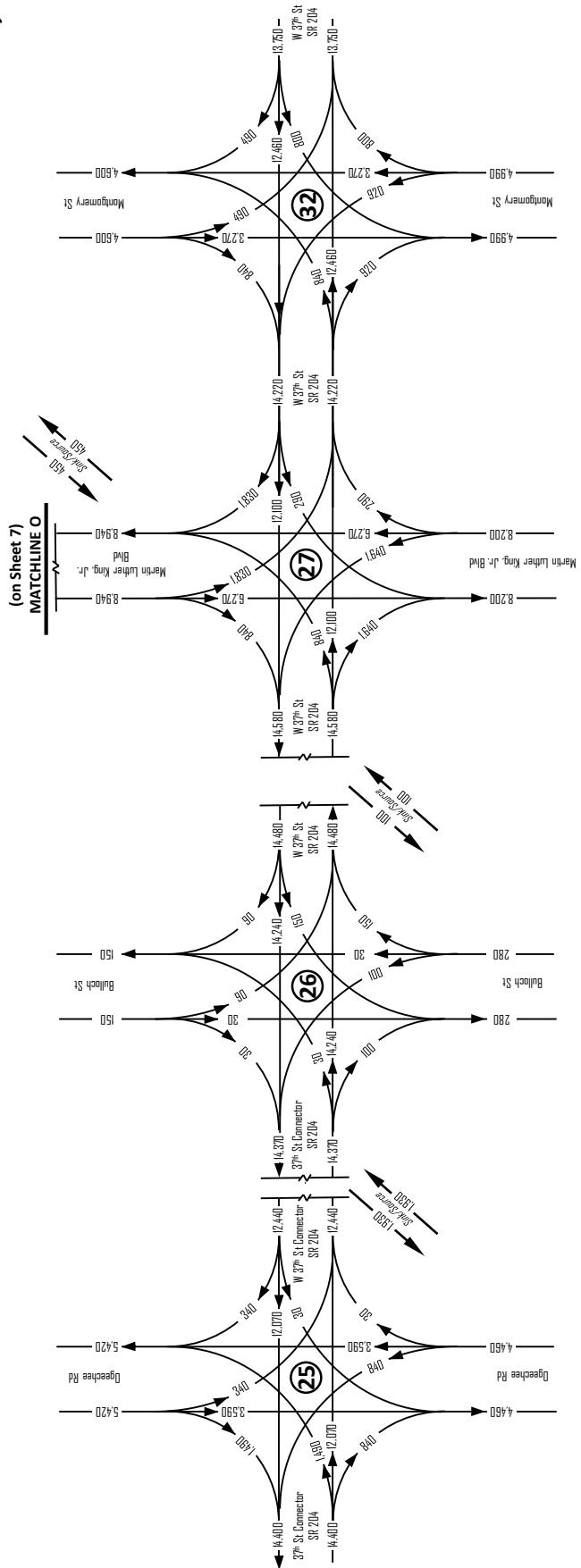
10,380

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Sheet 7)

(on Sheet 7)
MATCHLINE O

| | | | |
|--|---|---|--------------------------|
| L-16 INFERENCE MODIFICATION REPORT CHATHAM COUNTY A# 001744 | OPTION 1 DESIGN YEAR (2045) DAILY TRAFFIC (AADT) | 24 HOUR I = 9.5% S.U. = 6.3% CONTR. = 3.2% | <i>BUS</i> <i>ASR</i> |
|--|---|---|--------------------------|

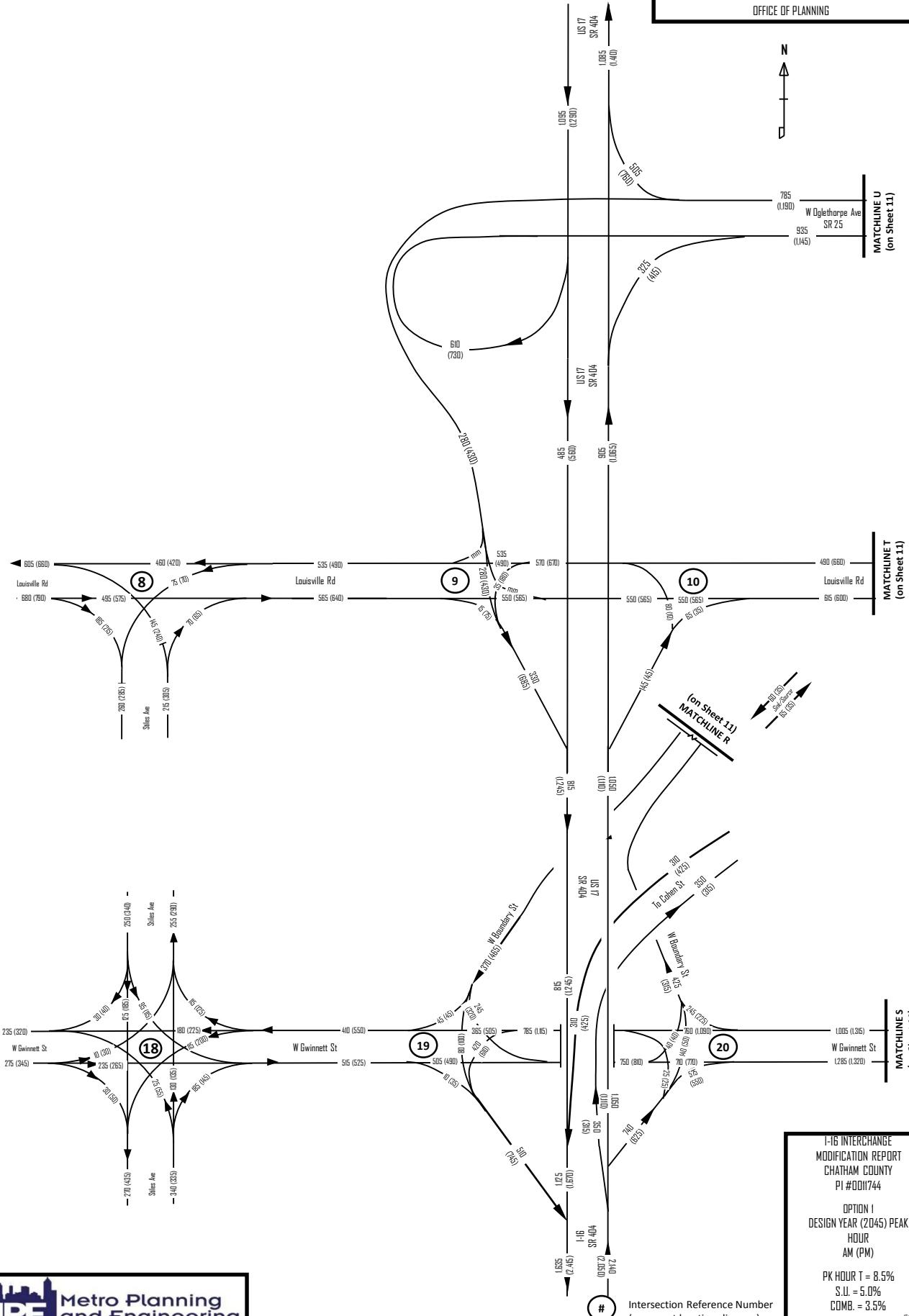
Intersection Reference Number
(see count location diagram)

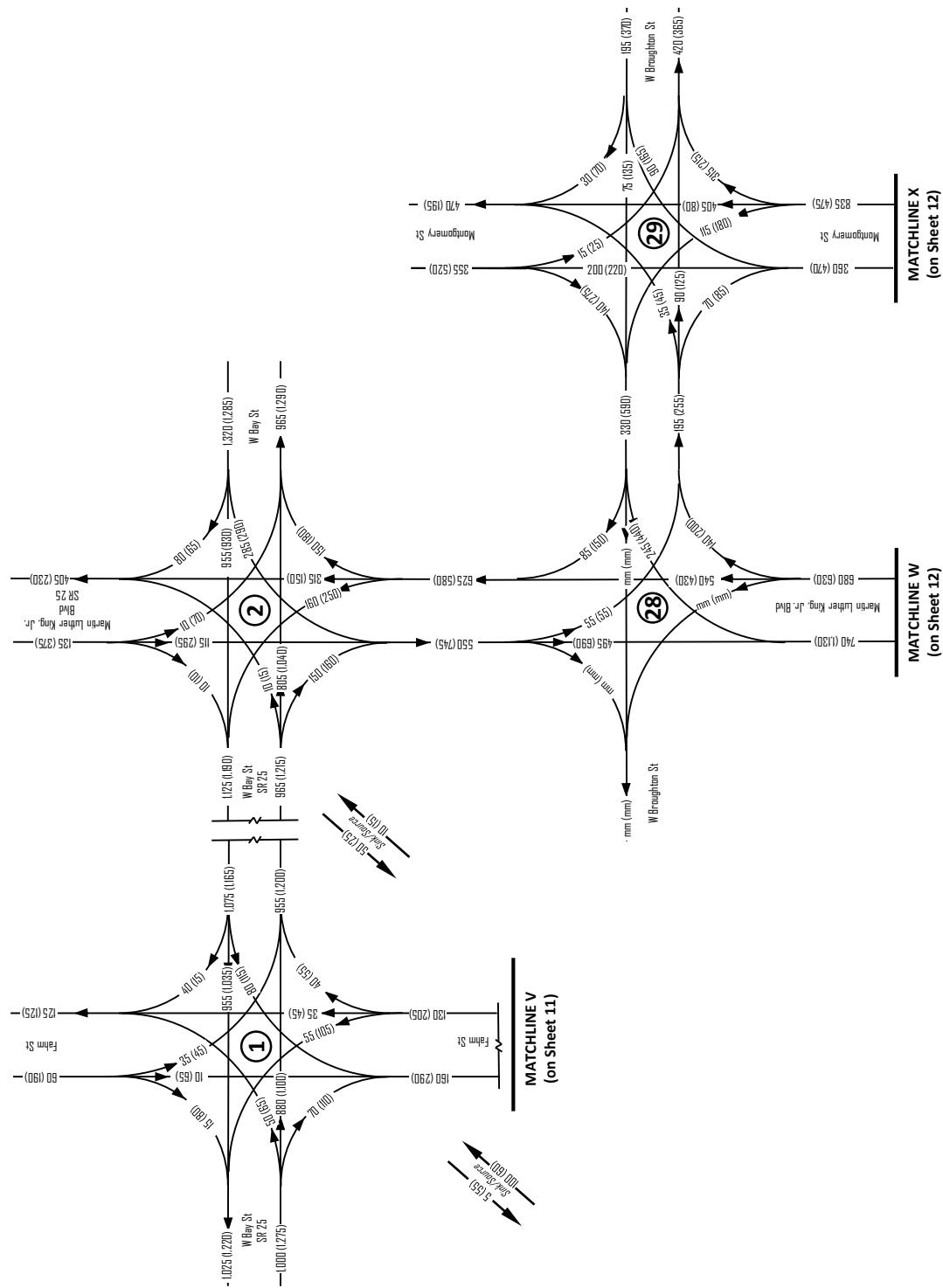


Traffic Volume Diagrams

Opening Year (2045) Option 1

AM and PM Peak Hour Traffic





GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING

N

I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #001744
OPTION
DESIGN YEAR 2045 PEAK
HOUR
AM (PM)
PK HOUR T = 8.5%
S.L. = 5.0%
CONC. = 3.5%
C/C = 70%

MATCHLINE X
(on Sheet 12)

MATCHLINE W
(on Sheet 12)

MATCHLINE V
(on Sheet 11)

Intersection Reference Number
(see count location diagram)

SHEET NO. 16

**Metro Planning
and Engineering**

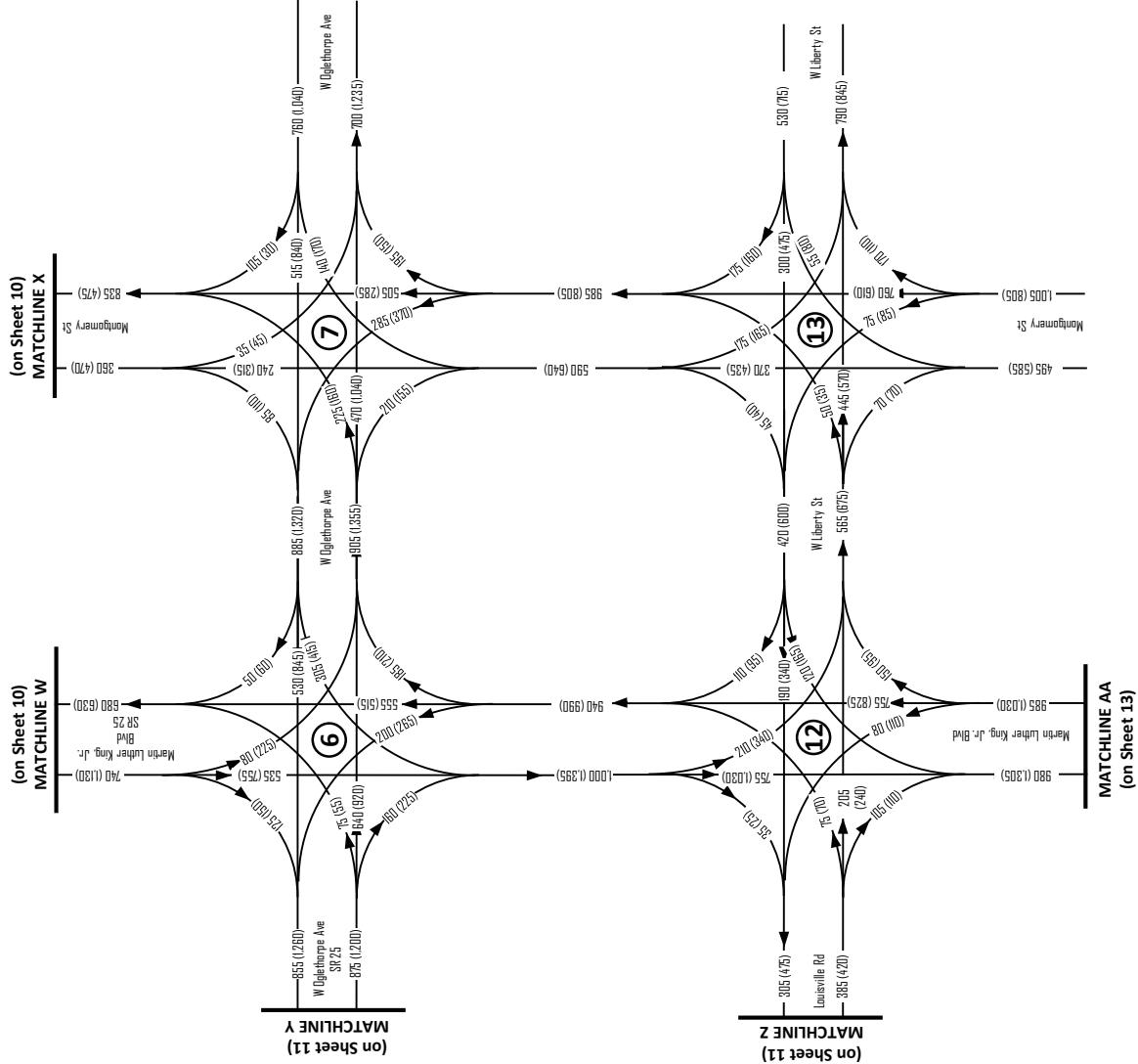


(II Street 10)
MATCHLINE X

(on Sheet 10)
MATCHLINE W

MATCHLINE
(on Sheet 11)

SHEET 12 OF 16



I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #0011744

OPTION I
DESIGN YEAR (2045) PEAK
HOUR
AM (PM)

Intersection Reference Number
(see count location diagram)



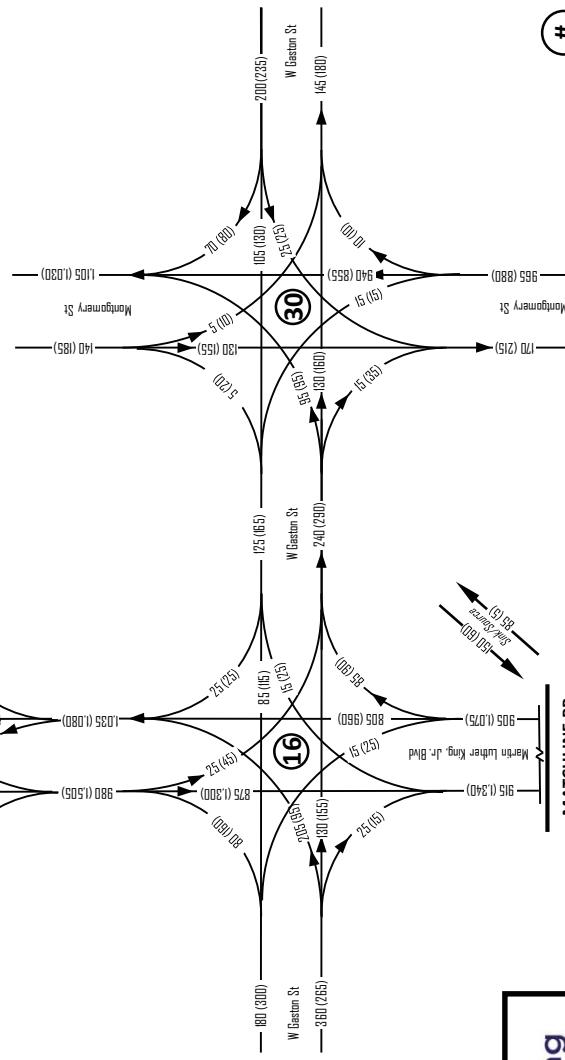
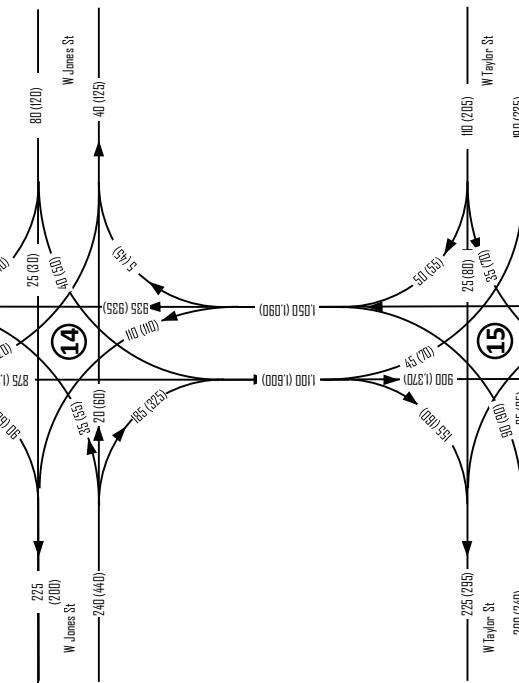
SHEET 13 OF 16

(on Sheet 12)

MATCHLINE AD (on sheet 12)

N ← + B

**GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING**



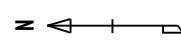
MATCHLINE BE
(on Sheet 14)

Intersection Reference Number
(see count location diagram)

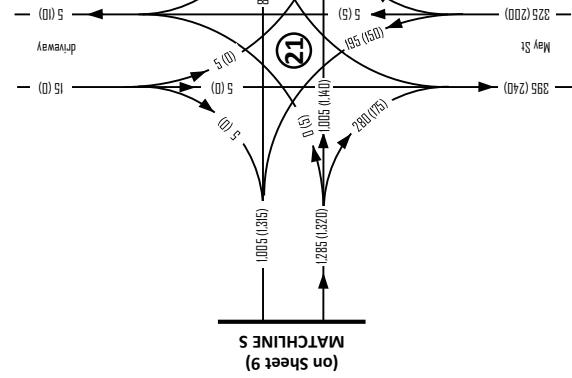
**Metro Planning
and Engineering**

1-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #0010744

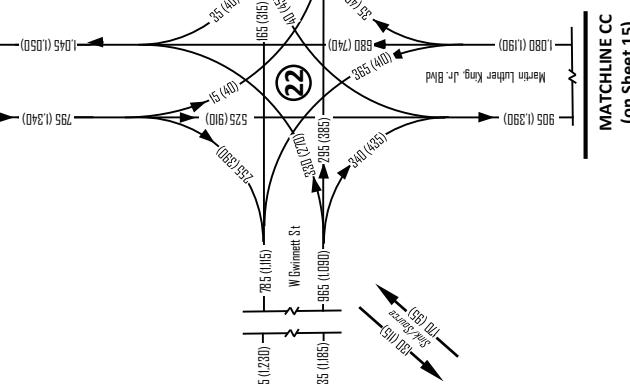
(on Sheet 13)
MATCHLINE BB



(on Sheet 9)
MATCHLINE S



(on Sheet 15)
MATCHLINE CC



I-85 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #4001744

OPTION I
DESIGN YEAR (2045) PEAK
HOUR
AM (PM)

PK ADIR T = 8.5%
SL = 5.0%
CMB = 3.5%
02/2017

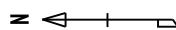
Intersection Reference Number
(see count location diagram)

SHEET 15 OF 16

(on Sheet 14)

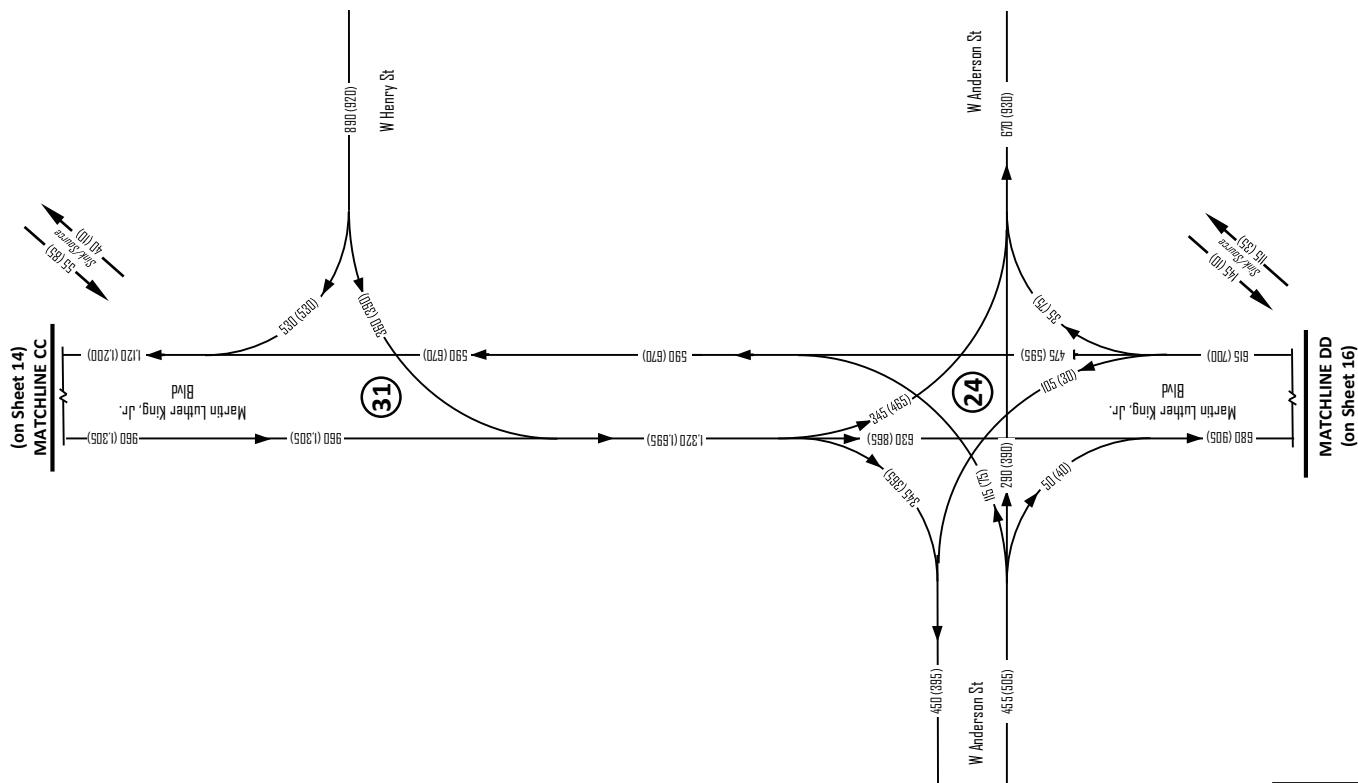
MATING C

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



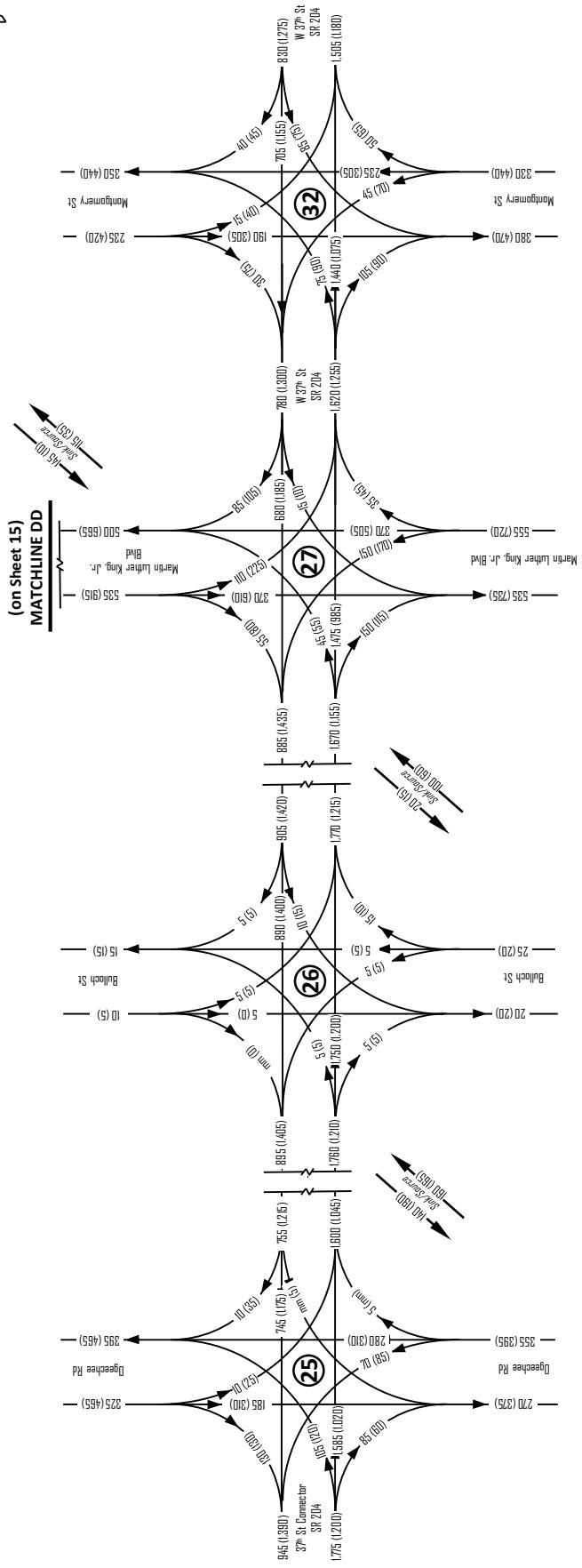
16 INTECHGAGE
MODIFICATION REPORT
CHATHAM COUNTY
P# 0001744

Intersection Reference Number
(see count location diagram)



Metro Planning
and Engineering

SHEET 16 OF 16



(on Sheet 15)
MATCHLINE DD

I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #001744

OPTION I

DESIGN YEAR (2045) PEAK HOUR

PK HOUR T = 8.5%
S.U. = 5.0%
CDMB. = 3.5%

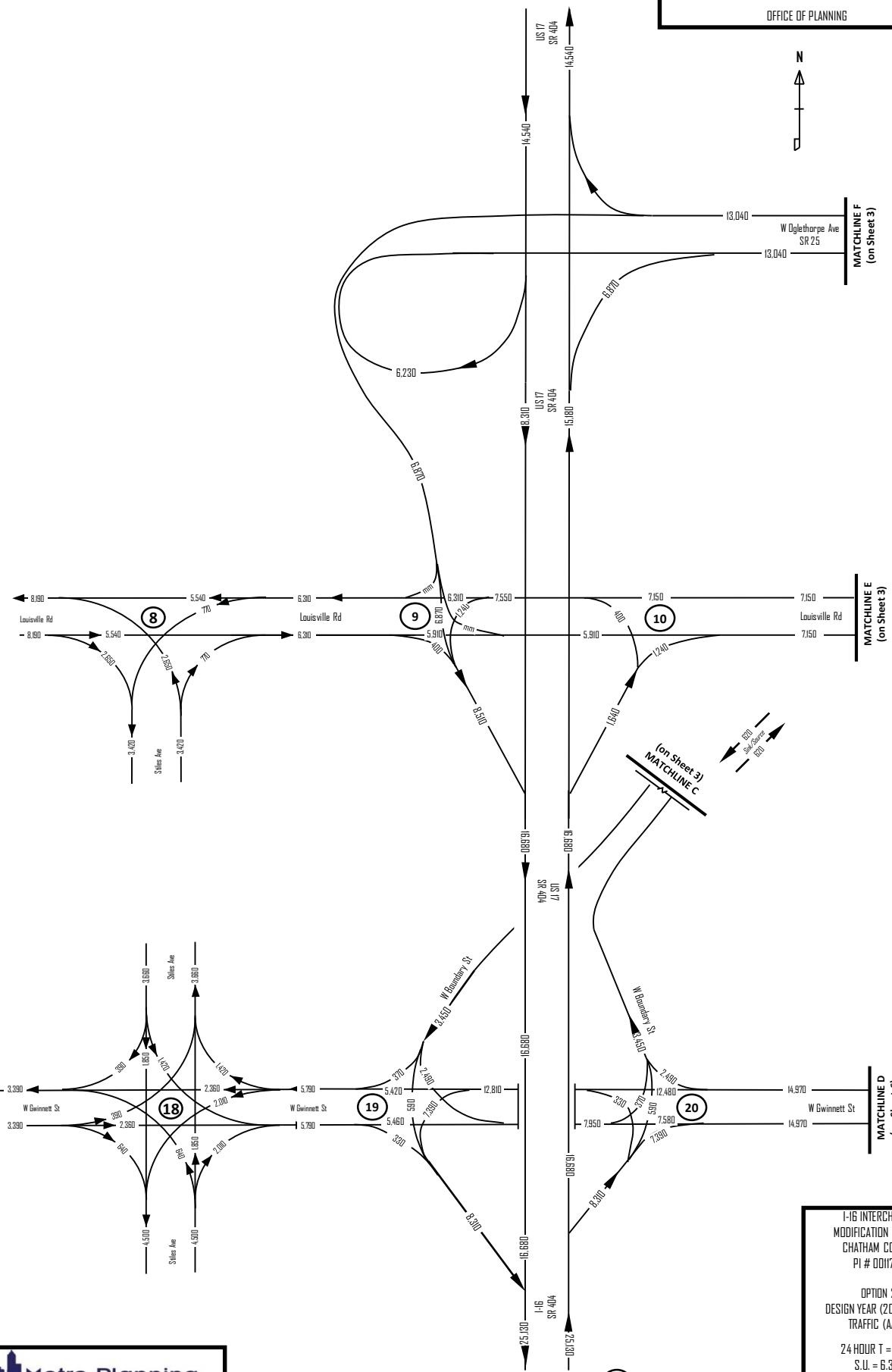
Intersection Reference Number
(see count location diagram)

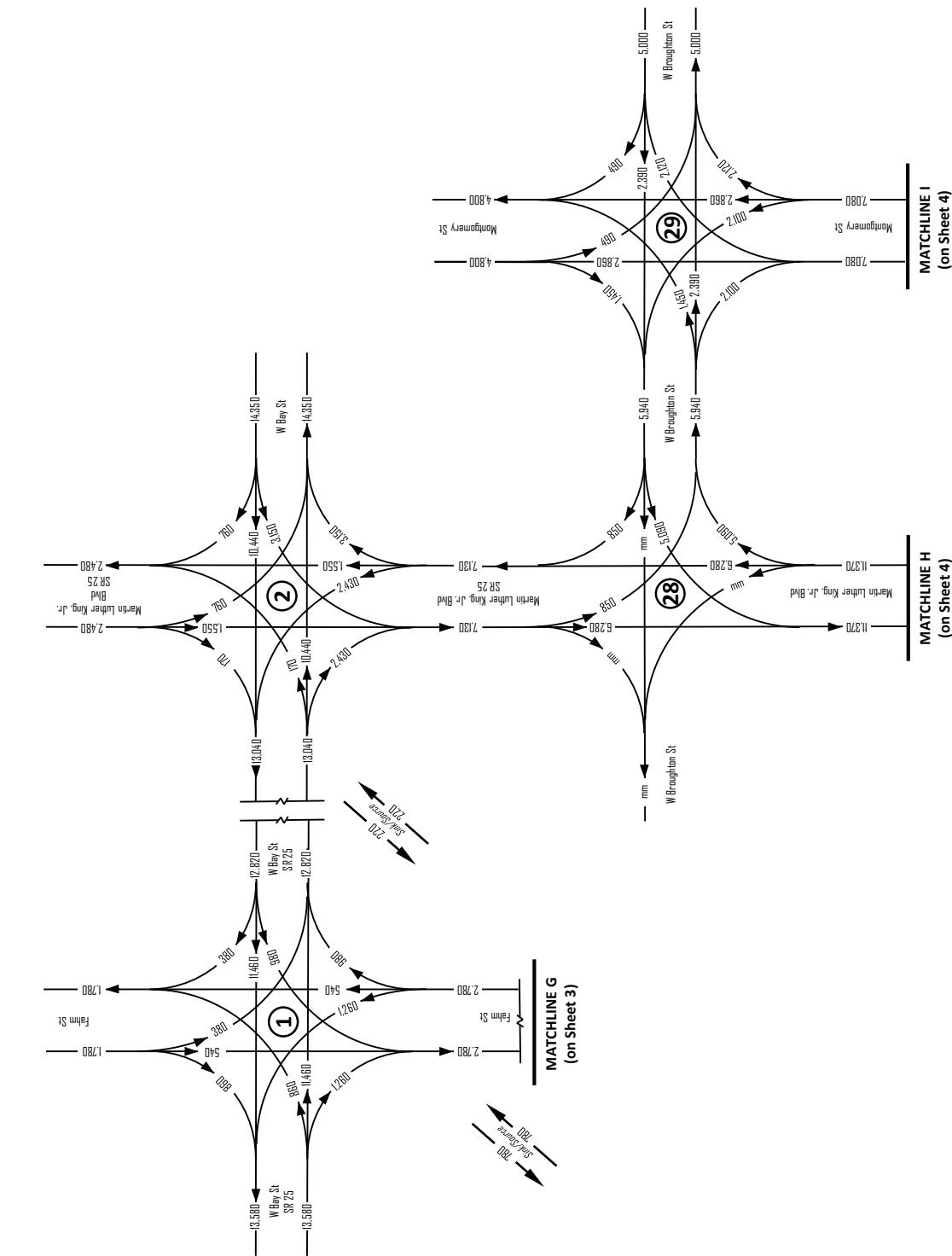


Traffic Volume Diagrams

Opening Year (2045) Option 2

Average Annual Daily Traffic

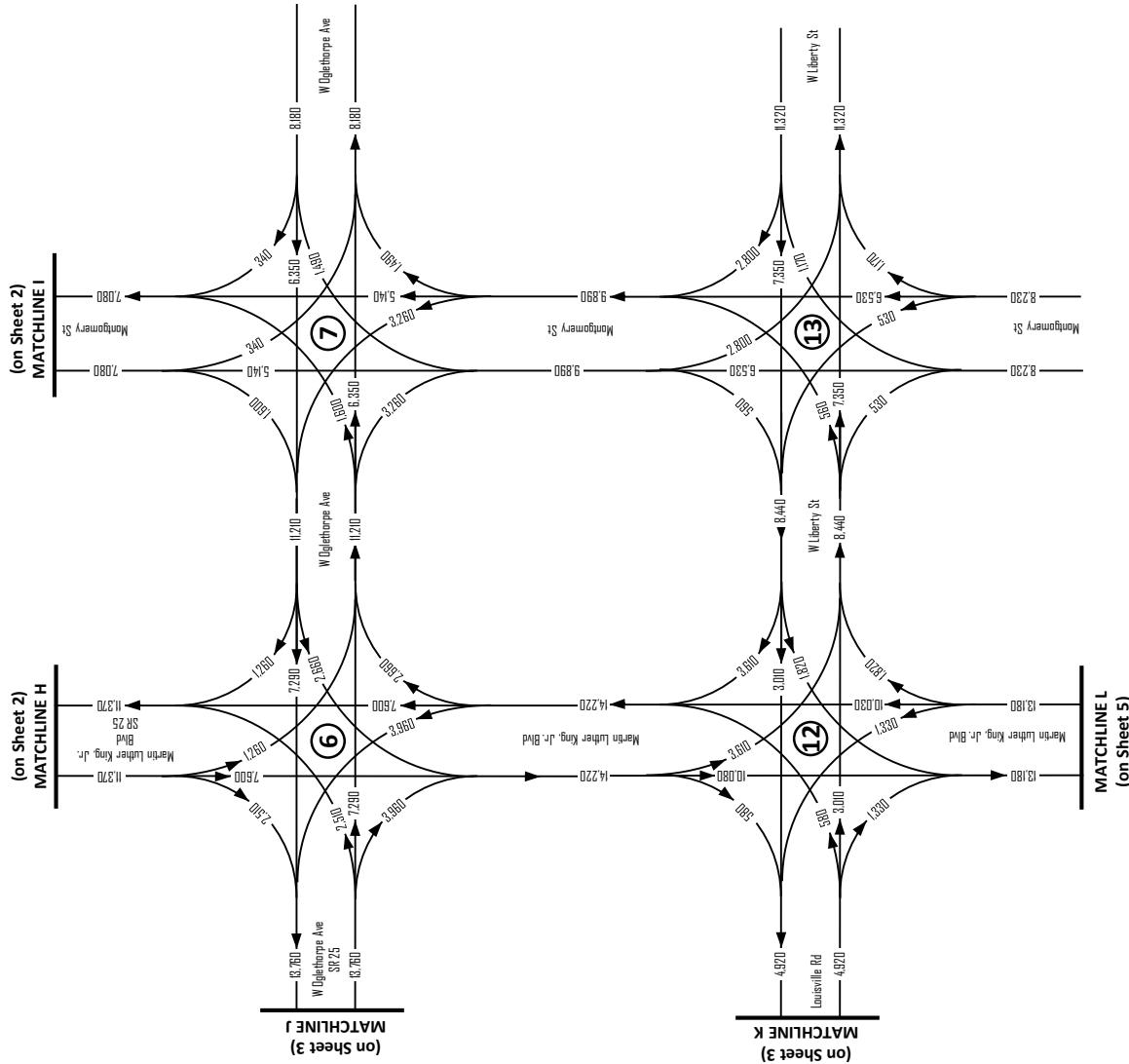




I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
FI # 001744

OPTION 2
DESIGN YEAR (2145) DAILY TRAFFIC (AADT)
24 HOUR T = 9.5%
SUI = 6.32%
CUMB = 3.2%

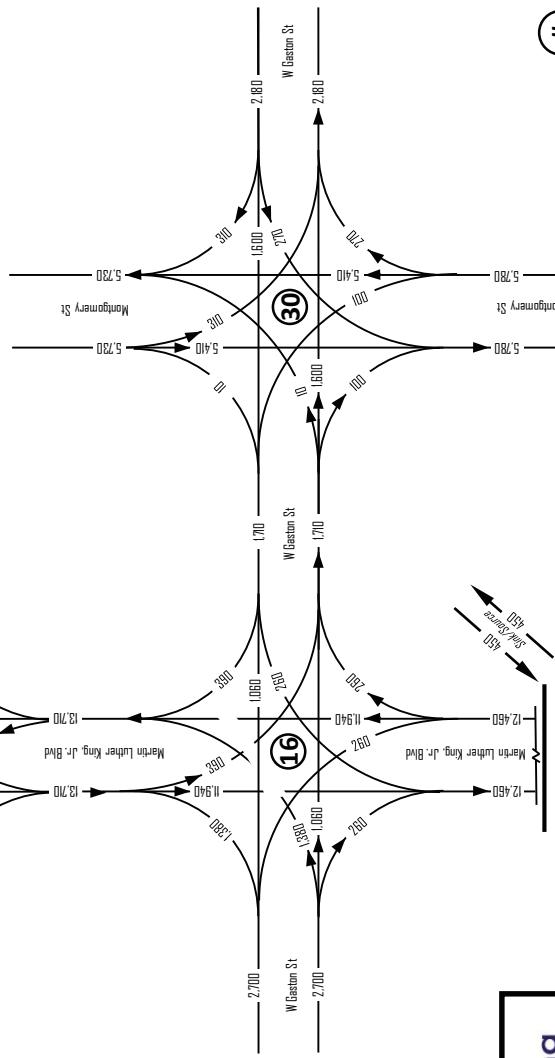
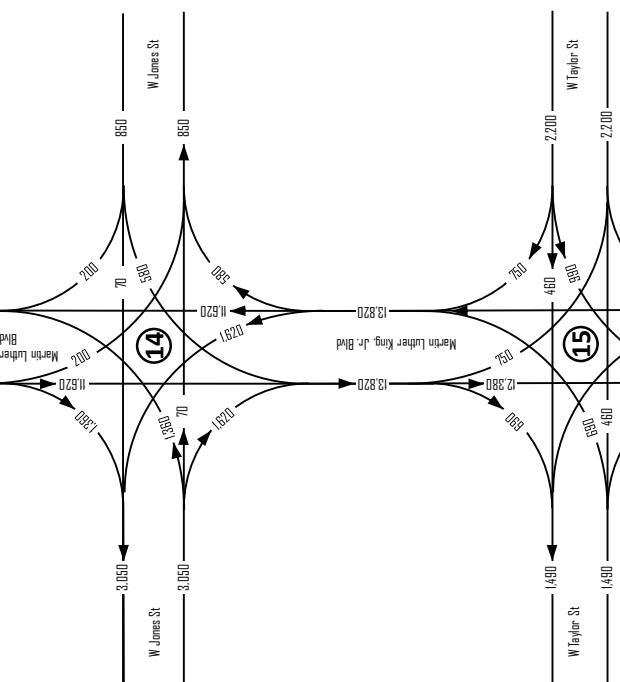
Intersection Reference Number
(see count location diagram)



I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
FI # 001744

OPTION 2
DESIGN YEAR (2145) DAILY TRAFFIC (AADT)
24 HOUR T = 9.5%
SUL = 6.32%
CUMB. = 3.2%

Intersection Reference Number
(see count location diagram)



GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF PLANNING



I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
FI # 001744

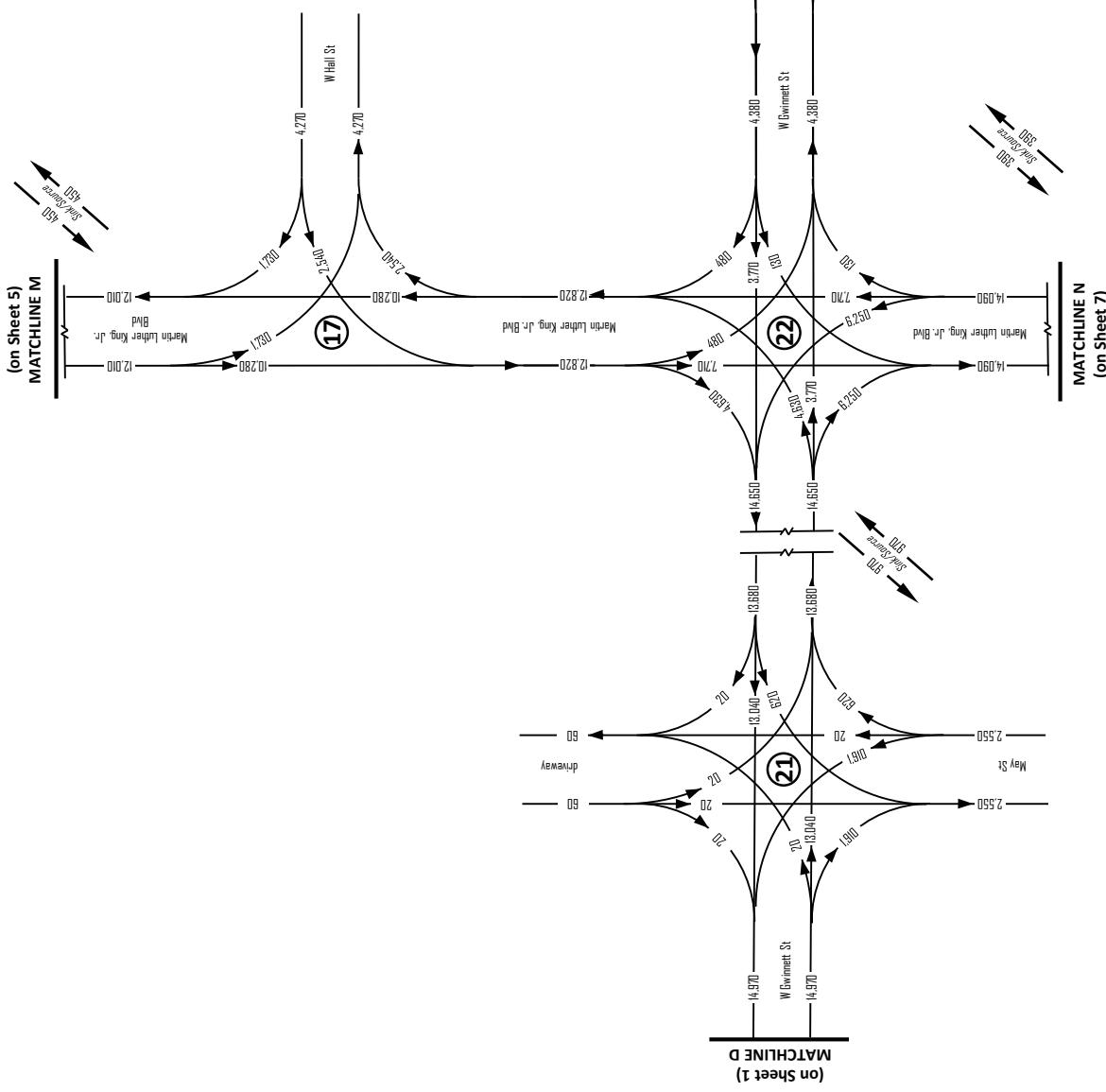
OPTION 2
DESIGN YEAR (2145) DAILY TRAFFIC (AADT)
24 HOUR T = 9.5%
SUL = 6.3%
CUMB. = 3.2%

Sheet 5 of 16

Intersection Reference Number
(see count location diagram)



SHEET 6 OF 16

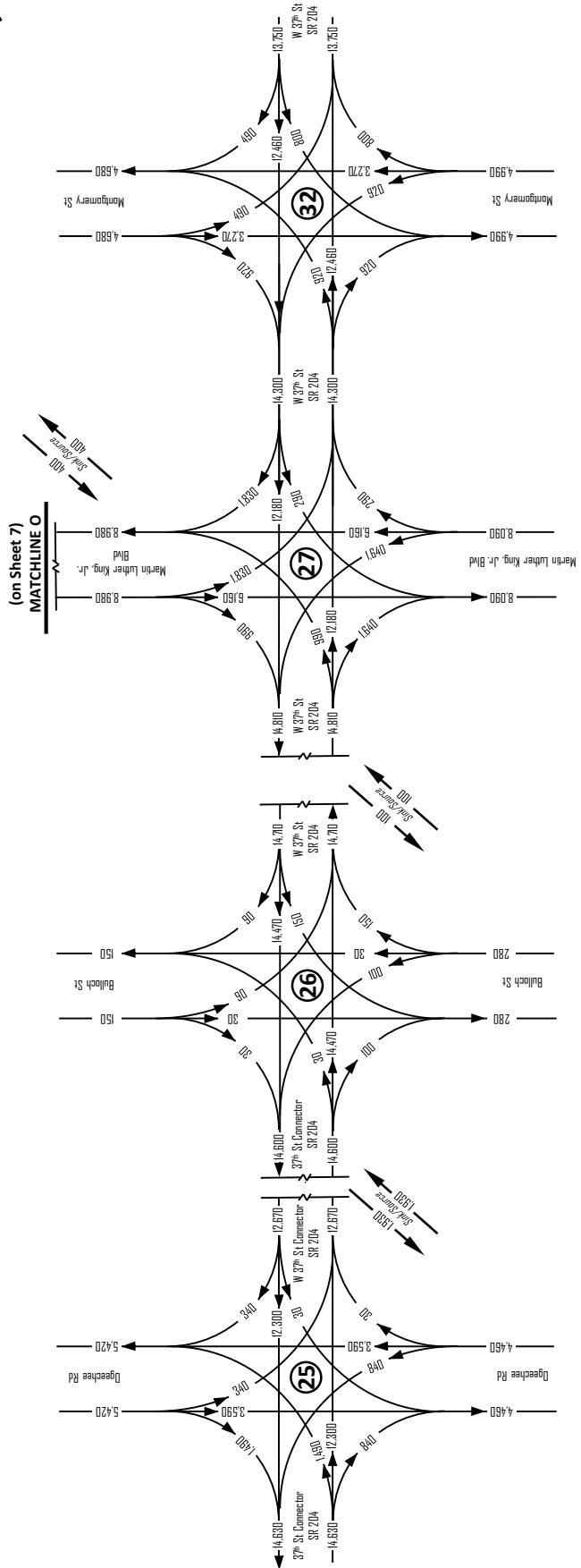


MPETM Metallurgy and Engineering

Intersection Reference Number
(see count location diagram)

OPTION 2
DESIGN YEAR (2045) DAILY
TRAFFIC (AADT)
24 HOUR T = 9.5%
S.U. = 6.3%
COMB. = 3.2%
S.

200



(on Sheet 7)

MATCHLINE O

I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI # 0011744

OPTION 2
DESIGN YEAR (2045) DAILY
TRAFFIC (AADT)
24 HOUR T = 9.5%
S.U. = 6.3%
COMB. = 3.2%

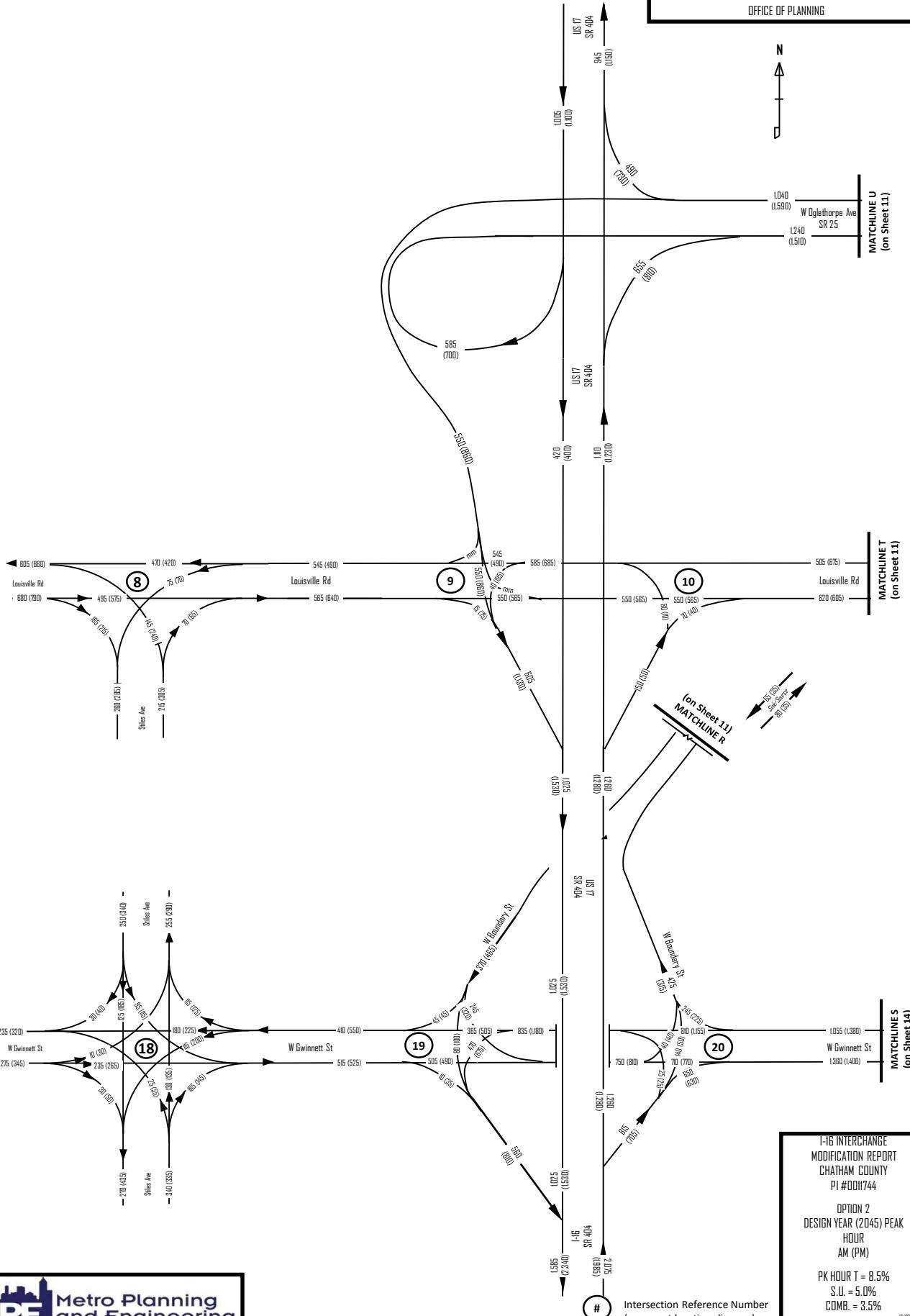
Intersection Reference Number
(see count location diagram)

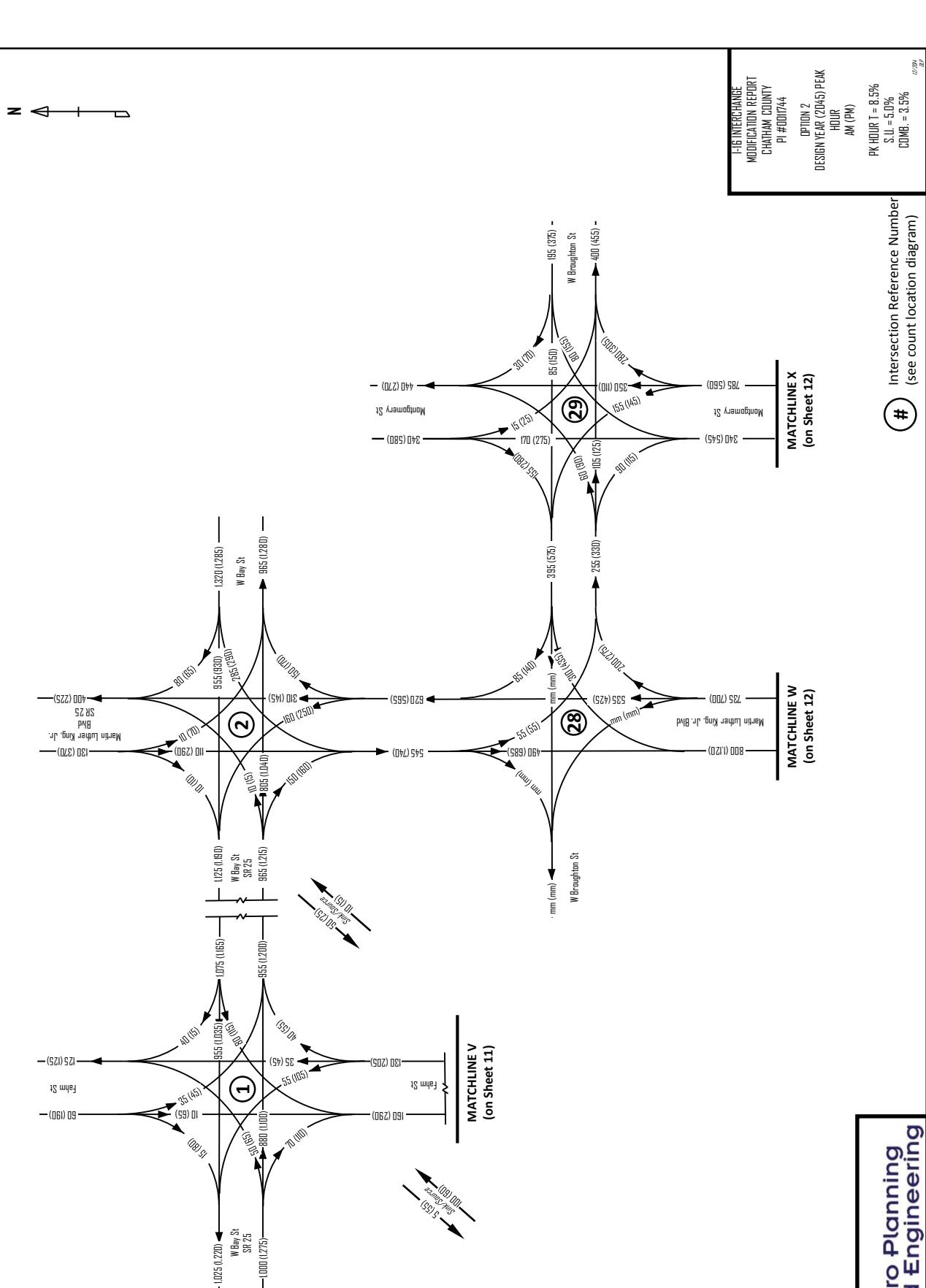


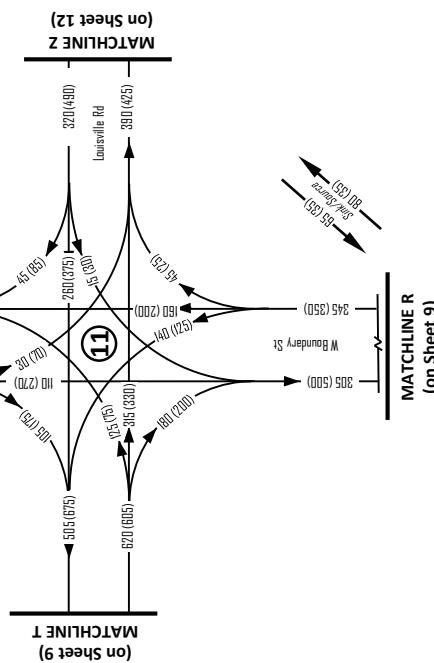
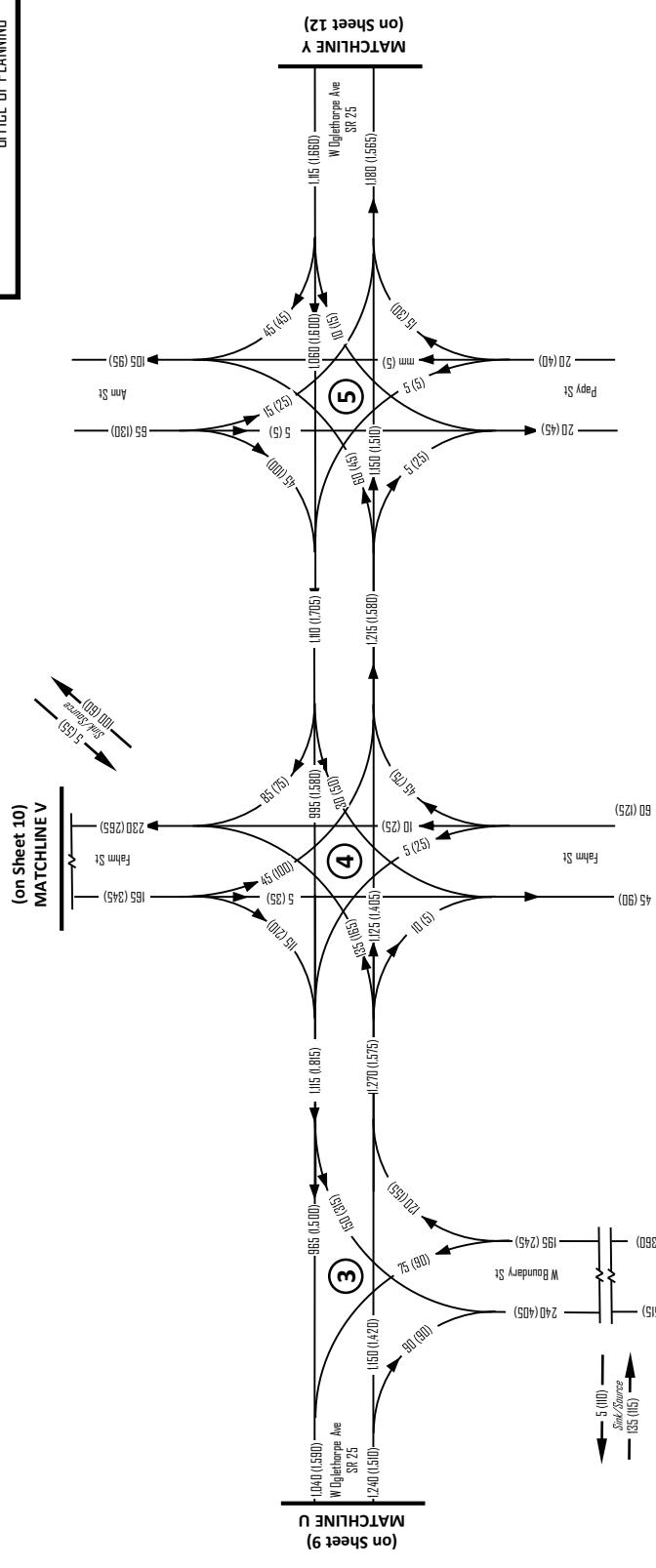
Traffic Volume Diagrams

Opening Year (2045) Option 2

AM and PM Peak Hour Traffic







MPE Metro Planning
and Engineering

Intersection Reference Number
(see count location diagram)

I-16 INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #0011744

OPTION 2
DESIGN YEAR (2045) PEAK
HOUR
AM (PM)

(on Sheet 10)
MATCHLINE X

(on Sheet 10)
MATCHLINE W

(on Sheet 11)
MATCHLINE Y

(on Sheet 11)
MATCHLINE Z

MATCHLINE AA
(on Sheet 13)

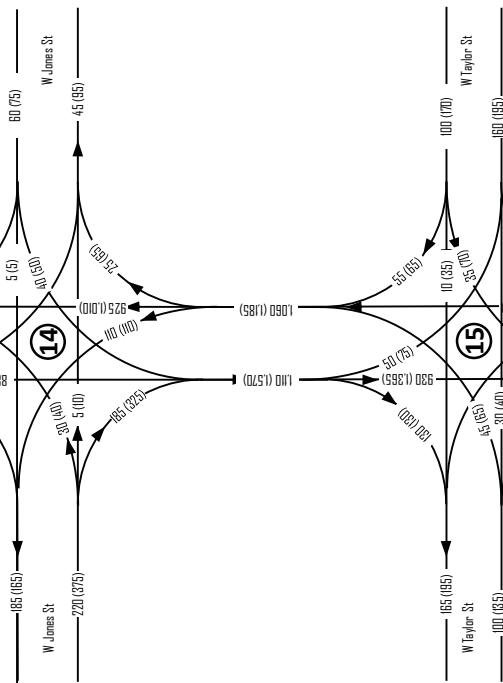
I-INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #400744

OPTION 2
DESIGN YEAR (2045) PEAK
HOUR
AM (PM)

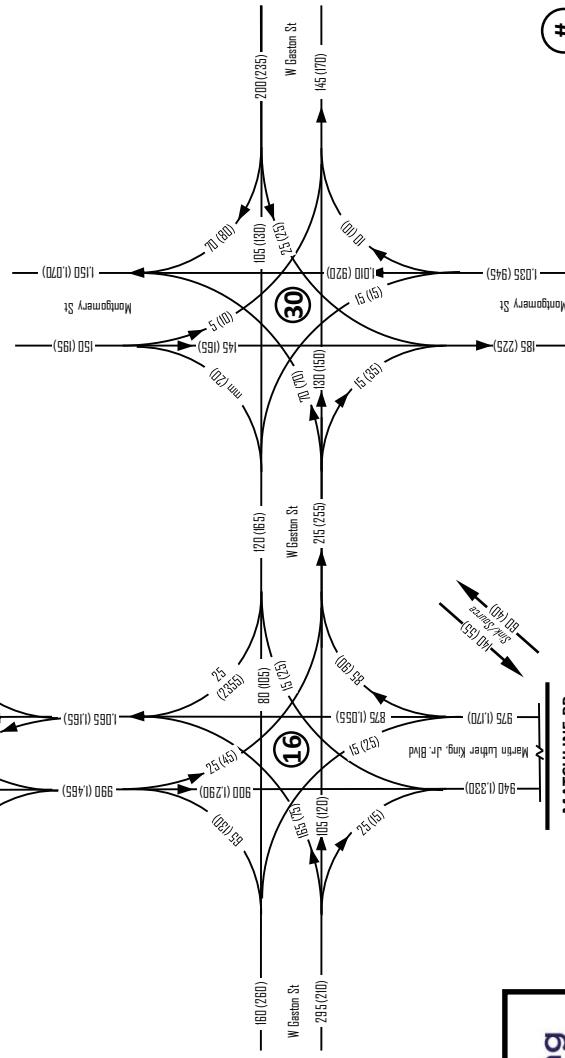
PK HOUR T = 8.5%
SL = 5.0%
CMB = 3.5%
02/2019

Intersection Reference Number
(see count location diagram)

(on Sheet 12)
MATCHLINE AA



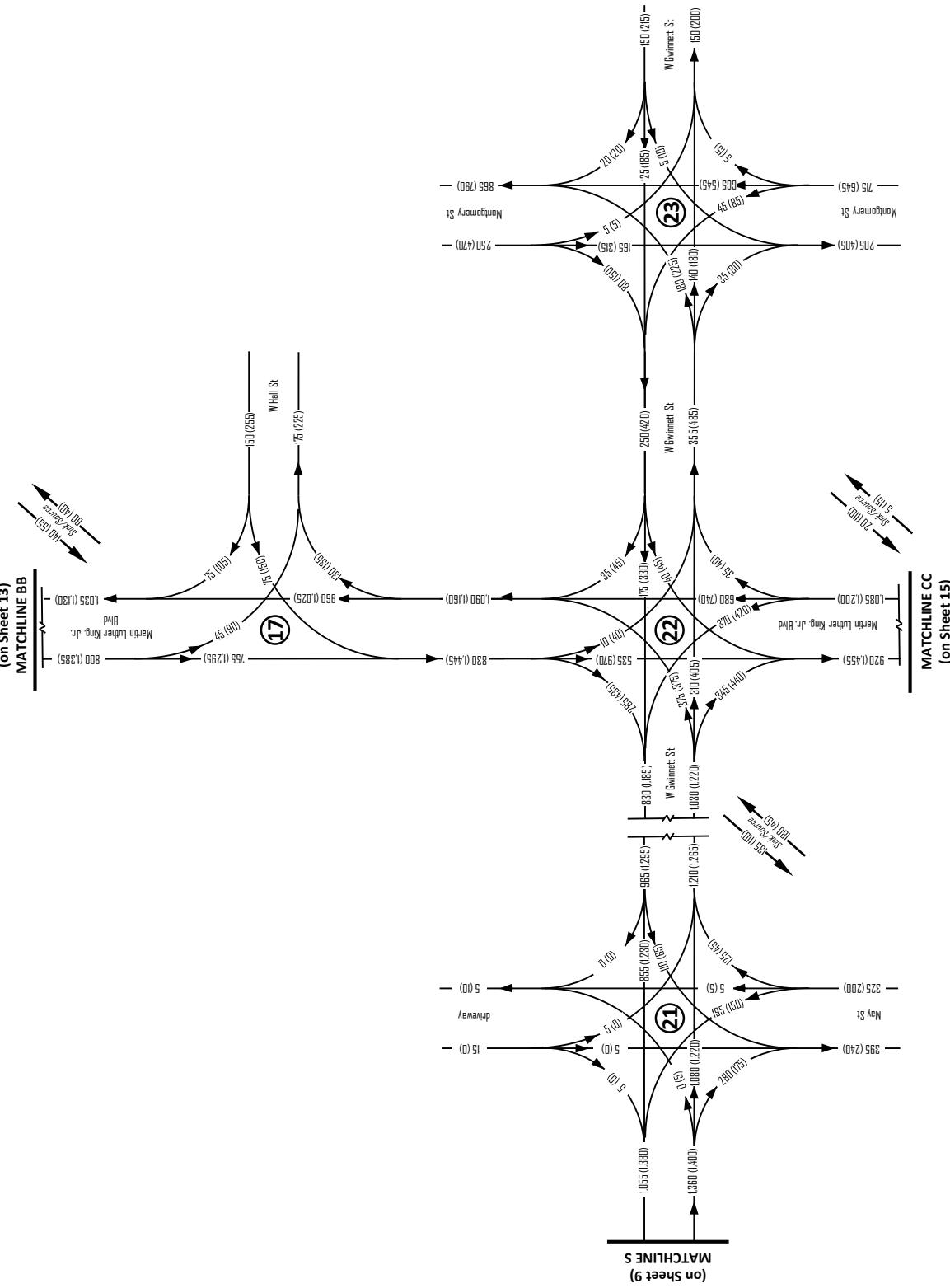
SHEET 13 OF 16



MATCHLINE BB
(on Sheet 14)

Intersection Reference Number
(see count location diagram)

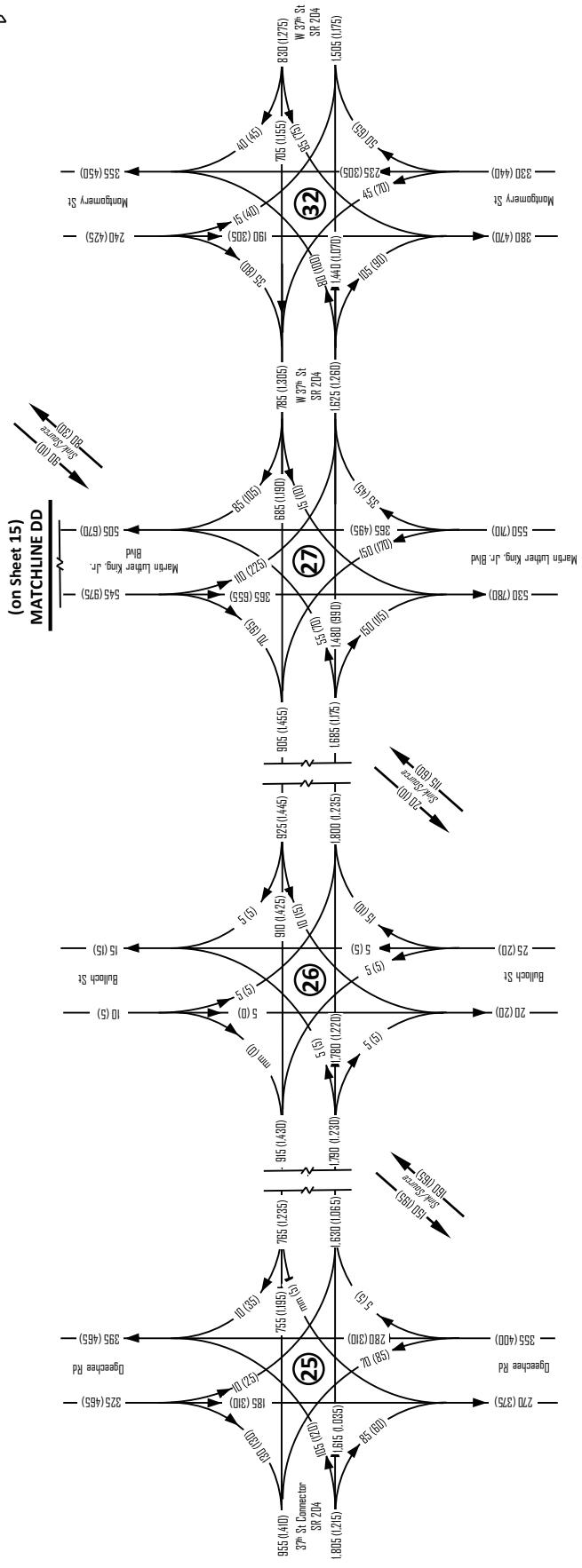
I-INTERCHANGE
MODIFICATION REPORT
CHATHAM COUNTY
PI #400744
OPTION 2
DESIGN YEAR (2045) PEAK
HOUR
AM (PM)
PK ADT T = 8.5%
S/I = 5.0%
CMB = 3.5%
02/2014



Intersection Reference Number
(see count location diagram)

Metro Planning
and Engineering
MPE^{inc.}

SHEET 16 OF 16



(on Sheet 15)
MATCHLINE DD

Intersection Reference Number
(see count location diagram)



Metro Planning
and Engineering

SEGMENT LEVEL OF SERVICE

I-16 IMR
 Freeway Analysis
 Opening Year (2025)

| Location | Direction | Type | No Build | | | | | | Option 1 | | | | | | Option 2 | | | | | |
|--|-----------|---------|--------------|---------|-----|--------------|---------|-----|--------------|---------|-----|--------------|---------|-----|--------------|---------|-----|--------------|---------|-----|
| | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | Volume | Density | LOS |
| I-16 west of Gwinnett St | EB | Basic | 1,760 | 34.6 | D | 1,590 | 22.5 | C | 1,710 | 33.6 | D | 1,545 | 21.8 | C | 1,655 | 32.5 | D | 1,495 | 21.1 | C |
| I-16 Split at US 17 | EB | Diverge | 1,760 | 37.3 | E/F | 1,590 | 24.0 | C | 1,710 | 36.2 | E/F | 1,545 | 23.3 | C | 1,655 | 35.0 | E/F | 1,495 | 22.6 | C |
| US 17 between Gwinnett St and Louisville Rd | EB | Basic | 550 | 8.2 | A | 550 | 8.2 | A | 760 | 11.4 | B | 725 | 10.8 | A | 935 | 14.0 | B | 875 | 13.0 | B |
| US 17 off-ramp to Louisville Rd | NB | Diverge | 550 | 8.2 | A | 550 | 8.2 | A | 760 | 11.3 | B | 725 | 10.8 | B | 935 | 13.9 | B | 875 | 13.1 | B |
| US 17 between Louisville Rd and Oglethorpe Ave | NB | Basic | 425 | 6.3 | A | 510 | 7.6 | A | 635 | 9.4 | A | 685 | 10.3 | A | 805 | 11.9 | B | 830 | 12.4 | B |
| US 17 off-ramp to Oglethorpe Ave | NB | Diverge | - | - | - | - | - | - | 635 | 9.9 | A | 685 | 11.5 | B | 805 | 12.3 | B | 830 | 12.8 | B |
| US 17 on-ramp from Oglethorpe Ave | NB | Merge | 850 | 16.6 | B | 1,150 | 23.4 | C | 780 | 15.2 | B | 980 | 19.9 | B | 665 | 13.0 | B | 770 | 15.6 | B |
| US 17 north of Oglethorpe Ave | NB | Basic | 850 | 16.6 | B | 1,150 | 23.4 | C | 780 | 15.2 | B | 980 | 20.0 | C | 665 | 13.0 | B | 770 | 15.7 | B |
| US 17 north of Oglethorpe Ave | SB | Basic | 800 | 11.7 | B | 1,000 | 14.6 | B | 790 | 11.6 | B | 930 | 13.6 | B | 715 | 10.5 | A | 765 | 11.2 | B |
| US 17 off-ramp to Oglethorpe Ave | SB | Diverge | 800 | 12.1 | B | 1,000 | 15.2 | B | 790 | 11.9 | B | 930 | 14.1 | B | 715 | 10.8 | B | 765 | 11.6 | B |
| US 17 bewteen Oglethorpe Ave and Louisville Rd | SB | Basic | 290 | 4.4 | A | 385 | 5.9 | A | 265 | 4.0 | A | 295 | 4.5 | A | 200 | 3.0 | A | 145 | 2.2 | A |
| US 17 on-ramp from Louisville Rd | SB | Merge | 335 | 5.0 | A | 610 | 9.5 | A | 555 | 8.3 | A | 900 | 14.0 | B | 735 | 10.9 | B | 1,135 | 17.6 | B |
| I-16 from MLK, Jr. Blvd | WB | Basic | 795 | 19.1 | C | 1,095 | 18.4 | C | - | - | - | - | - | - | - | - | - | - | - | |
| I-16 on-ramp from Gwinnett St | WB | Merge | 1,305 | 22.1 | C | 1,965 | 34.5 | D | 1,270 | 21.5 | C | 1,910 | 33.5 | D | 1,230 | 20.8 | C | 1,850 | 32.4 | D |
| I-16 west of Gwinnett St | WB | Basic | 1,305 | 19.6 | C | 1,965 | 29.4 | D | 1,270 | 19.1 | C | 1,910 | 28.6 | D | 1,230 | 18.5 | C | 1,850 | 27.7 | D |

I-16 IMR
 Freeway Analysis
 Design Year (2045)

| Location | Direction | Type | No Build | | | | | | Option 1 | | | | | | Option 2 | | | | | |
|--|-----------|---------|--------------|---------|-----|--------------|---------|-----|--------------|---------|-----|--------------|---------|-----|--------------|---------|-----|--------------|---------|-----|
| | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | Volume | Density | LOS |
| I-16 west of Gwinnett St | EB | Basic | 2,195 | 36.1 | E | 2,100 | 29.9 | D | 2,140 | 35.2 | E | 2,050 | 29.2 | D | 2,075 | 34.1 | D | 1,985 | 28.3 | D |
| I-16 Split at US 17 | EB | Diverge | 2,195 | 40.1 | E/F | 2,100 | 32.9 | D | 2,140 | 39.1 | E/F | 2,050 | 32.1 | D | 2,075 | 37.9 | E/F | 1,985 | 31.1 | D |
| US 17 between Gwinnett St and Louisville Rd | EB | Basic | 815 | 12.4 | B | 910 | 13.7 | B | 1,050 | 15.9 | B | 1,110 | 16.7 | B | 1,260 | 19.1 | C | 1,280 | 19.2 | C |
| US 17 off-ramp to Louisville Rd | NB | Diverge | 815 | 12.4 | B | 910 | 13.6 | B | 1,050 | 15.9 | B | 1,110 | 16.6 | B | 1,260 | 19.1 | B | 1,280 | 19.1 | B |
| US 17 between Louisville Rd and Oglethorpe Ave | NB | Basic | 680 | 10.1 | A | 865 | 12.8 | B | 905 | 13.4 | B | 1,065 | 15.8 | B | 1,110 | 16.5 | B | 1,230 | 18.2 | C |
| US 17 off-ramp to Oglethorpe Ave | NB | Diverge | - | - | - | - | - | - | 905 | 13.5 | B | 1,065 | 16.2 | B | 1,110 | 16.5 | B | 1,230 | 19.1 | B |
| US 17 on-ramp from Oglethorpe Ave | NB | Merge | 1,170 | 22.2 | C | 1,600 | 31.5 | D | 1,085 | 20.6 | C | 1,410 | 27.8 | C | 945 | 17.9 | B | 1,150 | 22.6 | C |
| US 17 north of Oglethorpe Ave | NB | Basic | 1,170 | 22.2 | C | 1,600 | 31.9 | D | 1,085 | 20.6 | C | 1,410 | 28.1 | D | 945 | 18.0 | B | 1,150 | 22.9 | C |
| US 17 north of Oglethorpe Ave | SB | Basic | 1,100 | 16.0 | B | 1,380 | 20.3 | C | 1,095 | 16.0 | B | 1,290 | 19.0 | C | 1,005 | 14.7 | B | 1,100 | 16.2 | B |
| US 17 off-ramp to Oglethorpe Ave | SB | Diverge | 1,100 | 16.6 | B | 1,380 | 21.2 | C | 1,095 | 16.5 | B | 1,290 | 19.8 | B | 1,005 | 15.1 | B | 1,100 | 16.9 | B |
| US 17 bewteen Oglethorpe Ave and Louisville Rd | SB | Basic | 510 | 7.7 | A | 675 | 10.2 | A | 485 | 7.3 | A | 560 | 8.4 | A | 420 | 6.3 | A | 400 | 6.0 | A |
| US 17 on-ramp from Louisville Rd | SB | Merge | 565 | 8.5 | A | 935 | 14.7 | B | 815 | 12.3 | B | 1,245 | 19.6 | B | 1,025 | 15.4 | B | 1,530 | 24.1 | C |
| I-16 from MLK, Jr. Blvd | WB | Basic | 910 | 18.0 | B | 1,250 | 26.6 | D | - | - | - | - | - | - | - | - | - | - | - | |
| I-16 on-ramp from Gwinnett St | WB | Merge | 1,675 | 27.1 | C | 2,475 | 43.2 | E/F | 1,635 | 26.4 | C | 2,415 | 42.1 | E/F | 1,585 | 25.6 | C | 2,340 | 40.8 | E/F |
| I-16 west of Gwinnett St | WB | Basic | 1,675 | 24.6 | C | 2,475 | 37.1 | E | 1,635 | 24.0 | C | 2,415 | 36.2 | E | 1,585 | 23.2 | C | 2,340 | 35.0 | E |

INTERSECTION LEVEL OF SERVICE

| ID | Intersection | Sig/Unsig | Approach | Mvt | No Build | | | | | | Option 1 | | | | | | Option 2 | | | | | |
|----|----------------------------------|-----------|----------|--------------------|--------------|-------|-----|--------------|-------|-----|--------------|-------|-----|--------------|-------|-----|--------------|-------|-----|--------------|-------|-----|
| | | | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | |
| | | | | | Input Volume | Delay | LOS |
| 1 | W Bay St @ Fahm St | Sig | NB | LT | 50 | 16.1 | B | 90 | 22.6 | C | 50 | 31.5 | C | 90 | 33.9 | C | 50 | 31.5 | C | 90 | 33.9 | C |
| | | | | TH | 30 | 18.7 | B | 40 | 27.1 | C | 30 | 21.6 | C | 40 | 21.2 | C | 30 | 21.6 | C | 40 | 21.2 | C |
| | | | | RT | 35 | 30.6 | C | 50 | 26.8 | C | 35 | 21.6 | C | 50 | 21.2 | C | 35 | 21.6 | C | 50 | 21.2 | C |
| | | | | Total | 115 | 21.2 | C | 180 | 24.8 | C | 115 | 25.9 | C | 180 | 27.6 | C | 115 | 25.9 | C | 180 | 27.6 | C |
| | | | SB | LT | 30 | 17.8 | B | 40 | 12.8 | B | 30 | 31.1 | C | 40 | 32.1 | C | 30 | 31.1 | C | 40 | 32.1 | C |
| | | | | TH | 10 | 18.6 | B | 55 | 25.4 | C | 10 | 23.8 | C | 55 | 30.7 | C | 10 | 23.8 | C | 55 | 30.7 | C |
| | | | EB | RT | 15 | 7.8 | A | 70 | 11.2 | B | 15 | 23.8 | C | 70 | 30.7 | C | 15 | 23.8 | C | 70 | 30.7 | C |
| | | | | Total | 55 | 15.2 | B | 165 | 16.3 | B | 55 | 27.8 | C | 165 | 31.0 | C | 55 | 27.8 | C | 165 | 31.0 | C |
| | | | | LT | 45 | 12.9 | B | 55 | 11.9 | B | 45 | 9.3 | A | 55 | 10.1 | B | 45 | 9.3 | A | 55 | 10.1 | B |
| | | | WB | TH | 770 | 15.9 | B | 960 | 16.5 | B | 770 | 19.8 | B | 960 | 23.4 | C | 770 | 19.8 | B | 960 | 23.4 | C |
| | | | | RT | 60 | 17.2 | B | 95 | 13.6 | B | 60 | 19.8 | B | 95 | 23.4 | C | 60 | 19.8 | B | 95 | 23.4 | C |
| | | | | Total | 875 | 15.9 | B | 1110 | 16.0 | B | 875 | 19.3 | B | 1110 | 22.7 | C | 875 | 19.3 | B | 1110 | 22.7 | C |
| | | | | LT | 70 | 9.8 | A | 100 | 11.6 | B | 70 | 6.8 | A | 100 | 13.4 | B | 70 | 7.8 | A | 100 | 13.4 | B |
| | | | | TH | 835 | 12.2 | B | 905 | 10.3 | B | 835 | 10.1 | B | 905 | 12.2 | B | 905 | 11.4 | B | 905 | 11.4 | B |
| | | | | RT | 35 | 1.5 | A | 15 | 1.1 | A | 35 | 0.1 | A | 15 | 1.1 | A | 35 | 0.1 | A | 15 | 1.1 | B |
| | | | | Total | 940 | 11.6 | B | 1020 | 10.2 | B | 940 | 9.5 | A | 1020 | 11.6 | B | 940 | 11.4 | B | 1020 | 11.6 | B |
| | | | | Intersection Total | 1985 | 14.1 | B | 2475 | 14.3 | B | 1985 | 15.3 | B | 2475 | 19.1 | B | 1985 | 16.2 | B | 2475 | 19.1 | B |
| 2 | W Bay St @ MLK Jr. Blvd | Sig | NB | LT | 140 | 17.1 | B | 220 | 24.5 | C | 140 | 24.0 | C | 220 | 43.3 | D | 140 | 17.2 | B | 220 | 44.5 | D |
| | | | | TH | 235 | 15.8 | B | 110 | 19.4 | B | 275 | 30.4 | C | 130 | 17.5 | B | 275 | 22.7 | C | 130 | 18.8 | B |
| | | | | RT | 130 | 6.8 | A | 155 | 14.3 | B | 130 | 30.4 | C | 155 | 17.5 | B | 130 | 22.7 | C | 150 | 18.8 | B |
| | | | | Total | 505 | 13.8 | B | 485 | 20.1 | C | 545 | 28.8 | C | 505 | 28.7 | C | 545 | 21.3 | C | 500 | 30.1 | C |
| | | | | LT | 10 | 22.7 | C | 60 | 24.6 | C | 10 | 32.8 | C | 60 | 55.4 | E | 10 | 32.8 | C | 60 | 54.1 | D |
| | | | SB | TH | 85 | 24.0 | C | 215 | 28.4 | C | 100 | 32.4 | C | 255 | 51.0 | D | 100 | 32.4 | C | 255 | 51.0 | D |
| | | | | RT | 10 | 7.3 | A | 10 | 8.4 | A | 10 | 0.1 | A |
| | | | EB | Total | 105 | 22.3 | C | 285 | 26.9 | C | 120 | 29.7 | C | 325 | 50.2 | D | 120 | 29.7 | C | 325 | 50.0 | D |
| | | | | LT | 10 | 25.6 | C | 15 | 23.2 | C | 10 | 18.0 | B | 15 | 15.0 | B | 10 | 18.0 | B | 15 | 15.0 | B |
| | | | | TH | 705 | 5.6 | A | 910 | 6.7 | A | 705 | 21.5 | C | 910 | 18.1 | B | 705 | 17.8 | B | 910 | 18.1 | B |
| | | | | RT | 130 | 9.3 | A | 140 | 10.3 | B | 130 | 21.5 | C | 140 | 18.1 | B | 130 | 17.8 | B | 140 | 18.1 | B |
| | | | | Total | 845 | 6.4 | A | 1065 | 7.4 | A | 845 | 21.5 | C | 1065 | 18.1 | B | 845 | 17.8 | B | 1065 | 18.1 | B |
| | | | WB | LT | 250 | 19.8 | B | 255 | 27.6 | C | 250 | 33.6 | C | 255 | 67.8 | E | 250 | 33.6 | C | 255 | 67.8 | E |
| | | | | TH | 835 | 10.1 | B | 815 | 10.0 | A | 835 | 17.2 | B | 815 | 15.0 | B | 835 | 17.2 | B | 815 | 15.0 | B |
| | | | | RT | 70 | 8.5 | A | 55 | 11.3 | B | 70 | 17.2 | B | 55 | 15.0 | B | 70 | 17.2 | B | 55 | 15.0 | B |
| | | | | Total | 1155 | 12.1 | B | 1125 | 14.0 | B | 1155 | 20.7 | C | 1125 | 27.0 | C | 1155 | 20.7 | C | 1125 | 27.0 | C |
| | | | | Intersection Total | 2610 | 11.0 | B | 2960 | 13.9 | B | 2665 | 23.0 | C | 3020 | 26.6 | C | 2665 | 20.3 | C | 3015 | 26.8 | C |
| 3 | W Oglethorpe Ave @ W Boundary St | Unsig | NB | LT | 65 | 2.9 | A | 80 | 4.2 | A | 65 | 2.9 | A | 80 | 4.2 | A | 65 | 2.9 | A | 80 | 4.2 | A |
| | | | | TH | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | | | RT | 105 | 0.2 | A | 135 | 0.4 | A | 105 | 0.2 | A | 135 | 0.4 | A | 105 | 0.2 | A | 135 | 0.4 | A |
| | | | | Total | 170 | 1.2 | A | 215 | 1.8 | A | 170 | 1.2 | A | 215 | 1.8 | A | 170 | 1.2 | A | 215 | 1.8 | A |
| | | | | LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | | EB | TH | 430 | 1.2 | A | 535 | 1.6 | A | 740 | 1.2 | A | 920 | 1.6 | A | 1000 | 1.2 | A | 1245 | 1.6 | A |
| | | | | RT | 80 | 1.7 | A | 80 | 2.0 | A | 80 | 1.7 | A | 80 | 2.0 | A | 80 | 1.7 | A | 80 | 2.0 | A |
| | | | WB | Total | 510 | 1.3 | A | 615 | 1.7 | A | 820 | 1.3 | A | 1000 | 1.7 | A | 1080 | 1.3 | A | 1325 | 1.7 | A |
| | | | | LT | 130 | 1.9 | A | 275 | 2.0 | A | 130 | 1.9 | A | 275 | 2.0 | A | 130 | 1.9 | A | 275 | 2.0 | A |
| | | | | TH | 360 | 1.1 | A | 560 | 1.2 | A | 620 | 1.1 | A | 960 | 1.2 | A | 845 | 1.1 | A | 1310 | 1.2 | A |
| | | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | | | Intersection Total | 1170 | 1.3 | A | 1665 | 1.6 | A | 1740 | 1.3 | A | 2450 | 1.6 | A | 2225 | 1.3 | A | 3125 | 1.6 | A |
| 4 | W Oglethorpe Ave @ Fahm St | Sig | NB | LT | 5 | 17.2 | B | 20 | 17.5 | B | 5 | 8.0 | A | 20 | 20.0 | C | 5 | 8.0 | A | 20 | 20.0 | C |
| | | | | TH | 10 | 0.2 | A | 20 | 15.3 | B | 10 | 8.3 | A | 20 | 20.1 | C | 10 | 17.6 | B | 20 | 22.9 | C |
| | | | | RT | 40 | 9.6 | A | 65 | 15.0 | B | 40 | 8.3 | A | 65 | 20.1 | C | 40 | 17.6 | B | 65 | 22.9 | C |
| | | | | Total | 55 | 8.6 | A | 105 | 15.5 | B | 55 | 8.3 | A | 105 | 20.1 | C | 55 | 16.7 | B | 105 | 22.3 | C |
| | | | | LT | 40 | 14.6 | B | 85 | 16.2 | B | 40 | 17.0 | B | 85 | 44.5 | D | 40 | 17.0 | B | 85 | 44.5 | D |
| | | | SB | TH | 5 | 10.0 | A | 30 | 25.7 | C | 5 | 17.1 | B | 30 | 44.4 | D | 5 | 41.7 | D | 30 | 52.0 | D |
| | | | | RT | 100 | 7.8 | A | 185 | 11.0 | B | 100 | 2.8 | A | 185 | 7.4 | A | 100 | 9.2 | A | 185 | 8.4 | A |
| | | | EB | Total | 145 | 9.8 | A | 300 | 13.9 | B | 145 | 7.2 | A | 300 | 21.6 | C | 145 | 12.5 | B | 300 | 23.0 | C |
| | | | | LT | 120 | 26.6 | C | 145 | 25.1 | C | 120 | 27.7 | C | 145 | 51.5 | D | 120 | 47.5 | D | 145 | 55.4 | E |
| | | | | TH | 415 | 13.5 | B | 520 | 14.3 | B | 715 | 17.1 | B | 90 | 14.8 | B | 975 | 12.4 | B | 1230 | 15.1 | B |
| | | | | RT | 5 | 15.2 | B | 5 | 11.0 | B | 10 | 17.1 | B | 5 | 14.8 | B | 10 | 12.4 | B | 5 | 15.1 | B |
| | | | | Total | 540 | 16.4 | B | 670 | 16.6 | B | 845 | 18.6 | B | 1055 | 19.8 | B | 1105 | 16.2 | B | 1380 | 19.3 | B |
| | | | WB | LT | 25 | 23.0 | C | 45 | 30.6 | C | 25 | 32.8 | C | 45 | 52.7 | D</ | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | |
|----|---|-------|--------------------|------|------|------|------|----------|------|------|------|------|------|------|------|------|------|------|-------|------|------|---|
| 7 | W Oglethorpe Ave @ Montgomery St | Sig | NB | LT | 70 | 14.5 | B | 100 | 19.4 | B | 250 | C | 325 | 36.0 | D | 310 | 23.3 | C | 410 | 30.9 | C | |
| | | | SB | TH | 510 | 13.1 | B | 360 | 19.1 | B | 440 | C | 250 | 36.0 | D | 430 | 23.3 | C | 300 | 30.9 | C | |
| | | | RT | 260 | 8.0 | A | 195 | 12.8 | B | 170 | C | 130 | 36.0 | D | 185 | 23.3 | C | 135 | 30.9 | C | | |
| | | | Total | 840 | 11.7 | B | 655 | 17.3 | B | 860 | C | 705 | 36.0 | D | 925 | 23.3 | C | 845 | 30.9 | C | | |
| | | | EB | LT | | | | | | | 30 | C | 40 | 23.9 | C | 30 | 15.5 | C | 35 | 14.4 | B | |
| | | | TH | | | | | | | 210 | C | 275 | 23.9 | C | 205 | 15.5 | C | 245 | 14.4 | B | | |
| | | | RT | | | | | | | 75 | C | 95 | 23.9 | C | 60 | 15.5 | C | 19 | 14.4 | B | | |
| | | | Total | 370 | 15.8 | B | 580 | 8.0 | A | 795 | C | 410 | 23.9 | C | 295 | 15.5 | C | 475 | 14.4 | B | | |
| | | | WB | LT | - | - | - | - | - | 120 | B | 150 | 41.0 | D | 125 | 21.0 | C | 160 | 102.6 | F | | |
| | | | TH | 395 | 0.8 | A | 585 | 2.0 | A | 450 | C | 740 | 31.5 | C | 450 | 32.8 | C | 675 | 46.6 | D | | |
| | | | RT | 90 | 0.3 | A | 25 | 0.8 | A | 90 | C | 28.7 | C | 25 | 31.5 | C | 80 | 32.8 | C | 20 | 46.6 | D |
| | | | Total | 485 | 0.7 | A | 610 | 1.9 | A | 660 | C | 915 | 26.8 | C | 655 | 30.5 | C | 855 | 57.1 | E | | |
| | | | Intersection Total | 1695 | 9.4 | A | 1845 | 9.3 | A | 2630 | 40.2 | D | 3205 | 46.6 | D | 2720 | 41.6 | D | 3375 | 50.5 | D | |
| 8 | Louisville Rd @ Stiles Ave | Sig | NB | LT | 125 | 20.3 | C | 210 | 19.0 | B | 125 | C | 210 | 42.4 | D | 125 | 44.2 | D | 210 | 42.4 | D | |
| | | | TH | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | RT | 60 | 32.9 | C | 55 | 26.2 | C | 60 | 6.6 | A | 55 | 9.2 | A | 60 | 10.5 | B | 55 | 9.2 | A | |
| | | | Total | 185 | 24.4 | C | 265 | 20.5 | C | 185 | 17.1 | B | 265 | 35.5 | D | 185 | 33.3 | C | 265 | 35.5 | D | |
| | | | EB | LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | TH | 435 | 10.7 | B | 505 | 12.7 | B | 435 | 17.9 | B | 505 | 20.0 | C | 435 | 14.2 | B | 505 | 20.0 | C | |
| | | | RT | 160 | 9.3 | A | 190 | 11.1 | B | 160 | 17.9 | B | 190 | 20.0 | C | 160 | 14.2 | B | 190 | 20.0 | C | |
| | | | Total | 595 | 10.3 | B | 695 | 12.2 | B | 595 | 17.9 | B | 695 | 20.0 | C | 595 | 14.2 | B | 695 | 20.0 | C | |
| | | | WB | LT | 65 | 12.0 | B | 60 | 18.8 | B | 65 | 7.2 | A | 60 | 5.6 | A | 65 | 3.0 | A | 60 | 7.0 | A |
| | | | TH | 405 | 5.8 | A | 370 | 13.5 | B | 405 | 8.0 | A | 370 | 5.1 | A | 405 | 2.8 | A | 370 | 6.2 | A | |
| | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | Total | 470 | 6.7 | A | 430 | 14.2 | B | 470 | 7.9 | A | 430 | 5.2 | A | 470 | 2.8 | A | 430 | 6.3 | A | |
| | | | Intersection Total | 1250 | 11.0 | B | 1390 | 14.4 | B | 1250 | 14.0 | B | 1390 | 18.4 | B | 1250 | 12.7 | B | 1390 | 18.7 | B | |
| 9 | Louisville Rd @ US 17 SB On-ramp | Sig | SB | LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | TH | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | Total | 245 | 10.1 | B | 380 | 32.3 | C | 485 | 26.6 | C | 745 | 45.9 | D | 245 | 10.1 | B | 380 | 32.3 | C | |
| | | | EB | LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | TH | 480 | 0.2 | A | 495 | 0.3 | A | 480 | 17.0 | B | 495 | 9.2 | A | 480 | 21.2 | C | 495 | 15.3 | B | |
| | | | RT | 15 | 1.6 | A | 65 | 1.6 | A | 15 | 3.0 | A | 65 | 1.0 | A | 15 | 8.5 | A | 65 | 2.6 | A | |
| | | | Total | 495 | 0.2 | A | 560 | 0.5 | A | 495 | 16.6 | B | 560 | 8.2 | A | 495 | 20.8 | C | 560 | 13.8 | B | |
| | | | WB | LT | 30 | 0.3 | A | 160 | 0.6 | A | 30 | 9.8 | A | 160 | 24.1 | C | 35 | 13.5 | B | 180 | 63.9 | E |
| | | | TH | 470 | 0.4 | A | 430 | 0.1 | A | 470 | 16.3 | B | 430 | 17.8 | B | 470 | 18.2 | B | 430 | 27.0 | C | |
| | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | Total | 500 | 0.4 | A | 590 | 0.2 | A | 500 | 15.9 | B | 590 | 19.5 | B | 505 | 17.9 | B | 610 | 37.9 | D | |
| | | | Intersection Total | 995 | 0.3 | A | 1150 | 0.3 | A | 1240 | 15.0 | B | 1530 | 18.6 | B | 1485 | 21.7 | C | 1915 | 34.0 | C | |
| 10 | Louisville Rd @ US 17 NB Off-ramp | Unsig | NB | LT | 70 | 4.5 | A | 10 | 5.2 | A | 70 | 4.5 | A | 10 | 5.2 | A | 70 | 4.5 | A | 10 | 5.2 | A |
| | | | TH | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | RT | 55 | 4.3 | A | 30 | 4.1 | A | 55 | 4.3 | A | 30 | 4.1 | A | 60 | 4.3 | A | 35 | 4.1 | A | |
| | | | Total | 125 | 4.5 | A | 40 | 4.4 | A | 125 | 4.5 | A | 40 | 4.4 | A | 120 | 4.5 | A | 45 | 4.4 | A | |
| | | | EB | LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | TH | 480 | 0.4 | A | 495 | 0.5 | A | 480 | 0.4 | A | 495 | 0.5 | A | 480 | 0.4 | A | 495 | 0.5 | A | |
| | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | Total | 480 | 0.4 | A | 495 | 0.5 | A | 480 | 0.4 | A | 495 | 0.5 | A | 480 | 0.4 | A | 495 | 0.5 | A | |
| | | | WB | LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | TH | 430 | 0.3 | A | 580 | 0.2 | A | 430 | 0.3 | A | 580 | 0.2 | A | 440 | 0.3 | A | 590 | 0.2 | A | |
| | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| | | | Total | 430 | 0.3 | A | 580 | 0.2 | A | 430 | 0.3 | A | 580 | 0.2 | A | 440 | 0.3 | A | 590 | 0.2 | A | |
| | | | Intersection Total | 1035 | 0.8 | A | 1115 | 0.5 | A | 1035 | 0.8 | A | 1115 | 0.5 | A | 1050 | 0.8 | A | 1130 | 0.5 | A | |
| 11 | Louisville Rd @ W Boundary St | Sig | NB | LT | 120 | 25.9 | C | 110 | 19.2 | B | 120 | 25.4 | C | 110 | 29.4 | C | 120 | 39.9 | D | 110 | 29.4 | C |
| | | | TH | 140 | 21.7 | C | 175 | 16.2 | B | 140 | 19.2 | B | 175 | 22.9 | C | 140 | 32.2 | C | 175 | 22.9 | C | |
| | | | RT | 40 | 26.5 | C | 20 | 24.6 | C | 40 | 19.2 | B | 20 | 22.9 | C | 40 | 32.2 | C | 20 | 22.9 | C | |
| | | | Total | 300 | 24.0 | C | 305 | 17.8 | B | 300 | 21.7 | C | 305 | 25.2 | C | 300 | 35.3 | D | 305 | 25.2 | C | |
| | | | SB | LT | 25 | 16.1 | B | 60 | 15.4 | B | 25 | 17.6 | B | 60 | 32.2 | C | 25 | 30.9 | C | 60 | 32.2 | C |
| | | | TH | 95 | 17.6 | B | 235 | 13.0 | B | 95 | 17.6 | B | 235 | 32.2 | C | 95 | 30.9 | C | 235 | 32.2 | C | |
| | | | RT | 90 | 19.1 | B | 155 | 12.3 | B | 90 | 17.6 | B | 155 | 32.2 | C | 90 | 30.9 | C | 155 | 32.2 | C | |
| | | | Total | 210 | 18.1 | B | 450 | 13.1 | B | 210 | 17.6 | B | 450 | 32.2 | C | 210 | 30.9 | C | 450 | 32.2 | C | |
| | | | EB | LT | 110 | 6.0 | A | 65 | 9.3 | A | 110 | 12.3 | B | 65 | 6.4 | A | 110 | 3.9 | A | 65 | 6.7 | A |
| | | | TH | 270 | 4.9 | A | 285 | 8.9 | A | 270 | 12.3 | B | 285 | 6.4 | A | 280 | 3.9 | A | 290 | 6.7 | A | |
| | | | RT | 155 | 3.5 | A | 175 | 7.7 | A | 155 | 12.3 | B | 175 | 6.4 | A | 155 | 3.9 | A | 175 | 6.7 | A | |
| | | | Total | 535 | 4.7 | A | 525 | 8.5 | A | 535 | 12.3 | B | 525 | 6.4 | A | 545 | 3.9 | A | 530 | 6.7 | A | |
| | | | WB | LT | 15 | 10.0 | A | 25 | 8.8 | A | 15 | 7.5 | A | 25 | 6.1 | A | 15 | 4.2 | A | 25 | 5.9 | A |
| | | | TH | 220 | 6.6 | A | 315 | 11.3 | B | 220 | 7.5 | A | 315 | 6.1 | A | 230 | 4.2 | A | 325 | 5.9 | A | |
| | | | RT | 40 | 8.2 | A | 75 | 10.5 | B | 40 | 7.5 | A | 75 | 6.1 | A | 40 | 4.2 | A | 75 | 5.9 | A | |
| | | | Total | 275 | 7.1 | A | 415 | 11.0 | B | 275 | 7.5 | A | 415 | 6.1 | A | 285 | 4.2 | A | 425 | 5.9 | A | |
| | | | Intersection Total | 1320 | 11.7 | B | 1695 | 12.0 | B | 1320 | 14.3 | B | 1695 | 16.6 | B | 1340 | 15.2 | B | 1710 | 16.5 | B | |
| 12 | Louisville Rd/W Liberty St @ MLK Jr. Blvd | Sig | NB | LT | 70 | 9.0 | A | 95 | 11.1 | A | 70 | 14.6 | B | 95 | 18.4 | C | 70 | 15.2 | B | 95 | 18.0 | B |
| | | | TH | 445 | 11.0 | B | 480 | 19.3</td | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----|---------------|---------------------------------|-----|--------------------|-------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|---|
| 14 | MLK Jr. Blvd | @ W Jones St | Sig | NB | LT | 135 | 4.9 | A | 130 | 3.3 | A | 95 | 7.3 | A | 95 | 19.0 | B | 95 | 6.6 | A | 95 | 14.1 | B | | | |
| | | | | | TH | 615 | 3.4 | A | 615 | 0.5 | A | 815 | 5.1 | A | 815 | 6.1 | A | 810 | 4.9 | A | 880 | 5.4 | A | | | |
| | | | | | RT | 5 | 0.5 | A | 40 | 0.5 | A | 5 | 5.1 | A | 40 | 6.1 | A | 20 | 4.9 | A | 55 | 5.4 | A | | | |
| | | | | | Total | 755 | 3.7 | A | 785 | 1.0 | A | 915 | 5.3 | A | 950 | 7.4 | A | 925 | 5.1 | A | 1030 | 6.2 | A | | | |
| | | | | SB | LT | 5 | 20.0 | C | 5 | 2.1 | C | 15 | 11.8 | B | 20 | 15.1 | C | 15 | 10.8 | B | 20 | 14.2 | C | | | |
| | | | | | TH | 925 | 10.2 | B | 1280 | 5.5 | A | 760 | 11.8 | B | 1065 | 15.1 | C | 770 | 10.8 | B | 1040 | 14.2 | B | | | |
| | | | | | RT | 40 | 3.3 | A | 30 | 5.2 | A | 75 | 11.8 | B | 55 | 15.1 | C | 60 | 10.8 | B | 45 | 14.2 | B | | | |
| | | | | | Total | 970 | 10.0 | B | 1315 | 5.5 | A | 850 | 11.8 | B | 1140 | 15.1 | C | 845 | 10.8 | B | 1105 | 14.2 | C | | | |
| | | | | EB | LT | 35 | 12.3 | B | 50 | 31.3 | C | 30 | 13.2 | B | 45 | 38.0 | D | 25 | 9.4 | A | 35 | 32.2 | C | | | |
| | | | | | TH | 5 | 25.0 | C | 10 | 33.2 | C | 15 | 13.2 | B | 50 | 38.0 | D | 5 | 9.4 | A | 10 | 32.2 | C | | | |
| | | | | | RT | 95 | 6.4 | A | 170 | 12.7 | B | 160 | 13.2 | B | 285 | 38.0 | D | 160 | 9.4 | A | 285 | 32.2 | C | | | |
| | | | | | Total | 135 | 8.6 | A | 230 | 17.7 | B | 205 | 13.2 | B | 380 | 38.0 | D | 190 | 9.4 | A | 330 | 32.2 | C | | | |
| | | | | WB | LT | | | | A | | A | 35 | 27.7 | C | 45 | 27.8 | C | 35 | 25.6 | C | 45 | 26.7 | C | | | |
| | | | | | TH | | | | A | | A | 20 | 27.7 | C | 25 | 27.8 | C | 5 | 25.6 | C | 20 | 26.7 | C | | | |
| | | | | | RT | | | | A | | A | 15 | 27.7 | C | 40 | 27.8 | C | 15 | 25.6 | C | 70 | 25.6 | C | | | |
| | | | | | Total | | | | A | | A | 70 | 27.7 | C | 110 | 27.8 | C | 55 | 25.6 | C | 70 | 26.7 | C | | | |
| | | | | Intersection Total | | | | 1860 | 7.3 | A | 2330 | 5.2 | A | 2040 | 9.6 | A | 2580 | 16.2 | B | 2015 | 8.4 | A | 2535 | 13.6 | B | |
| 15 | MLK Jr. Blvd | @ W Taylor St/l-16 WB On-ramp | Sig | NB | LT | 40 | 12.2 | B | 50 | 21.7 | C | 40 | 6.0 | A | 50 | 11.9 | B | 20 | 2.0 | A | 25 | 2.6 | A | | | |
| | | | | | TH | 710 | 5.7 | A | 735 | 9.6 | A | 790 | 5.7 | A | 820 | 5.0 | A | 840 | 1.9 | A | 920 | 1.9 | A | | | |
| | | | | | RT | - | - | - | - | - | - | 70 | 5.7 | A | 70 | 5.0 | A | 70 | 1.9 | A | 70 | 1.9 | A | | | |
| | | | | | Total | 750 | 6.0 | A | 785 | 10.3 | B | 900 | 5.7 | A | 940 | 5.4 | A | 930 | 1.9 | A | 1015 | 1.9 | A | | | |
| | | | | SB | LT | - | - | - | - | - | - | 40 | 8.0 | A | 60 | 9.7 | A | 45 | 2.8 | A | 65 | 6.3 | A | | | |
| | | | | | TH | 385 | 7.7 | A | 785 | 12.5 | B | 780 | 8.0 | A | 1195 | 9.7 | A | 810 | 2.8 | A | 1190 | 6.3 | A | | | |
| | | | | | RT | 635 | 2.8 | A | 665 | 5.1 | A | 135 | 8.0 | A | 140 | 9.7 | A | 110 | 2.8 | A | 115 | 6.3 | A | | | |
| | | | | | Total | 1020 | 4.6 | A | 1450 | 9.1 | A | 955 | 8.0 | A | 1395 | 9.7 | A | 965 | 2.8 | A | 1370 | 6.3 | A | | | |
| | | | | EB | LT | | | | A | | A | 80 | 36.6 | D | 80 | 47.2 | D | 35 | 37.9 | D | 55 | 49.8 | D | | | |
| | | | | | TH | | | | A | | A | 55 | 36.6 | D | 75 | 47.2 | D | 25 | 37.9 | D | 35 | 49.8 | D | | | |
| | | | | | RT | | | | A | | A | 40 | 36.6 | D | 55 | 47.2 | D | 20 | 37.9 | D | 25 | 49.8 | D | | | |
| | | | | | Total | | | | A | | A | 175 | 36.6 | D | 210 | 47.2 | D | 80 | 37.9 | D | 115 | 49.8 | D | | | |
| | | | | WB | LT | 5 | 4.4 | A | 10 | 11.2 | B | 30 | 33.1 | C | 60 | 42.1 | D | 30 | 42.2 | D | 60 | 52.5 | D | | | |
| | | | | | TH | 120 | 10.4 | B | 380 | 14.1 | B | 20 | 33.1 | C | 70 | 42.1 | D | 10 | 42.2 | D | 30 | 52.5 | D | | | |
| | | | | | RT | 45 | 9.0 | A | 50 | 7.5 | A | 45 | 9.3 | A | 50 | 10.0 | A | 50 | 11.9 | B | 55 | 12.2 | B | | | |
| | | | | | Total | 170 | 9.9 | A | 440 | 13.3 | B | 95 | 21.8 | C | 180 | 33.2 | C | 90 | 25.4 | C | 145 | 37.2 | D | | | |
| | | | | Intersection Total | | | | 1940 | 5.6 | A | 2675 | 10.2 | B | 2125 | 10.0 | B | 2725 | 12.6 | B | 2065 | 4.7 | A | 2645 | 8.2 | A | |
| 16 | MLK Jr. Blvd | @ W Gaston St/l-16 EB Off-ramp | Sig | NB | LT | - | - | - | - | - | - | 15 | 19.2 | B | 20 | 11.5 | B | 15 | 16.2 | B | 20 | 11.7 | C | | | |
| | | | | | TH | 580 | 10.4 | B | 695 | 9.4 | A | 700 | 19.2 | B | 835 | 11.5 | B | 765 | 16.2 | B | 920 | 11.7 | B | | | |
| | | | | | RT | 15 | 10.0 | A | 20 | 17.3 | B | 75 | 19.2 | B | 80 | 11.5 | B | 75 | 16.2 | B | 80 | 11.7 | B | | | |
| | | | | | Total | 595 | 10.4 | B | 715 | 9.6 | A | 790 | 19.2 | B | 935 | 11.5 | B | 855 | 16.2 | B | 1020 | 11.7 | C | | | |
| | | | | SB | LT | 20 | 8.3 | A | 40 | 5.6 | A | 20 | 11.9 | B | 40 | 5.3 | A | 20 | 12.8 | B | 40 | 6.4 | A | | | |
| | | | | | TH | 370 | 2.6 | A | 755 | 0.8 | A | 760 | 13.4 | B | 1130 | 6.6 | A | 785 | 14.4 | B | 1120 | 7.0 | A | | | |
| | | | | | RT | - | - | - | - | - | - | 70 | 13.4 | B | 140 | 6.6 | A | 55 | 14.4 | B | 115 | 7.0 | A | | | |
| | | | | | Total | 390 | 2.9 | A | 795 | 1.1 | A | 850 | 13.4 | B | 1310 | 6.6 | A | 860 | 14.4 | B | 1275 | 7.0 | A | | | |
| | | | | EB | LT | 170 | 13.5 | B | 90 | 20.3 | C | 180 | 27.8 | C | 85 | 39.5 | D | 145 | 30.3 | C | 65 | 40.1 | D | | | |
| | | | | | TH | 90 | 12.6 | B | 105 | 21.2 | C | 115 | 27.8 | C | 135 | 39.5 | D | 90 | 30.3 | C | 105 | 40.1 | D | | | |
| | | | | | RT | 20 | 7.8 | A | 15 | 13.7 | B | 20 | 27.8 | C | 15 | 39.5 | D | 20 | 30.3 | C | 15 | 40.1 | D | | | |
| | | | | | Total | 280 | 12.8 | B | 210 | 20.3 | C | 315 | 27.8 | C | 235 | 39.5 | D | 255 | 30.3 | C | 185 | 40.1 | D | | | |
| | | | | Intersection Total | | | | 1265 | 8.6 | A | 1720 | 7.0 | A | 2065 | 18.1 | A | 2620 | 12.2 | B | 2075 | 17.0 | B | 2620 | 12.0 | B | |
| 17 | MLK Jr. Blvd | @ W Hall St | Sig | NB | LT | - | - | - | - | - | - | 1 | 1.6 | A | 1 | 1.6 | A | 1 | 1.5 | A | 1 | 1.7 | A | | | |
| | | | | | TH | 645 | 3.0 | A | 690 | 2.0 | A | 790 | 1.6 | A | 840 | 1.6 | A | 835 | 1.5 | A | 890 | 1.7 | A | | | |
| | | | | | RT | 5 | 5.0 | A | 20 | 5.0 | A | 115 | 1.6 | A | 75 | 1.6 | A | 115 | 1.5 | A | 120 | 1.7 | A | | | |
| | | | | | Total | 650 | 3.0 | A | 710 | 2.1 | A | 906 | 1.6 | A | 916 | 1.6 | A | 951 | 1.5 | A | 1011 | 1.7 | A | | | |
| | | | | SB | LT | 27 | 11.1 | B | 65 | 12.2 | B | 40 | 1.0 | A | 80 | 4.2 | A | 40 | 2.3 | A | 80 | 7.9 | A | | | |
| | | | | | TH | 460 | 6.9 | A | 820 | 6.9 | A | 620 | 1.0 | A | 1030 | 4.2 | A | 655 | 2.3 | A | 1125 | 7.9 | A | | | |
| | | | | | RT | - | - | - | - | - | - | 1 | 1.0 | A | 1 | 4.2 | A | 696 | 2.3 | A | 1206 | 7.9 | A | | | |
| | | | | | Total | 487 | 7.1 | A | 885 | 7.3 | A | 661 | 1.0 | A | 1111 | 4.2 | A | 696 | 2.3 | A | 1206 | 7.9 | A | | | |
| | | | | WB | LT | 5 | 22.5 | C | 25 | 22.0 | C | 10 | 25.6 | C | 285 | 1.3 | C | 195 | 41.7 | D | 65 | 28.5 | C | 135 | 45.2 | D |
| | | | | | TH | 25 | 9.2 | A | 35 | 11.6 | B | 65 | 28.5 | C | 90 | 41.7 | D | 65 | 28.5 | C | 90 | 45.2 | D | | | |
| | | | | | RT | 30 | 11.4 | B | 45 | 13.9 | B | 131 | 28.5 | C | 226 | 41.7 | D | 131 | 28.5 | C | 226 | 45.2 | D | | | |
| | | | | | Total | 355 | 16.5 | B | 480 | 36.0 | D | 355 | 11.8 | B | 480 | 4.9 | A | 355 | 4.5 | A | 480 | 12.4 | B | | | |
| | | | | Intersection Total | | | | 1110 | 15.9 | C | 1375 | 22.4 | C | 1110 | 14.9 | B | 1375 | 19.3 | B | 1110 | 17.0 | B | 1375 | 21.9 | C | |
| 19 | W Gwinnett St | @ W Boundary St/l-16 WB On-ramp | Sig | SB | LT | 215 | 17.0 | B | 280 | 18.1 | B | 215 | 37.1 | D | 280 | 40.6 | D | 215 | 38.1 | D | 280 | 46.3 | D | | | |
| | | | | | TH | 70 | 14.0 | A | 90 | 18.2 | B | 70 | 26.2 | C | 90 | 28.9 | C | 70 | 26.9 | C | 90 | 32.3 | C | | | |
| | | | | | RT | 40 | 4.9 | A | 40 | 15.3 | B | 40 | 26.2 | C | 40 | 28.9 | C | 40 | 26.9 | C | 40 | 32.3 | C | | | |
| | | | | | Total | 325 | 14.9 | B | 410 | 17.9 | B | 325 | 33.4 | C | 410 | 36.9 | D | 325 | 34.3 | C | 410 | 41.9 | D | | | |
| | | | | EB | LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| | | | | | TH | 440 | 16.3 | B | 430 | 23.6 | C | 440 | 40.7 | D | 430 | 42.6 | D | 440 | 35.3 | D | 430 | 47.5 | D | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | | |
|----|-----------------------|---|---------------|-----|--------------------|------|------|------|------|------|------|------|--------|------|------|------|-------|------|------|------|------|------|-------|---|
| | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | W Gwinnett St | @ | May Dr | Sig | NB | LT | 170 | 20.4 | C | 130 | 29.7 | C | 170 | 57.0 | E | 130 | 46.6 | D | 170 | 65.5 | E | 130 | 50.0 | D |
| | | | | | TH | 5 | 15.0 | B | 5 | 10.0 | A | 5 | 57.0 | E | 5 | 46.6 | D | 5 | 65.5 | E | 5 | 50.0 | D | |
| | | | | | RT | 110 | 14.9 | B | 40 | 21.9 | C | 110 | 57.0 | E | 40 | 46.6 | D | 110 | 65.5 | E | 40 | 50.0 | D | |
| | | | | | Total | 285 | 18.2 | B | 175 | 27.4 | C | 285 | 57.0 | E | 175 | 46.6 | D | 285 | 65.5 | E | 175 | 50.0 | D | |
| | | | | | NB | LT | 5 | 10.0 | A | 5 | 10.0 | A | 1 | 35.1 | D | 5 | 36.4 | D | 1 | 35.1 | D | 5 | 36.4 | D |
| | | | | | TH | 5 | 10.0 | A | 5 | 10.0 | A | 5 | 35.1 | D | 5 | 36.4 | D | 5 | 35.1 | D | 5 | 36.4 | D | |
| | | | | | RT | 5 | 0.0 | A | 5 | 0.0 | A | 5 | 35.1 | D | 5 | 36.4 | D | 5 | 35.1 | D | 5 | 36.4 | D | |
| | | | | | Total | 15 | 6.7 | A | 15 | 6.7 | A | 11 | 35.1 | D | 15 | 36.4 | D | 11 | 35.1 | D | 15 | 36.4 | D | |
| | | | | | NB | LT | 5 | 1.6 | A | 5 | 4.7 | A | 2 | 9.7 | A | 5 | 8.7 | A | 2 | 9.2 | A | 5 | 11.4 | B |
| | | | | | TH | 540 | 5.4 | A | 675 | 5.7 | A | 875 | 9.7 | A | 995 | 8.7 | A | 950 | 9.2 | A | 1070 | 11.4 | B | |
| | | | | | RT | 245 | 11.7 | B | 155 | 14.4 | B | 245 | 9.7 | A | 155 | 8.7 | A | 245 | 9.2 | A | 155 | 11.4 | B | |
| | | | | | Total | 790 | 7.3 | A | 825 | 7.3 | A | 1122 | 9.7 | A | 1155 | 8.7 | A | 1197 | 9.2 | A | 1230 | 11.4 | B | |
| | | | | | NB | LT | 95 | 37.2 | D | 55 | 21.7 | C | 95 | 38.6 | D | 55 | 12.3 | B | 95 | 46.2 | D | 55 | 19.9 | B |
| | | | | | TH | 430 | 16.0 | B | 625 | 18.3 | B | 700 | 9.7 | A | 1005 | 9.4 | A | 750 | 9.1 | A | 1080 | 17.7 | B | |
| | | | | | RT | 5 | 20.0 | C | 5 | 15.0 | B | 1 | 9.7 | A | 1 | 9.4 | A | 1 | 9.1 | A | 1 | 17.7 | B | |
| | | | | | Total | 520 | 19.8 | B | 685 | 18.5 | B | 796 | 13.1 | B | 1061 | 9.6 | A | 846 | 13.3 | B | 1136 | 17.8 | B | |
| | | | | | Intersection Total | 1620 | 13.3 | B | 1710 | 13.9 | B | 2214 | 17.2 | B | 2406 | 12.0 | B | 2339 | 17.7 | B | 2556 | 17.0 | B | |
| 22 | W Gwinnett St | @ | MLK Jr. Blvd | Sig | NB | LT | 320 | 14.5 | B | 360 | 17.0 | B | 320 | 34.4 | C | 360 | 178.7 | F | 325 | 38.6 | D | 365 | 176.2 | F |
| | | | | | TH | 555 | 12.2 | B | 610 | 7.3 | A | 590 | 21.8 | C | 645 | 19.7 | B | 595 | 22.6 | C | 650 | 19.8 | B | |
| | | | | | RT | 5 | 16.1 | B | 10 | 11.0 | B | 30 | 21.8 | C | 35 | 19.7 | B | 30 | 22.6 | C | 35 | 19.8 | B | |
| | | | | | Total | 880 | 13.1 | B | 980 | 10.9 | B | 940 | 26.1 | C | 1040 | 74.7 | E | 950 | 28.1 | C | 1050 | 74.2 | E | |
| | | | | | NB | LT | 10 | 22.9 | C | 35 | 26.3 | C | 10 | 26.2 | C | 35 | 48.1 | D | 10 | 25.8 | C | 35 | 89.6 | F |
| | | | | | TH | 405 | 8.9 | A | 720 | 20.8 | C | 455 | 26.2 | C | 799 | 48.1 | D | 460 | 25.8 | C | 845 | 89.6 | F | |
| | | | | | RT | 50 | 3.8 | A | 75 | 7.1 | A | 220 | 6.0 | A | 340 | 11.6 | B | 250 | 6.4 | A | 388 | 18.5 | B | |
| | | | | | Total | 465 | 8.7 | A | 830 | 19.8 | B | 685 | 19.7 | B | 1165 | 37.4 | D | 720 | 19.1 | B | 1260 | 68.2 | E | |
| | | | | | NB | LT | 65 | 16.5 | B | 65 | 27.2 | C | 285 | 33.3 | C | 235 | 51.1 | D | 325 | 34.0 | C | 325 | 60.0 | E |
| | | | | | TH | 140 | 20.1 | C | 185 | 32.7 | C | 255 | 24.5 | C | 335 | 53.5 | D | 275 | 26.2 | C | 360 | 61.2 | E | |
| | | | | | RT | 295 | 11.8 | B | 380 | 39.5 | D | 295 | 24.5 | C | 380 | 53.5 | D | 300 | 26.2 | C | 385 | 61.2 | E | |
| | | | | | Total | 500 | 14.7 | B | 630 | 36.3 | D | 275 | 24.5 | C | 950 | 52.9 | D | 900 | 29.0 | C | 1070 | 60.8 | E | |
| | | | | | NB | LT | 5 | 6.6 | A | 10 | 28.3 | C | 35 | 26.7 | C | 40 | 41.3 | D | 35 | 24.6 | C | 40 | 41.6 | D |
| | | | | | TH | 80 | 9.8 | A | 150 | 19.7 | B | 145 | 26.7 | C | 270 | 41.3 | D | 155 | 24.6 | C | 298 | 41.6 | D | |
| | | | | | RT | 30 | 6.0 | A | 35 | 9.4 | A | 30 | 26.7 | C | 35 | 41.3 | D | 30 | 24.6 | C | 35 | 41.6 | D | |
| | | | | | Total | 115 | 8.7 | A | 195 | 18.3 | B | 210 | 26.7 | C | 345 | 41.3 | D | 220 | 24.6 | C | 370 | 41.6 | D | |
| | | | | | Intersection Total | 1960 | 12.2 | B | 2635 | 20.3 | C | 2670 | 24.9 | C | 3500 | 53.1 | D | 2790 | 25.8 | C | 3750 | 65.1 | E | |
| 23 | W Gwinnett St | @ | Montgomery St | Sig | NB | LT | 40 | 10.6 | B | 75 | 10.2 | B | 40 | 13.5 | B | 75 | 21.7 | C | 40 | 14.0 | B | 75 | 23.3 | C |
| | | | | | TH | 220 | 9.0 | A | 180 | 11.8 | B | 565 | 22.2 | C | 465 | 29.2 | C | 580 | 23.5 | C | 475 | 31.8 | C | |
| | | | | | RT | 5 | 3.1 | A | 15 | 7.0 | A | 5 | 22.2 | C | 15 | 29.2 | C | 5 | 23.5 | C | 15 | 31.8 | C | |
| | | | | | Total | 265 | 9.1 | A | 270 | 11.1 | B | 610 | 21.6 | C | 555 | 28.2 | C | 625 | 22.9 | C | 565 | 30.7 | C | |
| | | | | | NB | LT | 5 | 4.5 | A | 5 | 11.1 | B | 5 | 14.3 | B | 5 | 20.8 | C | 5 | 12.7 | B | 5 | 22.3 | C |
| | | | | | TH | 55 | 9.6 | A | 108 | 8.8 | A | 140 | 14.3 | B | 270 | 20.8 | C | 145 | 12.7 | B | 275 | 22.3 | C | |
| | | | | | RT | 5 | 2.2 | A | 10 | 5.6 | A | 70 | 3.1 | A | 115 | 2.7 | A | 75 | 1.9 | A | 135 | 2.8 | A | |
| | | | | | Total | 65 | 8.6 | A | 120 | 8.7 | A | 215 | 10.7 | B | 390 | 15.5 | B | 225 | 9.1 | A | 415 | 16.0 | B | |
| | | | | | NB | LT | 15 | 14.7 | B | 15 | 10.2 | B | 145 | 19.2 | B | 180 | 13.8 | B | 165 | 20.8 | C | 205 | 13.8 | B |
| | | | | | TH | 110 | 2.0 | A | 145 | 1.8 | A | 120 | 19.2 | B | 155 | 13.8 | B | 120 | 20.8 | C | 155 | 13.8 | B | |
| | | | | | RT | 30 | 1.8 | A | 70 | 2.8 | A | 30 | 19.2 | B | 70 | 13.8 | B | 30 | 20.8 | C | 70 | 13.8 | B | |
| | | | | | Total | 155 | 3.2 | A | 230 | 2.6 | A | 295 | 19.2 | B | 405 | 13.8 | B | 315 | 20.8 | C | 430 | 13.8 | B | |
| | | | | | NB | LT | 5 | 4.8 | A | 10 | 9.8 | A | 5 | 23.5 | C | 10 | 19.2 | B | 5 | 22.9 | C | 10 | 18.1 | B |
| | | | | | TH | 70 | 12.2 | B | 110 | 12.4 | B | 100 | 23.5 | C | 155 | 19.2 | B | 105 | 22.9 | C | 160 | 18.1 | B | |
| | | | | | RT | 15 | 8.1 | A | 15 | 7.3 | A | 15 | 23.5 | C | 15 | 19.2 | B | 15 | 22.9 | C | 15 | 18.1 | B | |
| | | | | | Total | 90 | 11.1 | B | 135 | 11.6 | B | 120 | 23.5 | C | 180 | 19.2 | B | 125 | 22.9 | C | 185 | 18.1 | B | |
| | | | | | Intersection Total | 575 | 7.8 | A | 755 | 8.2 | A | 1240 | 19.3 | B | 1530 | 20.1 | C | 1290 | 20.0 | B | 1595 | 20.8 | C | |
| 24 | MLK Jr. Blvd | @ | W Anderson St | Sig | NB | LT | 90 | 47.2 | D | 25 | 33.0 | C | 90 | 33.9 | C | 25 | 22.2 | C | 90 | 34.3 | C | 25 | 22.2 | C |
| | | | | | TH | 370 | 15.5 | B | 495 | 17.5 | B | 430 | 36.6 | D | 520 | 44.5 | D | 400 | 35.9 | D | 530 | 44.9 | D | |
| | | | | | RT | 30 | 9.8 | C | 65 | 12.2 | B | 30 | 36.6 | D | 65 | 44.5 | D | 30 | 35.9 | D | 65 | 44.9 | D | |
| | | | | | Total | 490 | 21.0 | C | 585 | 17.6 | B | 550 | 36.2 | D | 610 | 43.6 | D | 520 | 35.6 | D | 620 | 44.0 | D | |
| | | | | | NB | LT | 300 | 41.0 | D | 405 | 48.1 | D | 300 | 19.6 | B | 405 | 25.8 | C | 300 | 19.2 | B | 405 | 25.1 | C |
| | | | | | TH | 490 | 17.0 | C | 725 | 29.7 | C | 570 | 15.6 | B | 765 | 12.2 | B | 525 | 13.6 | B | 825 | 12.8 | B | |
| | | | | | RT | 300 | 13.7 | B | 320 | 14.4 | B | 300 | 15.6 | B | 320 | 12.2 | B | 355 | 13.6 | B | 320 | 12.8 | B | |
| | | | | | Total | 1090 | 22.7 | C | 1450 | 15.5 | C | 1170 | 16.6 | B | 1490 | 15.9 | C | 1180 | 15.0 | B | 1550 | 16.0 | B | |
| | | | | | NB | LT | 100 | 16.6 | B | 65 | 18.1 | C | 100 | 34.6 | C | 65 | 41.2 | D | 100 | 33.5 | C | 65 | 41.2 | D |
| | | | | | TH | 255 | 17.6 | B | 340 | 17.7 | B | 255 | 34.6 | C | 340 | 41.2 | D | 255 | 33.5 | C | 340 | 41.2 | D | |
| | | | | | RT | 45 | 10.1 | B | 35 | 17.6 | B | 45 | 1.8 | A | 35 | 0.2 | A | 45 | 1.8 | A | 35 | 0.2 | A | |
| | | | | | Total | 400 | 16.5 | B | 440 | 17.8 | B | 400 | 30.9 | C | 440 | 37.9 | D | 400 | 29.9 | C | 440 | 37.9 | D | |
| | | | | | Intersection Total | 1980 | 21.0 | C | 2475 | 25.8 | C | 2120 | 24.4 | C | 2540 | 26.4 | C | 2100 | 23.0 | C | 2610 | 26.4 | C | |
| 25 | GA 204 (37th St Conn) | @ | Ogeechee Rd | Sig | NB | LT | 60 | 34.7 | C | 75 | 24.3 | C | 60 | 34.7 | C | 75 | 24.3 | C | 60 | 34.7 | C | 75 | 24.3 | C |
| | | | | | TH | 245 | 25.6 | C | 270 | 20.0 | C | 245 | 25.6 | C | 270 | 20.0 | C | 245 | 25.6 | C | 270 | 20.0 | C | |
| | | | | | RT | 5 | 24.6 | C | 5 | 17.9 | B | 5 | 24.6 | C | 5 | 17.9 | B | 5 | 24.6 | C | 5 | 17.9 | B | |
| | | | | | Total | 310 | 27.3 | C | 350 | 20.9 | C | 310 | 27.3 | C | 350 | 20.9 | C | 310 | 27.3 | C | 350 | 20.9 | C | |
| | | | | | NB | LT | 10 | 38.7 | D | 20 | 19.4 | C | 10</td | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | |
|----|-----------|----------------|-----|-------|--------------------|------|------|------|------|------|------|------|------|------|------|------|---|
| | | | | | | | | | | | | | | | | | |
| 27 | W 37th St | @ MLK Jr. Blvd | Sig | NB | LT | 130 | 23.8 | C | 150 | 19.2 | B | 130 | 23.8 | C | 150 | 19.2 | B |
| | | | | TH | 325 | 23.2 | C | 445 | 14.2 | B | 325 | 23.2 | C | 445 | 14.2 | B | |
| | | | | RT | 30 | 16.5 | B | 40 | 11.4 | B | 30 | 16.5 | B | 40 | 11.4 | B | |
| | | | | Total | 485 | 22.9 | C | 625 | 15.2 | B | 485 | 22.9 | C | 625 | 15.2 | B | |
| | | | | NB | LT | 95 | 16.1 | B | 195 | 14.9 | B | 95 | 16.1 | B | 195 | 14.9 | B |
| | | | | TH | 325 | 18.0 | B | 535 | 10.7 | B | 325 | 18.0 | B | 535 | 10.7 | B | |
| | | | | RT | 25 | 14.3 | B | 35 | 8.6 | A | 50 | 28.7 | C | 70 | 17.2 | B | |
| | | | | Total | 445 | 17.4 | B | 765 | 11.7 | B | 470 | 18.4 | B | 800 | 12.2 | B | |
| | | | | EB | LT | 20 | 7.9 | A | 25 | 20.8 | C | 40 | 15.9 | B | 50 | 41.7 | D |
| | | | | TH | 1265 | 7.3 | A | 830 | 13.8 | B | 1290 | 7.4 | A | 860 | 14.2 | B | |
| | | | | RT | 130 | 7.0 | A | 100 | 12.6 | B | 130 | 7.0 | A | 100 | 12.6 | B | |
| | | | | Total | 1415 | 7.2 | A | 955 | 13.8 | B | 1460 | 7.5 | A | 1010 | 14.6 | B | |
| | | | | NB | LT | 15 | 27.1 | C | 10 | 29.0 | C | 15 | 27.1 | C | 10 | 29.0 | C |
| | | | | TH | 580 | 4.5 | A | 1015 | 9.1 | A | 590 | 4.6 | A | 1035 | 9.2 | A | |
| | | | | RT | 75 | 5.4 | A | 90 | 7.1 | A | 75 | 5.4 | A | 90 | 7.1 | A | |
| | | | | Total | 670 | 5.2 | A | 1115 | 9.1 | A | 680 | 5.2 | A | 1135 | 9.2 | A | |
| | | | | WB | Intersection Total | 3015 | 10.8 | B | 3470 | 12.1 | B | 3095 | 11.1 | B | 3580 | 12.5 | B |
| | | | | NB | LT | 5 | 10.7 | B | 5 | 17.5 | B | 4 | 15.8 | B | 4 | 17.5 | B |
| | | | | TH | 430 | 11.0 | B | 345 | 9.5 | A | 470 | 15.8 | B | 375 | 18.6 | B | |
| | | | | RT | 95 | 11.3 | B | 130 | 10.3 | B | 125 | 15.8 | B | 175 | 17.5 | B | |
| | | | | Total | 530 | 11.0 | B | 480 | 9.8 | A | 599 | 15.8 | B | 554 | 18.6 | B | |
| | | | | SB | LT | 35 | 10.7 | B | 35 | 8.8 | A | 50 | 13.5 | B | 50 | 9.8 | A |
| | | | | TH | 425 | 10.4 | B | 575 | 10.7 | B | 430 | 13.5 | B | 600 | 17.2 | B | |
| | | | | RT | 5 | 0.1 | A | 5 | 6.8 | A | 1 | 13.5 | B | 1 | 9.8 | A | |
| | | | | Total | 465 | 10.4 | B | 615 | 10.6 | B | 481 | 13.5 | B | 651 | 17.2 | B | |
| | | | | WB | Intersection Total | 1250 | 10.5 | B | 1520 | 10.4 | B | 1371 | 15.9 | B | 1721 | 17.9 | B |
| | | | | NB | LT | 100 | 6.3 | A | 155 | 10.6 | B | 100 | 11.8 | B | 155 | 15.7 | B |
| | | | | TH | 430 | 7.4 | A | 115 | 22.9 | C | 355 | 11.8 | B | 70 | 15.7 | B | |
| | | | | RT | 135 | 6.6 | A | 145 | 18.7 | B | 270 | 11.8 | B | 190 | 15.7 | B | |
| | | | | Total | 665 | 7.0 | A | 415 | 16.8 | B | 725 | 11.8 | B | 415 | 15.7 | B | |
| | | | | SB | LT | 15 | 0.0 | A | 20 | 0.9 | A | 15 | 7.2 | A | 20 | 12.0 | B |
| | | | | TH | - | - | - | - | - | - | 175 | 7.2 | A | 190 | 12.0 | B | |
| | | | | RT | 15 | 7.0 | A | 30 | 11.1 | B | 120 | 7.2 | A | 240 | 12.0 | B | |
| | | | | Total | 30 | 3.5 | A | 50 | 7.0 | A | 310 | 7.2 | A | 450 | 12.0 | B | |
| | | | | WB | Intersection Total | 135 | 10.0 | B | 165 | 1.6 | A | 175 | 11.5 | B | 225 | 1.1 | A |
| | | | | NB | LT | - | - | - | - | - | - | 80 | 30.7 | C | 145 | 19.7 | B |
| | | | | TH | 130 | 15.2 | B | 160 | 1.6 | A | 85 | 11.5 | B | 110 | 1.1 | A | |
| | | | | RT | - | - | - | - | - | - | 60 | 11.5 | B | 75 | 1.1 | A | |
| | | | | Total | 135 | 15.0 | B | 165 | 1.6 | A | 175 | 11.5 | B | 225 | 1.1 | A | |
| | | | | SB | LT | - | - | - | - | - | - | 80 | 30.7 | C | 145 | 19.7 | B |
| | | | | TH | 135 | 26.6 | C | 240 | 11.9 | B | 70 | 30.7 | C | 120 | 19.7 | B | |
| | | | | RT | 25 | 17.1 | B | 60 | 7.8 | A | 25 | 30.7 | C | 60 | 19.7 | B | |
| | | | | Total | 160 | 25.1 | C | 300 | 11.1 | B | 175 | 30.7 | C | 325 | 19.7 | B | |
| | | | | WB | Intersection Total | 990 | 10.9 | B | 930 | 11.8 | B | 1385 | 13.1 | B | 1415 | 13.1 | B |
| | | | | NB | LT | - | - | - | - | - | - | 15 | 13.1 | B | 15 | 8.4 | A |
| | | | | TH | 215 | 0.1 | A | 195 | 0.1 | A | 820 | 13.1 | B | 745 | 13.0 | B | |
| | | | | RT | 10 | 0.7 | A | 10 | 0.2 | A | 10 | 13.1 | B | 10 | 8.4 | A | |
| | | | | Total | 225 | 0.1 | A | 205 | 0.1 | A | 845 | 13.1 | B | 770 | 13.0 | B | |
| | | | | SB | LT | 30 | 8.3 | A | 10 | 8.1 | A | 5 | 7.6 | A | 10 | 13.5 | B |
| | | | | TH | 30 | 8.7 | A | 35 | 8.1 | A | 115 | 7.6 | A | 135 | 13.5 | B | |
| | | | | RT | - | - | - | - | - | - | 5 | 7.6 | A | 20 | 13.5 | B | |
| | | | | Total | 60 | 8.5 | A | 45 | 8.1 | A | 125 | 7.6 | A | 165 | 13.5 | B | |
| | | | | EB | LT | 10 | 8.2 | A | 10 | 8.7 | A | 85 | 10.2 | B | 85 | 10.2 | B |
| | | | | TH | 100 | 11.6 | B | 125 | 13.0 | B | 110 | 10.2 | B | 140 | 10.2 | B | |
| | | | | RT | 15 | 8.9 | A | 30 | 8.2 | A | 15 | 10.2 | B | 30 | 20.8 | C | |
| | | | | Total | 125 | 11.0 | B | 165 | 11.9 | B | 210 | 10.2 | B | 255 | 20.8 | C | |
| | | | | WB | Intersection Total | 485 | 5.2 | A | 495 | 6.1 | A | 1350 | 11.4 | B | 1385 | 15.7 | B |
| | | | | NB | LT | - | - | - | - | - | - | - | - | - | - | - | |
| | | | | TH | 470 | 3.9 | A | 560 | 4.7 | A | 530 | 6.7 | A | 585 | 4.0 | A | |
| | | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | | | Total | 470 | 3.9 | A | 560 | 4.7 | A | 530 | 6.7 | A | 585 | 4.0 | A | |
| | | | | SB | LT | - | - | - | - | - | - | - | - | - | - | - | |
| | | | | TH | 760 | 22.5 | C | 1090 | 24.0 | C | 840 | 21.5 | C | 1130 | 19.8 | B | |
| | | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | | | Total | 760 | 22.5 | C | 1090 | 24.0 | C | 840 | 21.5 | C | 1130 | 19.8 | B | |
| | | | | WB | Intersection Total | 2010 | 15.0 | B | 2460 | 19.0 | B | 2150 | 16.9 | B | 2525 | 17.5 | B |
| | | | | NB | LT | 40 | 19.5 | B | 60 | 16.6 | B | 40 | 19.5 | B | 60 | 16.6 | B |
| | | | | TH | 205 | 18.3 | B | 265 | 15.3 | B | 205 | 18.3 | B | 265 | 15.3 | B | |
| | | | | RT | 45 | 14.0 | B | 55 | 17.5 | B | 45 | 14.0 | B | 55 | 17.5 | B | |
| | | | | Total | 290 | 17.8 | B | 380 | 15.8 | B | 290 | 17.8 | B | 380 | 15.8 | B | |
| | | | | SB | LT | 15 | 21.2 | C | 35 | 24.5 | C | 15 | 21.2 | C | 35 | 24.5 | C |
| | | | | TH | 165 | 1.2 | A | 265 | 3.4 | A | 165 | 1.2 | A | 265 | 3.4 | A | |
| | | | | RT | 15 | 7.7 | A | 45 | 10.5 | B | 25 | 12.9 | B | 65 | 15.2 | B | |
| | | | | Total | 195 | 3.2 | A | 345 | 6.5 | A | 205 | 3.4 | A | 365 | 6.9 | A | |
| | | | | EB | LT | 40 | 4.9 | A | 50 | 16.9 | B | 65 | 7.9 | A | 80 | 27.0 | C |
| | | | | TH | 1260 | 2.2 | A | 935 | 5.0 | A | 1260 | 2.2 | A | 935 | 5.0 | A | |
| | | | | RT | 90 | 2.8 | A | 80 | 11.7 | B | 90 | 2.8 | A | 80 | 11.7 | B | |
| | | | | Total | 1390 | 2.3 | A | 1065 | 6.0 | A | 1415 | 2.4 | A | 1095 | 6.2 | A | |
| | | | | WB | Intersection Total | 2600 | 5.8 | A | 2905 | 8.8 | A | 2635 | 5.8 | A | 2955 | 8.9 | A |
| | | | | NB | LT | - | - | - | - | - | - | - | - | - | - | - | |
| | | | | TH | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | | | Total | 725 | 8.4 | A | 1115 | 9.9 | A | 725 | 8.4 | A | 1115 | 9.9 | A | |
| | | | | WB | Intersection Total | 2600 | 5.8 | A | 2905 | 8.8 | A | 2635 | 5.8 | A | 2955 | 8.9 | A |

I-16 IMR
Intersection Analysis
Design Year (2045)

| ID | Intersection | Sig/Unsig | Approach | Mvt | No Build | | | | | | Option 1 | | | | | | Option 2 | | | | | | | | |
|----|-----------------------------------|-----------|--------------------|-------|--------------|-------|-----|--------------|-------|-----|--------------|-------|-----|--------------|-------|-----|--------------|-------|-----|--------------|-------|-----|------|------|---|
| | | | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | | | | |
| | | | | | Input Volume | Delay | LOS | | | |
| 1 | W Bay St @ Fahm St | Sig | NB | LT | 55 | 18.5 | B | 108 | 22.4 | C | 55 | 34.1 | C | 108 | 36.4 | D | 55 | 34.1 | C | 105 | 36.4 | D | | | |
| | | | | TH | 35 | 26.2 | C | 45 | 27.8 | C | 35 | 23.6 | C | 45 | 24.1 | C | 35 | 23.6 | C | 45 | 24.1 | C | | | |
| | | | | RT | 40 | 23.4 | C | 55 | 27.1 | C | 40 | 23.6 | C | 55 | 24.1 | C | 40 | 23.6 | C | 55 | 24.1 | C | | | |
| | | | | Total | 130 | 22.1 | C | 205 | 24.8 | C | 130 | 28.0 | C | 205 | 30.4 | C | 130 | 28.0 | C | 205 | 30.4 | C | | | |
| | | | | LT | 35 | 16.2 | B | 45 | 30.7 | C | 35 | 33.5 | C | 45 | 33.3 | C | 35 | 33.5 | C | 45 | 33.3 | C | | | |
| | | | SB | TH | 10 | 27.2 | C | 65 | 28.5 | C | 10 | 24.9 | C | 65 | 34.5 | C | 10 | 24.9 | C | 65 | 34.5 | C | | | |
| | | | | RT | 20 | 7.9 | A | 85 | 11.2 | B | 15 | 24.9 | C | 80 | 34.5 | C | 15 | 24.9 | C | 80 | 34.5 | C | | | |
| | | | | Total | 65 | 15.3 | B | 195 | 19.2 | B | 60 | 29.9 | C | 190 | 34.2 | C | 60 | 29.9 | C | 190 | 34.2 | C | | | |
| | | | EB | LT | 50 | 13.8 | B | 65 | 17.9 | B | 50 | 8.7 | A | 65 | 11.5 | B | 50 | 8.7 | A | 65 | 11.5 | B | | | |
| | | | | TH | 880 | 17.7 | B | 1095 | 16.8 | B | 880 | 19.7 | B | 1100 | 26.2 | C | 880 | 19.7 | B | 1100 | 26.2 | C | | | |
| | | | WB | RT | 65 | 15.3 | B | 110 | 16.0 | B | 70 | 19.7 | B | 110 | 26.2 | C | 70 | 19.7 | B | 110 | 26.2 | C | | | |
| | | | | Total | 995 | 17.3 | B | 1270 | 16.8 | B | 1000 | 19.2 | B | 1275 | 25.5 | C | 1000 | 19.2 | B | 1275 | 25.5 | C | | | |
| | | | Intersection Total | | | | | 2265 | 15.4 | B | 2840 | 15.1 | B | 2265 | 15.1 | B | 2835 | 20.9 | C | 2265 | 15.2 | B | 2835 | 20.9 | C |
| 2 | W Bay St @ MLK Jr. Blvd | Sig | NB | LT | 160 | 18.4 | B | 225 | 24.4 | C | 160 | 20.6 | C | 250 | 88.1 | F | 160 | 19.3 | B | 250 | 92.1 | F | | | |
| | | | | TH | 265 | 18.7 | B | 120 | 18.7 | B | 315 | 29.7 | C | 150 | 20.8 | C | 310 | 28.0 | C | 145 | 22.4 | C | | | |
| | | | | RT | 150 | 9.2 | A | 180 | 15.1 | B | 150 | 29.7 | C | 180 | 20.8 | C | 150 | 28.0 | C | 170 | 22.4 | C | | | |
| | | | | Total | 575 | 16.1 | B | 525 | 19.9 | B | 625 | 27.4 | C | 580 | 49.8 | D | 620 | 25.8 | C | 565 | 53.2 | D | | | |
| | | | | LT | 10 | 19.2 | B | 70 | 36.1 | D | 10 | 41.1 | D | 70 | 81.3 | F | 10 | 40.3 | D | 70 | 96.0 | F | | | |
| | | | SB | TH | 90 | 24.2 | C | 250 | 31.1 | C | 115 | 34.5 | C | 295 | 54.2 | D | 110 | 34.4 | C | 290 | 59.1 | E | | | |
| | | | | RT | 15 | 8.7 | A | 15 | 15 | B | 10 | 0.1 | A | | | |
| | | | EB | Total | 115 | 21.7 | C | 335 | 31.2 | C | 135 | 32.4 | C | 375 | 57.8 | E | 130 | 32.2 | C | 370 | 64.5 | E | | | |
| | | | | LT | 290 | 23.8 | C | 290 | 34.3 | C | 285 | 66.6 | E | 290 | 121.9 | F | 285 | 66.6 | E | 290 | 103.4 | F | | | |
| | | | WB | TH | 955 | 11.0 | B | 930 | 10.1 | B | 955 | 17.8 | B | 930 | 15.4 | B | 955 | 17.8 | B | 930 | 14.8 | B | | | |
| | | | | RT | 80 | 12.0 | B | 60 | 11.2 | B | 80 | 17.8 | B | 65 | 15.4 | B | 80 | 17.8 | B | 65 | 14.8 | B | | | |
| | | | Total | | | | | 1325 | 13.9 | B | 1280 | 15.7 | B | 1320 | 28.3 | C | 1285 | 39.4 | D | 1320 | 28.3 | C | 1285 | 34.8 | C |
| | | | Intersection Total | | | | | 2985 | 12.5 | B | 3360 | 15.7 | B | 3045 | 26.6 | C | 3455 | 37.5 | D | 3035 | 26.1 | C | 3435 | 37.0 | D |
| 3 | W Oglethorpe Ave @ W Boundary St | Unsig | NB | LT | 75 | 3.8 | A | 90 | 7.1 | A | 75 | 3.8 | A | 90 | 7.1 | A | 75 | 3.8 | A | 90 | 7.1 | A | | | |
| | | | | TH | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| | | | | RT | 120 | 0.2 | A | 150 | 0.4 | A | 120 | 0.2 | A | 155 | 0.4 | A | 120 | 0.2 | A | 155 | 0.4 | A | | | |
| | | | | Total | 195 | 1.6 | A | 240 | 2.9 | A | 195 | 1.6 | A | 245 | 2.9 | A | 195 | 1.6 | A | 245 | 2.9 | A | | | |
| | | | | LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| | | | EB | TH | 500 | 1.4 | A | 615 | 1.8 | A | 845 | 1.4 | A | 1055 | 1.8 | A | 1150 | 1.4 | A | 1420 | 1.8 | A | | | |
| | | | | RT | 90 | 1.7 | A | 90 | 2.3 | A | 90 | 1.7 | A | 90 | 2.3 | A | 90 | 1.7 | A | 90 | 2.3 | A | | | |
| | | | WB | Total | 590 | 1.4 | A | 705 | 1.8 | A | 935 | 1.4 | A | 1145 | 1.8 | A | 1240 | 1.4 | A | 1510 | 1.8 | A | | | |
| | | | | LT | 150 | 1.3 | A | 310 | 2.6 | A | 150 | 1.3 | A | 315 | 2.6 | A | 150 | 1.3 | A | 315 | 2.6 | A | | | |
| | | | EB | TH | 415 | 1.0 | A | 645 | 1.0 | A | 710 | 1.0 | A | 1100 | 1.0 | A | 965 | 1.0 | A | 1500 | 1.0 | A | | | |
| | | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | | | |
| | | | Total | | | | | 565 | 1.1 | A | 955 | 1.5 | A | 860 | 1.1 | A | 1415 | 1.5 | A | 1115 | 1.1 | A | 1815 | 1.5 | A |
| | | | Intersection Total | | | | | 1350 | 1.3 | A | 1900 | 1.8 | A | 1990 | 1.3 | A | 2805 | 1.8 | A | 2550 | 1.3 | A | 3570 | 1.7 | A |
| 4 | W Oglethorpe Ave @ Fahm St | Sig | NB | LT | 5 | 15.9 | B | 20 | 15.9 | B | 10 | 8.0 | A | 25 | 20.0 | C | 10 | 8.0 | A | 25 | 20.0 | C | | | |
| | | | | TH | 10 | 10.0 | A | 20 | 15.9 | B | 10 | 17.1 | B | 25 | 23.1 | C | 10 | 18.9 | B | 25 | 28.1 | C | | | |
| | | | | RT | 45 | 17.5 | B | 75 | 8.3 | A | 45 | 17.1 | B | 75 | 23.1 | C | 45 | 18.9 | B | 75 | 28.1 | C | | | |
| | | | | Total | 60 | 16.1 | B | 115 | 10.9 | B | 65 | 15.7 | B | 125 | 22.5 | C | 65 | 17.2 | B | 125 | 26.5 | C | | | |
| | | | | LT | 45 | 18.4 | B | 100 | 17.4 | B | 45 | 17.0 | B | 100 | 44.5 | D | 45 | 17.0 | B | 100 | 44.5 | D | | | |
| | | | SB | TH | 10 | 9.6 | C | 35 | 20.3 | C | 5 | 40.3 | D | 35 | 47.2 | D | 5 | 43.9 | D | 35 | 59.2 | E | | | |
| | | | | RT | 115 | 9.5 | A | 210 | 12.1 | B | 115 | 8.5 | A | 210 | 9.1 | A | 115 | 9.6 | A | 210 | 8.2 | A | | | |
| | | | EB | Total | 170 | 11.9 | B | 345 | 14.5 | B | 165 | 11.8 | B | 345 | 22.0 | C | 165 | 12.7 | B | 345 | 23.9 | C | | | |
| | | | | LT | 140 | 26.7 | C | 165 | 26.8 | C | 135 | 43.6 | D | 165 | 53.8 | D | 135 | 47.4 | D | 165 | 71.4 | E | | | |
| | | | WB | TH | 475 | 12.7 | B | 595 | 14.7 | B | 820 | 13.6 | B | 1040 | 16.6 | C | 820 | 12.3 | B | 1045 | 17.7 | B | | | |
| | | | | RT | 5 | 8.9 | A | 5 | 3.9 | A | 10 | 13.6 | B | 5 | 16.6 | B | 10 | 12.3 | B | 5 | 17.7 | B | | | |
| | | | Total | | | | | 620 | 15.8 | B | 765 | 17.2 | B | 965 | 17.8 | B | 1210 | 21.7 | C | 1270 | 16.0 | B | 1575 | 23.3 | C |
| | | | Intersection Total | | | | | 1410 | 15.7 | B | 2080 | 18.8 | B | 2045 | 17.4 | B | 2985 | 23.3 | C | 2610 | 16.2 | B | 3750 | 25.2 | C |
| 5 | W Oglethorpe Ave @ Papy St/Ann St | Unsig | NB | LT | 5 | 0.8 | A | 5 | 0.9 | A | 5 | 0.8 | A | 5 | 0.9 | A | 5 | 0.8 | A | 5 | 0.8 | A | | | |
| | | | | TH | 5 | 1.0 | A | 5 | 1.0 | A | 1 | 1.0 | A | 5 | 1.0 | A | 1 | 1.0 | A | 5 | 1.0 | A | | | |
| | | | | RT | 15 | 0.2 | A | 30 | 2.3 | A | 15 | 0.2 | A | 30 | 2.3 | A | 15 | 0.2 | A | 30 | 2.3 | A | | | |
| | | | | Total | 25 | 0.5 | A | 40 | 1.9 | A | 21 | 0.5 | A | 40 | 1.9 | A | 21 | 0.5 | A | 40 | 1.9 | A | | | |
| | | | | LT | 15 | 0.6 | A | 25 | 1.5 | A | 15 | 0.6 | A | 25 | 1.5 | A | 15 | 0.6 | A | 25 | 1.5 | A | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

| ID | Location | Orientation | Sig | NB | LT | 80 | 15.2 | B | 115 | 20.6 | C | 285 | 25.1 | C | 370 | 42.6 | D | 355 | 29.1 | C | 470 | 37.3 | D |
|----|---|-------------|--------------------|--------------------|--------------------|------|------|--|------|---|--|------|---|---|------|---|--|------|--|--|------|-----------------|---|
| | | | | | TH | 580 | 14.7 | B | 410 | 18.6 | B | 505 | 25.1 | C | 285 | 42.6 | D | 495 | 29.1 | C | 460 | 37.3 | D |
| 7 | W Oglethorpe Ave @ Montgomery St | | Sig | SB | RT | 300 | 9.5 | A | 225 | 12.6 | B | 195 | 25.1 | C | 150 | 42.6 | D | 210 | 29.1 | C | 155 | 37.3 | D |
| | | | | | Total | 960 | 13.1 | B | 750 | 17.1 <th>B</th> <td>985</td> <td>25.1</td> <th>C</th> <td>805</td> <td>42.6</td> <th>D</th> <td>1060</td> <td>29.1</td> <th>C</th> <td>1085</td> <td>37.3</td> <th>D</th> | B | 985 | 25.1 | C | 805 | 42.6 | D | 1060 | 29.1 | C | 1085 | 37.3 | D |
| | | | | | LT | | | | | | | 35 | 17.0 | C | 45 | 33.2 | D | 35 | 15.8 | C | 40 | 16.0 | C |
| | | | | | TH | | | | | | | 240 | 17.0 | C | 315 | 33.2 | D | 235 | 15.8 | C | 280 | 16.0 | C |
| | | | | EB | RT | | | | | | | 85 | 17.0 | C | 110 | 33.2 | D | 70 | 15.8 | C | 225 | 16.0 | C |
| | | | | | Total | | | | | | | 360 | 17.0 | C | 470 | 33.2 | D | 340 | 15.8 | C | 545 | 16.0 | C |
| | | | | | LT | | | | | | | | | | | | | | | | | | |
| | | | | WB | TH | 75 | 36.4 | D | 35 | 30.8 | C | 225 | 82.0 | F | 160 | 80.8 <th>E</th> <td>200</td> <td>82.1</td> <th>F</th> <td>75</td> <td>70.8</td> <th>E</th> | E | 200 | 82.1 | F | 75 | 70.8 | E |
| | | | | | RT | 340 | 10.5 | B | 630 | 6.1 | A | 470 | 82.0 | F | 1040 | 80.8 | F | 485 | 82.1 | F | 870 | 70.8 | E |
| | | | | | Total | 415 | 15.2 | B | 665 | 7.4 | A | 905 | 82.0 | F | 1355 | 80.8 | F | 965 | 82.1 | F | 1375 | 70.8 | E |
| | | | | | Intersection Total | 1930 | 10.1 | B | 2120 | 11.0 | B | 3010 | 43.3 | D | 3670 | 56.4 | E | 3115 | 45.8 | D | 3985 | 53.2 | D |
| 8 | Louisville Rd @ Stiles Ave | | Sig | NB | LT | 140 | 17.7 | B | 240 | 16.8 | B | 145 | 43.1 | D | 240 | 46.0 | D | 145 | 43.1 | D | 240 | 48.0 | D |
| | | | | | TH | - | - | B | - | - | B | - | - | B | - | - | B | - | - | B | - | - | B |
| | | | | | RT | 65 | 37.3 | D | 60 | 32.2 | C | 70 | 9.4 | A | 65 | 8.9 | A | 70 | 9.4 | A | 65 | 9.2 | A |
| | | | | | Total | 205 | 23.9 | C | 300 | 19.9 | B | 215 | 32.1 | C | 305 | 38.1 | D | 215 | 32.1 | C | 305 | 39.7 | D |
| | | | | EB | LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | TH | 500 | 11.0 | B | 575 | 13.1 | B | 495 | 17.0 | B | 575 | 24.3 <th>C</th> <td>495</td> <td>17.0</td> <th>B</th> <td>575</td> <td>23.9</td> <th>C</th> | C | 495 | 17.0 | B | 575 | 23.9 | C |
| | | | | | RT | 180 | 9.9 | A | 215 | 12.1 | B | 185 | 17.0 | B | 215 | 24.3 | C | 185 | 17.0 | B | 215 | 23.9 | C |
| | | | | | Total | 680 | 10.7 | B | 790 | 12.8 | B | 680 | 17.0 | B | 790 | 24.3 | C | 680 | 17.0 | B | 790 | 23.9 | C |
| | | | | WB | LT | 75 | 12.5 | B | 70 | 16.5 | B | 75 | 6.3 | A | 70 | 12.3 | B | 75 | 7.7 | A | 70 | 12.4 | B |
| | | | | | TH | 460 | 5.7 | A | 415 | 14.7 | B | 460 | 7.7 | A | 420 | 6.5 | A | 470 | 8.5 | A | 420 | 6.1 | A |
| | | | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | Intersection Total | 1420 | 11.1 | B | 1575 | 14.8 | B | 1430 | 15.7 | B | 1585 | 21.7 | C | 1440 | 16.0 | B | 1585 | 21.7 | C | |
| 9 | Louisville Rd @ US 17 SB On-ramp | | Sig | SB | LT | | | | | | | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | TH | | | | | | | 280 | 13.4 | B | 430 | 26.1 | C | 550 | 19.7 | B | 860 | 65.1 | E |
| | | | | | RT | | | | | | | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | Total | | | | | | | 280 | 13.4 | B | 430 | 26.1 | C | 550 | 19.7 | B | 860 | 65.1 | E |
| | | | | EB | LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | TH | 545 | 0.2 | A | 560 | 0.3 | A | 550 | 13.7 | B | 565 | 18.2 | B | 550 | 19.7 | B | 565 | 75.8 | E |
| | | | | | RT | 20 | 1.6 | A | 75 | 1.6 | A | 15 | 3.7 | A | 75 | 3.4 | A | 15 | 4.7 | A | 75 | 8.7 | A |
| | | | | WB | Total | 565 | 0.2 | A | 635 | 0.5 | A | 565 | 13.7 | B | 640 | 16.5 | B | 565 | 19.3 | B | 640 | 67.9 | E |
| | | | | | LT | 35 | 1.7 | A | 185 | 0.6 | A | 35 | 8.7 | A | 180 | 24.1 | C | 40 | 13.5 | B | 195 | 81.6 | F |
| | | | | | TH | 535 | 0.4 | A | 485 | 0.1 | A | 535 | 13.3 | B | 490 | 13.6 | B | 545 | 19.4 | B | 490 | 23.1 <th>C</th> | C |
| | | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | | Intersection Total | 1135 | 0.4 | A | 670 | 0.3 <th>A</th> <td>570</td> <td>13.0<th>B</th><td>670</td><td>16.4<th>B</th><td>585</td><td>19.0<th>B</th><td>685</td><td>39.8</td><th>D</th></td></td></td> | A | 570 | 13.0 <th>B</th> <td>670</td> <td>16.4<th>B</th><td>585</td><td>19.0<th>B</th><td>685</td><td>39.8</td><th>D</th></td></td> | B | 670 | 16.4 <th>B</th> <td>585</td> <td>19.0<th>B</th><td>685</td><td>39.8</td><th>D</th></td> | B | 585 | 19.0 <th>B</th> <td>685</td> <td>39.8</td> <th>D</th> | B | 685 | 39.8 | D | | |
| 10 | Louisville Rd @ US 17 NB Off-ramp | | Unsig | NB | LT | 75 | 5.8 | A | 10 | 3.4 <th>A</th> <td>80</td> <td>5.8</td> <th>A</th> <td>10</td> <td>3.4<th>A</th><td>80</td><td>5.8</td><th>A</th><td>10</td><td>3.4</td><th>A</th></td> | A | 80 | 5.8 | A | 10 | 3.4 <th>A</th> <td>80</td> <td>5.8</td> <th>A</th> <td>10</td> <td>3.4</td> <th>A</th> | A | 80 | 5.8 | A | 10 | 3.4 | A |
| | | | | | TH | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | RT | 60 | 4.1 | A | 35 | 5.6 | A | 65 | 4.1 | A <td>35</td> <td>5.6</td> <th>A</th> <td>70</td> <td>4.1</td> <th>A</th> <td>40</td> <td>5.6</td> <th>A</th> | 35 | 5.6 | A | 70 | 4.1 | A | 40 | 5.6 | A |
| | | | | | Total | 135 | 5.0 | A | 45 | 5.1 | A | 145 | 5.0 | A | 45 | 5.1 | A | 150 | 5.0 | A | 50 | 5.1 | A |
| | | | | EB | LT | | | | | | | | | | | | | | | | | | - |
| | | | | | TH | 545 | 0.4 | A | 560 | 0.6 <th>A</th> <td>550</td> <td>0.4</td> <th>A</th> <td>565</td> <td>0.6</td> <th>A</th> <td>550</td> <td>0.4</td> <th>A</th> <td>565</td> <td>0.6</td> <th>A</th> | A | 550 | 0.4 | A | 565 | 0.6 | A | 550 | 0.4 | A | 565 | 0.6 | A |
| | | | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | WB | Total | 545 | 0.4 | A | 560 | 0.6 <th>A</th> <td>550</td> <td>0.4</td> <th>A</th> <td>565</td> <td>0.6</td> <th>A</th> <td>550</td> <td>0.4</td> <th>A</th> <td>565</td> <td>0.6</td> <th>A</th> | A | 550 | 0.4 | A | 565 | 0.6 | A | 550 | 0.4 | A | 565 | 0.6 | A |
| | | | | | LT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | TH | 495 | 0.3 | A | 660 | 0.3 <th>A</th> <td>490</td> <td>0.3</td> <th>A</th> <td>660</td> <td>0.3<th>A</th><td>505</td><td>0.3<th>A</th><td>675</td><td>0.3<th>A</th></td></td></td> | A | 490 | 0.3 | A | 660 | 0.3 <th>A</th> <td>505</td> <td>0.3<th>A</th><td>675</td><td>0.3<th>A</th></td></td> | A | 505 | 0.3 <th>A</th> <td>675</td> <td>0.3<th>A</th></td> | A | 675 | 0.3 <th>A</th> | A |
| | | | | RT | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| | | | Intersection Total | 1175 | 0.9 | A | 1265 | 0.6 <th>A</th> <td>1185</td> <td>0.9<th>A</th><td>1270</td><td>0.6<th>A</th><td>1205</td><td>0.9<th>A</th><td>1290</td><td>0.6<th>A</th></td></td></td></td> | A | 1185 | 0.9 <th>A</th> <td>1270</td> <td>0.6<th>A</th><td>1205</td><td>0.9<th>A</th><td>1290</td><td>0.6<th>A</th></td></td></td> | A | 1270 | 0.6 <th>A</th> <td>1205</td> <td>0.9<th>A</th><td>1290</td><td>0.6<th>A</th></td></td> | A | 1205 | 0.9 <th>A</th> <td>1290</td> <td>0.6<th>A</th></td> | A | 1290 | 0.6 <th>A</th> | A | | |
| 11 | Louisville Rd @ W Boundary St | | Sig | NB | LT | 135 | 25.9 | C | 125 | 34.6 | C | 140 | 41.8 | D | 125 | 33.9 | C | 140 | 41.8 | D | 125 | 35.2 | D |
| | | | | | TH | 160 | 21.6 | C | 200 | 20.8 | C | 160 | 31.5 | C | 200 | 23.7 | C | 160 | 31.5 | C | 200 | 24.7 | C |
| | | | | | RT | 45 | 25.3 | C | 25 | 28.3 | C | 45 | 31.5 | C | 25 | 23.7 | C | 45 | 31.5 | C | 25 | 24.7 | C |
| | | | | | Total | 340 | 23.8 | C | 350 | 26.3 | C | 345 | 35.7 | D | 350 | 27.3 | C | 345 | 35.7 | D | 350 | 28.5 | C |
| | | | | SB | LT | 30 | 16.5 | B | 70 | 12.2 | B | 30 | 31.5 | C | 70 | 37.9 | D | 30 | 31.5 | C | 70 | 39.9 | D |
| | | | | | TH | 110 | 18.0 | B | 270 | 14.4 | B | 110 | 31.5 | C | 270 | 37.9 | D | 110 | 31.5 | C | 270 | 39.9 | D |
| | | | | | RT | 105 | 20.1 | C | 175 | 14.4 | B | 105 | 31.5 | C <td>175</td> <td>37.9</td> <th>D</th> <td>105</td> <td>31.5</td> <th>C</th> <td>175</td> <td>39.9</td> <th>D</th> | 175 | 37.9 | D | 105 | 31.5 | C | 175 | 39.9 | D |
| | | | | EB | Total | 605 | 4.4 | A | 595 | 9.1 <th>A</th> <td>615</td> <td>5.7</td> <th>A</th> <td>600</td> <td>14.0</td> <th>B</th> <td>620</td> <td>8.9</td> <th>A</th> <td>605</td> <td>11.8</td> <th>B</th> | A | 615 | 5.7 | A | 600 | 14.0 | B | 620 | 8.9 | A | 605 | 11.8 | B |
| | | | | | LT | 20 | 10.0 | A | 30 | 11.2 <th>B</th> <td>15</td> <td>5.5</td> <th>A</th> | B | 15 | 5.5 | A | 30 | 6.5 | A <td>15</td> <td>5.4</td> <th>A<td>30</td><td>6.4</td><th>A</th></th> | 15 | 5.4 | A <td>30</td> <td>6.4</td> <th>A</th> | 30 | 6.4 | A |
| | | | | | TH | 255 | 7.6 | A | 360 | 11.4 | B | 250 | 5.5 | A <td>360</td> <td>6.5</td> <th>A<td>260</td><td>5.4</td><th>A<td>375</td><td>6.4</td><th>A</th></th></th> | 360 | 6.5 | A <td>260</td> <td>5.4</td> <th>A<td>375</td><td>6.4</td><th>A</th></th> | 260 | 5.4 | A <td>375</td> <td>6.4</td> <th>A</th> | 375 | 6.4 | A |
| | | | | RT | 45 | 10.5 | B | 85 | 11.1 | B | 45 | 5.5 | A <td>85</td> <td>6.5</td> <th>A<td>45</td><td>5.4</td><th>A<td>85</td><td>6.4</td><th>A</th></th></th> | 85 | 6.5 | A <td>45</td> <td>5.4</td> <th>A<td>85</td><td>6.4</td><th>A</th></th> | 45 | 5.4 | A <td>85</td> <td>6.4</td> <th>A</th> | 85 | 6.4 | A | |
| | | | Intersection Total | 1510 | 11.9 | B | 1935 | 14.1 | B | 1515 | 16.7 | B | 1940 | 20.9 | C | 1530 | 17.8 | B | 1960 | 20.8 | C | | |
| 12 | Louisville Rd/W Liberty St @ MLK Jr. Blvd | | Sig | NB | LT | 80 | 11.5 | C | 80 | 16.1 | B | 110 | 20.9 | C | 80 | 15.3 | B | 110 | 20.6 | C | | | |
| | | | | | TH | 515 | 13.1 | B | 545 | 20.5 | C | 755 | 37.6 | D | 825 | 47.9 <th>D</th> <td>745</td> <td>35.8</td> <th>D</th> <td>845</td> <td>52.6</td> <th>D</th> | D | 745 | 35.8 | D | 845 | 52.6 | D |

| Lane | Time | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | | | | | | | | | |
|------|---|------------|--------------------|-------|------------|------|------|-----------|------|-------|-----------|------|------|------|------|------|------|------|------|------|------|---|
| | | LT | TH | RT | A | B | C | A | B | C | A | B | C | | | | | | | | | |
| 14 | MLK Jr. Blvd @ W Jones St | Sig | NB | LT | 155 | 4.2 | A | 150 | 2.5 | A | 110 | 8.0 | A | 110 | 50.1 | D | 110 | 6.7 | A | 110 | 26.4 | C |
| | | | NB | TH | 705 | 2.7 | A | 705 | 0.6 | A | 935 | 3.9 | A | 935 | 5.8 | A | 925 | 3.5 | A | 1010 | 4.7 | A |
| | | | NB | RT | 10 | 2.5 | A | 45 | 0.8 | A | 5 | 3.9 | A | 45 | 5.8 | A | 25 | 3.5 | A | 65 | 4.7 | A |
| | | | NB | Total | 870 | 3.0 | A | 900 | 0.9 | A | 1050 | 4.3 | A | 1090 | 10.3 | B | 1060 | 3.8 | A | 1185 | 6.7 | A |
| | | | SB | LT | 5 | 20.0 | C | 5 | 24.0 | C | 15 | 10.1 | B | 20 | 15.8 | C | 15 | 9.1 | A | 20 | 13.3 | B |
| | | | SB | TH | 1055 | 10.3 | B | 1470 | 6.2 | A | 875 | 10.1 | B | 1225 | 15.8 | C | 885 | 9.1 | A | 1195 | 13.3 | B |
| | | | SB | RT | 45 | 10.3 | B | 35 | 6.2 | A | 90 | 10.1 | B | 60 | 15.8 | C | 70 | 9.1 | A | 50 | 13.3 | B |
| | | | SB | Total | 1105 | 10.3 | B | 1510 | 6.3 | A | 980 | 10.1 | B | 1305 | 15.8 | C | 970 | 9.1 | A | 1265 | 13.3 | B |
| | | | EB | LT | 40 | 24.3 | C | 55 | 32.1 | C | 35 | 21.6 | C | 55 | 63.1 | E | 30 | 14.5 | B | 40 | 52.6 | D |
| | | | EB | TH | 5 | 18.0 | B | 10 | 30.5 | C | 20 | 21.6 | C | 60 | 63.1 | E | 5 | 14.5 | B | 10 | 52.6 | D |
| | | | EB | RT | 110 | 6.1 | A | 190 | 11.1 | B | 185 | 21.6 | C | 325 | 63.1 | E | 185 | 14.5 | B | 325 | 52.6 | D |
| | | | EB | Total | 155 | 11.2 | B | 255 | 16.4 | B | 240 | 21.6 | C | 440 | 63.1 | E | 220 | 14.5 | B | 375 | 52.6 | D |
| | | | WB | LT | - | - | A | - | - | A | 40 | 33.9 | C | 50 | 33.9 | C | 40 | 31.7 | C | 50 | 35.5 | D |
| | | | WB | TH | - | - | A | - | - | A | 25 | 33.9 | C | 30 | 33.9 | C | 5 | 31.7 | C | 5 | 35.5 | D |
| | | | WB | RT | - | - | A | - | - | A | 15 | 33.9 | C | 40 | 33.9 | C | 15 | 31.7 | C | 20 | 35.5 | D |
| | | | WB | Total | - | - | A | - | - | A | 80 | 33.9 | C | 120 | 33.9 | C | 60 | 31.7 | C | 75 | 35.5 | D |
| | | | Intersection Total | 2130 | 7.4 | A | 2665 | 5.4 | A | 2350 | 9.5 | A | 295 | 21.5 | C | 2310 | 7.8 | A | 2900 | 16.3 | B | |
| 15 | MLK Jr. Blvd @ W Taylor St/l-16 WB On-ramp | Sig | NB | LT | 45 | 13.7 | B | 60 | 27.8 | C | 45 | 6.3 | A | 55 | 28.5 | C | 25 | 2.4 | A | 30 | 4.4 | A |
| | | | NB | TH | 815 | 6.5 | A | 845 | 9.7 | A | 910 | 5.3 | A | 945 | 4.6 | A | 960 | 2.3 | A | 1055 | 2.2 | A |
| | | | NB | RT | - | - | - | - | - | B | 80 | 5.3 | A | 80 | 4.6 | A | 80 | 2.3 | A | 80 | 2.2 | A |
| | | | NB | Total | 860 | 6.9 | A | 905 | 10.9 | B | 1035 | 5.3 | A | 1080 | 5.8 | A | 1065 | 2.3 | A | 1165 | 2.3 | A |
| | | | SB | LT | - | - | - | - | - | B | 45 | 8.4 | A | 70 | 15.7 | C | 50 | 4.0 | A | 75 | 9.9 | A |
| | | | SB | TH | 440 | 6.8 | A | 900 | 14.0 | B | 900 | 8.4 | A | 1370 | 15.7 | C | 930 | 4.0 | A | 1365 | 9.9 | A |
| | | | SB | RT | 725 | 2.8 | A | 760 | 5.8 | A | 195 | 8.4 | A | 360 | 15.7 | C | 130 | 4.0 | A | 130 | 9.9 | A |
| | | | SB | Total | 1165 | 4.4 | A | 1660 | 10.2 | B | 1100 | 8.4 | A | 1600 | 15.7 | C | 1120 | 4.0 | A | 1570 | 9.9 | A |
| | | | EB | LT | - | - | - | - | - | C | 90 | 41.1 | D | 90 | 64.7 | E | 45 | 43.7 | D | 60 | 60.7 | E |
| | | | EB | TH | - | - | - | - | - | C | 65 | 41.1 | D | 85 | 64.7 | E | 30 | 43.7 | D | 40 | 60.7 | E |
| | | | EB | RT | - | - | - | - | - | C | 45 | 41.1 | D | 65 | 64.7 | E | 25 | 43.7 | D | 30 | 60.7 | E |
| | | | EB | Total | - | - | - | - | - | C | 200 | 41.1 | D | 240 | 64.7 | E | 100 | 43.7 | D | 135 | 60.7 | E |
| | | | WB | LT | 5 | 5.7 | A | 15 | 7.7 | A | 35 | 35.3 | D | 70 | 46.9 | D | 35 | 44.7 | D | 70 | 58.6 | E |
| | | | WB | TH | 140 | 12.9 | B | 430 | 14.4 | B | 25 | 35.3 | D | 80 | 46.9 | D | 10 | 44.7 | D | 35 | 58.6 | E |
| | | | WB | RT | 55 | 8.3 | A | 55 | 5.2 | A | 50 | 9.5 | A | 55 | 9.7 | A | 55 | 11.9 | B | 65 | 11.9 | B |
| | | | WB | Total | 200 | 11.4 | B | 500 | 13.2 | B | 110 | 23.6 | C | 205 | 36.9 | D | 100 | 26.7 | C | 170 | 40.7 | D |
| | | | Intersection Total | 2225 | 6.0 | A | 3065 | 10.9 | B | 2445 | 10.5 | B | 3125 | 17.4 | B | 2375 | 5.9 | A | 3040 | 11.0 | B | |
| 16 | MLK Jr. Blvd @ W Gaston St/l-16 EB Off-ramp | Sig | NB | LT | - | - | - | - | - | C | 15 | 21.0 | C | 25 | 13.4 | B | 15 | 18.0 | B | 25 | 12.9 | B |
| | | | NB | TH | 670 | 11.2 | B | 800 | 10.0 | B | 805 | 21.0 | C | 960 | 13.4 | B | 875 | 18.0 | B | 1055 | 12.9 | B |
| | | | NB | RT | 15 | 10.0 | A | 25 | 9.5 | A | 85 | 21.0 | C | 90 | 13.4 | B | 85 | 18.0 | B | 90 | 12.9 | B |
| | | | NB | Total | 685 | 11.2 | B | 825 | 10.0 | A | 905 | 21.0 | C | 1075 | 13.4 | B | 975 | 18.0 | B | 1170 | 12.9 | B |
| | | | SB | LT | 25 | 10.0 | A | 45 | 7.4 | A | 25 | 12.8 | B | 45 | 9.2 | A | 25 | 13.6 | B | 45 | 9.3 | A |
| | | | SB | TH | 420 | 2.2 | A | 870 | 1.0 | A | 875 | 15.0 | C | 1300 | 11.0 | B | 900 | 14.7 | C | 1290 | 10.0 | A |
| | | | SB | RT | - | - | - | - | - | B | 80 | 15.0 | C | 160 | 11.0 | B | 65 | 14.7 | B | 130 | 10.0 | A |
| | | | SB | Total | 445 | 2.6 | A | 915 | 1.3 | A | 980 | 14.9 | B | 1505 | 10.9 | B | 990 | 14.7 | B | 1465 | 10.0 | A |
| | | | EB | LT | 190 | 13.6 | B | 105 | 20.6 | C | 205 | 29.8 | C | 95 | 41.8 | D | 165 | 31.8 | C | 75 | 43.1 | D |
| | | | EB | TH | 115 | 16.6 | B | 115 | 22.1 | C | 130 | 28.8 | C | 155 | 41.8 | D | 105 | 31.8 | C | 120 | 43.1 | D |
| | | | EB | RT | 20 | 9.4 | A | 15 | 11.1 | B | 25 | 29.8 | C | 15 | 41.8 | D | 25 | 31.8 | C | 15 | 43.1 | D |
| | | | EB | Total | 325 | 14.4 | B | 235 | 20.8 | C | 360 | 29.8 | C | 265 | 41.8 | D | 295 | 31.8 | C | 210 | 43.1 | D |
| | | | WB | LT | - | - | - | - | - | C | 15 | 15.1 | B | 25 | 23.2 | C | 15 | 17.6 | B | 25 | 21.8 | C |
| | | | WB | TH | - | - | - | - | - | C | 85 | 15.1 | B | 115 | 23.2 | C | 80 | 17.6 | B | 105 | 21.8 | C |
| | | | WB | RT | - | - | - | - | - | C | 25 | 15.1 | B | 25 | 23.2 | C | 25 | 17.6 | B | 35 | 21.8 | C |
| | | | WB | Total | - | - | - | - | - | C | 125 | 15.1 | B | 165 | 23.2 | C | 120 | 17.6 | B | 165 | 21.8 | C |
| | | | Intersection Total | 1455 | 9.3 | A | 1975 | 7.3 | A | 2370 | 19.5 | B | 3010 | 15.2 | B | 2380 | 18.3 | B | 3010 | 14.1 | B | |
| 17 | MLK Jr. Blvd @ W Hall St | Sig | NB | LT | - | - | - | - | - | C | - | - | - | - | - | C | - | - | - | - | - | |
| | | | NB | TH | 735 | 3.4 | A | 790 | 3.4 | A | 915 | 1.7 | A | 965 | 1.7 | A | 960 | 1.6 | A | 1025 | 3.0 | A |
| | | | NB | RT | 10 | 5.0 | A | 20 | 5.0 | A | 130 | 1.7 | A | 85 | 1.7 | A | 130 | 1.6 | A | 135 | 3.0 | A |
| | | | NB | Total | 745 | 3.4 | A | 810 | 3.4 | A | 1046 | 1.7 | A | 1051 | 1.7 | A | 1091 | 1.6 | A | 1161 | 3.0 | A |
| | | | SB | LT | 35 | 12.7 | B | 75 | 33.9 | C | 45 | 1.1 | A | 90 | 54.4 | D | 45 | 1.2 | A | 1295 | 57.4 | E |
| | | | SB | TH | 525 | 6.0 | A | 940 | 29.2 | C | 720 | 1.1 | A | 1190 | 54.4 | D | 755 | 1.2 | A | 1286 | 57.4 | E |
| | | | SB | RT | - | - | - | - | - | C | - | - | - | - | - | C | - | - | - | - | - | |
| | | | SB | Total | 560 | 6.5 | A | 1015 | 29.5 | C | 766 | 1.1 | A | 1283 | 54.4 | D | 801 | 1.2 | A | 1386 | 57.4 | E |
| | | | WB | LT | 5 | 14.7 | B | 10 | 57.5 | E | 75 | 30.9 | C | 150 | 50.2 | D | 75 | 31.8 | C | 150 | 66.2 | E |
| | | | WB | TH | 30 | 8.5 | A | 40 | 11.8 | B | 75 | 30.9 | C | 105 | 50.2 | D | 75 | 31.8 | C | 105 | 66.2 | E |
| | | | WB | RT | 35 | 9.3 | A | 50 | 20.9 | C | 151 | 30.9 | C | 256 | 50.2 | D | 151 | 31.8 | C | 256 | 66.2 | E |
| | | | WB | Total | 410 | 19.6 | B | 540 | 48.8 | D | 410 | 4.8 | A | 550 | 6.3 | A | 410 | 4.4 | A | 550 | 4.5 | A |
| | | | Intersection Total | 1265 | 17.3 | B | 1560 | 26.7 | C | 1275 | 17.7 | B | 1570 | 20.8 | C | 1275 | 17.6 | B | 1570 | 20.7 | C | |
| 18 | W Gwinnett St @ Stiles Ave | Sig | NB | LT | 25 | 15.5 | C | 55 | 17.8 | B | 25 | 35.6 | D | 55 | 39.7 | D | 25 | 35.6 | D | 55 | 41.6 | D |
| | | | NB | TH | 130 | 19.2 | B | 135 | 17.8 | B | 130 | 35.6 | D | 135 | 39.7 | D | 130 | 35.6 | D | 135 | 41.6 | D |
| | | | NB | RT | 185 | 6.9 | A | 145 | 6.3 | A | 185 | 6.0 | A | 145 | 6.4 | A | 185 | 6.0 | A | 145 | 6.5 | A |
| | | | NB | Total | 335 | 12.8 | B | 335 | 12.8 | B | 340 | 19.5 | C | 335 | 25.3 | C | 340 | 19.5 | B | 335 | 26.4 | C |
| | | | SB | LT | 95 | 17.9 | B | 115 | 16.9 | B | 95 | 23.8 | C | 115 | 27.3 | C | 95 | 23.8 | C | 115 | 28.1 | C |
| | | | SB | TH | 125 | 11.8 | B | 185 | 12.8 | B | 125 | 22.4 | C | 185 | 26.9 | C | 125 | 22.4 | C | 185 | 27.9 | C |
| | | | SB | RT | 30 | 7.6 | A | 40 | 8.8 | A</td | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----|---------------|-----------------|-----|--------------------|------|------|------|------|------|------|------|------|-------|------|-------|-------|------|-------|-------|------|-------|-------|---|
| 21 | W Gwinnett St | @ May Dr | Sig | NB | LT | 195 | 24.5 | C | 150 | 24.6 | C | 195 | 97.9 | E | 150 | 56.7 | E | 195 | 125.1 | E | 150 | 65.3 | E |
| | | | | SB | TH | 5 | 15.0 | B | 5 | 10.0 | A | 5 | 97.9 | E | 5 | 56.7 | E | 5 | 125.1 | E | 5 | 65.3 | E |
| | | | | RT | 125 | 19.6 | B | 45 | 14.7 | B | 125 | 97.9 | E | 45 | 56.7 | E | 125 | 125.1 | E | 45 | 65.3 | E | |
| | | | | Total | 325 | 22.5 | C | 200 | 22.0 | C | 325 | 97.9 | E | 200 | 56.7 | E | 325 | 125.1 | F | 200 | 65.3 | E | |
| | | | | LT | 5 | 10.0 | A | 5 | 10.0 | A | 1 | 35.1 | D | 5 | 36.4 | D | 1 | 35.1 | D | 5 | 38.4 | D | |
| | | | | TH | 5 | 10.0 | A | 5 | 10.0 | A | 5 | 35.1 | D | 5 | 36.4 | D | 5 | 35.1 | D | 5 | 38.4 | D | |
| | | | | RT | 5 | 0.1 | A | 5 | 0.0 | A | 5 | 35.1 | D | 5 | 36.4 | D | 5 | 35.1 | D | 5 | 38.4 | D | |
| | | | | Total | 15 | 6.7 | A | 15 | 6.7 | A | 11 | 35.1 | D | 15 | 36.4 | D | 11 | 35.1 | D | 15 | 38.4 | D | |
| | | | | EB | LT | 5 | 2.9 | A | 5 | 5.1 | A | 2 | 8.2 | A | 5 | 11.7 | B | 2 | 7.3 | A | 5 | 7.8 | A |
| | | | | TH | 610 | 5.1 | A | 775 | 13.1 | B | 1005 | 8.2 | A | 1140 | 11.7 | B | 1080 | 7.3 | A | 1220 | 7.8 | A | |
| | | | | RT | 285 | 13.0 | B | 180 | 24.2 | C | 280 | 8.2 | A | 175 | 11.7 | B | 280 | 7.3 | A | 175 | 7.8 | A | |
| | | | | Total | 900 | 7.6 | A | 960 | 15.1 | B | 1287 | 8.2 | A | 1320 | 11.7 | B | 1362 | 7.3 | A | 1400 | 7.8 | A | |
| | | | | WB | LT | 110 | 32.1 | C | 60 | 27.5 | C | 110 | 115.4 | F | 65 | 16.7 | B | 110 | 146.7 | F | 65 | 14.1 | B |
| | | | | TH | 495 | 17.9 | B | 710 | 19.1 | B | 805 | 9.2 | A | 1165 | 9.0 | A | 855 | 7.8 | A | 1230 | 6.6 | A | |
| | | | | RT | 5 | 20.0 | C | 5 | 15.0 | B | 1 | 9.2 | A | 1 | 9.0 | A | 1 | 7.8 | A | 1 | 6.6 | A | |
| | | | | Total | 610 | 20.5 | C | 775 | 19.7 | B | 916 | 22.0 | C | 1231 | 9.4 | A | 966 | 23.6 | C | 1296 | 7.0 | A | |
| | | | | Intersection Total | 1850 | 14.4 | B | 1950 | 17.6 | B | 2539 | 24.8 | C | 2766 | 14.1 | B | 2664 | 27.7 | C | 2911 | 11.5 | B | |
| 22 | W Gwinnett St | @ MLK Jr. Blvd | Sig | NB | LT | 365 | 15.8 | B | 415 | 25.3 | C | 365 | 77.1 | E | 410 | 213.1 | F | 370 | 70.3 | E | 420 | 221.9 | F |
| | | | | TH | 635 | 12.4 | B | 695 | 10.8 | B | 680 | 14.7 | B | 740 | 12.9 | B | 680 | 13.9 | B | 740 | 13.1 | B | |
| | | | | RT | 5 | 13.0 | B | 15 | 9.8 | A | 35 | 14.7 | B | 40 | 12.9 | B | 35 | 13.9 | B | 40 | 13.1 | B | |
| | | | | Total | 1005 | 13.7 | B | 1125 | 16.1 | B | 1080 | 35.8 | D | 1190 | 81.9 | F | 1085 | 33.1 | C | 1200 | 86.2 | F | |
| | | | | SB | LT | 15 | 25.3 | C | 40 | 40.5 | D | 15 | 22.9 | C | 40 | 48.1 | D | 10 | 21.1 | C | 40 | 59.7 | E |
| | | | | TH | 455 | 12.3 | B | 825 | 42.0 | D | 525 | 22.9 | C | 910 | 48.1 | D | 535 | 21.1 | C | 970 | 59.7 | E | |
| | | | | RT | 60 | 2.0 | A | 85 | 19.1 | B | 255 | 3.7 | A | 399 | 5.9 | A | 285 | 4.6 | A | 435 | 7.9 | A | |
| | | | | Total | 530 | 11.5 | B | 950 | 39.9 | D | 795 | 16.7 | B | 1340 | 35.8 | D | 830 | 15.4 | B | 1445 | 44.1 | D | |
| | | | | EB | LT | 75 | 19.5 | B | 75 | 46.2 | D | 330 | 33.1 | C | 270 | 48.7 | D | 375 | 42.0 | D | 375 | 83.0 | F |
| | | | | TH | 160 | 19.8 | B | 215 | 37.4 | D | 295 | 25.8 | C | 385 | 116.2 | F | 310 | 32.4 | C | 405 | 154.5 | F | |
| | | | | RT | 340 | 14.3 | B | 435 | 56.9 | E | 340 | 25.8 | C | 435 | 116.2 | F | 345 | 32.4 | C | 440 | 154.5 | F | |
| | | | | Total | 575 | 16.5 | B | 725 | 50.0 | D | 965 | 28.3 | C | 1090 | 99.5 | F | 1030 | 35.9 | D | 1220 | 132.5 | F | |
| | | | | WB | LT | 5 | 14.2 | A | 10 | 34.5 | C | 40 | 17.8 | B | 45 | 39.4 | D | 40 | 24.8 | C | 45 | 68.3 | E |
| | | | | TH | 90 | 12.9 | B | 170 | 28.1 | C | 165 | 17.8 | B | 315 | 39.4 | D | 175 | 24.8 | C | 338 | 68.3 | E | |
| | | | | RT | 35 | 10.0 | A | 40 | 27.2 | C | 35 | 17.8 | B | 40 | 39.4 | D | 35 | 24.8 | C | 45 | 68.3 | E | |
| | | | | Total | 130 | 12.2 | B | 220 | 28.2 | C | 240 | 17.8 | B | 400 | 39.4 | D | 250 | 24.8 | C | 420 | 68.3 | E | |
| | | | | Intersection Total | 2240 | 13.8 | B | 3020 | 32.6 | C | 3080 | 27.1 | C | 4020 | 67.1 | E | 3195 | 28.8 | C | 4285 | 83.4 | F | |
| 23 | W Gwinnett St | @ Montgomery St | Sig | NB | LT | 45 | 5.5 | A | 85 | 12.1 | B | 45 | 13.7 | B | 85 | 23.6 | C | 45 | 14.2 | B | 85 | 26.0 | C |
| | | | | TH | 250 | 10.3 | B | 205 | 13.5 | B | 645 | 25.0 | C | 530 | 33.6 | C | 665 | 27.0 | C | 545 | 37.4 | D | |
| | | | | RT | 5 | 4.6 | A | 20 | 7.6 | A | 5 | 25.0 | C | 15 | 33.6 | C | 5 | 27.0 | C | 15 | 37.4 | D | |
| | | | | Total | 300 | 9.5 | A | 310 | 12.8 | B | 695 | 24.3 | C | 630 | 32.3 | C | 715 | 26.2 | C | 645 | 35.9 | D | |
| | | | | SB | LT | 5 | 5.7 | A | 5 | 5.6 | A | 5 | 12.4 | B | 5 | 22.0 | C | 5 | 12.9 | B | 5 | 24.0 | C |
| | | | | TH | 60 | 10.8 | B | 120 | 12.4 | B | 160 | 12.4 | B | 310 | 22.0 | C | 165 | 12.9 | B | 315 | 24.0 | C | |
| | | | | RT | 5 | 8.1 | A | 15 | 2.8 | A | 80 | 2.5 | A | 130 | 2.5 | A | 80 | 1.8 | A | 150 | 2.7 | A | |
| | | | | Total | 70 | 10.3 | B | 140 | 11.1 | B | 245 | 8.9 | A | 445 | 16.3 | B | 250 | 9.3 | A | 470 | 17.2 | B | |
| | | | | EB | LT | 15 | 12.4 | B | 20 | 11.8 | B | 165 | 22.3 | C | 200 | 27.5 | C | 180 | 23.6 | C | 225 | 46.0 | D |
| | | | | TH | 130 | 1.9 | A | 170 | 2.5 | A | 145 | 2.3 | C | 185 | 27.5 | C | 140 | 23.6 | C | 180 | 46.0 | D | |
| | | | | RT | 35 | 1.5 | A | 80 | 2.5 | A | 35 | 2.3 | C | 80 | 27.5 | C | 35 | 23.6 | C | 80 | 46.0 | D | |
| | | | | Total | 180 | 2.7 | A | 270 | 3.2 | A | 345 | 22.3 | C | 465 | 27.5 | C | 355 | 23.6 | C | 485 | 46.0 | D | |
| | | | | WB | LT | 5 | 7.9 | A | 10 | 7.7 | A | 5 | 24.0 | C | 10 | 22.0 | C | 5 | 23.6 | C | 10 | 20.3 | C |
| | | | | TH | 80 | 11.1 | B | 120 | 12.9 | B | 115 | 24.0 | C | 185 | 22.0 | C | 125 | 23.6 | C | 185 | 20.3 | C | |
| | | | | RT | 20 | 6.5 | A | 15 | 7.8 | A | 20 | 24.0 | C | 20 | 22.0 | C | 20 | 23.6 | C | 20 | 20.3 | C | |
| | | | | Total | 105 | 10.1 | B | 145 | 12.0 | B | 240 | 24.0 | C | 215 | 22.0 | C | 150 | 23.6 | C | 215 | 20.2 | C | |
| | | | | Intersection Total | 655 | 7.8 | A | 865 | 9.4 | A | 1425 | 21.1 | C | 1755 | 25.7 | C | 1470 | 22.4 | C | 1815 | 31.9 | C | |
| 24 | MLK Jr. Blvd | @ W Anderson St | Sig | NB | LT | 100 | 38.3 | D | 30 | 24.2 | C | 105 | 37.0 | D | 30 | 22.1 | C | 100 | 36.3 | D | 30 | 23.6 | C |
| | | | | TH | 425 | 16.2 | B | 565 | 18.4 | B | 475 | 40.9 | D | 595 | 46.9 | D | 450 | 42.6 | D | 595 | 46.9 | D | |
| | | | | RT | 35 | 12.0 | B | 75 | 14.2 | B | 35 | 40.9 | D | 75 | 46.9 | D | 35 | 42.6 | D | 75 | 46.9 | D | |
| | | | | Total | 560 | 19.9 | B | 670 | 18.2 | B | 615 | 40.2 | D | 700 | 45.8 | D | 585 | 41.5 | D | 700 | 45.9 | D | |
| | | | | SB | LT | 340 | 64.0 | E | 465 | 44.4 | D | 345 | 23.0 | C | 465 | 31.4 | C | 345 | 24.3 | C | 465 | 32.3 | C |
| | | | | TH | 560 | 35.6 | D | 825 | 26.5 | C | 630 | 16.8 | B | 865 | 13.6 | B | 585 | 17.1 | B | 925 | 17.0 | B | |
| | | | | RT | 345 | 16.0 | B | 365 | 14.0 | B | 345 | 16.8 | B | 365 | 13.6 | B | 345 | 17.1 | B | 465 | 17.0 | B | |
| | | | | Total | 1245 | 37.9 | D | 1655 | 28.8 | C | 1320 | 18.4 | B | 1695 | 18.5 | B | 1275 | 19.0 | B | 1855 | 20.8 | C | |
| | | | | EB | LT | 115 | 21.4 | C | 75 | 23.0 | C | 115 | 37.2 | D | 75 | 49.3 | D | 115 | 34.8 | C | 75 | 49.3 | D |
| | | | | TH | 295 | 18.3 | B | 395 | 22.9 | C | 290 | 37.2 | D | 395 | 49.3 | D | 290 | 34.8 | C | 390 | 49.3 | D | |
| | | | | RT | 50 | 21.3 | C | 40 | 14.9 | B | 50 | 2.4 | A | 40 | 1.1 | A | 50 | 2.3 | A | 40 | 1.1 | A | |
| | | | | Total | 460 | 19.4 | B | 505 | 22.3 | C | 455 | 33.4 | C | 505 | 45.5 | D | 455 | | | | | | |

| | | | | | | | | | | | | | | | | | |
|----|-----------|----------------|-----|--------------------|--------------------|------|------|------|------|------|------|------|------|------|------|------|---|
| | | | | | | | | | | | | | | | | | |
| 27 | W 37th St | @ MLK Jr. Blvd | Sig | NB | LT | 150 | 20.7 | C | 175 | 19.1 | B | 150 | 20.7 | C | 170 | 18.6 | B |
| | | | | | TH | 370 | 23.5 | C | 510 | 15.7 | B | 370 | 23.5 | C | 505 | 15.5 | B |
| | | | | | RT | 35 | 19.1 | B | 45 | 10.8 | B | 35 | 19.1 | B | 45 | 10.8 | B |
| | | | | SB | Total | 555 | 22.5 | C | 730 | 16.2 | B | 555 | 22.5 | C | 720 | 16.0 | B |
| | | | | | LT | 110 | 20.4 | C | 225 | 16.9 | B | 110 | 20.4 | C | 225 | 16.9 | B |
| | | | | EB | TH | 370 | 17.0 | B | 605 | 11.3 | B | 370 | 17.0 | B | 610 | 11.4 | B |
| | | | | | RT | 25 | 12.5 | B | 40 | 9.4 | A | 55 | 27.4 | C | 80 | 18.7 | B |
| | | | | | Total | 505 | 17.5 | B | 870 | 12.7 | B | 535 | 18.6 | B | 915 | 13.3 | B |
| | | | | WB | LT | 25 | 15.2 | C | 30 | 24.2 | C | 45 | 27.3 | C | 55 | 44.4 | D |
| | | | | | TH | 1450 | 8.3 | A | 950 | 13.8 | B | 1475 | 8.4 | A | 985 | 14.3 | B |
| | | | | | RT | 150 | 7.1 | A | 115 | 13.1 | B | 150 | 7.1 | A | 115 | 13.1 | B |
| | | | | | Total | 1625 | 8.3 | A | 1095 | 14.0 | B | 1670 | 8.5 | A | 1155 | 14.8 | B |
| | | | | WB | LT | 15 | 26.7 | C | 10 | 35.6 | D | 15 | 26.7 | C | 10 | 35.6 | D |
| | | | | | TH | 665 | 4.6 | B | 1165 | 10.6 | B | 680 | 4.7 | A | 1185 | 10.8 | B |
| | | | | | RT | 85 | 5.8 | A | 100 | 9.2 | A | 85 | 9.6 | A | 85 | 5.8 | A |
| | | | | | Total | 765 | 5.2 | A | 1275 | 10.7 | B | 780 | 5.3 | A | 1300 | 10.9 | B |
| | | | | Intersection Total | 3450 | 11.2 | B | 3970 | 13.1 | B | 3540 | 11.5 | B | 4090 | 13.4 | B | |
| | | | | | LT | 5 | 24.3 | C | 5 | 15.8 | B | 4 | 16.1 | B | 4 | 18.0 | B |
| | | | | SB | TH | 490 | 11.1 | B | 395 | 9.6 | A | 540 | 16.1 | B | 430 | 19.0 | B |
| | | | | | RT | 110 | 11.5 | B | 150 | 10.7 | B | 140 | 16.1 | B | 200 | 19.0 | B |
| | | | | | Total | 605 | 11.3 | B | 550 | 9.9 | A | 684 | 16.1 | B | 634 | 19.0 | B |
| | | | | | LT | 40 | 7.3 | A | 40 | 16.4 | B | 55 | 8.9 | A | 55 | 19.5 | B |
| | | | | WB | TH | 485 | 11.2 | B | 655 | 10.1 | B | 495 | 8.9 | A | 699 | 19.5 | B |
| | | | | | RT | 5 | 0.2 | A | 5 | 11.4 | B | 1 | 8.9 | A | 1 | 19.5 | B |
| | | | | | Total | 530 | 10.8 | B | 700 | 10.5 | B | 551 | 8.9 | A | 746 | 19.5 | B |
| | | | | Intersection Total | 1425 | 11.1 | B | 1740 | 10.4 | B | 1566 | 14.6 | B | 1971 | 19.2 | B | |
| | | | | | LT | 200 | 10.0 | A | 325 | 12.1 | B | 245 | 24.8 | C | 440 | 21.9 | C |
| | | | | WB | TH | 5 | 11.1 | B | 5 | 20.2 | C | 1 | 24.8 | C | 21.9 | 1 | C |
| | | | | | RT | 85 | 15.3 | B | 160 | 7.5 | A | 85 | 10.0 | A | 150 | 10.9 | B |
| | | | | | Total | 290 | 11.6 | B | 490 | 22.0 | C | 331 | 21.0 | C | 591 | 19.1 | B |
| | | | | | Intersection Total | 1425 | 11.1 | B | 1740 | 10.4 | B | 1566 | 14.6 | B | 1971 | 19.2 | B |
| | | | | NB | LT | 110 | 6.4 | A | 180 | 12.9 | B | 115 | 12.7 | B | 180 | 18.1 | B |
| | | | | | TH | 490 | 9.3 | A | 125 | 23.2 | C | 405 | 12.7 | B | 80 | 18.1 | B |
| | | | | | RT | 155 | 8.2 | A | 165 | 18.5 | B | 315 | 12.7 | B | 215 | 18.1 | B |
| | | | | SB | Total | 755 | 8.7 | A | 470 | 17.6 | B | 835 | 12.7 | B | 475 | 18.1 | B |
| | | | | | LT | 15 | 0.3 | A | 20 | 0.2 | A | 15 | 6.9 | A | 25 | 12.7 | B |
| | | | | EB | TH | - | - | - | - | - | - | 200 | 12.7 | B | 220 | 17.0 | B |
| | | | | | RT | 15 | 6.6 | A | 35 | 13.1 | B | 140 | 6.9 | A | 275 | 12.7 | B |
| | | | | | Total | 30 | 3.5 | A | 55 | 8.4 | A | 355 | 6.9 | A | 520 | 12.7 | B |
| | | | | WB | LT | 5 | 10.0 | A | 5 | 2.0 | A | 35 | 13.6 | B | 45 | 1.2 | A |
| | | | | | TH | 145 | 15.1 | B | 185 | 1.7 | A | 90 | 13.6 | B | 125 | 1.2 | A |
| | | | | | RT | - | - | - | - | - | - | 200 | 12.7 | B | 220 | 17.0 | B |
| | | | | | Total | 150 | 14.9 | B | 190 | 1.7 | A | 195 | 13.6 | B | 255 | 1.2 | A |
| | | | | WB | LT | - | - | - | - | - | - | 90 | 33.7 | C | 165 | 33.7 | C |
| | | | | | TH | 165 | 22.3 | C | 275 | 13.2 | B | 75 | 33.7 | C | 135 | 23.5 | C |
| | | | | | RT | 25 | 16.4 | B | 65 | 8.5 | A | 30 | 33.7 | C | 70 | 23.5 | C |
| | | | | | Total | 190 | 21.5 | C | 340 | 12.3 | B | 195 | 33.7 | C | 370 | 23.5 | C |
| | | | | Intersection Total | 1125 | 11.5 | B | 1055 | 12.5 | B | 1580 | 14.1 | B | 1620 | 14.9 | B | |
| | | | | | LT | - | - | - | - | - | - | 15 | 11.5 | B | 15 | 9.7 | A |
| | | | | NB | TH | 245 | 0.1 | A | 225 | 0.1 | A | 940 | 11.5 | B | 855 | 13.1 | B |
| | | | | | RT | 10 | 5.0 | A | 10 | 0.1 | A | 10 | 11.5 | B | 10 | 13.1 | B |
| | | | | | Total | 255 | 0.3 | A | 235 | 0.1 | A | 965 | 11.5 | B | 880 | 13.1 | B |
| | | | | | LT | 5 | 7.9 | A | 10 | 7.8 | A | 5 | 12.5 | B | 10 | 14.5 | B |
| | | | | SB | TH | 35 | 7.9 | B | 40 | 8.1 | A | 130 | 12.5 | B | 155 | 14.5 | B |
| | | | | | RT | - | - | - | - | - | - | 5 | 12.5 | B | 20 | 14.5 | B |
| | | | | | Total | 40 | 7.9 | A | 50 | 8.1 | A | 140 | 12.5 | B | 185 | 14.5 | B |
| | | | | EB | LT | 20 | 9.1 | A | 10 | 9.2 | A | 95 | 30.9 | C | 95 | 23.4 | C |
| | | | | | TH | 120 | 13.6 | B | 140 | 15.3 | B | 130 | 30.9 | C | 160 | 23.4 | C |
| | | | | | RT | 15 | 8.3 | A | 35 | 9.7 | A | 15 | 30.9 | C | 35 | 23.4 | C |
| | | | | | Total | 155 | 12.5 | B | 185 | 13.9 | B | 240 | 30.9 | C | 290 | 23.4 | C |
| | | | | WB | LT | 15 | 9.2 | C | 15 | 10.0 | A | 25 | 24.5 | C | 25 | 22.3 | C |
| | | | | | TH | - | - | - | - | - | - | 105 | 24.5 | C | 130 | 22.3 | C |
| | | | | | RT | 70 | 8.8 | A | 75 | 9.3 | A | 70 | 24.5 | C | 80 | 22.3 | C |
| | | | | | Total | 85 | 8.9 | A | 90 | 9.4 | A | 200 | 24.5 | C | 235 | 22.3 | C |
| | | | | Intersection Total | 535 | 5.8 | A | 560 | 6.9 | A | 1545 | 16.3 | B | 1590 | 16.5 | B | |
| | | | | | LT | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | SB | TH | 540 | 4.9 | A | 640 | 3.2 | A | 590 | 7.0 | A | 670 | 4.4 | A |
| | | | | | RT | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | Total | 540 | 4.9 | A | 640 | 3.2 | A | 590 | 7.0 | A | 670 | 4.4 | A |
| | | | | | LT | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | WB | TH | 865 | 21.4 | C | 1245 | 25.0 | C | 960 | 23.0 | C | 1305 | 24.0 | C |
| | | | | | RT | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | Total | 865 | 21.4 | C | 1245 | 25.0 | C | 960 | 23.0 | C | 1305 | 24.0 | C |
| | | | | | LT | 380 | 23.2 | C | 410 | 29.0 | C | 360 | 22.8 | C | 390 | 29.1 | C |
| | | | | NB | TH | - | - | - | - | - | - | - | - | - | - | - | - |
| | | | | | RT | 520 | 21.7 | C | 515 | 30.1 | C | 530 | 22.8 | C | 530 | 29.1 | C |
| | | | | | Total | 900 | 22.3 | C | 925 | 29.6 | C | 890 | 22.8 | C | 920 | 29.1 | C |
| | | | | Intersection Total | 2305 | 17.9 | B | 2810 | 21.6 | C | 2440 | 19.1 | B | 2895 | 21.1 | C | |
| | | | | | LT | 45 | 24.0 | C | 70 | 14.9 | B | 45 | 24.0 | C | 70 | 14.9 | B |
| | | | | SB | TH | 235 | 20.0 | C | 300 | 16.5 | B | 235 | 20.0 | C | 300 | 16.8 | B |
| | | | | | RT | 50 | 18.9 | B | 60 | 11.5 | B | 50 | 18.9 | B | 65 | 12.4 | B |
| | | | | | | | | | | | | | | | | | |

Russell R. McMurry, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

November 10, 2015

Emily Ritzler, Transportation Planning Manager
Jacobs Engineering Group, Inc.
10th Street NE #1400
Atlanta, GA 30309

Subject: I-16 @ Montgomery St. & MLK JR Blvd- Ramp and Overpass (PI 0011744) IMR

Dear Ms. Ritzler:

As per your request, this Office has reviewed the current- and future-year traffic analysis for the proposed subject project, with the understanding that it is at the IMR-study level, and that neither the scoping or PE phases have begun yet. Specifically, we received forecast traffic for two IMR-proposed “build” options.

Based on the information submitted, a high-level review appropriate at this point in project development was conducted and we did not see an unreasonable method for depicting existing traffic and growth rates used to calculate future projected traffic for the purposes of an IMR.

Please note that our review did not address/validate your growth and local development assumptions that could further affect/later future traffic pattern predictions. Examples of assumptions may include: the scale, density and type of future private or public developments; school traffic; truck volumes; and potential of converting Montgomery Street from a one-way pair to two-way traffic flow.

If the proposed project proceeds to a scoping/PE phase, more detailed traffic forecasting tasks, documentation, and review would be in order at that time.

Any questions concerning this review should be addressed to Ms. Leslie R. Woods at e-mail lwoods2@dot.ga.gov or phone (404) 631-1773.

Sincerely,

A handwritten signature in blue ink that reads "Cynthia L. VanDyke".

Cynthia L. VanDyke
State Transportation Planning Administrator

CLV:lrw

Enclosures

Mr. Tom Thomson, MPC Executive Director
David Moyer, GDOT Project Manager