

Volume IV Congestion Management Process

2040 Metropolitan Transportation Plan Jackson Urbanized Area



November 2015

prepared by:



in cooperation with the:
Mississippi Department of Transportation
Federal Highway Administration
Federal Transit Administration

Volume IV: Congestion Management Process



Table of Contents

List of Tables.....	TOC-3
List of Appendices.....	TOC-4
1.0 Introduction.....	IV-1
1.1 Introduction.....	IV-1
1.2 Federal Regulations and the Congestion Management Process	IV-1
1.3 Purpose of the Congestion Management Process	IV-1
1.4 Federal Guidance.....	IV-1
1.5 Causes of Congestion	IV-2
1.6 Previous and Current Congestion Management Strategies	IV-2
2.0 Congestion Measurement.....	IV-4
2.1 Federal Guidelines for Measuring Congestion	IV-4
2.2 24-Hour Volume to Capacity Ratios.....	IV-4
Table 2.1 Generalized Roadway Capacities	IV-4
Table 2.2 Facility Type Codes	IV-5
Table 2.3 Capacity Level Codes	IV-5
Table 2.4 Roadways with Increased Capacity	IV-6
2.3 Congestion Duration Factors.....	IV-6
2.4 Level of Service	IV-7
Table 2.5 Level of Service Rating System	IV-8
Table 2.6 Level of Service Index Rating Example	IV-8
Table 2.7 Uninterrupted Flow Facilities	IV-10
Table 2.8 Interrupted Flow Facilities 2-Lane Highways	IV-11
Table 2.9 Interrupted Flow Facilities 4-Lane Highways	IV-12
3.0 Congestion Analysis Results.....	IV-13
3.1 Congestion Analysis Results	IV-13
Table 3.1 Congestion Management Process Index Rating	IV-14
4.0 Congestion Reduction Strategies.....	IV-16
4.1 Federal Guidelines for Congestion Reduction Strategies	IV-16

Volume IV: Congestion Management Process



4.2 Congestion Reduction Strategies.....	IV-16
Table 4.1 Proposed Strategies for Alleviating Congestion.....	IV-18
5.0 Maintenance of the Congestion Management Process.....	IV-22
5.1 Federal Guidelines for Maintaining the Congestion Management Process.....	IV-22
5.2 System Performance and Maintenance.....	IV-22
Table 5.1 2035 and 2040 CMP Comparative Analysis.....	IV-23
Appendices.....	IV-33

Volume IV: Congestion Management Process



List of Tables

2.1 Generalized Roadway Capacities	IV-4
2.2 Facility Type Codes	IV-5
2.3 Capacity Level Codes	IV-5
2.4 Roadways with Increased Capacity	IV-6
2.5 Level of Service Rating System	IV-8
2.6 Level of Service Index Rating Example	IV-8
2.7 Uninterrupted Flow Facilities	IV-10
2.8 Interrupted Flow Facilities 2-Lane Highways	IV-11
2.9 Interrupted Flow Facilities 4-Lane Highways	IV-12
3.1 Congestion Management Process Index Rating	IV-14
4.1 Proposed Strategies for Alleviating Congestion	IV-18
5.1 2035 and 2040 CMP Comparative Analysis.....	IV-23

Volume IV: Congestion Management Process



List of Appendices

A - Volume to Capacity Ratio Study	IV-34
B - Congestion Duration Factor Study	IV-42
C - Level of Service Study	IV-62
D - References	IV-82

1.0 Introduction

1.1 Introduction

A Congestion Management Process (CMP), formerly known as a Congestion Management System (CMS), is an analytical process that measures the operational effectiveness of major transportation facilities located within a Transportation Management Area (TMA) and proposes strategies required to address any identifiable deficiencies within a TMA transportation network.

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) required that each TMA with a population over 200,000 develop a Congestion Management System. The former CMS, now known as the CMP, was used during calendar year 2015 to analyze the Jackson Urbanized Area's (JUA's) current transportation system and determine which areas experience the greatest mobility and maneuverability issues associated with traffic congestion. Once these areas were identified a wide range of congestion reduction scenarios were recommended that, if implemented, can aid in improving free flow traffic conditions.

1.2 Definition of Congestion

Congestion is a delay in normal free-flow traffic conditions on major transportation systems that impedes traffic mobility and maneuverability. Traffic congestion can cause an increase in goods transportation costs and fuel consumption, and can also contribute to air pollution which has negative impacts on health and the environment as a whole.

1.3 Purpose of the Congestion Management Process

To provide local officials with an effective tool that will assist in the management of new and existing transportation facilities through the use of travel demand reduction scenarios and supply management strategies that will promote traffic mobility and accessibility in the JUA.

1.4 Federal Guidance

Section 450.320 (a) of Title 23, Code of Federal Regulations states: "The transportation planning process in a Transportation Management Area (TMA) shall address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction and operational management strategies."

Volume IV: Congestion Management Process



Section 500.109 (a) of Subpart A (Management Systems), 23 CFR (Final Rule), states that: “For purposes of this part, congestion means the level at which transportation system performance is unacceptable due to excessive travel times and delays. Congestion management means the application of strategies to improve system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods in a region. A congestion management system or process is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system operations and performance and assesses alternative strategies for congestion management that meet State and local needs.”

Section 500.109 (b) states: “The development of a congestion management system or process should result in performance measures and strategies that can be integrated into transportation plans and programs. The level of system performance deemed acceptable by State and local officials may vary by type of transportation facility, geographic location (metropolitan area or subarea and/or non-metropolitan area), and/or time of day. In both metropolitan and non-metropolitan areas, consideration needs to be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity of those lanes.”

1.5 Causes of Congestion

As can be seen in Table 3.1, several of the roadways that are considered congested, according to the criteria used in this CMP, are located in areas away from the core of the urbanized area or in suburban areas. Typical of many urbanized areas in the United States, people have migrated from the core areas to “outer rings” and the suburbs. This out-migration from the core area has resulted in a strain on existing infrastructure—not just roadways but all other public facilities.

Another primary cause of increasing congestion is the strategic location of the Jackson Metropolitan Area, situated at what has been described as “the crossroads of the South”. Jackson is located within 200 to 250 miles of several larger metropolitan areas: New Orleans, Memphis, Mobile and Birmingham. As such, travel between these larger metropolitan area has increased on Interstate Highways 55 and 20, as well as U.S. Highway 49-South, and each has experienced dramatic increases in traffic loads.

1.6 Previous and Current Congestion Management Strategies

During the late 1970’s the strategies proposed to reduce traffic congestion in the JUA sought to decrease the number of single occupancy vehicles (SOV’s) on the roadways through the use of alternative travel methods. Transportation demand strategies such as

Volume IV: Congestion Management Process



carpooling/vanpooling and the use of transit park and ride facilities were proposed. These strategies would have greatly reduced the congestion in the Metro area; however, there was, and today still is, reluctance by motorists to forsake the convenience SOV's provide.

Due to the lack of willingness by motorists to employ use of these strategies in the past, additional congestion reduction methods have been proposed such as use of alternative routes and more effective use of Intelligent Transportation Systems (ITS). By promoting the use of and providing additional access routes to the public, the JUA can reduce the amount of excessive stressors that cause congestion on the existing roadway network.

Over the last several years advancements made with ITS have had a substantial impact on improving free flow traffic conditions in the JUA. With the addition of dynamic message signs, coordinated traffic signal improvements, text message alerts and the modernization of existing infrastructure with new technologies there has been a noticeable decrease in traffic congestion along select transportation corridors throughout the area. The addition of dynamic message signs and text message alerts now provides motorists real time traffic data, such as construction alerts, potential safety conflicts and traffic incident information. Disseminating this information in a timely manner affords motorists an opportunity to make informed decisions in selecting alternate routes to avoid potentially congested areas or to be prepared for slow moving traffic due to unavoidable conditions such as ice on roadways.

Coordinated traffic signal improvements improve traffic flow along major corridors by synching multiple traffic signals along the corridor together making it easier for motorists to travel the length of the segment in a timelier manner. Coordinated traffic signals do not guarantee a motorist will not be stopped at multiple signals, however; it does reduce the potential for being stopped as often as in the past and "opens up", so to speak, intersections along the corridor for an increased amount of time allowing more motorists to get through the corridor at a quicker pace. Coordinated traffic signals are necessary and the only alternative, in certain instances, for reducing traffic congestion where capacity improvements are not possible due to existing land uses not having adequate setbacks necessary for roadway expansion.

Volume IV: Congestion Management Process



2.0 Congestion Measurement

2.1 Federal Guidelines for Measuring Congestion

Section 450.320 (c)(3) of Subpart C (Metropolitan Transportation Planning and Programming), 23 CFR (Final Rule) states that a Congestion Management Process shall include “— a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions —.” Data was collected, for the Congestion Management Process, by conducting volume to capacity ratio, level of service and congestion duration factor studies to measure the extent of traffic congestion affecting the JUA.

2.2 24-Hour Volume to Capacity Ratios

A 24-hour volume-to-capacity (V/C) ratio study compares existing traffic volume of a roadway segment to the roadway capacity the segment was designed to handle over a 24-hour period. For purposes of this CMP, the generalized roadway capacities were compared with current traffic volume data and used to develop a V/C ratio factor. The table below lists the Generalized Roadway Capacities used for the V/C ratio study.

*Table 2.1
Generalized Roadway Capacities*

Functional Classification/ Type of Facility	Number of Lanes/Divided or Undivided	24 Hour Capacity
Freeways (IN) (Examples: I-20, I-55 and I-220)	4 Lane	72,000
	6 Lane	108,000
	8 Lane	144,000
Arterials - Principal (PA) and Minor (MA)	2 Lane (without left turn lanes)	14,000
	2 Lane (with turn lanes)	15,000
	4 Lane Undivided	28,000
	4 Lane Divided	30,000
	6 Lane Divided	45,000
	8 Lane Divided	60,000
Collectors (CO)	2 Lane (without left turn lanes)	11,000
	2 Lane (with left turn lanes)	12,000
	4 Lane Undivided	22,000
One Way Streets: Arterial	2 Lane	14,000
	3 Lane	21,000
One Way Streets: Collector	2 Lane	11,000
	3 Lane	16,500

Volume IV: Congestion Management Process



Table 2.2 explains the facility type codes that were used in the V/C ratio study. These codes were used, regardless of roadway classification, for all corridors represented in this study.

*Table 2.2
Facility Type Codes*

Number of Lanes (Divided/Undivided)	Code
2 lanes (without left turn lanes)	2 U
2 lanes (with left turn lanes)	2 D
4 lanes (divided)	4 D
4 lanes (undivided)	4 U
6 lanes (divided)	6 D
8 lanes (divided)	8 D
2 lane one way street	2 One way
3 lane one way street	3 One Way

Once the V/C ratio data was collected and analyzed, each segment was assigned a numeric value. These values were then compared with the values listed in the chart below to determine the segments overall capacity level. If the V/C ratio is 1.01 or greater, the roadway segment is considered over capacity. The results of the V/C ratio study can be found in Appendix A.

*Table 2.3
Capacity Level Codes*

Capacity Level	Volume to Capacity Ratio	Capacity Codes
Under Capacity	Less than or equal to 0.85	UC
Near Capacity	0.86 to 0.95	NC
At Capacity	0.96 to 1.00	AC
Over Capacity	Greater than or equal to 1.01	OC

Volume IV: Congestion Management Process



Multiple transportation corridors in the JUA have experienced capacity improvements since data was collected for the previous CMP in 2010. Many of these improvements were identified in the 2035 CMP and since implementation have improved system performance on the transportation network. Table 2.4 lists each of these corridors and shows the previous capacity of the corridor, current capacity after improvement and the total capacity increase the improvement has added.

*Table 2.4
Roadways with Increased Capacity*

Street Name	Termini	Previous Facility Type	Previous Capacity	Current Facility Type	Current Capacity	Capacity Increase/Decrease
I-20 - 11	between Pearson Rd. & Hwy 475	4D	68,000	6D	108,000	40,000
I-20 - 12	between Hwy. 475 & Crossgates Blvd.	4D	68,000	6D	108,000	40,000
I-55 - 6	between Hwy. 463 & Madison Ave.	4D	68,000	8D	144,000	76,000
I-55 - 7	between Madison Ave. & Steed Rd.	4D	68,000	8D	144,000	76,000
I-55 - 8	between Steed Rd. & Old Agency Rd.	4D	68,000	8D	144,000	76,000
Hwy. 49 S - 2	between I-20 & Interstate Dr.	4D	27,000	8D	60,000	33,000
Hwy. 49 S - 3	between Interstate Dr. & Old Hwy. 49	4D	27,000	6D	45,000	18,000
Hwy. 51 - 8	between N. City Limits Madison & Hoy Rd.	2U	11,000	4D	30,000	19,000
Hwy. 51 - 9	between Hoy Rd. & Hwy. 463	2D	15,000	4D	30,000	15,000
Hwy. 51 - 10	between Hwy. 463 & Madison Ave.	2U	11,000	4D	30,000	19,000
Hwy. 51 - 11	between Madison Ave. & St Augustine Dr.	2U	11,000	4D	30,000	19,000
Hwy. 51 - 12	between St. Augustine Dr. & Beaver Creek Dr.	2U	11,000	4D	30,000	19,000
Hwy. 51 - 13	between Beaver Creek Dr. & E Jackson St.	2U	11,000	4D	30,000	19,000
County Line Rd. - 9	between Pear Orchard Rd. & Old Canton Rd.	2U	11,000	4D	30,000	19,000
Gluckstadt Rd. - 1	between Weisenberger Rd. & I-55	2U Bridge	11,000	4U Bridge	28,000	17,000
Gluckstadt Rd. - 2	between I-55 & Catlett Rd.	2U	11,000	2D	15,000	4,000
Hoy Rd. - 1	between Hwy. 51 & Old Canton Rd.	2U	11,000	4D	30,000	19,000
Lake Castle Rd. - 1	between Cotton Hill Rd. & Castle Circle	2U	11,000	4D	30,000	19,000
Lake Harbour Dr. - 1	between Hwy. 51 & Wheatley St.	2D	15,000	4D	30,000	15,000
Lake Harbour Dr. - 2	between Wheatley St. & Pear Orchard Rd.	2D	15,000	4D	30,000	15,000
Lake Harbour Dr. - 3	between Pear Orchard Rd. & Northpark Dr.	2U	11,000	4D	30,000	19,000
Madison Pkwy.	between Madison Main St. & Hwy. 51	N/A	N/A	4U	28,000	28,000
Old Canton Rd. - 11	between Natchez Trace Pkwy. & St. Augustine Dr.	2U	11,000	4D	30,000	19,000
Old Fannin Rd. - 2	between Flowood Dr. & Spillway Rd.	2D	15,000	4D	30,000	15,000
Pinehaven Rd. - 1	between Northside Dr. & Arrow Dr.	2U	11,000	4D	30,000	19,000

2.3 Congestion Duration Factors

The Congestion Duration Factor is measured based on the amount of time delay that occurs when driving a particular roadway segment during peak versus non-peak hours. MPO staff drove each interstate highway within the JUA, as well as selected principal arterial, minor arterial and collector roadways, suspected of experiencing traffic congestion, and calculated travel times along various segments of those thoroughfares using the following guidelines:

- Travel times were calculated during both morning and afternoon peak

Volume IV: Congestion Management Process



- hours and also during off-peak hours.
- Peak traffic hours are from 7:00 A.M. until 9:00 A.M. and from 4:00 P.M. until 6:00 P.M.;
- Morning peak traffic involves traffic entering the core of the urbanized area— either from outside the urbanized area or from suburban areas;
- Afternoon peak traffic involves traffic leaving the core of the urbanized area to destinations in suburbs or outside the urbanized area;
- Off-peak traffic hours are from 9:01 A.M. until 3:59 P.M.;
- Travel times from 6:00 P.M. until 7:00 A.M. were not calculated, since these hours are also generally the lowest traffic volume times of each 24-hour period; and

The congestion duration factor was calculated by dividing the highest peak travel time (morning or afternoon) by the off-peak travel time. For example, if the highest peak travel time on a street segment was 3:00 minutes, and the non-peak travel time was 1:00 minute, the congestion factor is “3” (3:00 divided by 1:00). A thoroughfare is considered congested if the peak hour travel time is twice the non-peak travel time or more—in other words, if the congestion factor is “2.0” or above. The results from the congestion duration factor study can be found in Appendix B.

2.4 Level of Service

Level of Service (LOS) is a qualitative process used to analyze and assess a transportation facilities ability to efficiently service its daily traffic demand. There are six levels of service that can be assigned to a roadway segment; they range from LOS A to LOS F. LOS A represents ideal free flow traffic conditions, whereas LOS F represents total gridlock. The assigned value for each level is based on speed, travel time, freedom to maneuver, traffic interruptions and comfort and convenience.

Data was collected for each segment in both travel directions using the same peak and off peak methodology described in the bullet points shown in Section 2.3 Congestion Duration Factors. Once the LOS data was collected and each segment was ranked from LOS A to F the alphabetic characters were converted to numeric values. The reason for converting the LOS data to a numeric value was to have an aggregate numeric score for each roadway segment based off of data collected for all three (3) studies. Since numeric values were already assigned to the data collected for the other two (2) studies, Volume to Capacity Ratio and Congestion Duration Factor, it was necessary to convert the LOS data to a numeric value as well. Table 2.5 shows the numeric values assigned to each alphabetic ranking. The color coding for LOS C to LOS F is used in a similar manner to a heat scale with green being a low level of traffic congestion, cool, and red being a high level of traffic congestion, red.

Volume IV: Congestion Management Process



*Table 2.5
Level of Service Rating System*

Alphabetic Ranking	Numeric Value
F	6
E	5
D	4
C	3
B	2
A	1

The final LOS Service Index rating for each segment was calculated by totaling the numeric values assigned to each segment, by individual direction, for all three (3) travel times, including peak and non-peak times. Once the values were totaled they were divided by three (3), the total number of peak and non-peak data collected for each segment, to determine the segment's final LOS Service Index rating. Please see the example in Table 2.6.

*Table 2.6
Level of Service Index Rating Example*

Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index	Roadway Classification
<u>Main St. West to East</u>					
First St. - Second St.	C	B	D	3.00	Principal Arterial
	↑	↑	↑	↑	
(Assigned Numeric Value)	3	2	4	9/3=3.00	
<u>Main St. East to West</u>					
Second St. to First St.	A	C	C	2.33	Principal Arterial
	↑	↑	↑	↑	
(Assigned Numeric Value)	1	3	3	7/3=2.33	

Volume IV: Congestion Management Process



Level of service is divided into two major classifications for transportation facilities; they are uninterrupted flow and interrupted flow. Uninterrupted flow facilities are roadways in which traffic flow never stops, under normal traffic conditions. These facilities can experience stoppage, but the stoppage usually occurs during times of excessive traffic congestion or as a result of motor vehicle accidents. Examples of uninterrupted flow facilities are I-55 and I-220.

Whereas, uninterrupted flow facilities experience congestion due to internal factors, interrupted flow facilities experience congestion as a result of both internal and external traffic factors. Stop signs, traffic signals and traffic light signalization are all examples of the external factors that impede free flow traffic conditions on interrupted flow facilities. However, a thoroughfare exceeding its designed capacity is an example of an internal factor that can cause congestion. Two lane highways and multi-lane highways are the two types of interrupted flow facilities used in this CMP. Examples of interrupted flow facilities are Old Brandon Road, Gluckstadt Rd. and Northside Dr. Tables 2.7, 2.8 and 2.9 lists the criteria for each LOS designation for uninterrupted and interrupted flow facilities. The results from the LOS study can be found in Appendix C.

Volume IV: Congestion Management Process



*Table 2.7
Uninterrupted Flow Facilities*

LOS	Speed Range (MPH)	Traffic Conditions
A	Over 70	LOS A describes free-flow operations. Free-Flow Speeds (FFS) prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents or point breakdowns are easily absorbed at this level.
B	65-70	LOS B represents reasonably free flow, and FFS are maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents and point breakdowns are still easily absorbed.
C	60-65	LOS C provides for flow with speeds at or near the FFS of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more care and vigilance on the part of the driver. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. Queues may be expected to form behind any significant blockage.
D	55-60	LOS D is the level at which speeds begin to decline slightly with increasing flows and density begins to increase somewhat more quickly. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing, because the traffic stream has little space to absorb disruptions.
E	50-55	At its highest density value, LOS E describes operation at capacity. Operations at this level are volatile, because there are virtually no usable gaps in the traffic stream. Vehicles are closely spaced, leaving little room to maneuver within the traffic stream at speeds that still exceed 49 mi/h. Any disruption of the traffic stream, such as vehicles entering from a ramp or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic flow. At capacity, the traffic stream has no ability to dissipate even the most minor disruption, and any incident can be expected to produce a serious breakdown with extensive queuing. Maneuverability within the traffic stream is extremely limited, and the level of physical and psychological comfort afforded the driver is poor.
F	Under 50	LOS F describes breakdowns in vehicular flow. Such conditions generally exist within queues forming behind breakdown points. LOS F operations within a queue are the result of a breakdown or bottleneck at a downstream point. LOS F is also used to describe conditions at the point of the breakdown or bottleneck and the queue discharge flow that occurs at speeds lower than the lowest speed for LOS E, as well as the operations within the queue that forms upstream. Whenever LOS F conditions exist, they have the potential to extend upstream for significant distances.

Source: Highway Capacity Manual

Volume IV: Congestion Management Process



*Table 2.8
Interrupted Flow Facilities 2 – Lane Highways*

LOS	Speed Range (MPH)	Traffic Conditions
A	Over 55	LOS A describes the highest quality of traffic service, when motorists are able to travel at their desired speed. Without strict enforcement, this highest quality would result in average speeds of 55 mi/h or more. The passing frequency required to maintain these speeds has not reached a demanding level, so that passing demand is well below passing capacity, and platoons of three or more vehicles are rare. Drivers are delayed no more than 35 percent of their travel time by slow moving vehicles. A maximum flow rate of 490 passenger cars per hour (pc/h) total in both directions may be achieved with base conditions.
B	50-55	LOS B characterizes traffic flow with speeds of 50 mi/h or slightly higher on level terrain. The demand for passing to maintain desired speeds becomes significant and approximates the passing capacity at the lower boundary of LOS B. Drivers are delayed in platoons up to 50 percent of the time. Service flow rates of 780 pc/h total in both directions can be achieved under base conditions. Above this flow rate, the number of platoons increases dramatically.
C	45-50	LOS C describes further increases in flow, resulting in noticeable increases in platoon formation, platoon size, and frequency of passing impediments. The average speed still exceeds 45 mi/h on level-terrain, even though unrestricted passing demand exceeds passing capacity. At higher volumes the chaining of platoons and significant reductions in passing capacity occur. Although traffic flow is stable, it is susceptible to congestion due to turning traffic and slow-moving vehicles. Percent time spent following may reach 65 percent. A service flow rate of up to 1,190 pc/h total in both directions can be accommodated under base conditions.
D	40-45	LOS D describes unstable traffic flow. The two opposing traffic streams begin to operate separately at higher volume levels, as passing becomes extremely difficult. Passing demand is high, but passing capacity approaches zero. Mean platoon sizes of 5 to 10 vehicles are common, although speeds of 40 mi/h still can be maintained under base conditions. The proportion of no-passing zones along the roadway section usually has little influence on passing. Turning vehicles and roadside distractions cause major shock waves in the traffic stream. Motorists are delayed in platoons for nearly 80 percent of their travel time. Maximum service flow rates of 1,830 pc/h total in both directions can be maintained under base conditions.
E	Under 40	At LOS E, traffic flow conditions have a percent time-spent-following greater than 80 percent. Even under base conditions, speeds may drop below 40 mi/h. Average travel speeds on highways with less than base conditions will be slower, even down to 25 mi/h on sustained upgrades. Passing is virtually impossible at LOS E, and platooning becomes intense, as slower vehicles or other interruptions are encountered. The highest volume attainable under LOS E defines the capacity of the highway, generally 3,200 pc/h total in both directions. Operating conditions at capacity are unstable and difficult to predict. Traffic operations seldom reach near capacity on rural highways, primarily because of a lack of demand.
F		LOS F represents heavily congested flow with traffic demand exceeding capacity. Volumes are lower than capacity and speeds are highly variable.

Source: Highway Capacity Manual

Volume IV: Congestion Management Process



*Table 2.9
Interrupted Flow Facilities 4- Lane Highways*

LOS	Speed Range (MPH)	Traffic Conditions
A	60-65+	LOS A describes completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. Maneuverability within the traffic stream is good. Minor disruptions to flow are easily absorbed without a change in travel speed.
B	60-65+	LOS B also indicates free flow, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver. Minor disruptions are still easily absorbed, although local deterioration in LOS will be more obvious.
C	55-60	In LOS C, the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles. On multi-lane highways with an FFS above 50 mi/h, the travel speeds reduce somewhat. Minor disruptions can cause serious local deterioration in service, and queues will form behind any significant traffic disruption.
D	50-55	At LOS D, the ability to maneuver is severely restricted due to traffic congestion. Travel speed is reduced by the increasing volume. Only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.
E	45-50	LOS E represents operations at or near capacity, an unstable level. The densities vary, depending on the FFS. Vehicles are operating with the minimum spacing for maintaining uniform flow. Disruptions cannot be dissipated readily, often causing queues to form and service to deteriorate to LOS F. For the majority of multilane highways with FFS between 45 and 60 mi/h, passenger-car mean speeds at capacity range from 42 to 55 mi/h but are highly variable and unpredictable.
F	Under 45	LOS F represents forced or breakdown flow. It occurs either when vehicles arrive at a rate greater than the rate at which they are discharged or when the forecast demand exceeds the computed capacity of a planned facility. Although operations at these points—and on sections immediately downstream—appear to be at capacity, queues form behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages. Travel speeds within queues are generally less than 30 mi/h. Note that the term LOS F may be used to characterize both the point of the breakdown and the operating condition within the queue. Although the point of breakdown causes the queue to form, operations within the queue generally are not related to deficiencies along the highway segment.

Source: Highway Capacity Manual

Volume IV: Congestion Management Process



3.0 Congestion Analysis Results

3.1 Congestion Analysis Results

Once all of the data was gathered for the level of service, congestion duration factor and volume to capacity ratio studies, the information was used to rank the roadway segments based on those experiencing the highest level of traffic congestion. The following tables list the numeric values assigned to each study factor based on the severity of the condition of the roadway segment.

Level of Service Index Ranking:

5.00 or Greater	4
4.00 to 4.99	3
3.00 to 3.99	2
2.33 to 2.99	1

Congestion Duration Factor:

4.00 or Greater	4
3.00 to 3.99	3
2.00 to 2.99	2
1.50 to 1.99	1

* Congestion duration factors below 1.50 were not assigned values, due to these signifying near perfect travel conditions.

Volume to Capacity Ratio:

1.01 or Greater	OC	4
0.96 to 1.00	AC	3
0.86 to 0.95	NC	2
Less than or equal to 0.85	UC	1

The value assigned to each segment for all three (3) studies was totaled to provide a final CMP Index Rating value. Roadway segments with a rating index value of seven (7) or greater are considered to be congested. Table 3.1 lists those congested segments.

Volume IV: Congestion Management Process



**Table 3.1
Congestion Management Process Index Rating**

Road Name	Segment	Current Capacity	Current ADT	Over/ Under Capacity	Volume to Capacity Ratio	Capacity Level Code	Directional LOS Index	Directional LOS Index	Directional CDF	Directional CDF	CMS Index Rating
S. Hwy. 49 - 2	Old Hwy. 49 - Harper St.	30,000	45,000	(15,000)	1.50	OC	3.67	4.00	4.00	7.00	17.00
S. Hwy. 49 - 3	Harper St. - Scarborough St.	30,000	40,000	(10,000)	1.33	OC	3.67	4.00	4.00	6.00	17.00
Hwy. 25 - 3	Luckney Rd. - Old Fannin Rd.	30,000	34,000	(4,000)	1.13	OC	4.33	3.67	3.00	4.00	16.00
E. Hwy. 18 - 1	I-20 - Greenfield Rd	30,000	22,000	8,000	0.73	UC	3.00	3.67	4.00	4.00	13.00
E. Hwy. 18 - 2	Greenfield Rd. - Hwy. 468	14,000	15,000	(1,000)	1.07	OC	2.67	3.33	3.33	3.00	13.00
Hwy. 25 - 2	Grants Ferry Rd. - Luckney Rd.	30,000	32,000	(2,000)	1.07	OC	3.33	2.67	1.00	2.00	11.00
S. Hwy. 49 - 4	Scarborough St. - Monterey Rd.	30,000	40,000	(10,000)	1.33	OC	3.00	4.00	1.50	1.00	11.00
S. Hwy. 49 - 5	Monterey Rd. - Main St. - Florence	30,000	37,000	(7,000)	1.23	OC	2.33	3.33	2.00	2.00	11.00
Flowood Dr./Hwy. 468 - 5	Liberty Rd. - Old Fannin Rd.	15,000	9,400	5,600	0.63	UC	3.33	4.00	2.00	3.00	11.00
Hwy. 80 - 13	Crossgates Blvd. - I-20	30,000	29,000	1,000	0.97	AC	3.33	3.33	1.80	2.00	10.00
Hwy. 80 - 15	Hwy. 471 - Louis Wilson Rd.	15,000	17,000	(2,000)	1.13	OC	3.00	2.67	1.67	2.00	10.00
Hwy. 471 - 3	Value Rd. - Hwy. 80	14,000	9,700	4,300	0.69	UC	3.00	3.00	2.00	3.00	10.00
Flowood Dr./Hwy. 468 - 2	4-Lane End - River Oaks Blvd.	14,000	17,000	(3,000)	1.21	OC	4.33	4.67	1.33	1.00	10.00
Flowood Dr./Hwy. 468 - 3	River Oaks Blvd. - Hwy. 475	14,000	13,000	1,000	0.93	NC	4.33	4.00	1.50	1.50	10.00
Lakeland Dr. - 5	River Oaks Dr. - Hwy. 475	45,000	49,000	(4,000)	1.09	OC	2.67	2.67	2.00	2.00	10.00
Hwy. 475 - 1	Lakeland Dr. - Flowood Dr.	30,000	21,000	9,000	0.70	UC	1.67	1.67	3.00	3.00	9.00
Hwy. 475 - 4	Hwy. 80 - I-20	30,000	25,000	5,000	0.83	UC	3.33	2.67	2.00	3.00	9.00
Crossgates Blvd. - 2	Hwy. 80 - I-20	30,000	33,000	(3,000)	1.10	OC	2.67	2.33	3.00	1.00	9.00
Lakeland Dr. - 6	Hwy. 475 - Old Fannin Rd.	30,000	42,000	(12,000)	1.40	OC	3.67	3.00	1.50	1.33	9.00
Main St. (Florence)	Church St. - Hwy. 49	15,000	22,000	(7,000)	1.47	OC	2.33	2.00	4.00	1.00	9.00
I-20 - 4	Ellis Ave. - Gallatin St.	108,000	113,000	(5,000)	1.05	OC	1.67	2.67	2.00	1.50	8.00
I-55 - 7	Lakeland Dr. - Fortification St	108,000	122,000	(14,000)	1.13	OC	3.33	3.33	1.00	1.00	8.00
E. Hwy. 18 - 3	Hwy. 468 - Louis Wilson Rd.	14,000	12,000	2,000	0.86	NC	2.33	2.67	2.25	2.00	8.00
Hwy. 51 - 7	Jackson St. - Lake Harbour Dr.	30,000	31,000	(1,000)	1.03	OC	4.33	2.33	0.67	0.00	8.00
Hwy. 80 - 8	Hwy. 49 - Pearson Rd.	30,000	14,000	16,000	0.47	UC	3.00	3.00	2.00	2.00	8.00
Hwy. 80 - 14	I-20 - Hwy. 471	15,000	19,000	(4,000)	1.27	OC	3.33	3.33	1.00	0.00	8.00
Hwy. 463 - 2	Livingston Rd. - Highland Colony Pkwy.	30,000	15,000	15,000	0.50	UC	3.33	2.67	1.33	4.00	8.00

Volume IV: Congestion Management Process



Table 3.1
Congestion Management Process Index Rating Cont'd.

Road Name	Segment	Current Capacity	Current ADT	Over/ Under Capacity	Volume to Capacity Ratio	Capacity Level Code	Directional LOS Index	Directional LOS Index	Directional CDF	Directional CDF	CMS Index Rating
Hwy. 471 - 2	Luckney Rd. - Value Rd.	14,000	16,000	(2,000)	1.14	OC	3.67	3.00	0.50	0.00	8.00
Clinton Pkwy. - 3	Hwy. 80 - I-20	30,000	21,000	9,000	0.70	UC	2.33	2.67	2.00	3.00	8.00
County Line Rd. - 4	Hwy 51 - I-55	30,000	18,000	12,000	0.60	UC	2.00	1.33	3.00	4.00	8.00
Ellis Ave. - 3	Hwy. 80 - Raymond Rd.	28,000	18,000	10,000	0.64	UC	2.33	2.00	3.00	3.00	8.00
Fortification St. - 3	State St. - I-55	15,000	16,000	(1,000)	1.07	OC	2.33	2.33	1.50	1.50	8.00
Jackson Ave.	I-55 - Hwy. 51	15,000	27,000	(12,000)	1.80	OC	3.00	2.00	2.33	1.33	8.00
Lakeland Dr. - 1	Old Canton Rd. - I-55	30,000	26,000	4,000	0.87	NC	2.67	4.00	1.00	2.50	8.00
I-55 - 8	Fortification St. - I-55/I-20 Slack	144,000	135,000	9,000	0.94	NC	2.33	3.33	1.50	1.50	7.00
Hwy. 80 - 2	Springridge Rd. - Shaw Rd.	30,000	20,000	10,000	0.67	UC	3.00	3.00	0.86	2.00	7.00
Hwy. 80 - 11	Fox Hall Rd. - Hwy. 475	30,000	20,000	10,000	0.67	UC	2.00	2.33	2.00	3.00	7.00
Hwy. 471 - 1	Hwy. 25 - Luckney Rd.	14,000	16,000	(2,000)	1.14	OC	2.33	3.00	1.22	0.00	7.00
Bozeman Rd.	Gluckstadt Rd. - Hwy. 463	14,000	12,000	2,000	0.86	NC	3.33	2.33	2.75	1.25	7.00
County Line Rd. - 5	I-55 - Ridgewood Rd.	30,000	41,000	(11,000)	1.37	OC	2.67	2.00	1.00	2.00	7.00
County Line Rd. - 6	Ridgewood Rd. - Wheatley St.	30,000	32,000	(2,000)	1.07	OC	2.33	2.67	1.00	1.50	7.00
Flowood Dr./Hwy. 468 - 4	Hwy. 475 - Liberty Rd.	15,000	9,400	5,600	0.63	UC	3.67	2.33	3.50	0.67	7.00
Frontage Rd. - 2	Beasley Rd. - Briarwood Dr.	21,000	10,000	11,000	0.48	UC	2.00	2.33	2.00	3.00	7.00
Main St. (Madison) - 2	I-55 - Crawford St.	45,000	20,000	25,000	0.44	UC	2.33	3.67	2.00	1.50	7.00
Old Canton Rd. - 6	County Line Rd. - Pear Orchard Rd.	30,000	22,000	8,000	0.73	UC	2.33	2.33	1.33	1.00	7.00

4.0 Congestion Reduction Strategies

4.1 Federal Guidelines for Congestion Reduction Strategies

Section 500.109 (a) (Management Systems), 23 CFR (Final Rule) states: “A congestion management system or process is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system operations and performance and assesses alternative strategies for congestion management that meet State and local needs.”

Section 450.320 (c)(4) further states that a Congestion Management Process shall include: “Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area:

- Demand management measures, including growth management and congestion pricing;
- Traffic operational improvements;
- Public transportation improvements;
- ITS technologies as related to the regional ITS architecture; and,
- Where necessary, additional system capacity.

Section 450.320 (c)(5) also states that a CMP shall include: “Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation.”

4.2 Congestion Reduction Strategies

There are constant changes in the way our society and economy operate. With an increase in commercial, residential and industrial development, there becomes an increase in transportation demand on existing transportation facilities. To address this increase in demand, appropriate strategies must be formulated to prevent deterioration in free flow traffic conditions. These strategies can include upgrading existing transportation facilities, creating additional facilities and also exploring the use of alternative travel methods. Below are three (3) management strategies that provide a variety of measures that can be implemented to reduce traffic congestion. These strategies are travel demand management, supply management and land use management.

Volume IV: Congestion Management Process



Travel Demand Management - attempts to alleviate congestion by employing methods that will reduce the number of vehicles traveling major thoroughfares during peak traffic hours. These methods include, but are not limited to:

- Staggered work hours
- Alternative work locations
- Toll roads
- Telecommuting
- Carpooling/Vanpooling

Supply Management - analyzes methods for reducing traffic congestion on major transportation facilities once it has been determined the facilities have reached or exceeded their designed capacity. The following are examples of supply management strategies:

- Intelligent Transportation Systems (ITS)
- Transit park and ride facilities
- Traffic light signalization and synchronization
- Increase in highway capacity
- Bikeways and walkways

Land Use Management - seeks to reduce excessive traffic congestion by altering the way land is developed through the use of smart growth concepts. Smart growth analyzes future growth potential of an area and includes in its plan measures to abate/prevent excessive traffic demand on a thoroughfare by employing the following methods:

- Planning & Zoning
- Urban Design
- Mixed Use
- Density
- Transit

Table 4.1 presents proposed actions for alleviating/reducing congestion on the roadways identified in Table 3.1 as experiencing the highest levels of traffic congestion in the JUA. The table also lists agencies responsible for proposed improvements, possible funding sources for project implementation and a proposed project implementation schedule.

Volume IV: Congestion Management Process



*Table 4.1
Proposed Strategies for Alleviating Congestion*

Highway/Street/Road	2015 CMP Index Ranking	Proposed Congestion Alleviation Strategy	Organization/ Local Govt. Responsible for Implementation	Possible Source of Funds	Implementation Schedule (Construct by or before)
S. Hwy. 49 – 2 (Old Hwy. 49 – Harper St.)	17	Widen to six (6) lanes & traffic operational improvements.	MDOT/Richland	STP-Flex/ NHPP	2018
S. Hwy. 49 – 3 (Harper St. – Scarborough St.)	17	Widen to six (6) lanes & improved traffic signalization.	MDOT/Richland	STP-Flex/ NHPP	2018
Hwy. 25 – 3 (Luckney Rd. – Old Fannin Rd.)	16	Widen to six (6) lanes & traffic operational improvements.	MDOT/Flowood	STP-Flex/ NHPP	2018
E. Hwy. 18 – 1 (I-20 – Greenfield Rd.)	13	Widen to four (4) lanes divided, traffic operational improvements & add bridge over railroad	MDOT/Brandon	STP-Flex or NHPP	2030
E. Hwy. 18 – 2 (Greenfield Rd. – Hwy. 468)	13	Widen to four (4) lanes divided, traffic operational improvements & add bridge over railroad	MDOT/Brandon	STP-Flex or NHPP	2030
Hwy. 25 – 2 (Grants Ferry Rd. – Luckney Rd.)	11	Widen to six (6) lanes & traffic operational improvements.	MDOT/Flowood	STP-Flex/ NHPP	2018
S. Hwy. 49 – 4 (Scarborough St. – Monterey Rd.)	11	Widen to six (6) lanes & traffic operational improvements.	MDOT/Richland	STP-Flex/ NHPP	2018
S. Hwy. 49 – 5 (Monterey Rd. – Main St. – Florence)	11	Widen to six (6) lanes & traffic operational improvements.	MDOT/Florence	STP-Flex/ NHPP	2018
Flowood Dr. /Hwy. 468 – 5 (Liberty Rd. – Old Fannin Rd.)	11	Traffic operational improvements & promote use of alternate routes	MDOT/Flowood	STP-Flex or NHPP	2018
Hwy. 80 – 13 (Crossgates Blvd. – I-20)	10	Traffic operational improvement & promote use of alternate routes.	MDOT/Brandon	STP-Flex or NHPP	2020
Hwy. 80 – 15 (Hwy. 471 to Louis Wilson Rd.)	10	Traffic operational improvement & promote use of alternate routes.	MDOT/Brandon	STP>200K	2018

Volume IV: Congestion Management Process



*Table 4.1
Proposed Strategies for Alleviating Congestion Cont'd.*

Highway/Street/Road	2015 CMP Index Ranking	Proposed Congestion Alleviation Strategy	Organization/ Local Govt. Responsible for Implementation	Possible Source of Funds	Implementation Schedule (Construct by or before)
Hwy. 471 – 3 (Value Rd. – Hwy. 80)	10	Widen to five (5) lanes & traffic operational improvements	MDOT/Brandon	STP-Flex/ NHPP	2017
Flowood Dr. /Hwy. 468 – 2 (4-Lane End. – River Oaks Blvd.)	10	Widen to four (4) lanes divided, improved traffic signalization & promote use of alternate routes	MDOT/Flowood	STP-Flex/ NHPP	2015
Flowood Dr./Hwy. 468 – 3 (River Oaks Blvd. – Hwy. 475)	10	Widen to four (4) lanes divided, improved traffic signalization & promote use of alternate routes	MDOT/Flowood	STP-Flex/ NHPP	2015
Lakeland Dr. – 5 (River Oaks Blvd. – Hwy. 475)	10	Traffic operational improvement & promote use of alternate routes.	MDOT/Flowood	STP-Flex/ NHPP	2020
Hwy. 475 – 1 (Lakeland Dr. – Flowood Dr.)	9	Traffic operational improvement & promote use of alternate routes.	MDOT/Flowood	STP-Flex/ NHPP	2018
Hwy. 475 – 4 (Hwy. 80 – I-20)	9	Traffic operational improvements	MDOT/Pearl	STP-Flex/ NHPP	2018
Crossgates Blvd. – 2 (Hwy. 80 – I -20)	9	Traffic operational improvements	Brandon	STP>200K or Local	2020
Lakeland Dr. – 6 (Hwy. 475 – Old Fannin Rd.)	9	Widen to six (6) lanes & traffic operational improvements.	MDOT/Flowood	STP-Flex/ NHPP	2018
Main St. Florence (Church St. – Hwy. 49)	9	Widen to four (4) lanes with center turning lane.	Florence	STP>200K or Local	2025
I-20 – 4 (Ellis Ave. – Gallatin St.)	8	Add capacity and improve access	MDOT	NHPP	2040
I- 55 – 7 (Lakeland Dr. – Fortification St.)	8	Improved I.T.S./Promote use of alternate routes	MDOT	NHPP	2020
E. Hwy. 18 – 3 (Hwy. 468 – Louis Wilson Rd.)	8	Widen to four (4) lanes divided & traffic operational improvements.	MDOT/Brandon	STP-Flex or NHPP	2030

Volume IV: Congestion Management Process



*Table 4.1
Proposed Strategies for Alleviating Congestion Cont'd.*

Highway/Street/Road	2015 CMP Index Ranking	Proposed Congestion Alleviation Strategy	Organization/ Local Govt. Responsible for Implementation	Possible Source of Funds	Implementation Schedule (Construct by or before)
Hwy. 51 – 7 (Jackson St. – Lake Harbour Dr.)	8	Traffic operational improvements & promote use of Lake Harbour Dr. Extension once constructed.	MDOT/Ridgeland	STP-Flex	2018
Hwy. 80 – 8 (Hwy. 49 – Pearson Rd.)	8	Traffic operational improvement & promote use of alternate routes.	MDOT/Pearl	STP-Flex or NHPP	2018
Hwy. 80 – 14 (I-20 – Hwy. 471)	8	Traffic operational improvements & promote use of alternate routes	MDOT/Brandon	STP-Flex or NHPP	2020
Hwy. 463 – 2 (Livingston Rd. – Highland Colony Pkwy.)	8	Traffic operational improvements.	MDOT/Madison	STP-Flex or NHPP	2018
Hwy. 471 – 2 (Luckney Rd. – Value Rd.)	8	Widen to five (5) lanes & traffic operational improvements	MDOT/Brandon	STP-Flex/ NHPP	2017
Clinton Pkwy. – 3 (Hwy. 80 – I-20)	8	Traffic operational improvements & promote use of alternate routes	MDOT or Clinton	STP-Flex or STP>200K	2020
County Line Rd. – 4 (Hwy. 51 – I-55)	8	Traffic operational improvements.	Jackson and Ridgeland or MDOT	STP-Flex or STP>200K	2020
Ellis Ave. – 3 (Hwy. 80 – Raymond Rd.)	8	Traffic operational improvements	Jackson	STP>200K or Local	2020
Fortification St. – 3 (State St. – I-55)	8	Traffic operational improvements & promote use of alternate routes	Jackson	STP>200K or Local	2018
Jackson Ave. (I-55 – Hwy. 51)	8	Traffic operational improvements & promote use of Lake Harbour Dr. Extension once constructed.	Ridgeland	STP>200K or Local	2018
Lakeland Dr. – 1 (Old Canton Rd. – I-55)	8	Traffic operational improvements	Jackson	STP>200K or Local	2018

Volume IV: Congestion Management Process



*Table 4.1
Proposed Strategies for Alleviating Congestion Cont'd.*

Highway/Street/Road	2015 CMP Index Ranking	Proposed Congestion Alleviation Strategy	Organization/ Local Govt. Responsible for Implementation	Possible Source of Funds	Implementation Schedule (Construct by or before)
I-55 – 8 (Fortification St. – I-55/I-20 Stack)	7	Improved I.T.S. & promote use of alternate routes	MDOT	NHPP	2020
Hwy. 80 – 2 (Springridge Rd. – Shaw Rd.)	7	Traffic operational improvements & promote use of alternate routes	MDOT/Brandon	STP-Flex or NHPP	2020
Hwy. 80 – 11 (Fox Hall Rd. – Hwy. 475)	7	Traffic operational improvements & promote use of alternate routes	MDOT/Brandon	STP-Flex or NHPP	2020
Hwy. 471 – 1 (Hwy. 25 – Luckney Rd.)	7	Widen to five (5) lanes & traffic operational improvements	MDOT/Brandon	STP-Flex/ NHPP	2017
Bozeman Rd. (Gluckstadt Rd. – Hwy. 463)	7	Widen to four (4) lanes divided & traffic operational improvements	Madison County	STP>200K and local	2018
County Line Rd. – 5 (I-55 – Ridgewood Rd.)	7	Traffic operational improvements	Jackson and Ridgeland or MDOT	STP-Flex or STP>200K	2020
County Line Rd. – 6 (Ridgewood Rd. – Wheatley St.)	7	Traffic operational improvements	Jackson and Ridgeland	STP>200K or Local	2020
Flowood Dr./Hwy. 468 – 4 (Hwy. 475 – Liberty Rd.)	7	Traffic operational improvements	Flowood	STP>200K or Local	2020
Frontage Rd. – 2 (Beasley Rd. – Briarwood Dr.)	7	Traffic operational improvements	MDOT/Jackson	NHPP	2020
Main St. Madison – 2 (I-55 – Crawford St.)	7	Traffic operational improvements & promote use of alternate routes.	MDOT/Madison	STP-Flex	2020
Old Canton Rd. – 6 (County Line Rd. – Pear Orchard Rd.)	7	Traffic operational improvements	Jackson	STP>200K or Local	2020

5.0 Maintenance of the Congestion Management Process

5.1 Federal Guidelines for Maintaining the Congestion Management Process

Section 450.320 (c)(3)(Metropolitan Transportation Planning and Programming), 23 CFR (Final Rule) states that a Congestion Management System shall include: “Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area.”

Section 450.320 (c)(6)(Metropolitan Transportation Planning and Programming), 23 CFR further states that the CMS shall include: “Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.”

5.2 System Performance and Maintenance

The overall goal of the CMP is to reduce traffic congestion throughout the JUA and improve free flow traffic conditions through the implementation of proposed congestion reduction strategies. To measure the effectiveness the proposed strategies from the 2035 CMP had on reducing traffic congestion in the JUA, a comparative analysis was performed. This analysis compares the data collected for the most congested transportation corridors identified in the 2035 CMP Ranking Index with data collected for the 2040 CMP. The 2040 data was subtracted from the 2035 data to determine if any improvement in traffic congestion has occurred. Additionally, the table includes a column that describes the implemented improvements, if any, that have occurred since development of the 2035 CMP and provides an explanation of how these improvements have aided in improving system performance. The results of the comparative analysis can be found in Table 5.1.

Volume IV: Congestion Management Process

*Table 5.1
2035 and 2040 CMP Comparative Analysis*

Road Segment	2035 CMP Rating	2040 CMP Rating	Difference	Proposed Congestion Alleviation Strategies from 2035 CMP	Implemented Improvements
Flowood Dr. (between Hwy. 475 & Treetops Blvd.)	14.00	10.00	(4.00)	Widen to four (4) lanes, improved traffic signalization & promote use of alternate routes	The improvement can be linked to there now being no left turns allowed onto Treetops Blvd. for East Bound traffic. During the data collection process for the 2035 CMP this segment was a two (2) lane road that allowed for a left turn, which caused major congestion in this corridor. Currently, this segment is being widened from two (2) lanes to four (4) lanes with a center turning lane which will increase capacity by 16,000 vehicles per day and improve free flow traffic conditions. Additionally, the West Rankin Parkway is currently under construction. This roadway will tie directly in to Treetops Blvd. at Flowood Dr., which should also improve congestion in the corridor.
Hwy. 471-2 (between Value Rd. & Luckney Rd.)	13.00	8.00	(5.00)	Widen to five (5) lanes	The difference in congestion data could be attributed to the time of day data was collected or if a train was present during the previous data collection process. Currently, this segment is being widened from two (2) lanes to four (4) lanes with a center turning lane and a bridge that will go over the railroad crossing. With the capacity improvement and new railroad crossing this will improve capacity by 16,000 vehicles per day and should improve free flow traffic conditions drastically.
Flowood Dr. (between Treetops Blvd. & 4 lane start)	13.00	10.00	(3.00)	Widen to four (4) lanes divided & promote use of alternate routes	The improvement can be linked to there now being no left turns allowed onto Treetops Blvd. for East Bound traffic. During the data collection process for the 2035 CMP this segment was a two (2) lane road that allowed for a left turn, which caused major congestion in this corridor. Currently, this segment is being widened from two (2) lanes to four (4) lanes with a center turning lane which will increase capacity by 16,000 vehicles per day and improve free flow traffic conditions. Additionally, the West Rankin Parkway is currently under construction. This roadway will tie directly in to Treetops Blvd. at Flowood Dr., which should also improve congestion in the corridor.

Volume IV: Congestion Management Process

*Table 5.1
2035 and 2040 CMP Comparative Analysis Cont'd.*

Road Segment	2035 CMP Rating	2040 CMP Rating	Difference	Proposed Congestion Alleviation Strategies from 2035 CMP	Implemented Improvements
Hwy. 471-1 (between Hwy. 80 & Value Rd.)	13.00	10.00	(3.00)	Widen to five (5) lanes, traffic operational improvements & improve railroad crossing	The difference in congestion data could be attributed to the time of day data was collected or if a train was present during the previous data collection process. Currently, this segment is being widened from two (2) lanes to four (4) lanes with a center turning lane and a bridge that will go over the railroad crossing. With the capacity improvement and new railroad crossing this will improve capacity by 16,000 vehicles per day and should improve free flow traffic conditions drastically.
Madison Main St. (between Hwy. 51 & Crawford St.)	12.00	2.00	(10.00)	Lane widening, realignment & traffic operational improvements	The reduction in congestion along this corridor can be attributed to an additional parallel route (Madison Parkway) being constructed since the data collection process from the previous plan took place. Though the old segment is still in use, the new alignment provides a four (4) lane segment that ties in to Hwy. 51 at Hoy Rd providing an alternative to the old alignment with greater capacity.
W. Hwy. 18-1 (between I-20 & McDowell Rd. Extension)	12.00	5.00	(7.00)	Traffic operational improvements	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the updated Generalized Roadway Capacities from the previous plan. The updated roadway capacities were taken from the 2010 Highway Capacity Manual which was not readily available during the development of the previous plan. The previous plan used the roadway capacities outlined in the 2000 Highway Capacity Manual.
I-55 10 (between Northside Dr. & Lakeland Dr.)	12.00	6.00	(6.00)	Improved I.T.S.	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the updated Generalized Roadway Capacities from the previous plan. The updated roadway capacities were taken from the 2010 Highway Capacity Manual which was not readily available during the development of the previous plan. The previous plan used the roadway capacities outlined in the 2000 Highway Capacity Manual.

Volume IV: Congestion Management Process

*Table 5.1
2035 and 2040 CMP Comparative Analysis Cont'd.*

Road Segment	2035 CMP Rating	2040 CMP Rating	Difference	Proposed Congestion Alleviation Strategies from 2035 CMP	Implemented Improvements
Hwy. 51-8 (between Lake Harbour Dr. & I-55)	11.00	5.00	(6.00)	Traffic operational improvements & promote use of alternate routes	There have been no known improvements along this corridor. A decrease in traffic volume through this corridor is believed to be a contributing factor to the improvement in traffic congestion.
Rice Rd-5 (between Pear Orchard Rd. & Hwy. 51)	11.00	4.00	(7.00)	Widen to four (4) lanes & traffic operational improvements	Since data was collected from the previous plan a traffic signal has been installed at the intersection of Rice Rd. and Pear Orchard Rd. This segment was previously a three (3) way stop. It is believed that this improvement is directly related to the improvement in free flow traffic conditions.
Peace St-3 (between Union St. & Walnut St.)	11.00	4.00	(7.00)	Traffic operational improvements & promote use of alternate new MS. 51 to MS. 43 Connector	The improvement in traffic congestion through this corridor is believed to be attributed to motorists using the Canton Parkway, just south of Peace St., as an alternate route.
Old Fannin Rd. (between Spillway Rd. & Flowood Dr.)	10.00	4.00	(6.00)	Widen to five (5) lanes, promote use of alternate routes & traffic operational improvements	This corridor was widened from a two (2) lane roadway with center turning lane to a four (4) lane roadway with center turning lane increasing the segments daily traffic capacity by 15,000 vehicles per day.
Hwy. 80-22 (between I-20 W. & Hwy. 471)	10.00	6.00	(4.00)	Traffic operational improvements & promote use of alternate routes	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the time of day data was collected.
Hwy. 80-23 (between Hwy. 471 & North St.)	10.00	10.00	0.00	Traffic operational improvements & promote use of alternate routes	There have been no known improvements along this corridor.
E. Hwy. 18-1 (between Greenfield Rd. & Sunset Dr.)	10.00	13.00	3.00	Widen to four (4) lanes & Traffic operational improvements	There have been no known improvements along this corridor.

Volume IV: Congestion Management Process

*Table 5.1
2035 and 2040 CMP Comparative Analysis Cont'd.*

Road Segment	2035 CMP Rating	2040 CMP Rating	Difference	Proposed Congestion Alleviation Strategies from 2035 CMP	Implemented Improvements
Gluckstadt Rd. (between I-55 & Weisenberger Rd.)	10.00	1.00	(9.00)	Traffic operational improvements and Reconstruction of I-55 on and off ramps	A new bridge and traffic signals have been installed on Gluckstadt Rd. at I-55. There was previously a three (3) way stop on the access ramp at this intersection and the capacity on the bridge was widened from two (2) lanes to four (4) lanes. Improved access ramps on the bridge for traffic to access I-55 were also installed improving free flow traffic conditions.
Lakeland Dr. - 5 (between River Oaks Dr. & Hwy. 475)	10.00	10.00	0.00	Improved signalization & promote use of alternate routes	Since data was collected from the previous plan there has been an effort to coordinate the timing of the traffic signals along Lakeland Dr. to reduce traffic congestion. It is believed that once the widening of Flowood Dr. and construction of the West Rankin Parkway is complete these two alternate routes will improve free flow traffic conditions through this corridor.
Hwy. 49 S-4 (between Harper St. & Monterey Rd.)	9.00	17.00	8.00	Widen to six (6) lanes & traffic operational improvements	There have been no known improvements along this corridor. According to the 2015-2019 Transportation Improvement Program (TIP) this segment is scheduled to be widened from four (4) lanes to six (6) lanes beginning in Fiscal Year (FY) 2016.
Hwy. 25-1 (between Old Fannin Rd. & Luckney Rd.)	9.00	16.00	7.00	Widen to six (6) lanes & traffic operational improvements	Since data was collected from the previous plan there has been an effort to coordinate the timing of the traffic signals along Lakeland Dr. to reduce traffic congestion. According to the 2015-2019 Transportation Improvement Program (TIP) this segment is scheduled to be widened from four (4) lanes to six (6) lanes beginning in Fiscal Year (FY) 2015. This will improve capacity along this corridor by 15,000 vehicles per day. As of the date of development of this plan, construction had not begun.
Rice Rd.-3 (between Natchez Trace & Old Canton Rd.)	9.00	5.00	(4.00)	Widen to four (4) lanes	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the time of day data was collected.

Volume IV: Congestion Management Process

*Table 5.1
2035 and 2040 CMP Comparative Analysis Cont'd.*

Road Segment	2035 CMP Rating	2040 CMP Rating	Difference	Proposed Congestion Alleviation Strategies from 2035 CMP	Implemented Improvements
I-55 16 (between McDowell Rd. & Daniel Lake Blvd.)	9.00	4.00	(5.00)	Widen to six (6) lanes & Improved I.T.S.	The improvement in congestion rating could be attributed to the time of day data was collected and to a decrease in traffic volume through this corridor. Currently, this segment is being widened from four (4) lanes to six (6) lanes which will increase capacity by 36,000 vehicles per day and improve free flow traffic conditions.
I-55 14 (between Pascagoula St. & I-20)	9.00	7.00	(2.00)	Improved I.T.S.	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the time of day data was collected.
Greenfield Rd./Crossgates Blvd. (between I-20 & Hwy. 80)	9.00	9.00	0.00	Traffic operational improvements	There have been no known improvements along this corridor.
Hwy. 16 (between Hwy. 43 & Hwy. 51)	9.00	1.00	(8.00)	Traffic operational improvements	The improvement in traffic congestion through this corridor is believed to be attributed to motorists using the Canton Parkway, just south of Hwy. 16, as an alternate route.
E. Hwy. 18 (between Greenfield Rd. & I-20)	9.00	13.00	4.00	Widen to four (4) lanes & traffic operational improvements	There have been no known improvements along this corridor.
Hwy. 51-4 (between Hoy Rd. & Hwy. 463)	9.00	2.00	(7.00)	Traffic operational improvements & promote the use of alternate routes	This corridor was widened from a two (2) lane roadway with center turning lane to a four (4) lane roadway with center turning lane increasing the segments daily traffic capacity by 15,000 vehicles per day. In addition, the Madison Parkway has also opened which ties Hwy. 463 directly to Hoy Rd. This new alignment is also responsible for reducing congestion along this corridor.
Bozeman Rd. (between Hwy. 463 & Gluckstadt Rd.)	9.00	7.00	(2.00)	Widen to four (4) lanes	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the time of day data was collected. According to the 2015-2019 Transportation Improvement Program (TIP) this segment is scheduled to be widened from two (2) lanes to five (5) lanes beginning in Fiscal Year (FY) 2017. This improvement will increase capacity along this corridor by 16,000.

Volume IV: Congestion Management Process

*Table 5.1
2035 and 2040 CMP Comparative Analysis Cont'd.*

Road Segment	2035 CMP Rating	2040 CMP Rating	Difference	Proposed Congestion Alleviation Strategies from 2035 CMP	Implemented Improvements
Old Canton Rd.-07 (between Westbrook Rd. & Pear Orchard Rd.)	9.00	5.00	(4.00)	Improved traffic signalization	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the time of day data was collected.
Hwy. 463 (between Highland Colony Pkwy. & Livingston Rd.)	8.00	8.00	0.00	Widen to five (5) lanes	There have been no known improvements along this corridor.
Hwy. 49 S-3 (between Old Hwy. 49 & Harper St.)	8.00	17.00	9.00	Widen to six (6) lanes & Improved traffic signalization	There have been no known improvements along this corridor. According to the 2015-2019 Transportation Improvement Program (TIP) this segment is scheduled to be widened from four (4) lanes to six (6) lanes beginning in Fiscal Year (FY) 2016.
Lakeland Dr.-6 (between Hwy. 475 & Old Fannin Rd.)	8.00	9.00	1.00	Widen to six (6) lanes, promote alternate routes & traffic operational improvements	Since data was collected from the previous plan there has been an effort to coordinate the timing of the traffic signals along Lakeland Dr. to reduce traffic congestion. According to the 2015-2019 Transportation Improvement Program (TIP) this segment is scheduled to be widened from four (4) lanes to six (6) lanes beginning in Fiscal Year (FY) 2015. This will improve capacity along this corridor by 15,000 vehicles per day. As of the date of development of this plan, construction had not begun.
Hwy. 49 S-5 (between Monterey Rd. & Gunter Rd.)	8.00	11.00	3.00	Widen to six (6) lanes	There have been no known improvements along this corridor. According to the 2015-2019 Transportation Improvement Program (TIP) this segment is scheduled to be widened from four (4) lanes to six (6) lanes beginning in Fiscal Year (FY) 2016.
I-55 11 (between Lakeland Dr. & Fortification St.)	8.00	8.00	0.00	Improved I.T.S. & improved accident prevention techniques	There have been no known improvements along this corridor.

Volume IV: Congestion Management Process

*Table 5.1
2035 and 2040 CMP Comparative Analysis Cont'd.*

Road Segment	2035 CMP Rating	2040 CMP Rating	Difference	Proposed Congestion Alleviation Strategies from 2035 CMP	Implemented Improvements
I-20 07 (between Gallatin St. & I-55 N)	8.00	5.00	(3.00)	Lane widening (Will be addressed by Stack Phase V project)	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the updated Generalized Roadway Capacities from the previous plan. The updated roadway capacities were taken from the 2010 Highway Capacity Manual which was not readily available during the development of the previous plan. The previous plan used the roadway capacities outlined in the 2000 Highway Capacity Manual. In addition, traffic volume has decreased along this corridor since completion of the previous CMP.
Hoy Rd. (between Hwy. 51 & Old Canton Rd.)	8.00	4.00	(4.00)	Widen to five (5) lanes	This corridor was widened from a two (2) lane roadway to a four (4) lane roadway with center turning lane increasing the segments daily traffic capacity by 19,000 vehicles per day.
Hwy. 51-7 (between Jackson St. & Lake Harbour Dr.)	8.00	8.00	0.00	Improved I.T.S.	There have been no known improvements along this corridor. It is anticipated that with the development of the Lake Harbour Dr. Extension the traffic volume along this corridor will decrease. According to the 2015-2019 Transportation Improvement Program (TIP) the Lake Harbour Dr. Extension is scheduled to be constructed beginning in Fiscal Year (FY) 2016. This will provide a four (4) lane roadway with center turning lane to motorists giving them an alternative for crossing I-55 other than traveling north on Hwy. 51 to Jackson St.
Hwy 80-07 (between I-220 & Ellis Ave.)	8.00	5.00	(3.00)	Promote use of alternate routes & Improved traffic signalization	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the time of day data was collected.
Florence Main St. (between S Church St. & Hwy. 49)	8.00	9.00	1.00	Construction of Erlich Rd. project	The Erlich Rd. Extension project has been completed, but as of yet there has been no noticeable improvements to traffic congestion along this corridor. An effort should be made to promote the Erlich Rd. Extension as a viable alternate route to reduce traffic volume through this corridor.

Volume IV: Congestion Management Process

*Table 5.1
2035 and 2040 CMP Comparative Analysis Cont'd.*

Road Segment	2035 CMP Rating	2040 CMP Rating	Difference	Proposed Congestion Alleviation Strategies from 2035 CMP	Implemented Improvements
Robinson Rd Ext. (between Raymond Rd. & I-20)	8.00	5.00	(3.00)	Improved traffic signalization	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the updated Generalized Roadway Capacities from the previous plan. The updated roadway capacities were taken from the 2010 Highway Capacity Manual which was not readily available during the development of the previous plan. The previous plan used the roadway capacities outlined in the 2000 Highway Capacity Manual.
Peace St.-4 (between Walnut St. & Fulton St.)	8.00	3.00	(5.00)	Improved traffic signalization	The improvement in traffic congestion through this corridor is believed to be attributed to motorists using the Canton Parkway, just south of Peace St., as an alternate route.
Lakeland Dr.-1 (between Old Canton Rd. & I-55)	8.00	8.00	0.00	Improved traffic signalization	An additional access road to the campus of the University of Mississippi Medical Center, which includes the addition of a new traffic signal, could be the cause for traffic congestion remaining the same through this corridor.
Lakeland Dr.-4 (between Pearl River & River Oaks Dr.)	8.00	6.00	(2.00)	Improved traffic signalization	Since data was collected from the previous plan there has been an effort to coordinate the timing of the traffic signals along Lakeland Dr. It is believed that these improvements are directly related to the improvement in free flow traffic conditions.
Madison Main St. (between Crawford St. & I-55)	8.00	7.00	(1.00)	Realignment (Under construction)	The improvement of the I-55 interchange at Madison Main St. is believed to be the reason for improved traffic congestion along this corridor. An additional lane on the ramp accessing I-55 south bound has improved the ability for a greater number of automobiles to get to I-55 in a more efficient manner.
Old Canton Rd.-06 (between Canton Mart Rd. & Westbrook Rd.)	8.00	4.00	(4.00)	Improved traffic signalization	There have been no known improvements along this corridor. A decrease in traffic volume through this corridor is believed to be a contributing factor to the improvement in traffic congestion.
Rice Rd-4 (between Old Canton Rd. & Pear Orchard Rd.)	8.00	4.00	(4.00)	Improved traffic signalization	Since data was collected from the previous plan a traffic signal has been installed at the intersection of Rice Rd. and Pear Orchard Rd. This segment was previously a three (3) way stop. It is believed that this improvement is directly related to the improvement in free flow traffic conditions.

Volume IV: Congestion Management Process

*Table 5.1
2035 and 2040 CMP Comparative Analysis Cont'd.*

Road Segment	2035 CMP Rating	2040 CMP Rating	Difference	Proposed Congestion Alleviation Strategies from 2035 CMP	Implemented Improvements
Hwy. 49 S-2 (between Interstate Dr. & Old Hwy. 49)	7.00	3.00	(4.00)	Widen to four (4) lanes	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the time of day data was collected.
Spillway Rd. (between Old Canton Rd. & Old Fannin Rd.)	7.00	6.00	(1.00)	Widen to six (6) lanes (portion of segment construction underway) & Traffic operational improvements	There have been no known improvements along this corridor.
Springridge Rd.-1 (between I-20 & McRaven Rd.)	7.00	4.00	(3.00)	Safety improvements (under construction)	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the updated Generalized Roadway Capacities from the previous plan. The updated roadway capacities were taken from the 2010 Highway Capacity Manual which was not readily available during the development of the previous plan. The previous plan used the roadway capacities outlined in the 2000 Highway Capacity Manual.
Hwy. 80-25 (between Louis Wilson Rd. & Trickham Bridge Rd.)	7.00	6.00	(1.00)	Widen to four (4) lanes	There have been no known improvements along this corridor. According to the 2015-2019 Transportation Improvement Program (TIP) a new traffic signal is scheduled to be added along this corridor at the intersection of Hwy. 80 & Trickham Bridge Rd. and an upgraded signal is scheduled to replace the old signal at the intersection of Hwy. 80 & Louis Wilson Rd. beginning in Fiscal Year (FY) 2016.
Woodrow Wilson Ave. 3 (between Bailey Ave. & West St.)	7.00	4.00	(3.00)	Add additional lane	There have been no known improvements along this corridor. The improvement in congestion rating could be attributed to the time of day data was collected.
Springridge Rd. (between Hwy. 80 & I-20)	7.00	4.00	(3.00)	Improved traffic signalization	There have been no known improvements along this corridor. A decrease in traffic volume through this corridor is believed to be a contributing factor to the improvement in traffic congestion.

Volume IV: Congestion Management Process

*Table 5.1
2035 and 2040 CMP Comparative Analysis Cont'd.*

Road Segment	2035 CMP Rating	2040 CMP Rating	Difference	Proposed Congestion Alleviation Strategies from 2035 CMP	Implemented Improvements
Hwy 80-02 (between Springridge Rd. & Lakeview Dr.)	7.00	7.00	0.00	Improved traffic signalization & promote use of alternate routes	There have been no known improvements along this corridor.
Old Brandon Rd.-7 (between Hwy. 475 & International Dr.)	7.00	4.00	(3.00)	Improved traffic signalization	Since data was collected from the previous plan a bridge has been built on Hwy. 475 that allows for traffic to go over Old Brandon Rd. With this improvement a two (2) way traffic stop that was previously at this location has been removed, which has improved free flow traffic conditions within the corridor.
I-55 18 (between Savanna St. & Elton Rd.)	7.00	4.00	(3.00)	Widen to six (6) lanes, Promote alternate routes & traffic operational improvements	The improvement in congestion rating could be attributed to the time of day data was collected. Currently, this segment is being widened from four (4) lanes to six (6) lanes which will increase capacity by 36,000 vehicles per day and improve free flow traffic conditions.
Hwy. 80-12 (between Hwy. 49 & Pearson Rd.)	7.00	8.00	1.00	Improved traffic signalization & promote use of alternate routes	The increase in traffic congestion along this corridor could be attributed to increased traffic volume due to the opening of the Outlet Mall which is located between Pearson Rd. & Hwy. 49.
Hwy. 475-1 (between Lakeland Dr. & Flowood Dr.)	7.00	9.00	2.00	Traffic operational improvements & promote use of alternate routes	There have been no known improvements along this corridor. It is believed that once the widening of Flowood Dr. and construction of the West Rankin Parkway is complete these two alternate routes will improve free flow traffic conditions through this corridor.
Lakeland Dr.-3 (between Ridgewood Rd. & Pearl River)	7.00	5.00	(2.00)	Improved traffic signalization	Since data was collected from the previous plan there has been an effort to coordinate the timing of the traffic signals along Lakeland Dr. It is believed that these improvements are directly related to the improvement in free flow traffic conditions.

APPENDICES

Volume IV: Congestion Management Process



Appendix A – Volume to Capacity Ratio Study

Class	Street Name	Termini	Facility Type	Current Capacity	ADT	Over/Under Capacity	VCR	Capacity Level
IN	I-20 - 3	between Clinton-Raymond Rd. & Springridge Rd.	4U	72,000	34,000	38,000	0.47	UC
IN	I-20 - 4	between Springridge Rd. & Hwy. 18	4U	72,000	45,000	27,000	0.63	UC
IN	I-20 - 5	between Hwy. 18 & Ellis Ave.	6D	108,000	74,000	34,000	0.69	UC
IN	I-20 - 6	between Ellis Ave. & I-55 S.	6D	108,000	72,000	36,000	0.67	UC
IN	I-20 - 7	between I-55 S. & Gallatin St.	6D	108,000	113,000	(5,000)	1.05	OC
IN	I-20 - 8	between Gallatin St. & I-55 N.	6D	108,000	102,000	6,000	0.94	NC
IN	I-20 - 9	between I-55 N & Hwy. 49	6D	108,000	108,000	0	1.00	AC
IN	I-20 - 10	between Hwy. 49 & Pearson Rd.	6D	108,000	71,000	37,000	0.66	UC
IN	I-20 - 11	between Pearson Rd. & Hwy 475	6D	108,000	62,000	46,000	0.57	UC
IN	I-20 - 12	between Hwy. 475 & Crossgates Blvd.	6D	108,000	53,000	55,000	0.49	UC
IN	I-20 - 13	between Crossgates Blvd. & Hwy. 80 W	4U	72,000	36,000	36,000	0.50	UC
IN	I-55 - 2	between Hwy. 22 & North Nissan Interchange	4U	72,000	30,000	42,000	0.42	UC
IN	I-55 - 3	between North Nissan Interchange & South Nissan Interchange	4U	72,000	33,000	39,000	0.46	UC
IN	I-55 - 4	between South Nissan Interchange & Gluckstadt Rd.	4U	72,000	46,000	26,000	0.64	UC
IN	I-55 - 5	between Gluckstadt Rd. & Hwy. 463	4U	72,000	46,000	26,000	0.64	UC
IN	I-55 - 6	between Hwy. 463 & Madison Ave.	8D	144,000	73,000	71,000	0.51	UC
IN	I-55 - 7	between Madison Ave. & Steed Rd.	8D	144,000	73,000	71,000	0.51	UC
IN	I-55 - 8	between Steed Rd. & Old Agency Rd.	8D	144,000	73,000	71,000	0.51	UC
IN	I-55 - 9	between Old Agency Rd. & Natchez Trace Pkwy.	8D	144,000	102,000	42,000	0.71	UC
IN	I-55 - 10	between Natchez Trace Pkwy. & I-220	8D	144,000	99,000	45,000	0.69	UC
IN	I-55 - 11	between I-220 & County Line Rd.	6D	108,000	81,000	27,000	0.75	UC
IN	I-55 - 12	between County Line Rd. & Beasley Rd.	6D	108,000	90,000	18,000	0.83	UC
IN	I-55 - 13	between Beasley Rd. & Briarwood Dr.	8U	144,000	81,000	63,000	0.56	UC
IN	I-55 - 14	between Briarwood Dr. & Northside Dr.	8U	144,000	96,000	48,000	0.67	UC
IN	I-55 - 15	between Northside Dr. & Meadowbrook Rd.	6D	108,000	103,000	5,000	0.95	NC
IN	I-55 - 16	between Meadowbrook Rd. & Lakeland Dr.	8U	144,000	118,000	26,000	0.82	UC
IN	I-55 - 17	between Lakeland Dr. & Woodrow Wilson Ave.	8U	144,000	125,000	19,000	0.87	NC
IN	I-55 - 18	between Woodrow Wilson Ave. & Fortification St.	6D	108,000	122,000	(14,000)	1.13	OC
IN	I-55 - 19	between Fortification St. & High St.	8U	144,000	135,000	9,000	0.94	NC
IN	I-55 - 20	between High St. & Pearl/Pascagoula St.	6D	108,000	105,000	3,000	0.97	AC
IN	I-55 - 21	between Pearl/Pascagoula St. & I-20	8U	144,000	100,000	44,000	0.69	UC
IN	I-55 - 22	between I-20 & McDowell Rd.	6D	108,000	46,000	62,000	0.43	UC
IN	I-55 - 23	between McDowell Rd. & Daniel Lake Blvd.	4U	72,000	64,000	8,000	0.89	NC
IN	I-55 - 24	between Daniel Lake Blvd. & Savanna St.	4U	72,000	55,000	17,000	0.76	UC
IN	I-55 - 25	between Savanna St. & Elton Rd.	4U	72,000	50,000	22,000	0.69	UC
IN	I-55 - 26	between Elton Rd. & Siwell Rd.	4U	72,000	48,000	24,000	0.67	UC
IN	I-220 - 1	between I-55 & Hanging Moss Rd.	4U	72,000	47,000	25,000	0.65	UC
IN	I-220 - 2	between Hanging Moss Rd. & Walkins Dr.	4U	72,000	49,000	23,000	0.68	UC
IN	I-220 - 3	between Walkins Dr. & Medgar Evers Blvd.	4U	72,000	38,000	34,000	0.53	UC
IN	I-220 - 4	between Medgar Evers Blvd. & Industrial Dr.	4U	72,000	49,000	23,000	0.68	UC
IN	I-220 - 5	between Industrial Dr. & Clinton Blvd.	4U	72,000	56,000	16,000	0.78	UC
IN	I-220 - 6	between Clinton Blvd. & Hwy. 80	4U	72,000	57,000	15,000	0.79	UC
IN	I-220 - 7	between Hwy. 80 & I-20	4U	72,000	54,000	18,000	0.75	UC
PA	Hwy. 16 - 1	between I-55 & Hwy. 51	2U	14,000	2,500	11,500	0.18	UC
PA	Hwy. 16 - 2	between Hwy. 43 & Sharon Rd.	2U	14,000	4,400	9,600	0.31	UC
PA	E. Hwy. 18 - 2	between I-20 & Greenfield Rd.	4D	30,000	22,000	8,000	0.73	UC
PA	E. Hwy. 18 - 3	between Greenfield Rd. & Sunset Dr.	2U	14,000	15,000	(1,000)	1.07	OC
PA	E. Hwy. 18 - 4	between Sunset Dr. & Hwy. 468	2U	14,000	8,200	5,800	0.59	UC

Volume IV: Congestion Management Process



Class	Street Name	Termini	Facility Type	Current Capacity	ADT	Over/Under Capacity	VCR	Capacity Level
PA	E. Hwy. 18 - 5	between Hwy. 468 & Star Rd.	2U	14,000	8,300	5,700	0.59	UC
PA	E. Hwy. 18 - 6	between Star Rd. & Louis Wilson Rd.	2U	14,000	12,000	2,000	0.86	NC
PA	W. Hwy. 18 - 1	between I-20 & Chadwick Dr.	4D	30,000	30,000	0	1.00	AC
PA	W. Hwy. 18 - 2	between Chadwick Dr. & McDowell Rd. Ext.	4D	30,000	30,000	0	1.00	AC
PA	Hwy. 25 - 1	between Old Fannin Rd. & Luckney Rd.	4D	30,000	34,000	(4,000)	1.13	OC
PA	Hwy. 25 - 2	between Luckney Rd. & Grants Ferry Rd.	4D	30,000	32,000	(2,000)	1.07	OC
PA	Hwy. 25 - 3	between Grants Ferry Rd. & Hwy. 471	4D	30,000	17,000	13,000	0.57	UC
PA	Hwy. 49 S - 1	between Hwy. 80 & I-20	6D	45,000	30,000	15,000	0.67	UC
PA	Hwy. 49 S - 2	between I-20 & Interstate Dr.	8D	60,000	51,000	9,000	0.85	UC
PA	Hwy. 49 S - 3	between Interstate Dr. & Old Hwy. 49	6D	45,000	44,000	1,000	0.98	AC
PA	Hwy. 49 S - 4	between Old Hwy. 49 & Harper St.	4D	30,000	45,000	(15,000)	1.50	OC
PA	Hwy. 49 S - 5	between Harper St. & Scarborough St.	4D	30,000	40,000	(10,000)	1.33	OC
PA	Hwy. 49 S - 6	between Scarborough St. & Cleary Rd.	4D	30,000	40,000	(10,000)	1.33	OC
PA	Hwy. 49 S - 7	between Cleary Rd. & Gunter Rd.	4D	30,000	37,000	(7,000)	1.23	OC
PA	Hwy. 49 S - 8	between Gunter Rd. & Main St. Florence	4D	30,000	33,000	(3,000)	1.10	OC
PA	Hwy. 51 - 2	between Hwy. 16 & Hwy. 22	2U	14,000	6,000	8,000	0.43	UC
PA	Hwy. 51 - 3	between Hwy. 22 & E. Academy St.	2U	14,000	7,600	6,400	0.54	UC
PA	Hwy. 51 - 4	between E. Academy St. & E. Dinkins St.	2U	14,000	6,200	7,800	0.44	UC
PA	Hwy. 51 - 5	between E. Dinkins St. & SW City Limits Canton	2D	15,000	7,900	7,100	0.53	UC
PA	Hwy. 51 - 6	between SW City Limits Canton & Yandell Rd.	2U	14,000	6,600	7,400	0.47	UC
PA	Hwy. 51 - 7	between Yandell Rd. & N. City Limits Madison	2U	14,000	11,000	3,000	0.79	UC
PA	Hwy. 51 - 8	between N. City Limits Madison & Hoy Rd.	4D	30,000	14,000	16,000	0.47	UC
PA	Hwy. 51 - 9	between Hoy Rd. & Hwy. 463	4D	30,000	17,000	13,000	0.57	UC
PA	Hwy. 51 - 10	between Hwy. 463 & Madison Ave.	4D	30,000	19,000	11,000	0.63	UC
PA	Hwy. 51 - 11	between Madison Ave. & St. Augustine Dr.	4D	30,000	17,000	13,000	0.57	UC
PA	Hwy. 51 - 12	between St. Augustine Dr. & Beaver Creek Dr.	4D	30,000	21,000	9,000	0.70	UC
PA	Hwy. 51 - 13	between Beaver Creek Dr. & E. Jackson St.	4D	30,000	23,000	7,000	0.77	UC
PA	Hwy. 51 - 14	between E. Jackson St. & Lake Harbour Dr.	4D	30,000	31,000	(1,000)	1.03	OC
PA	Hwy. 51 - 15	between Lake Harbour Dr. & I-55	4D	30,000	26,000	4,000	0.87	NC
PA	Hwy. 51 - 16	between I-55 & County Line Rd.	4D	30,000	13,000	17,000	0.43	UC
PA	Hwy. 80 - 1	between Clinbn-Raymond Rd. & Madison St.	4D	30,000	12,000	18,000	0.40	UC
PA	Hwy. 80 - 2	between Madison St. & Springridge Rd.	4D	30,000	12,000	18,000	0.40	UC
PA	Hwy. 80 - 3	between Springridge Rd. & Mt. Salus Rd.	4D	30,000	18,000	12,000	0.60	UC
PA	Hwy. 80 - 4	between Mt. Salus Rd. & Lakeview Dr.	4D	30,000	19,000	11,000	0.63	UC
PA	Hwy. 80 - 5	between Lakeview Dr. & Shaw Rd.	4D	30,000	20,000	10,000	0.67	UC
PA	Hwy. 80 - 6	between Shaw Rd. & South Dr.	4D	30,000	18,000	12,000	0.60	UC
PA	Hwy. 80 - 7	between South Dr. & Westhaven Blvd.	4D	30,000	15,000	15,000	0.50	UC
PA	Hwy. 80 - 8	between Westhaven Blvd. & Morson Rd.	4D	30,000	23,000	7,000	0.77	UC
PA	Hwy. 80 - 9	between Morson Rd. & Robinson Rd.	4D	30,000	20,000	10,000	0.67	UC
PA	Hwy. 80 - 10	between Robinson Rd. & I-220	4D	30,000	18,000	12,000	0.60	UC
PA	Hwy. 80 - 11	between I-220 & Lynch St.	4D	30,000	25,000	5,000	0.83	UC
PA	Hwy. 80 - 12	between Lynch St. & Ellis Ave.	4D	30,000	18,000	12,000	0.60	UC
PA	Hwy. 80 - 13	between Ellis Ave. & Valley St.	4D	30,000	16,000	14,000	0.53	UC
PA	Hwy. 80 - 14	between Valley St. & Terry Rd.	4D	30,000	16,000	14,000	0.53	UC
PA	Hwy. 80 - 15	between Terry Rd. & Gallatin St.	4U	28,000	13,000	15,000	0.46	UC
PA	Hwy. 80 - 16	between Gallatin St. & State St.	4U	28,000	14,000	14,000	0.50	UC
PA	Hwy. 80 - 17	between State St. & Hwy. 49	4U	28,000	13,000	15,000	0.46	UC
PA	Hwy. 80 - 12	between Hwy. 49 & Bass Pro Dr.	4D	30,000	14,000	16,000	0.47	UC
PA	Hwy. 80 - 13	between Bass Pro Dr. & Pearson Rd.	4D	30,000	14,000	16,000	0.47	UC
PA	Hwy. 80 - 14	between Pearson Rd. & Bierdeman Rd.	4D	30,000	18,000	12,000	0.60	UC
PA	Hwy. 80 - 15	between Bierdeman Rd. & Old Brandon Rd.	4D	30,000	23,000	7,000	0.77	UC
PA	Hwy. 80 - 16	between Old Brandon Rd. & Fox Hall Rd.	4D	30,000	17,000	13,000	0.57	UC
PA	Hwy. 80 - 17	between Fox Hall Rd. & Hwy. 475	4D	30,000	20,000	10,000	0.67	UC

Volume IV: Congestion Management Process



Class	Street Name	Termini	Facility Type	Current Capacity	ADT	Over/Under Capacity	VCR	Capacity Level
PA	Hwy. 80 - 18	between Hwy. 475 & Cross Park Dr.	4D	30,000	25,000	5,000	0.83	UC
PA	Hwy. 80 - 19	between Cross Park Dr. & Crossgates Blvd.	4D	30,000	24,000	6,000	0.80	UC
PA	Hwy. 80 - 20	between Crossgates Blvd. & Woodgate Dr.	4D	30,000	29,000	1,000	0.97	AC
PA	Hwy. 80 - 21	between Woodgate Dr. & Value Rd.	4D	30,000	25,000	5,000	0.83	UC
PA	Hwy. 80 - 22	between Value Rd. & I-20	4D	30,000	25,000	5,000	0.83	UC
PA	Hwy. 80 - 23	between I-20 & Hwy. 471	2D	15,000	19,000	(4,000)	1.27	OC
PA	Hwy. 80 - 24	between Hwy. 471 & Mary Ann Dr.	2D	15,000	17,000	(2,000)	1.13	OC
PA	Hwy. 80 - 25	between Mary Ann Dr. & Louis Wilson Rd.	2D	15,000	16,000	(1,000)	1.07	OC
PA	Hwy. 80 - 26	between Louis Wilson Rd. & Trickham Bridge Rd.	2U	14,000	10,000	4,000	0.71	UC
PA	Hwy. 80 - 27	between Trickham Bridge Rd. & Shiloh Pkwy.	2U	14,000	5,900	8,100	0.42	UC
PA	Hwy. 80 - 28	between Shiloh Pkwy. & I-20	2U	14,000	4,900	9,100	0.35	UC
PA	Hwy. 463 - 1	between Highland Colony Pkwy. & Mannsdale Rd.	4D	30,000	15,000	15,000	0.50	UC
PA	Hwy. 463 - 2	between Mannsdale Rd. & Livingston Rd.	4D	30,000	13,000	17,000	0.43	UC
PA	Hwy. 463 - 3	between Livingston Rd. & Annandale Dr.	2U	14,000	13,000	1,000	0.93	NC
PA	Hwy. 463 - 4	between Annandale Dr. & Gluckstadt Rd.	2U	14,000	8,500	5,500	0.61	UC
PA	Hwy. 463 - 5	between Gluckstadt Rd. & Hwy. 22	2U	14,000	3,200	10,800	0.23	UC
PA	Hwy. 471 - 1	between Hwy. 80 & College St	2D	15,000	9,700	5,300	0.65	UC
PA	Hwy. 471 - 2	between College St & Value Rd.	2U	14,000	9,700	4,300	0.69	UC
PA	Hwy. 471 - 3	between Value Rd. & Luckney Rd.	2U	14,000	16,000	(2,000)	1.14	OC
PA	Hwy. 471 - 4	between Luckney Rd. & Grants Ferry Rd.	2U	14,000	16,000	(2,000)	1.14	OC
PA	Hwy. 471 - 5	between Grants Ferry Rd. & Hwy. 25	2U	14,000	7,200	6,800	0.51	UC
PA	Hwy. 475 - 1	between Lakeland Dr. & Flowood Dr.	4D	30,000	21,000	9,000	0.70	UC
PA	Hwy. 475 - 2	between Flowood Dr. & Fox Hall Rd.	4D	30,000	21,000	9,000	0.70	UC
PA	Hwy. 475 - 3	between Fox Hall Rd. & Old Brandon Rd.	4D	30,000	20,000	10,000	0.67	UC
PA	Hwy. 475 - 4	between Old Brandon Rd. & Hwy. 80	4D	30,000	16,000	14,000	0.53	UC
PA	Hwy. 475 - 5	between Hwy. 80 & I-20	4D	30,000	25,000	5,000	0.83	UC
MA	Hwy. 475 - 6	between I-20 & Hwy. 468	2U	14,000	9,700	4,300	0.69	UC
MA	Adkins Blvd. - 1	between Concord Dr. & Ridgewood Rd.	2U	11,000	9,200	1,800	0.84	UC
MA	Adkins Blvd. - 2	between Ridgewood Rd. & I-55	4D	30,000	19,000	11,000	0.63	UC
CO	Arrow Dr. - 1	between Pinehaven Dr. & Warrior Lane	2U	11,000	4,100	6,900	0.37	UC
CO	Arrow Dr. - 2	between Warrior Lane & Cynthia Rd.	2U	11,000	4,100	6,900	0.37	UC
PA	Bailey Ave - 1	between Monument St. & Fortification St.	4U	28,000	8,800	19,200	0.31	UC
PA	Bailey Ave - 2	between Fortification St. & Idlewild St.	4U	28,000	12,000	16,000	0.43	UC
PA	Bailey Ave - 3	between Idlewild St. & Woodrow Wilson Ave.	4D	30,000	12,000	18,000	0.40	UC
PA	Bailey Ave Ext - 1	between Woodrow Wilson Ave. & Stonewall St.	4U	28,000	9,800	18,200	0.35	UC
PA	Bailey Ave Ext - 2	between Stonewall St. & Mayes St.	4U	28,000	10,000	18,000	0.36	UC
PA	Bailey Ave Ext - 3	between Mayes St. & Northside Rd.	4U	28,000	11,000	17,000	0.39	UC
MA	Beasley Rd - 2	between Watkins Dr. & Hanging Moss Rd.	2U	14,000	6,300	7,700	0.45	UC
MA	Beasley Rd - 3	between Hanging Moss Rd. & State St.	2D	15,000	11,000	4,000	0.73	UC
MA	Beasley Rd - 4	between State St. & I-55	2U	14,000	12,000	2,000	0.86	NC
MA	Belvedere Dr.	between Raymond Rd. & McDowell Rd.	4U	28,000	12,000	16,000	0.43	UC
MA	Bozeman Rd.	between Hwy. 463 & Gluckstadt Rd.	2U	14,000	12,000	2,000	0.86	NC
PA	Bullard St - 2	between Boling St. & Parkside Place	4U	28,000	23,000	5,000	0.82	UC
PA	Capitol St. - 1	between I-220 & Ellis Ave.	4U	28,000	8,400	19,600	0.30	UC
PA	Capitol St. - 2	between Ellis Ave. & Prentiss St.	4U	28,000	7,900	20,100	0.28	UC
PA	Capitol St. - 3	between Prentiss St. & Rose St.	4U	28,000	7,600	20,400	0.27	UC
PA	Capitol St. - 4	between Rose St. & Robinson Rd.	4U	28,000	3,400	24,600	0.12	UC
PA	Capitol St. - 5	between Robinson Rd. & Gallatin St.	Way	21,000	3,100	17,900	0.15	UC
MA	Capitol St. - 6	between Gallatin St. & Farish St.	2U	14,000	5,300	8,700	0.38	UC
MA	Capitol St. - 7	between Farish St. & State St.	2U	14,000	6,500	7,500	0.46	UC
MA	Clinton Blvd. - 2	between Lakeview Dr. & Shaw Rd.	2U	14,000	6,500	7,500	0.46	UC
MA	Clinton Blvd. - 3	between Shaw Rd. & Magnolia Rd.	2U	14,000	5,500	8,500	0.39	UC
PA	Clinton Blvd. - 4	between Magnolia Rd. & Flag Chapel Dr.	4D	30,000	6,100	23,900	0.20	UC

Volume IV: Congestion Management Process



Class	Street Name	Termini	Facility Type	Current Capacity	ADT	Over/Under Capacity	VCR	Capacity Level
PA	Clinton Blvd. - 5	between Flag Chapel Dr. & Country Club Rd.	4U	28,000	17,000	11,000	0.61	UC
PA	Clinton Pkwy.	between Northside Dr. & Hwy. 80	4D	30,000	21,000	9,000	0.70	UC
MA	Clinton-Raymond Rd. - 1	between I-20 & Midway Rd.	2U	14,000	10,000	4,000	0.71	UC
MA	Colonial Cir.	between Old Canton Rd. & Concord Dr.	2U	11,000	6,600	4,400	0.60	UC
CO	Cooper Rd. - 1	between El Dorado Rd. & Luckney Rd.	2U	11,000	4,200	6,800	0.38	UC
CO	Cooper Rd. - 2	between Luckney Rd. & Hwy. 25	2U	11,000	3,800	7,200	0.35	UC
MA	County Line Rd. - 1	between Hwy. 49 & Livingston Rd.	2U	14,000	2,600	11,400	0.19	UC
MA	County Line Rd. - 2	between Livingston Rd. & I-220	2U	14,000	6,100	7,900	0.44	UC
PA	County Line Rd. - 3	between I-220 & Hwy. 51	2U	14,000	7,070	6,930	0.51	UC
PA	County Line Rd. - 4	between Hwy. 51 & I-55	4D	30,000	18,000	12,000	0.60	UC
PA	County Line Rd. - 5	between I-55 & Ridgewood Rd.	4D	30,000	41,000	(11,000)	1.37	OC
PA	County Line Rd. - 6	between Ridgewood Rd. & Ridgewood Court Dr.	4D	30,000	32,000	(2,000)	1.07	OC
PA	County Line Rd. - 7	between Ridgewood Court Dr. & Whealley St.	4D	30,000	32,000	(2,000)	1.07	OC
PA	County Line Rd. - 8	between Whealley St. & Pear Orchard Rd.	4D	30,000	26,000	4,000	0.87	NC
PA	County Line Rd. - 9	between Pear Orchard Rd. & Old Canton Rd.	4D	30,000	21,000	9,000	0.70	UC
PA	Crossgates Blvd. - 1	between I-20 & Hwy. 80	4D	30,000	33,000	(3,000)	1.10	OC
PA	Crossgates Blvd. - 2	between Hwy. 80 & Old Brandon Rd.	4D	27,000	13,000	14,000	0.48	UC
CO	Davis Rd.	between Springridge Rd. & Siwell Rd.	2U	11,000	4,000	7,000	0.36	UC
PA	East Metro Pkwy.	between Lakeland Dr. & Cooper Rd.	4D	30,000	5,600	24,400	0.19	UC
CO	El Dorado Rd.	between Old Brandon Rd. & Cooper Rd.	2U	30,000	5,600	24,400	0.19	UC
PA	Ellis Ave. - 1	between Capitol St. & Robinson Rd.	4U	28,000	9,900	18,100	0.35	UC
PA	Ellis Ave. - 2	between Robinson Rd. & Lynch St.	4D	30,000	15,000	15,000	0.50	UC
PA	Ellis Ave. - 3	between Lynch St. & Hwy. 80	4D	30,000	15,000	15,000	0.50	UC
PA	Ellis Ave. - 4	between Hwy. 80 & I-20	4U	28,000	18,000	10,000	0.64	UC
MA	Ellis Ave. - 5	between I-20 & Raymond Rd.	4D	30,000	18,000	12,000	0.60	UC
MA	Florence-Byram Rd. - 1	between I-55 & the Pearl River	2U	14,000	7,100	6,900	0.51	UC
MA	Florence-Byram Rd. - 2	between Pearl River & Cleary Rd.	2U	14,000	7,100	6,900	0.51	UC
MA	Florence-Byram Rd. - 3	between Cleary Rd. & Church St.	2U	14,000	4,600	9,400	0.33	UC
PA	Flowood Dr. - 1	between Hwy. 80 & Flowood Dr. A	4D	30,000	16,900	13,100	0.56	UC
PA	Flowood Dr. - 2	between Flowood Dr. A & 4th St.	4D	30,000	16,900	13,100	0.56	UC
PA	Flowood Dr. - 3	between 4th St. & Treetops Blvd.	2U	14,000	16,900	(2,900)	1.21	OC
PA	Flowood Dr. - 4	between Treetops Blvd. & River Oaks Dr.	2U	14,000	17,000	(3,000)	1.21	OC
PA	Flowood Dr. - 5	between River Oaks Dr. & Hwy. 475	2U	14,000	13,000	1,000	0.93	NC
MA	Flowood Dr. - 6	between Hwy. 475 & Military Rd.	2U	14,000	8,500	5,500	0.61	UC
MA	Flowood Dr. - 7	between Military Rd. & Old Fannin Rd.	2D	15,000	9,400	5,600	0.63	UC
MA	Fortification St. - 1	between I-55 & State St.	2D	15,000	16,000	(1,000)	1.07	OC
MA	Fortification St. - 2	between State St. & West St.	4D	30,000	13,000	17,000	0.43	UC
MA	Fortification St. - 3	between West St. & Short Farish St.	4D	30,000	8,400	21,600	0.28	UC
MA	Fortification St. - 4	between Short Farish St. & N. Mill St.	4U	28,000	8,400	19,600	0.30	UC
MA	Fortification St. - 5	between N. Mill St. & Bailey Ave.	4U	28,000	8,400	19,600	0.30	UC
MA	Fortification St. - 6	between Bailey Ave. & Woodrow Wilson Ave.	2U	14,000	4,100	9,900	0.29	UC
CO	Frontage Rd. - NB	between Northside Dr. & County Line Rd.	Way	21,000	10,000	11,000	0.48	UC
CO	Frontage Rd. - SB	between County Line Rd. & Northside Dr.	Way	21,000	9,300	11,700	0.44	UC
PA	Gallatin St. - 2	between I-20 & Hwy. 80	4U	28,000	12,000	16,000	0.43	UC
PA	Gallatin St. - 3	between Hwy. 80 & South St.	4D	30,000	11,000	19,000	0.37	UC
PA	Gallatin St. - 4	between South St. & Pearl St.	4D	30,000	11,000	19,000	0.37	UC
PA	Gallatin St. - 5	between Pearl St. & Capitol St.	4D	30,000	13,000	17,000	0.43	UC
PA	Gallatin St. - 6	between Capitol St. & Amite St.	4D	30,000	8,800	21,200	0.29	UC
PA	Gallatin St. - 7	between Amite St. & Garner St.	4U	28,000	8,800	19,200	0.31	UC
PA	Gallatin St. - 8	between Garner St. & Monument St.	4U	28,000	8,800	19,200	0.31	UC
CO	Gary Rd. -1	between Terry Rd. & Ridgelea Rd.	2U	11,000	5,500	5,500	0.50	UC
CO	Gary Rd. -2	between Ridgelea & Davis Rd.	2U	11,000	5,500	5,500	0.50	UC
PA	Glucksstadt Rd. - 1	between Hwy. 463 & Caffell Rd.	2U	14,000	7,500	6,500	0.54	UC

Volume IV: Congestion Management Process



Class	Street Name	Termini	Facility Type	Current Capacity	ADT	Over/Under Capacity	VCR	Capacity Level
PA	Gluckstadt Rd. - 2	between Callett Rd. & I-55	2D	15,000	8,800	6,200	0.59	UC
PA	Gluckstadt Rd. - 3	between I-55 & Industrial Dr.	6D	45,000	10,000	35,000	0.22	UC
PA	Gluckstadt Rd. - 4	between Industrial Dr. & Old Jackson Rd.	6D	45,000	8,400	36,600	0.19	UC
MA	Grants Ferry Rd. - 1	between Spillway Rd. & Hwy. 25	2D	15,000	9,800	5,200	0.65	UC
PA	Hanging Moss Rd. - 1	between County Line Rd. & I-220	4U	28,000	13,000	15,000	0.46	UC
PA	Hanging Moss Rd. - 2	between I-220 & Beasley Rd.	2U	14,000	6,600	7,400	0.47	UC
PA	Hanging Moss Rd. - 3	between Beasley Rd. & Forest Ave.	2U	14,000	8,000	6,000	0.57	UC
PA	Hanging Moss Rd. - 4	between Forest Ave. & Northside Dr.	4D	30,000	12,000	18,000	0.40	UC
PA	High St. - 1	between I-55 & N. Jefferson St.	4D	30,000	20,000	10,000	0.67	UC
PA	High St. - 2	between N. Jefferson St. & State St.	4D	30,000	17,000	13,000	0.57	UC
PA	High St. - 3	between State St. & West St.	4D	30,000	9,700	20,300	0.32	UC
PA	High St. - 4	between West St. & Lamar St.	4U	28,000	5,900	22,100	0.21	UC
PA	High St. - 5	between Lamar St. & John Hart St.	4U	28,000	2,700	25,300	0.10	UC
PA	High St. - 6	between John Hart St. & Church St.	4U	28,000	2,600	25,400	0.09	UC
PA	High St. - 7	between Church St. & Farish St.	4U	28,000	2,700	25,300	0.10	UC
MA	Hoy Rd. - 1	between Hwy. 51 & Old Canton Rd.	4D	30,000	14,000	16,000	0.47	UC
MA	Hoy Rd. - 2	between Old Canton Rd. & Rice Rd.	2U	14,000	8,300	5,700	0.59	UC
MA	Hoy Rd. - 3	between Rice Rd. & N. Old Canton Rd.	2U	14,000	6,700	7,300	0.48	UC
PA	Jackson Ave. - 1	between I-55 & Sunnybrook Rd.	2D	15,000	27,000	(12,000)	1.80	OC
PA	Jackson Ave. - 2	between Sunnybrook Rd. & Magnolia St.	2D	15,000	22,000	(7,000)	1.47	OC
PA	Jackson Ave. - 3	between Magnolia St. & Hwy. 51	2D	15,000	27,000	(12,000)	1.80	OC
PA	Lakeland Dr. - 1	between Old Canton Rd. & I-55	4D	30,000	26,000	4,000	0.87	NC
PA	Lakeland Dr. - 2	between I-55 & Ridgewood Rd.	8D	60,000	49,000	11,000	0.82	UC
PA	Lakeland Dr. - 3	between Ridgewood Rd. & the Pearl River	6D	45,000	60,000	(15,000)	1.33	OC
PA	Lakeland Dr. - 4	between Pearl River & River Oaks Dr.	6D	45,000	54,000	(9,000)	1.20	OC
PA	Lakeland Dr. - 5	between River Oaks Dr. & Hwy. 475	6D	45,000	49,000	(4,000)	1.09	OC
PA	Lakeland Dr. - 6	between Hwy. 475 & Old Fannin Rd.	4D	30,000	42,000	(12,000)	1.40	OC
MA	Lake Castle Rd. - 1	between Colton Hill Rd. & Castle Circle	4D	30,000	6,000	24,000	0.20	UC
MA	Lake Castle Rd. - 2	between Castle Circle & Highland Colony Pkwy.	2U	14,000	6,000	8,000	0.43	UC
MA	Lake Harbour Dr. - 1	between Hwy. 51 & Wheatley St.	4D	30,000	15,000	15,000	0.50	UC
MA	Lake Harbour Dr. - 2	between Wheatley St. & Pear Orchard Rd.	4D	30,000	14,000	16,000	0.47	UC
MA	Lake Harbour Dr. - 3	between Pear Orchard Rd. & Northpark Dr.	4D	30,000	14,000	16,000	0.47	UC
MA	Lake Harbour Dr. - 4	between Northpark Dr. & Old Canton Rd.	4D	30,000	22,000	8,000	0.73	UC
MA	Livingston Rd. - 1	between Woodrow Wilson Ave. & Ridgeway St.	4U	28,000	5,400	22,600	0.19	UC
MA	Livingston Rd. - 2	between Ridgeway St. & Northside Dr.	4U	28,000	4,800	23,200	0.17	UC
MA	Luckney Rd. - 2	between Hwy. 25 & Henderson Rd.	2U	14,000	6,000	8,000	0.43	UC
MA	Luckney Rd. - 3	between Henderson Rd. & Sterling Oak Rd.	2U	14,000	3,700	10,300	0.26	UC
MA	Luckney Rd. - 4	between Sterling Oak Rd. & Hwy. 471	2U	14,000	3,200	10,800	0.23	UC
MA	Madison Ave. - 1	between Rice Rd. & Old Canton Rd.	2D	15,000	6,600	8,400	0.44	UC
MA	Madison Ave. - 2	between Old Canton Rd. & Hwy. 51	2D	15,000	7,100	7,900	0.47	UC
MA	Madison Ave. - 3	between Hwy. 51 & Magnolia St.	2U	14,000	7,300	6,700	0.52	UC
MA	Madison Ave. - 4	between Magnolia St. & Crawford St.	2U	14,000	8,400	5,600	0.60	UC
MA	Madison Ave. - 5	between Crawford St. & Colton Hill Rd.	2U	14,000	7,900	6,100	0.56	UC
MA	Main St. Florence West	between Hwy. 49 & Church St.	2D	15,000	22,000	(7,000)	1.47	OC
PA	Main St. Madison - 1	between Highland Colony Pkwy. & I-55	6D	45,000	34,000	11,000	0.76	UC
PA	Main St. Madison - 2	between I-55 & Crawford St.	6D	45,000	20,000	25,000	0.44	UC
PA	Main St. Madison - 3	between Crawford St. & Hwy. 51	2U	14,000	8,100	5,900	0.58	UC
MA	McDowell Rd. - 2	between I-55 & Terry Rd.	4U	28,000	9,600	18,400	0.34	UC
MA	McDowell Rd. - 3	between Terry Rd. & Belvedere Dr.	4U	28,000	13,000	15,000	0.46	UC
MA	McDowell Rd. - 4	between Belvedere Dr. & McFadden Rd.	4U	28,000	13,000	15,000	0.46	UC
MA	McDowell Rd. - 5	between McFadden Rd. & Woody Dr.	4U	28,000	8,700	19,300	0.31	UC
MA	McDowell Rd. Ext. - 1	between Woody Dr. & Robinson Rd./Suncrest Dr.	4U	28,000	11,000	17,000	0.39	UC
MA	McDowell Rd. Ext. - 2	between Robinson Rd./Suncrest Dr. & Raymond Rd.	4D	30,000	8,300	21,700	0.28	UC

Volume IV: Congestion Management Process



Class	Street Name	Termini	Facility Type	Current Capacity	ADT	Over/Under Capacity	VCR	Capacity Level
MA	McDowell Rd. Ext. - 3	between Raymond Rd. & Hwy. 18	4D	30,000	8,000	22,000	0.27	UC
PA	Medgar Evers Blvd. - 1	between Woodrow Wilson Ave. & Pocahontas Ave.	4D	30,000	10,000	20,000	0.33	UC
PA	Medgar Evers Blvd. - 2	between Pocahontas Ave. & Ridgeway St.	4D	30,000	12,000	18,000	0.40	UC
PA	Medgar Evers Blvd. - 3	between Ridgeway St. & Liberty St.	4D	30,000	15,000	15,000	0.50	UC
PA	Medgar Evers Blvd. - 4	between Liberty St. & Northside Dr.	4D	30,000	16,000	14,000	0.53	UC
PA	Medgar Evers Blvd. - 5	between Northside Dr. & I-220	4D	30,000	23,000	7,000	0.77	UC
PA	Medgar Evers Blvd. - 6	between I-220 & Boling St.	4D	30,000	22,000	8,000	0.73	UC
PA	Medgar Evers Blvd. - 7	between Boling St. & Forest Ave. Ext.	4D	30,000	20,000	10,000	0.67	UC
PA	Medgar Evers Blvd. - 8	between Forest Ave. Ext. & Cynthia Dr.	4D	30,000	14,000	16,000	0.47	UC
MA	Monument St. - 1	between Capitol St. & Gallatin St.	4U	28,000	8,800	19,200	0.31	UC
MA	Monument St. - 2	between Gallatin St. & Mill St.	4U	28,000	6,000	22,000	0.21	UC
MA	Monument St. - 3	between Mill St. & Farish St.	4D	30,000	3,300	26,700	0.11	UC
PA	Northbrook Dr.	between Northside Dr. & Meadowbrook Rd.	4U	28,000	10,000	18,000	0.36	UC
CO	Northshore Pkwy. - 1	between Spillway Rd. & Harbor Ridge Dr.	4D	22,000	12,000	10,000	0.55	UC
CO	Northshore Pkwy. - 2	between Harbor Ridge Dr. & Fannin Landing Cir.	2U	11,000	7,900	3,100	0.72	UC
PA	Northside Dr. - 2	between Ridgewood Rd. & Old Canton Rd.	4U	28,000	11,000	17,000	0.39	UC
PA	Northside Dr. - 3	between Old Canton Rd. & I-55	4U	28,000	13,000	15,000	0.46	UC
PA	Northside Dr. - 4	between I-55 & Manhattan Rd.	4U	28,000	15,000	13,000	0.54	UC
PA	Northside Dr. - 5	between Manhattan Dr. & State St.	4U	28,000	15,000	13,000	0.54	UC
PA	Northside Dr. - 6	between State St. & Hanging Moss Rd.	4D	30,000	16,000	14,000	0.53	UC
PA	Northside Dr. - 7	between Hanging Moss Rd. & Watkins Dr.	4D	30,000	13,000	17,000	0.43	UC
PA	Northside Dr. - 8	between Watkins Dr. & Livingston Rd.	4U	28,000	17,000	11,000	0.61	UC
PA	Northside Dr. - 9	between Livingston Rd. & Medgar Evers Blvd.	4U	28,000	13,000	15,000	0.46	UC
PA	Northside Dr. - 10	between Medgar Evers Blvd. & Boling St.	4D	30,000	13,000	17,000	0.43	UC
PA	Northside Dr. - 11	between Boling St. & Country Club Dr.	4D	30,000	9,700	20,300	0.32	UC
PA	Northside Dr. - 12	between Country Club Dr. & Flag Chapel Dr.	4D	30,000	11,000	19,000	0.37	UC
PA	Northside Dr. - 13	between Flag Chapel Dr. & Cynthia Rd.	4U	28,000	6,800	21,200	0.24	UC
PA	Northside Dr. - 14	between Cynthia Rd. & Old Vicksburg Rd.	2U	14,000	8,300	5,700	0.59	UC
PA	Northside Dr. - 15	between Old Vicksburg Rd. & Pinehaven Rd.	2U	14,000	9,400	4,600	0.67	UC
MA	Northside Dr. - 16	between Pinehaven Rd. & Monroe St.	2U	14,000	6,400	7,600	0.46	UC
MA	Northside Dr. - 17	between Monroe St. & Clinton-Tinnin Rd.	2U	14,000	6,400	7,600	0.46	UC
MA	Northside Dr. - 18	between Clinton-Tinnin Rd. & Industrial Park Dr.	2U	14,000	3,100	10,900	0.22	UC
MA	Old Brandon Rd. - 1	between Jefferson St. & Hwy. 468/49	2U	14,000	6,200	7,800	0.44	UC
MA	Old Brandon Rd. - 2	between Hwy. 468/49 & Hwy. 80	2U	14,000	7,900	6,100	0.56	UC
MA	Old Brandon Rd. - 3	between Hwy. 80 & Pearson Rd.	2U	14,000	2,800	11,200	0.20	UC
MA	Old Brandon Rd. - 4	between Pearson Rd. & Bierdeman Rd.	4U	28,000	12,300	15,700	0.44	UC
MA	Old Brandon Rd. - 5	between Bierdeman Rd. & Pemberton Dr.	2U	14,000	9,500	4,500	0.68	UC
MA	Old Brandon Rd. - 6	between Pemberton Dr. & Mary Ann Dr.	2U	14,000	10,100	3,900	0.72	UC
MA	Old Brandon Rd. - 7	between Hwy. 80 & Fox Hall Rd.	2U	14,000	6,100	7,900	0.44	UC
MA	Old Brandon Rd. - 8	between Fox Hall Rd. & Hwy. 475	2U	14,000	3,000	11,000	0.21	UC
MA	Old Brandon Rd. - 9	between Hwy. 475 & International Dr.	4D	30,000	26,000	4,000	0.87	NC
MA	Old Brandon Rd. - 10	between International Dr. & El Dorado Rd.	2U	14,000	6,400	7,600	0.46	UC
MA	Old Brandon Rd. - 11	between El Dorado Rd. & Burnham Rd.	2U	14,000	7,500	6,500	0.54	UC
PA	Old Canton Rd. - 1	between State St. & Lakeland Dr.	4U	28,000	19,000	9,000	0.68	UC
MA	Old Canton Rd. - 2	between Lakeland Dr. & Meadowbrook Rd.	2D	15,000	6,700	8,300	0.45	UC
MA	Old Canton Rd. - 3	between Meadowbrook Rd. & Northside Dr.	4D	30,000	9,700	20,300	0.32	UC
MA	Old Canton Rd. - 4	between Northside Dr. & Canton Marl Rd.	4U	28,000	12,000	16,000	0.43	UC
PA	Old Canton Rd. - 5	between Canton Marl Rd. & Ridgewood Rd.	4D	30,000	19,400	10,600	0.65	UC
PA	Old Canton Rd. - 6	between Ridgewood Rd. & Pear Orchard Rd.	4D	30,000	24,000	6,000	0.80	UC
PA	Old Canton Rd. - 7	between Pear Orchard Rd. & County Line Rd.	4D	30,000	22,000	8,000	0.73	UC
PA	Old Canton Rd. - 8	between County Line Rd. & Lake Harbour Dr.	4D	30,000	22,000	8,000	0.73	UC
PA	Old Canton Rd. - 9	between Lake Harbour Dr. & Rice Rd.	4D	30,000	15,000	15,000	0.50	UC
PA	Old Canton Rd. - 10	between Rice Rd. & Nathez Trace Pkwy.	4D	30,000	17,300	12,700	0.58	UC

Volume IV: Congestion Management Process



Class	Street Name	Termini	Facility Type	Current Capacity	ADT	Over/Under Capacity	VCR	Capacity Level
PA	Old Canton Rd. - 11	between Natchez Trace Pkwy. & St. Augustine Dr.	2U	14,000	12,000	2,000	0.86	NC
MA	Old Canton Rd. - 12	between St. Augustine Dr. & Main St.	2D	15,000	10,000	5,000	0.67	UC
MA	Old Canton Rd. - 13	between Main St. & Hoy Rd.	2D	15,000	10,600	4,400	0.71	UC
PA	Old Fannin Rd. - 1	between Hwy. 25 & Flowood Dr.	4D	30,000	15,200	14,800	0.51	UC
PA	Old Fannin Rd. - 2	between Flowood Dr. & Spillway Rd.	4D	30,000	26,000	4,000	0.87	NC
PA	Pascagoula St. - 1	between Clifton St. & Farish St.	Way	21,000	3,300	17,700	0.16	UC
PA	Pascagoula St. - 2	between Farish St. & Lamar St.	Way	21,000	3,300	17,700	0.16	UC
PA	Pascagoula St. - 3	between Lamar St. & Slate St.	Way	21,000	6,200	14,800	0.30	UC
PA	Pascagoula St. - 4	between Slate St. & Jefferson St.	Way	21,000	7,100	13,900	0.34	UC
PA	Pascagoula St. - 5	between Jefferson St. & I-55	Way	21,000	10,000	11,000	0.48	UC
PA	Peace St. - 1	between Hwy. 43 & Hargon St.	2D	15,000	9,000	6,000	0.60	UC
PA	Peace St. - 2	between Hargon St. & Monroe St.	2D	15,000	11,000	4,000	0.73	UC
PA	Peace St. - 3	between Monroe St. & Hwy. 51	2U	14,000	10,000	4,000	0.71	UC
PA	Peace St. - 4	between Hwy. 51 & Walnut St.	2U	14,000	13,000	1,000	0.93	NC
PA	Peace St. - 5	between Walnut St. & Fullon St.	2D	15,000	11,000	4,000	0.73	UC
PA	Peace St. - 6	between Fullon St. & I-55	4D	30,000	19,000	11,000	0.63	UC
MA	Pear Orchard Rd. - 1	between Old Canton Rd. & County Line Rd.	2U	14,000	6,300	7,700	0.45	UC
MA	Pear Orchard Rd. - 2	between County Line Rd. & Lake Harbour Dr.	2U	14,000	9,500	4,500	0.68	UC
MA	Pear Orchard Rd. - 3	between Lake Harbour Dr. & Rice Rd.	2U	14,000	9,500	4,500	0.68	UC
PA	Pearl St. - 1	between I-55 & Slate St.	Way	14,000	9,900	4,100	0.71	UC
PA	Pearl St. - 2	between Slate St. & Farish St.	Way	21,000	7,400	13,600	0.35	UC
PA	Pearl St. - 3	between Farish St. & Mill St.	Way	21,000	4,900	16,100	0.23	UC
PA	Pearl St. - 4	between Mill St. & Clifton St.	Way	21,000	4,300	16,700	0.20	UC
MA	Pearson Rd. - 1	between Hwy. 80 & Old Brandon Rd.	4D	30,000	13,000	17,000	0.43	UC
MA	Pearson Rd. - 2	between Old Brandon Rd. & I-20	4D	30,000	20,000	10,000	0.67	UC
MA	Pearson Rd. - 3	between I-20 & Hwy. 468	4D	30,000	17,000	13,000	0.57	UC
MA	Pinehaven Rd. - 1	between Northside Dr. & Arrow Dr.	4D	30,000	9,700	20,300	0.32	UC
MA	Raymond Rd. - 1	between Terry Rd. & Valley St.	2D	15,000	6,400	8,600	0.43	UC
MA	Raymond Rd. - 2	between Valley St. & Ellis Ave.	4D	30,000	8,100	21,900	0.27	UC
MA	Raymond Rd. - 3	between Ellis Ave. & McDowell Rd.	4U	28,000	12,000	16,000	0.43	UC
MA	Raymond Rd. - 4	between McDowell Rd. & McDowell Rd. Ext.	4D	30,000	9,600	20,400	0.32	UC
MA	Raymond Rd. - 5	between McDowell Rd. Ext. & Forest Hill Rd.	2U	14,000	8,200	5,800	0.59	UC
MA	Raymond Rd. - 6	between Forest Hill Rd. & Siwell Rd.	2U	14,000	5,700	8,300	0.41	UC
MA	Rice Rd. - 1	between Hoy Rd. & St. Augustine Dr.	2D	15,000	5,600	9,400	0.37	UC
MA	Rice Rd. - 2	between St. Augustine Dr. & Natchez Trace Pkwy.	2U	14,000	6,200	7,800	0.44	UC
MA	Rice Rd. - 3	between Natchez Trace Pkwy. & Old Canton Rd.	2U	14,000	17,000	(3,000)	1.21	OC
MA	Rice Rd. - 4	between Old Canton Rd. & Pear Orchard Rd.	2U	14,000	8,600	5,400	0.61	UC
MA	Rice Rd. - 5	between Pear Orchard Rd. & Hwy. 51	2U	14,000	12,000	2,000	0.86	NC
CO	Ridgeland Ave.	between Sunnybrook Rd. & Hwy. 51	2U	11,000	7,800	3,200	0.71	UC
PA	Ridgewood Rd. - 1	between Hwy. 51 & County Line Rd.	2U	14,000	7,800	6,200	0.56	UC
PA	Ridgewood Rd. - 2	between County Line Rd. & Plantation Blvd.	4D	30,000	20,000	10,000	0.67	UC
PA	Ridgewood Rd. - 3	between Plantation Blvd. & Adkins Blvd.	4D	30,000	17,000	13,000	0.57	UC
PA	Ridgewood Rd. - 4	between Adkins Blvd. & Old Canton Rd.	4U	28,000	10,000	18,000	0.36	UC
PA	Ridgewood Rd. - 5	between Old Canton Rd. & Northside Dr.	4U	28,000	14,000	14,000	0.50	UC
PA	Ridgewood Rd. - 6	between Northside Dr. & Meadowbrook Rd.	4U	28,000	15,000	13,000	0.54	UC
PA	Ridgewood Rd. - 7	between Meadowbrook Rd. & Eastover Dr.	4U	28,000	15,000	13,000	0.54	UC
PA	Ridgewood Rd. - 8	between Eastover Dr. & Lakeland Dr.	4D	30,000	15,000	15,000	0.50	UC
PA	Robinson Rd. - 1	between Capitol St. & Prentiss St.	4U	28,000	5,700	22,300	0.20	UC
PA	Robinson Rd. - 2	between Prentiss St. & Ellis Ave.	4U	28,000	9,100	18,900	0.33	UC
PA	Robinson Rd. - 3	between Ellis Ave. & Hwy. 80	4U	28,000	12,000	16,000	0.43	UC
PA	Robinson Rd. - 4	between Hwy. 80 & Lynch St.	4D	30,000	16,000	14,000	0.53	UC
MA	Robinson Rd. - 5	between Lynch St. & Raymond Rd.	2U	14,000	11,000	3,000	0.79	UC
MA	Robinson Rd. - 6	between Raymond Rd. & McDowell Rd.	2U	14,000	7,600	6,400	0.54	UC

Volume IV: Congestion Management Process



Class	Street Name	Termini	Facility Type	Current Capacity	ADT	Over/Under Capacity	VCR	Capacity Level
MA	Siwell Rd. - 2	between Hwy. 18 & Raymond Rd.	4U	28,000	7,800	20,200	0.28	UC
MA	Siwell Rd. - 3	between Raymond Rd. & Davis Rd.	2U	14,000	10,000	4,000	0.71	UC
PA	Siwell Rd. - 4	between Davis Rd. & Henderson Rd.	4D	30,000	14,900	15,100	0.50	UC
PA	Siwell Rd. - 5	between Henderson Rd. & Terry Rd.	4D	30,000	23,000	7,000	0.77	UC
PA	Siwell Rd. - 6	between Terry Rd. & I-55	4D	30,000	27,000	3,000	0.90	NC
MA	Spillway Rd. - 1	between Hwy. 471 & Grants Ferry Rd.	2U	14,000	6,400	7,600	0.46	UC
MA	Spillway Rd. - 2	between Grants Ferry Rd. & Old Fannin Rd.	2D	15,000	15,000	0	1.00	AC
PA	Spillway Rd. - 3	between Old Fannin Rd. & Madison County Line	4U	28,000	30,000	(2,000)	1.07	OC
PA	Spillway Rd. - 4	between Rankin County Line & Old Canton Rd.	4U	28,000	30,000	(2,000)	1.07	OC
PA	Springridge Rd. - 1	between Hwy. 80 & I-20	4D	30,000	21,000	9,000	0.70	UC
MA	Springridge Rd. - 2	between I-20 & McRaven Rd.	2U	14,000	11,000	3,000	0.79	UC
MA	Springridge Rd. - 3	between McRaven Rd. & Hwy. 18	2U	14,000	6,000	8,000	0.43	UC
MA	Springridge Rd. - 4	between Hwy. 18 & Jackson-Raymond Rd.	2U	14,000	4,800	9,200	0.34	UC
PA	State St. - 1	between County Line Rd. & Beasley Rd.	4D	30,000	14,000	16,000	0.47	UC
PA	State St. - 2	between Beasley Rd. & Northside Dr.	4U	28,000	16,000	12,000	0.57	UC
PA	State St. - 3	between Northside Dr. & Meadowbrook Rd.	4D	30,000	15,000	15,000	0.50	UC
PA	State St. - 4	between Meadowbrook Rd. & Mayes St	2D	15,000	10,000	5,000	0.67	UC
PA	State St. - 5	between Mayes St. & Old Canton Rd.	2D	15,000	10,000	5,000	0.67	UC
PA	State St. - 6	between Old Canton Rd. & Woodrow Wilson Ave.	6D	45,000	25,000	20,000	0.56	UC
PA	State St. - 7	between Woodrow Wilson Ave. & Fortification St.	4D	30,000	22,000	8,000	0.73	UC
PA	State St. - 8	between Fortification St. & High St	4D	30,000	15,000	15,000	0.50	UC
PA	State St. - 9	between High St. & Capitol St.	4D	30,000	14,000	16,000	0.47	UC
PA	State St. - 10	between Capitol St. & Pascagoula St.	4D	30,000	17,000	13,000	0.57	UC
PA	State St. - 11	between Pascagoula St. & Hwy. 80	4D	30,000	9,800	20,200	0.33	UC
PA	Terry Rd. - 1	between Hwy. 80 & I-20	4D	30,000	11,000	19,000	0.37	UC
PA	Terry Rd. - 2	between I-20 & McDowell Rd.	4U	28,000	11,000	17,000	0.39	UC
PA	Terry Rd. - 3	between McDowell Rd. & Woody Dr.	4D	30,000	13,000	17,000	0.43	UC
PA	Terry Rd. - 4	between Woody Dr. & Daniel Lake Blvd.	4D	30,000	13,000	17,000	0.43	UC
PA	Terry Rd. - 5	between Daniel Lake Blvd. & Dona Ave.	4D	30,000	11,000	19,000	0.37	UC
PA	Terry Rd. - 6	between Dona Ave. & McCluer Rd.	4U	28,000	9,900	18,100	0.35	UC
PA	Terry Rd. - 7	between McCluer Rd. & Elton Rd.	2U	14,000	5,800	8,200	0.41	UC
PA	Terry Rd. - 8	between Elton Rd. & Forest Hill Rd.	2U	14,000	6,800	7,200	0.49	UC
PA	Terry Rd. - 9	between Forest Hill Rd. & Siwell Rd.	2U	14,000	8,500	5,500	0.61	UC
MA	Terry Rd. - 10	between Siwell Rd. & Gary Rd.	2U	14,000	8,200	5,800	0.59	UC
PA	University Blvd. - 1	between Pascagoula St. & Lynch St	4U	28,000	7,600	20,400	0.27	UC
PA	University Blvd. - 2	between Lynch St. & Hwy. 80	4D	30,000	12,000	18,000	0.40	UC
MA	Walkins Dr. - 1	between County Line Rd. & Beasley Rd.	4D	30,000	1,600	28,400	0.05	UC
MA	Walkins Dr. - 2	between Beasley Rd. & Forest Ave.	2U	14,000	7,600	6,400	0.54	UC
PA	Walkins Dr. - 3	between Forest Ave. & Northside Dr.	4D	30,000	9,600	20,400	0.32	UC
PA	West St. - 1	between Meadowbrook Rd. & Mayes St	4U	28,000	10,000	18,000	0.36	UC
PA	West St. - 2	between Mayes St. & Woodrow Wilson Ave.	4U	28,000	8,300	19,700	0.30	UC
PA	West St. - 3	between Woodrow Wilson Ave. & Fortification St.	4U	28,000	7,100	20,900	0.25	UC
PA	West St. - 4	between Fortification St. & Capitol St	4U	28,000	3,900	24,100	0.14	UC
MA	West St. - 5	between Capitol St. & Pascagoula St.	Way	21,000	2,900	18,100	0.14	UC
MA	West St. - 6	between Pascagoula St. & Hwy. 80	4U	28,000	2,800	25,200	0.10	UC
MA	West St. - 7	between Hwy. 80 & Galilee St	4U	28,000	2,400	25,600	0.09	UC
MA	West St. - 8	between Galilee St. & Gallatin St.	4U	28,000	2,700	25,300	0.10	UC
CO	Wheatley St.	between Lake Harbour Dr. & County Line Rd.	2U	11,000	7,800	3,200	0.71	UC
PA	Woodrow Wilson Ave. - 1	between I-55 & Slate St	4D	30,000	29,000	1,000	0.97	AC
PA	Woodrow Wilson Ave. - 2	between Slate St. & West St.	4D	30,000	25,000	5,000	0.83	UC
PA	Woodrow Wilson Ave. - 3	between West St. & Bailey Ave.	4D	30,000	28,000	2,000	0.93	NC
PA	Woodrow Wilson Ave. - 4	between Bailey Ave. & Medgar Evers Blvd.	4D	30,000	21,000	9,000	0.70	UC
PA	Woodrow Wilson Ave. - 5	between Medgar Evers Blvd. & Fortification St	4D	30,000	16,000	14,000	0.53	UC
PA	Yandell Rd. - 1	between Hwy. 51 & Clarkdell Rd.	2U	11,000	10,700	300	0.97	AC
PA	Yandell Rd. - 2	between Clarkdell Rd. & Old Canton Rd.	2U	11,000	6,400	4,600	0.58	UC

Volume IV: Congestion Management Process



Appendix B – Congestion Duration Factor Study

Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
I-20 West to East							
Clinton Raymond Rd. - Springridge Rd.	7:02 AM		4:30 PM		10:55 AM		
Springridge Rd. - Hwy. 18	7:03 AM	0:01	4:34 PM	0:04	10:56 AM	0:01	4.00
Hwy. 18 - Ellis Ave.	7:07 AM	0:04	4:36 PM	0:02	10:59 AM	0:03	1.33
Ellis Ave. - Gallatin St.	7:10 AM	0:03	4:38 PM	0:02	11:01 AM	0:02	1.50
Gallatin St. - I-55 N.	7:14 AM	0:04	4:40 PM	0:02	11:03 AM	0:02	2.00
I-55 N. - Pearson Rd.	7:17 AM	0:03	4:43 PM	0:03	11:05 AM	0:02	1.50
Pearson Rd. - Hwy. 475	7:19 AM	0:02	4:46 PM	0:03	11:07 AM	0:02	1.50
Hwy. 475 - Crossgates Blvd.	7:22 AM	0:03	4:48 PM	0:02	11:10 AM	0:03	1.00
Crossgates Blvd. - Hwy 80	7:25 AM	0:03	4:50 PM	0:02	11:13 AM	0:03	1.00
Hwy. 80	7:27 AM	0:02	4:52 PM	0:02	11:15 AM	0:02	1.00
TOTAL		0:25		0:22		0:20	1.25
I-20 East to West							
Hwy. 80 - Crossgates Blvd.	7:29 AM		4:01 PM		10:13 AM		
Crossgates Blvd. - Hwy. 475	7:32 AM	0:03	4:03 PM	0:02	10:15 AM	0:02	1.50
Hwy. 475 - Pearson Rd.	7:35 AM	0:03	4:06 PM	0:03	10:17 AM	0:02	1.50
Pearson Rd. - I-55 N.	7:38 AM	0:03	4:08 PM	0:02	10:20 AM	0:03	1.00
I-55 N. - Gallatin St.	7:41 AM	0:03	4:10 PM	0:02	10:22 AM	0:02	1.50
Gallatin St. - Ellis Ave..	7:43 AM	0:02	4:13 PM	0:03	10:24 AM	0:02	1.50
Ellis Ave. - Hwy. 18	7:45 AM	0:02	4:16 PM	0:03	10:26 AM	0:02	1.50
Hwy. 18 - Springridge Rd.	7:47 AM	0:02	4:20 PM	0:04	10:29 AM	0:03	1.33
Springridge Rd. - Clinton Raymond Rd.	7:52 AM	0:05	4:21 PM	0:01	10:32 AM	0:03	1.67
Clinton Raymond Rd. - Norrell Rd.	7:53 AM	0:01	4:22 PM	0:01	10:33 AM	0:01	1.00
Norrell Rd.	7:56 AM	0:03	4:25 PM	0:03	10:36 AM	0:03	1.00
TOTAL		0:24		0:22		0:21	1.14
I-55 North to South							
Hwy. 22 - Gluckstadt Rd.	7:02 AM		4:01 PM		1:44 PM		
Gluckstadt Rd. - Hwy. 463	7:07 AM	0:05	4:07 PM	0:06	1:50 PM	0:06	1.00
Hwy. 463 - Old Agency Rd.	7:11 AM	0:04	4:10 PM	0:03	1:53 PM	0:03	1.33
Old Agency Rd. - County Line Rd.	7:13 AM	0:02	4:13 PM	0:03	1:56 PM	0:03	1.00
County Line Rd. - Northside Dr.	7:15 AM	0:02	4:15 PM	0:02	1:58 PM	0:02	1.00
Northside Dr. - Lakeland Dr.	7:18 AM	0:03	4:18 PM	0:03	2:01 PM	0:03	1.00
Lakeland Dr. - Fortification St.	7:20 AM	0:02	4:19 PM	0:01	2:02 PM	0:01	2.00
Fortification St. - I-55/I-20 Stack	7:22 AM	0:02	4:21 PM	0:02	2:04 PM	0:02	1.00
I-55/I-20 Stack - McDowell Rd.	7:25 AM	0:03	4:24 PM	0:03	2:06 PM	0:02	1.50
McDowell Rd. - Savanna St.	7:27 AM	0:02	4:27 PM	0:03	2:09 PM	0:03	1.00
Savanna St. - Elton Rd.	7:28 AM	0:01	4:28 PM	0:01	2:11 PM	0:02	0.50
Elton Rd. - Siwell Rd.	7:30 AM	0:02	4:30 PM	0:02	2:12 PM	0:01	2.00
Siwell Rd.	7:34 AM	0:04	4:34 PM	0:04	2:16 PM	0:04	1.00
TOTAL		0:32		0:33		0:32	1.03
I-55 South to North							
Siwell Rd. - Elton Rd.	7:35 AM		4:35 PM		2:17 PM		
Elton Rd. - Savanna St.	7:38 AM	0:03	4:38 PM	0:03	2:20 PM	0:03	1.00
Savanna St. - McDowell Rd.	7:39 AM	0:01	4:39 PM	0:01	2:21 PM	0:01	1.00
McDowell Rd. - I-55/I-20 Stack	7:41 AM	0:02	4:41 PM	0:02	2:23 PM	0:02	1.00
I-55/I-20 Stack - Fortification St.	7:44 AM	0:03	4:43 PM	0:02	2:26 PM	0:03	1.00
Fortification St. - Lakeland Dr.	7:47 AM	0:03	4:46 PM	0:03	2:28 PM	0:02	1.50
Lakeland Dr. - Northside Dr.	7:49 AM	0:02	4:48 PM	0:02	2:30 PM	0:02	1.00
Northside Dr. - County Line Rd.	7:50 AM	0:01	4:49 PM	0:01	2:31 PM	0:01	1.00
County Line Rd. - Old Agency Rd.	7:53 AM	0:03	4:54 PM	0:05	2:34 PM	0:03	1.67
Old Agency Rd. - Hwy. 463	7:55 AM	0:02	4:57 PM	0:03	2:36 PM	0:02	1.50
Hwy. 463 - Gluckstadt Rd.	7:58 AM	0:03	4:59 PM	0:02	2:39 PM	0:03	1.00
Gluckstadt Rd. - Hwy. 22	8:01 AM	0:03	5:02 PM	0:03	2:42 PM	0:03	1.00
Hwy. 22	8:07 AM	0:06	5:08 PM	0:06	2:48 PM	0:06	1.00
TOTAL		0:32		0:33		0:31	1.06
I-220 West To East							
I-20 - Clinton Blvd.	8:22 AM		4:56 PM		1:45 PM		

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Clinton Blvd. - Medgar Evers Blvd.	8:25 AM	0:03	4:59 PM	0:03	1:48 PM	0:03	1.00
Medgar Evers Blvd. - Hanging Moss Rd.	8:27 AM	0:02	5:01 PM	0:02	1:50 PM	0:02	1.00
Hanging Moss Rd. - I-55	8:30 AM	0:03	5:05 PM	0:04	1:53 PM	0:03	1.33
I-55	8:33 AM	0:03	5:08 PM	0:03	1:56 PM	0:03	1.00
TOTAL		0:11		0:12		0:11	1.09
I-220 East to West							
I-55 - Hanging Moss Rd.	8:02 AM		4:39 PM		1:30 PM		
Hanging Moss Rd. - Medgar Evers Blvd.	8:05 AM	0:03	4:43 PM	0:04	1:32 PM	0:02	2.00
Medgar Evers Blvd. - Clinton Blvd.	8:08 AM	0:03	4:47 PM	0:04	1:36 PM	0:04	1.00
Clinton Blvd. - I-20	8:10 AM	0:02	4:49 PM	0:02	1:38 PM	0:02	1.00
I-20	8:13 AM	0:03	4:52 PM	0:03	1:41 PM	0:03	1.00
TOTAL		0:11		0:13		0:11	1.18
E. Hwy. 18 West to East							
I-20 - Greenfield Rd	7:54 AM		5:16 PM		1:38 PM		
Greenfield Rd. - Hwy. 468	7:55 AM	0:01	5:20 PM	0:04	1:41 PM	0:03	1.33
Hwy. 468 - Louis Wilson Rd.	7:58 AM	0:03	5:26 PM	0:06	1:46 PM	0:05	1.20
Louis Wilson Rd.	8:03 AM	0:05	5:30 PM	0:04	1:50 PM	0:04	1.25
TOTAL		0:09		0:14		0:12	1.17
E. Hwy. 18 East to West							
Louis Wilson Rd - Hwy. 468	7:24 AM		5:31 PM		1:53 PM		
Hwy. 468 - Greenfield Rd.	7:33 AM	0:09	5:35 PM	0:04	1:57 PM	0:04	2.25
Greenfield Rd. - I-20	7:43 AM	0:10	5:39 PM	0:04	2:00 PM	0:03	3.33
I-20	7:47 AM	0:04	5:41 PM	0:02	2:01 PM	0:01	4.00
TOTAL		0:23		0:10		0:08	2.87
W. Hwy. 18 West to East							
McDowell Rd. Extension - I-20	8:25 AM		4:06 PM		11:44 AM		
I-20	8:27 AM	0:02	4:09 PM	0:03	11:47 AM	0:03	1.00
TOTAL		0:02		0:03		0:03	1.00
W. Hwy. 18 East to West							
I-20 - McDowell Rd. Extension	8:15 AM		4:01 PM		11:36 AM		
McDowell Rd. Extension	8:18 AM	0:03	4:05 PM	0:04	11:39 AM	0:03	1.33
TOTAL		0:03		0:04		0:03	1.33
Hwy. 25 North to South							
Hwy. 471 - Grants Ferry Rd.	7:40 AM		5:00 PM		2:45 PM		
Grants Ferry Rd. - Luckney Rd.	7:48 AM	0:08	5:04 PM	0:04	2:49 PM	0:04	2.00
Luckney Rd. - Old Fannin Rd.	7:52 AM	0:04	5:07 PM	0:03	2:53 PM	0:04	1.00
Old Fannin Rd.	7:58 AM	0:06	5:09 PM	0:02	2:57 PM	0:04	1.50
TOTAL		0:18		0:09		0:12	1.50
Hwy. 25 South to North							
Old Fannin Rd. - Luckney Rd.	8:00 AM		4:48 PM		1:59 PM		
Luckney Rd. - Grants Ferry Rd.	8:01 AM	0:01	4:51 PM	0:03	2:00 PM	0:01	3.00
Grants Ferry Rd. - Hwy. 471	8:05 AM	0:04	4:55 PM	0:04	2:04 PM	0:04	1.00
Hwy. 471	8:10 AM	0:05	4:59 PM	0:04	2:08 PM	0:04	1.25
TOTAL		0:10		0:11		0:09	1.22
S. Hwy. 49 North to South							
Hwy. 80 - Old Hwy. 49	7:19 AM		4:59 PM		3:01 PM		
Old Hwy. 49 - Harper St	7:22 AM	0:03	5:03 PM	0:04	3:04 PM	0:03	1.33
Harper St - Scarborough St	7:24 AM	0:02	5:09 PM	0:06	3:06 PM	0:02	3.00
Scarborough St - Monterey Rd.	7:25 AM	0:01	5:11 PM	0:02	3:07 PM	0:01	2.00
Monterey Rd. - Main St - Florence	7:26 AM	0:01	5:12 PM	0:01	3:08 PM	0:01	1.00
Main St - Florence	7:32 AM	0:06	5:16 PM	0:04	3:13 PM	0:05	1.20
TOTAL		0:13		0:17		0:12	1.42
S. Hwy. 49 South to North							
Main St - Florence - Monterey Rd.	7:36 AM		5:18 PM		2:46 PM		

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Monterey Rd. - Scarborough St	7:44 AM	0:08	5:23 PM	0:05	2:50 PM	0:04	2.00
Scarborough St. - Harper St	7:47 AM	0:03	5:24 PM	0:01	2:52 PM	0:02	1.50
Harper St. - Old Hwy. 49	7:51 AM	0:04	5:25 PM	0:01	2:53 PM	0:01	4.00
Old Hwy. 49 - Hwy. 80	7:55 AM	0:04	5:27 PM	0:02	2:54 PM	0:01	4.00
Hwy. 80	8:00 AM	0:05	5:31 PM	0:04	2:58 PM	0:04	1.25
TOTAL		0:24		0:13		0:12	2.00
Hwy. 51 North to South							
Hwy. 16 - Hwy. 22	7:31 AM		4:00 PM		1:03 PM		
Hwy. 22 - Yandell Rd.	7:35 AM	0:04	4:03 PM	0:03	1:05 PM	0:02	2.00
Yandell Rd. - Hoy Rd.	7:50 AM	0:15	4:15 PM	0:12	1:16 PM	0:11	1.36
Hoy Rd. - Hwy. 463	7:56 AM	0:06	4:21 PM	0:06	1:22 PM	0:06	1.00
Hwy. 463 - St. Augustine Dr.	7:57 AM	0:01	4:22 PM	0:01	1:23 PM	0:01	1.00
St. Augustine Dr. - Jackson St.	7:58 AM	0:01	4:23 PM	0:01	1:24 PM	0:01	1.00
Jackson St. - Lake Harbour Dr.	8:02 AM	0:04	4:27 PM	0:04	1:26 PM	0:02	2.00
Lake Harbour Dr. - County Line Rd.	8:04 AM	0:02	4:28 PM	0:01	1:28 PM	0:02	1.00
County Line Rd.	8:06 AM	0:02	4:30 PM	0:02	1:30 PM	0:02	1.00
TOTAL		0:35		0:30		0:27	1.30
Hwy. 51 South to North							
County Line Rd. - Lake Harbour Dr.	7:03 AM		4:33 PM		12:33 PM		
Lake Harbour Dr. - Jackson St.	7:04 AM	0:01	4:35 PM	0:02	12:36 PM	0:03	0.67
Jackson St. - St. Augustine Dr.	7:06 AM	0:02	4:37 PM	0:02	12:39 PM	0:03	0.67
St. Augustine Dr. - Hwy. 463	7:08 AM	0:02	4:40 PM	0:03	12:41 PM	0:02	1.50
Hwy. 463 - Hoy Rd.	7:09 AM	0:01	4:42 PM	0:02	12:42 PM	0:01	2.00
Hoy Rd. - Yandell Rd.	7:10 AM	0:01	4:43 PM	0:01	12:43 PM	0:01	1.00
Yandell Rd. - Hwy. 22	7:15 AM	0:05	4:49 PM	0:06	12:48 PM	0:05	1.20
Hwy. 22 - Hwy. 16	7:27 AM	0:12	5:00 PM	0:11	12:59 PM	0:11	1.09
Hwy. 16	7:30 AM	0:03	5:03 PM	0:03	1:02 PM	0:03	1.00
TOTAL		0:27		0:30		0:29	1.03
Hwy. 80 West to East							
Clinton-Raymond Rd. - Springridge Rd.	8:14 AM		5:05 PM		2:49 PM		
Springridge Rd. - Shaw Rd.	8:15 AM	0:01	5:08 PM	0:03	2:50 PM	0:01	3.00
Shaw Rd - Robinson Rd.	8:20 AM	0:05	5:14 PM	0:06	2:53 PM	0:03	2.00
Robinson Rd. - Ellis Ave.	8:24 AM	0:04	5:18 PM	0:04	2:56 PM	0:03	1.33
Ellis Ave. - Terry Rd.	8:28 AM	0:04	5:24 PM	0:06	3:01 PM	0:05	1.20
Terry Rd. - Gallatin St.	8:32 AM	0:04	5:27 PM	0:03	3:04 PM	0:03	1.33
Gallatin St. - Hwy. 49	8:34 AM	0:02	5:29 PM	0:02	3:06 PM	0:02	1.00
Hwy. 49 - Pearson Rd.	8:37 AM	0:03	5:32 PM	0:03	3:09 PM	0:03	1.00
Pearson Rd. - Mary Ann Dr.	8:39 AM	0:02	5:34 PM	0:02	3:12 PM	0:03	0.67
Mary Ann Dr. - Fox Hall Rd.	8:43 AM	0:04	5:38 PM	0:04	3:16 PM	0:04	1.00
Fox Hall Rd. - Hwy. 475	8:45 AM	0:02	5:39 PM	0:01	3:17 PM	0:01	2.00
Hwy. 475 - Crossgates Blvd.	8:47 AM	0:02	5:42 PM	0:03	3:19 PM	0:02	1.50
Crossgates Blvd. - I-20	8:52 AM	0:05	5:47 PM	0:05	3:24 PM	0:05	1.00
I-20 - Hwy. 471	8:55 AM	0:03	5:52 PM	0:05	3:27 PM	0:03	1.67
Hwy. 471 - Louis Wilson Rd.	8:57 AM	0:02	5:54 PM	0:02	3:29 PM	0:02	1.00
Louis Wilson Rd. - I-20	8:58 AM	0:01	5:57 PM	0:03	3:31 PM	0:02	1.50
I-20	9:00 AM	0:02	6:00 PM	0:03	3:33 PM	0:02	1.50
TOTAL		0:46		0:55		0:44	1.25
Hwy. 80 East to West							
I-20 - Louis Wilson Rd.	7:19 AM		4:17 PM		1:58 PM		
Louis Wilson Rd. - Hwy. 471	7:21 AM	0:02	4:20 PM	0:03	2:00 PM	0:02	1.50
Hwy. 471 - I-20	7:26 AM	0:05	4:22 PM	0:02	2:03 PM	0:03	1.67
I-20 - Crossgates Blvd.	7:27 AM	0:01	4:23 PM	0:01	2:04 PM	0:01	1.00
Crossgates Blvd. - Hwy. 475	7:36 AM	0:09	4:28 PM	0:05	2:09 PM	0:05	1.80
Hwy. 475 - Fox Hall Rd.	7:41 AM	0:05	4:32 PM	0:04	2:14 PM	0:05	1.00
Fox Hall Rd. - Mary Ann Dr.	7:42 AM	0:01	4:34 PM	0:02	2:15 PM	0:01	2.00
Mary Ann Dr. - Pearson Rd.	7:44 AM	0:02	4:35 PM	0:01	2:17 PM	0:02	1.00
Pearson Rd. - Hwy. 49	7:47 AM	0:03	4:38 PM	0:03	2:20 PM	0:03	1.00
Hwy. 49 - Gallatin St.	7:49 AM	0:02	4:42 PM	0:04	2:22 PM	0:02	2.00
Gallatin St. - Terry Rd.	7:54 AM	0:05	4:45 PM	0:03	2:26 PM	0:04	1.25
Terry Rd. - Ellis Ave.	7:55 AM	0:01	4:47 PM	0:02	2:28 PM	0:02	1.00
Ellis Ave. - Robinson Rd.	7:58 AM	0:03	4:50 PM	0:03	2:31 PM	0:03	1.00
Robinson Rd. - Shaw Rd.	8:02 AM	0:04	4:53 PM	0:03	2:35 PM	0:04	1.00
Shaw Rd. - Springridge Rd.	8:05 AM	0:03	4:57 PM	0:04	2:39 PM	0:04	1.00
Springridge Rd. - Clinton-Raymond Rd.	8:11 AM	0:06	5:03 PM	0:06	2:46 PM	0:07	0.86

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Clinton-Raymond Rd.	8:12 AM	0:01	5:04 PM	0:01	2:47 PM	0:01	1.00
TOTAL		0:53		0:47		0:49	1.08
Hwy. 463 North to South							
Hwy. 22 - Livingston Rd.	7:32 AM		4:22 PM		2:20 PM		
Livingston Rd. - Highland Colony Pkwy.	7:52 AM	0:20	4:30 PM	0:08	2:28 PM	0:08	2.50
Highland Colony Pkwy.	8:05 AM	0:13	4:36 PM	0:06	2:31 PM	0:03	4.33
TOTAL		0:33		0:14		0:11	3.00
Hwy. 463 South to North							
Highland Colony Pkwy. - Livingston Rd.	7:19 AM		4:09 PM		2:08 PM		
Livingston Rd. - Hwy. 22	7:23 AM	0:04	4:13 PM	0:04	2:11 PM	0:03	1.33
Hwy. 22	7:31 AM	0:08	4:21 PM	0:08	2:19 PM	0:08	1.00
TOTAL		0:12		0:12		0:11	1.09
Hwy. 471 North to South							
Hwy. 25 - Luckney Rd.	7:48 AM		5:16 PM		2:08 PM		
Luckney Rd. - Value Rd.	7:57 AM	0:09	5:26 PM	0:10	2:17 PM	0:09	1.11
Value Rd. - Hwy. 80	7:59 AM	0:02	5:27 PM	0:01	2:19 PM	0:02	1.00
Hwy. 80	8:02 AM	0:03	5:29 PM	0:02	2:21 PM	0:02	1.50
TOTAL		0:14		0:13		0:13	1.08
Hwy. 471 South to North							
Hwy. 80 - Value Rd.	7:35 AM		4:59 PM		2:31 PM		
Value Rd. - Luckney Rd.	7:38 AM	0:03	5:03 PM	0:04	2:33 PM	0:02	2.00
Luckney Rd. - Hwy. 25	7:39 AM	0:01	5:04 PM	0:01	2:35 PM	0:02	0.50
Hwy. 25	7:48 AM	0:09	5:15 PM	0:11	2:44 PM	0:09	1.22
TOTAL		0:13		0:16		0:13	1.23
Hwy. 475 North to South							
Lakeland Dr. - Flowood Dr.	8:03 AM		4:46 PM		1:34 PM		
Flowood Dr. - Old Brandon Rd.	8:04 AM	0:01	4:47 PM	0:01	1:36 PM	0:02	0.50
Old Brandon Rd. - Hwy. 80	8:07 AM	0:03	4:51 PM	0:04	1:39 PM	0:03	1.33
Hwy. 80 - I-20	8:08 AM	0:01	4:52 PM	0:01	1:40 PM	0:01	1.00
I-20 - Hwy. 468	8:10 AM	0:02	4:55 PM	0:03	1:42 PM	0:02	1.50
Hwy. 468	8:14 AM	0:04	4:59 PM	0:04	1:45 PM	0:03	1.33
TOTAL		0:11		0:13		0:11	1.18
Hwy. 475 South to North							
Hwy. 468 - I-20	7:46 AM		5:01 PM		1:48 PM		
I-20 - Hwy. 80	7:52 AM	0:06	5:09 PM	0:08	1:52 PM	0:04	2.00
Hwy. 80 - Old Brandon Rd.	7:53 AM	0:01	5:13 PM	0:04	1:54 PM	0:02	2.00
Old Brandon Rd. - Flowood Dr.	7:54 AM	0:01	5:14 PM	0:01	1:55 PM	0:01	1.00
Flowood Dr. - Lakeland Dr.	7:58 AM	0:04	5:17 PM	0:03	1:58 PM	0:03	1.33
Lakeland Dr.	8:01 AM	0:03	5:19 PM	0:02	1:59 PM	0:01	3.00
TOTAL		0:15		0:18		0:11	1.64
Adkins Blvd. West to East							
I-55 - Ridgewood Rd.	8:36 AM		4:18 PM		11:03 AM		
Ridgewood Rd. - Concord Dr.	8:37 AM	0:01	4:20 PM	0:02	11:04 AM	0:01	2.00
Concord Dr.	8:39 AM	0:02	4:21 PM	0:01	11:05 AM	0:01	2.00
TOTAL		0:03		0:03		0:02	1.50
Adkins Blvd. East to West							
Concord Dr. - Ridgewood Rd.	8:41 AM		4:01 PM		10:59 AM		
Ridgewood Rd. - I-55	8:43 AM	0:02	4:03 PM	0:02	11:01 AM	0:02	1.00
I-55	8:44 AM	0:01	4:04 PM	0:01	11:02 AM	0:01	1.00
TOTAL		0:03		0:03		0:03	1.00
Arrow Dr. West to East							
Pinehaven Dr. - Cynthia Rd.	8:42 AM		4:19 PM		2:45 PM		
Cynthia Rd.	8:44 AM	0:02	4:21 PM	0:02	2:47 PM	0:02	1.00
TOTAL		0:02		0:02		0:02	1.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Arrow Dr. East to West							
Cynthia Rd. - Pinehaven Dr.	8:46 AM		4:22 PM		2:50 PM		
Pinehaven Dr.	8:48 AM	0:02	4:25 PM	0:03	2:52 PM	0:02	1.50
TOTAL		0:02		0:03		0:02	1.50
Bailey Ave. North to South							
Northside Dr. - Woodrow Wilson Dr.	7:30 AM		4:56 PM		2:32 PM		
Woodrow Wilson Dr. - Monument St.	7:35 AM	0:05	5:03 PM	0:07	2:38 PM	0:06	1.17
Monument St.	7:39 AM	0:04	5:08 PM	0:05	2:42 PM	0:04	1.25
TOTAL		0:09		0:12		0:10	1.20
Bailey Ave. South to North							
Monument St. - Woodrow Wilson Dr.	7:41 AM		5:10 PM		2:44 PM		
Woodrow Wilson Dr. - Northside Dr.	7:45 AM	0:04	5:15 PM	0:05	2:50 PM	0:06	0.83
Northside Dr.	7:51 AM	0:06	5:19 PM	0:04	2:54 PM	0:04	1.50
TOTAL		0:10		0:09		0:10	1.00
Beasley Rd. West to East							
Watkins Dr. - Hanging Moss Rd.	8:55 AM		4:11 PM		2:06 PM		
Hanging Moss Rd. - State St.	8:56 AM	0:01	4:13 PM	0:02	2:08 PM	0:02	1.00
State St. - I-55	8:59 AM	0:03	4:16 PM	0:03	2:11 PM	0:03	1.00
I-55	9:00 AM	0:01	4:18 PM	0:02	2:12 PM	0:01	2.00
TOTAL		0:05		0:07		0:06	1.17
Beasley Rd. East to West							
I-55 - State St.	8:50 AM		4:04 PM		1:57 PM		
State St. - Hanging Moss Rd.	8:51 AM	0:01	4:06 PM	0:02	1:59 PM	0:02	1.00
Hanging Moss Rd. - Watkins Dr.	8:54 AM	0:03	4:08 PM	0:02	2:02 PM	0:03	1.00
Watkins Dr.	8:55 AM	0:01	4:10 PM	0:02	2:04 PM	0:02	1.00
TOTAL		0:05		0:06		0:07	0.86
Belvedere Dr. North to South							
Raymond Rd. - McDowell Rd.	8:05 AM		5:36 PM		9:51 AM		
McDowell Rd.	8:07 AM	0:02	5:39 PM	0:03	9:55 AM	0:04	0.75
TOTAL		0:02		0:03		0:04	0.75
Belvedere Dr. North to South							
McDowell Rd. - Raymond Rd.	8:09 AM		5:33 PM		9:56 AM		
Raymond Rd.	8:11 AM	0:02	5:35 PM	0:02	9:59 AM	0:03	0.67
TOTAL		0:02		0:02		0:03	0.67
Bozeman Rd. North to South							
Gluckstadt Rd - Hwy. 463	7:36 AM		4:05 PM		3:09 AM		
Hwy. 463	7:47 AM	0:11	4:09 PM	0:04	3:13 AM	0:04	2.75
TOTAL		0:11		0:04		0:04	2.75
Bozeman Rd. South to North							
Hwy. 463 - Gluckstadt Rd.	7:27 AM		4:11 PM		3:14 PM		
Gluckstadt Rd.	7:32 AM	0:05	4:16 PM	0:05	3:18 PM	0:04	1.25
TOTAL		0:05		0:05		0:04	1.25
Bullard St. West to East							
Boling St - Fortification St	7:34 AM		4:18 PM		9:11 AM		
Fortification St.	7:36 AM	0:02	4:21 PM	0:03	9:14 AM	0:03	1.00
TOTAL		0:02		0:03		0:03	1.00
Bullard St. East to West							
Fortification St. - Boling St.	7:56 AM		4:12 PM		9:08 AM		
Boling St.	7:58 AM	0:02	4:16 PM	0:04	9:10 AM	0:02	2.00
TOTAL		0:02		0:04		0:02	2.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Capitol St. West to East							
Boling St. - Ellis Ave.	8:04 AM		4:19 PM		12:51 PM		
Ellis Ave. - Robinson Rd.	8:06 AM	0:02	4:21 PM	0:02	12:53 PM	0:02	1.00
Robinson Rd. - Gallatin St.	8:11 AM	0:05	4:26 PM	0:05	12:57 PM	0:04	1.25
Gallatin St. - West St.	8:12 AM	0:01	4:27 PM	0:01	12:59 PM	0:02	0.50
West St. - State St.	8:15 AM	0:03	4:30 PM	0:03	1:02 PM	0:03	1.00
State St.	8:16 AM	0:01	4:31 PM	0:01	1:03 PM	0:01	1.00
TOTAL		0:12		0:12		0:12	1.00
Capitol St. East to West							
State St. - West St.	8:18 AM		4:05 PM		12:38 PM		
West St. - Gallatin St.	8:19 AM	0:01	4:06 PM	0:01	12:39 PM	0:01	1.00
Robinson Rd. - Ellis Ave.	8:22 AM	0:03	4:11 PM	0:05	12:42 PM	0:03	1.00
Ellis Ave. - Boling St.	8:27 AM	0:05	4:15 PM	0:04	12:48 PM	0:06	0.83
Boling St.	8:29 AM	0:02	4:18 PM	0:03	12:50 PM	0:02	1.50
TOTAL		0:11		0:13		0:12	1.08
Clinton Blvd. West to East							
Lakeview Dr. - Shaw Rd.	8:07 AM		5:20 PM		11:48 AM		
Shaw Rd. - John Hopkins Blvd.	8:09 AM	0:02	5:22 PM	0:02	11:50 AM	0:02	1.00
John Hopkins Blvd. - Flag Chapel Rd.	8:11 AM	0:02	5:24 PM	0:02	11:52 AM	0:02	1.00
Flag Chapel Rd. - Country Club Rd.	8:13 AM	0:02	5:26 PM	0:02	11:54 AM	0:02	1.00
Country Club Rd.	8:15 AM	0:02	5:28 PM	0:02	11:57 AM	0:03	0.67
TOTAL		0:08		0:08		0:09	0.89
Clinton Blvd. East to West							
Country Club Rd. - Flag Chapel Rd.	8:00 AM		5:29 PM		11:57 AM		
Flag Chapel Rd. - John Hopkins Blvd.	8:02 AM	0:02	5:31 PM	0:02	12:00 PM	0:03	0.67
John Hopkins Blvd. - Shaw Rd.	8:03 AM	0:01	5:32 PM	0:01	12:01 PM	0:01	1.00
Shaw Rd. - Lakeview Dr.	8:05 AM	0:02	5:34 PM	0:02	12:03 PM	0:02	1.00
Lakeview Dr.	8:07 AM	0:02	5:37 PM	0:03	12:06 PM	0:03	1.00
TOTAL		0:07		0:08		0:09	0.89
Clinton Pkwy. North to South							
Northside Dr. - Clinton Blvd.	7:46 AM		4:52 PM		3:27 PM		
Clinton Blvd. - Hwy. 80	7:48 AM	0:02	4:54 PM	0:02	3:28 PM	0:01	2.00
Hwy. 80 - I-20	7:50 AM	0:02	4:55 PM	0:01	3:29 PM	0:01	2.00
I-20	7:51 AM	0:01	4:57 PM	0:02	3:30 PM	0:01	2.00
TOTAL		0:05		0:05		0:03	1.67
Clinton Pkwy. South to North							
I-20 - Hwy. 80	7:41 AM		4:45 PM		3:22 PM		
Hwy. 80 - Clinton Blvd.	7:42 AM	0:01	4:48 PM	0:03	3:23 PM	0:01	3.00
Clinton Blvd. - Northside Dr.	7:43 AM	0:01	4:49 PM	0:01	3:24 PM	0:01	1.00
Northside Dr.	7:45 AM	0:02	4:51 PM	0:02	3:26 PM	0:02	1.00
TOTAL		0:04		0:06		0:04	1.50
Clinton-Raymond Rd. North to South							
I-20 - Midway Rd.	8:27 AM		4:04 PM		2:27 PM		
Midway Rd.	8:31 AM	0:04	4:08 PM	0:04	2:31 PM	0:04	1.00
TOTAL		0:04		0:04		0:04	1.00
Clinton-Raymond Rd. South to North							
Midway Rd. - I-20	8:31 AM		4:08 PM		2:21 PM		
I-20	8:34 AM	0:03	4:12 PM	0:04	2:25 PM	0:04	1.00
TOTAL		0:03		0:04		0:04	1.00
Colonial Circle West to East							
Concord Dr. - Old Canton Rd.	8:16 AM		4:21 PM		10:53 AM		
Old Canton Rd.	8:17 AM	0:01	4:24 PM	0:03	10:55 AM	0:02	1.50
TOTAL		0:01		0:03		0:02	1.50

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Colonial Circle East to West							
Old Canlon Rd. - Concord Dr.	8:12 AM		4:00 PM		10:49 AM		
Concord Dr.	8:13 AM	0:01	4:01 PM	0:01	10:51 AM	0:02	0.50
TOTAL		0:01		0:01		0:02	0.50
Cooper Rd North to South							
East Metro Pkwy - Luckney Rd	7:42 AM		4:07 PM		1:25 PM		
Luckney Rd - Lakeland Dr	7:47 AM	0:05	4:12 PM	0:05	1:30 PM	0:05	1.00
Lakeland Dr	7:50 AM	0:03	4:14 PM	0:02	1:32 PM	0:02	1.50
TOTAL		0:08		0:07		0:07	1.14
Cooper Rd South to North							
Lakeland Dr - Luckney Rd	7:54 AM		4:16 PM		1:34 PM		
Luckney Rd - East Metro Pkwy	7:56 AM	0:02	4:17 PM	0:01	1:36 PM	0:02	1.00
East Metro Pkwy	8:00 AM	0:04	4:22 PM	0:05	1:40 PM	0:04	1.25
TOTAL		0:06		0:06		0:06	1.00
County Line Rd. West to East							
Hwy. 49 - Livingston Rd.	7:51 AM		4:02 PM		11:39 AM		
Livingston Rd. - I-220	7:58 AM	0:07	4:09 PM	0:07	11:45 AM	0:06	1.17
I-220 - Hwy 51	8:00 AM	0:02	4:11 PM	0:02	11:47 AM	0:02	1.00
Hwy 51 - I-55	8:04 AM	0:04	4:15 PM	0:04	11:50 AM	0:03	1.33
I-55 - Ridgewood Rd.	8:05 AM	0:01	4:18 PM	0:03	11:51 AM	0:01	3.00
Ridgewood Rd. - Whealley St.	8:06 AM	0:01	4:19 PM	0:01	11:52 AM	0:01	1.00
Whealley St. - Pear Orchard Rd.	8:08 AM	0:02	4:20 PM	0:01	11:54 AM	0:02	1.00
Pear Orchard Rd. - Old Canlon Rd.	8:09 AM	0:01	4:22 PM	0:02	11:55 AM	0:01	2.00
Old Canlon Rd.	8:11 AM	0:02	4:24 PM	0:02	11:58 AM	0:03	0.67
TOTAL		0:20		0:22		0:19	1.16
County Line Rd. East to West							
Old Canlon Rd. - Pear Orchard Rd.	8:12 AM		4:27 PM		11:15 AM		
Pear Orchard Rd. - Whealley St.	8:13 AM	0:01	4:28 PM	0:01	11:18 AM	0:03	0.33
Whealley St. - Ridgewood Rd.	8:15 AM	0:02	4:30 PM	0:02	11:20 AM	0:02	1.00
Ridgewood Rd. - I-55	8:16 AM	0:01	4:33 PM	0:03	11:22 AM	0:02	1.50
I-55 - Hwy. 51	8:17 AM	0:01	4:35 PM	0:02	11:23 AM	0:01	2.00
Hwy. 51 - I-220	8:18 AM	0:01	4:39 PM	0:04	11:24 AM	0:01	4.00
I-220 - Livingston Rd.	8:21 AM	0:03	4:42 PM	0:03	11:26 AM	0:02	1.50
Livingston Rd. - Hwy. 49	8:24 AM	0:03	4:49 PM	0:07	11:29 AM	0:03	2.33
Hwy. 49	8:32 AM	0:08	4:56 PM	0:07	11:37 AM	0:08	1.00
TOTAL		0:20		0:29		0:22	1.32
Crossgates Blvd. North to South							
Old Brandon Rd. - Hwy. 80	8:12 AM		4:06 PM		11:24 AM		
Hwy. 80 - I-20	8:13 AM	0:01	4:07 PM	0:01	11:25 AM	0:01	1.00
I-20	8:16 AM	0:03	4:09 PM	0:02	11:26 AM	0:01	3.00
TOTAL		0:04		0:03		0:02	2.00
Crossgates Blvd. South to North							
I-20 - Hwy. 80	8:20 AM		4:11 PM		11:19 AM		
Hwy. 80 - Old Brandon Rd.	8:22 AM	0:02	4:13 PM	0:02	11:21 AM	0:02	1.00
Old Brandon Rd.	8:24 AM	0:02	4:14 PM	0:01	11:22 AM	0:01	2.00
TOTAL		0:04		0:03		0:03	1.33
Davis Rd. North to South							
Siwell Rd. - Gary Rd.	8:49 AM		4:47 PM		10:23 AM		
Gary Rd. - Springridge Rd.	8:50 AM	0:01	4:48 PM	0:01	10:24 AM	0:01	1.00
Springridge Rd.	8:54 AM	0:04	4:52 PM	0:04	10:27 AM	0:03	1.33
TOTAL		0:05		0:05		0:04	1.25
Davis Rd. South to North							
Springridge Rd. - Gary Rd.	8:54 AM		4:42 PM		10:28 AM		
Gary Rd. - Siwell Rd.	8:57 AM	0:03	4:45 PM	0:03	10:31 AM	0:03	1.00
Siwell Rd.	8:58 AM	0:01	4:46 PM	0:01	10:32 AM	0:01	1.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
TOTAL		0:04		0:04		0:04	1.00
<u>E. Metro Parkway (North to South)</u>							
Hwy. 25 - Cooper Rd.	8:42 AM		4:34 PM		9:46 AM		
Cooper Rd.	8:45 AM	0:03	4:38 PM	0:04	9:49 AM	0:03	1.33
TOTAL		0:03		0:04		0:03	1.33
<u>E. Metro Parkway (South to North)</u>							
Cooper Rd. - Hwy. 25	8:45 AM		4:40 PM		9:50 AM		
Hwy. 25	8:51 AM	0:06	4:47 PM	0:07	9:54 AM	0:04	1.75
TOTAL		0:06		0:07		0:04	1.75
<u>El Dorado Rd North to South</u>							
Old Brandon Rd - East Metro Pkwy	7:38 AM		4:04 PM		1:17 PM		
East Metro Pkwy	7:41 AM	0:03	4:07 PM	0:03	1:20 PM	0:03	1.00
TOTAL		0:03		0:03		0:03	1.00
<u>El Dorado Rd South to North</u>							
East Metro Pkwy - Old Brandon Rd	7:31 AM		4:00 PM		1:13 PM		
Old Brandon Rd	7:34 AM	0:03	4:03 PM	0:03	1:17 PM	0:04	0.75
TOTAL		0:03		0:03		0:04	0.75
<u>Ellis Ave. North to South</u>							
Capitol St. - Robinson Rd.	7:20 AM		4:43 PM		10:12 AM		
Robinson Rd. - Hwy. 80	7:23 AM	0:03	4:46 PM	0:03	10:14 AM	0:02	1.50
Hwy. 80 - Raymond Rd.	7:25 AM	0:02	4:48 PM	0:02	10:17 AM	0:03	0.67
Raymond Rd.	7:27 AM	0:02	4:51 PM	0:03	10:18 AM	0:01	3.00
TOTAL		0:07		0:08		0:06	1.33
<u>Ellis Ave. South to North</u>							
Raymond Rd. - Hwy. 80	7:29 AM		4:53 PM		10:21 AM		
Hwy. 80 - Robinson Rd.	7:32 AM	0:03	4:54 PM	0:01	10:22 AM	0:01	3.00
Robinson Rd. - Capitol St.	7:35 AM	0:03	4:58 PM	0:04	10:25 AM	0:03	1.33
Capitol St.	7:38 AM	0:03	5:01 PM	0:03	10:28 AM	0:03	1.00
TOTAL		0:09		0:08		0:07	1.29
<u>Florence-Byram Rd. West to East</u>							
I-55 - Hinds County Line	7:55 AM		4:19 PM		1:57 PM		
Rankin County Line - Cleary Rd.	7:58 AM	0:03	4:21 PM	0:02	1:59 PM	0:02	1.50
Cleary Rd. - Church St.	8:03 AM	0:05	4:28 PM	0:07	2:05 PM	0:06	1.17
Church St.	8:10 AM	0:07	4:35 PM	0:07	2:11 PM	0:06	1.17
TOTAL		0:15		0:16		0:14	1.14
<u>Florence-Byram Rd. East to West</u>							
Church St. - Cleary Rd.	8:10 AM		4:03 PM		2:03 PM		
Cleary Rd. - Rankin County Line	8:17 AM	0:07	4:09 PM	0:06	2:10 PM	0:07	1.00
Hinds County Line - I-55	8:23 AM	0:06	4:15 PM	0:06	2:16 PM	0:06	1.00
I-55	8:24 AM	0:01	4:16 PM	0:01	2:18 PM	0:02	0.50
TOTAL		0:14		0:13		0:15	0.93
<u>Flowood Dr./Hwy. 468 West to East</u>							
Hwy. 80 - 4-Lane End	7:23 AM		5:12 PM		2:24 PM		
4-Lane End - River Oaks Blvd.	7:33 AM	0:10	5:17 PM	0:05	2:28 PM	0:04	2.50
River Oaks Blvd. - Hwy. 475	7:37 AM	0:04	5:21 PM	0:04	2:31 PM	0:03	1.33
Hwy. 475 - Liberty Rd.	7:39 AM	0:02	5:24 PM	0:03	2:33 PM	0:02	1.50
Liberty Rd. - Old Fannin Rd.	7:41 AM	0:02	5:31 PM	0:07	2:35 PM	0:02	3.50
Old Fannin Rd.	7:43 AM	0:02	5:35 PM	0:04	2:37 PM	0:02	2.00
TOTAL		0:20		0:23		0:13	1.77
<u>Flowood Dr./Hwy. 468 East to West</u>							
Old Fannin Rd. - Liberty Rd.	7:44 AM		4:56 PM		2:05 PM		
Liberty Rd. - Hwy. 475	7:47 AM	0:03	4:57 PM	0:01	2:06 PM	0:01	3.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Hwy. 475 - River Oaks Blvd.	7:49 AM	0:02	4:59 PM	0:02	2:09 PM	0:03	0.67
River Oaks Blvd. - 4-Lane Start	7:52 AM	0:03	5:01 PM	0:02	2:11 PM	0:02	1.50
4-Lane Start - Hwy. 80	7:56 AM	0:04	5:04 PM	0:03	2:15 PM	0:04	1.00
Hwy. 80	8:00 AM	0:04	5:09 PM	0:05	2:19 PM	0:04	1.25
TOTAL		0:16		0:13		0:14	1.14
Fortification West to East							
Woodrow Wilson Dr. - Bailey Ave.	7:39 AM		4:36 PM		2:14 PM		
Bailey Ave. - Slate St	7:44 AM	0:05	4:40 PM	0:04	2:18 PM	0:04	1.25
Slate St. - I-55	7:47 AM	0:03	4:44 PM	0:04	2:20 PM	0:02	2.00
I-55	7:49 AM	0:02	4:47 PM	0:03	2:22 PM	0:02	1.50
TOTAL		0:10		0:11		0:08	1.38
Fortification East to West							
I-55 - Slate St	7:28 AM		4:25 PM		2:04 PM		
Slate St - Bailey Ave.	7:31 AM	0:03	4:28 PM	0:03	2:06 PM	0:02	1.50
Bailey Ave. - Woodrow Wilson Dr.	7:35 AM	0:04	4:31 PM	0:03	2:09 PM	0:03	1.33
Woodrow Wilson Dr.	7:38 AM	0:03	4:35 PM	0:04	2:13 PM	0:04	1.00
TOTAL		0:10		0:10		0:09	1.11
Frontage Rd. North to South							
County Line Rd. - Beasley Rd.	8:49 AM		5:08 PM		1:06 PM		
Beasley Rd. - Briarwood Dr.	8:51 AM	0:02	5:10 PM	0:02	1:08 PM	0:02	1.00
Briarwood Dr. - Northside Dr.	8:53 AM	0:02	5:11 PM	0:01	1:09 PM	0:01	2.00
Northside Dr.	8:56 AM	0:03	5:13 PM	0:02	1:12 PM	0:03	1.00
TOTAL		0:07		0:05		0:06	1.17
Frontage Rd. South to North							
Northside Dr. - Briarwood Dr.	8:39 AM		5:13 PM		1:12 PM		
Briarwood Dr. - Beasley Rd.	8:42 AM	0:03	5:19 PM	0:06	1:14 PM	0:02	3.00
Beasley Rd. - County Line Rd.	8:45 AM	0:03	5:20 PM	0:01	1:15 PM	0:01	3.00
County Line Rd.	8:48 AM	0:03	5:23 PM	0:03	1:18 PM	0:03	1.00
TOTAL		0:09		0:10		0:06	1.67
Gallatin St. North to South							
Monument St. - Pascagoula	8:39 AM		4:55 PM		11:09 AM		
Pascagoula St. - Hwy. 80	8:42 AM	0:03	4:57 PM	0:02	11:11 AM	0:02	1.50
Hwy. 80 - I-20	8:44 AM	0:02	5:00 PM	0:03	11:15 AM	0:04	0.75
I-20	8:45 AM	0:01	5:01 PM	0:01	11:16 AM	0:01	1.00
TOTAL		0:06		0:06		0:07	0.86
Gallatin St. South to North							
I-20 - Hwy. 80	8:33 AM		5:02 PM		11:18 AM		
Hwy. 80 - Pascagoula St	8:34 AM	0:01	5:04 PM	0:02	11:20 AM	0:02	1.00
Pascagoula St. - Monument St	8:37 AM	0:03	5:06 PM	0:02	11:22 AM	0:02	1.50
Monument St.	8:39 AM	0:02	5:08 PM	0:02	11:24 AM	0:02	1.00
TOTAL		0:06		0:06		0:06	1.00
Gary Rd. West to East							
Davis Rd. - Terry Rd.	7:35 AM		5:01 PM		10:34 AM		
Terry Rd.	7:41 AM	0:06	5:05 PM	0:04	10:39 AM	0:05	1.20
TOTAL		0:06		0:04		0:05	1.20
Gary Rd. East to West							
Terry Rd. - Davis Rd.	7:43 AM		5:07 PM		10:44 AM		
Davis Rd.	7:49 AM	0:06	5:11 PM	0:04	10:48 AM	0:04	1.50
TOTAL		0:06		0:04		0:04	1.50
Gluckstadt Rd. West to East							
Hwy. 463 - Callitt Rd.	7:56 AM		5:25 PM		2:56 PM		
Callitt Rd. - I-55	8:02 AM	0:06	5:31 PM	0:06	3:00 PM	0:04	1.50
I-55 - Weisenberger Rd.	8:06 AM	0:04	5:34 PM	0:03	3:03 PM	0:03	1.33
Weisenberger Rd.	8:07 AM	0:01	5:35 PM	0:01	3:04 PM	0:01	1.00
TOTAL		0:11		0:10		0:08	1.38

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Gluckstadt Rd. East to West							
Weisenberger Rd. - I-55	8:07 AM		5:13 PM		2:45 PM		
I-55 - Callett Rd.	8:08 AM	0:01	5:14 PM	0:01	2:46 PM	0:01	1.00
Callett Rd. - Hwy. 463	8:13 AM	0:05	5:17 PM	0:03	2:49 PM	0:03	1.67
Hwy. 463	8:18 AM	0:05	5:24 PM	0:07	2:55 PM	0:06	1.17
TOTAL		0:11		0:11		0:10	1.10
Grants Ferry Rd. North to South							
Spillway Rd. - Hwy. 25	8:04 AM		5:24 PM		10:08 AM		
Hwy. 25	8:09 AM	0:05	5:26 PM	0:02	10:11 AM	0:03	1.67
TOTAL		0:05		0:02		0:03	1.67
Grants Ferry Rd. South to North							
Hwy. 25 - Spillway Rd.	8:03 AM		5:21 PM		10:13 AM		
Spillway Rd.	8:05 AM	0:02	5:23 PM	0:02	10:15 AM	0:02	1.00
TOTAL		0:02		0:02		0:02	1.00
Hanging Moss Rd. North to South							
County Line Rd. - Beasley Rd.	8:08 AM		4:10 PM		11:45 AM		
Beasley Rd. - Forest Ave.	8:11 AM	0:03	4:13 PM	0:03	11:46 AM	0:01	3.00
Forest Ave. - Northside Dr.	8:13 AM	0:02	4:15 PM	0:02	11:49 AM	0:03	0.67
Northside Dr.	8:15 AM	0:02	4:18 PM	0:03	11:51 AM	0:02	1.50
TOTAL		0:07		0:08		0:06	1.33
Hanging Moss Rd. South to North							
Northside Dr. - Forest Ave.	8:16 AM		4:22 PM		11:54 AM		
Forest Ave. - Beasley Rd.	8:17 AM	0:01	4:23 PM	0:01	11:56 AM	0:02	0.50
Beasley Rd. - County Line Rd.	8:19 AM	0:02	4:26 PM	0:03	11:59 AM	0:03	1.00
County Line Rd.	8:21 AM	0:02	4:28 PM	0:02	12:01 PM	0:02	1.00
TOTAL		0:05		0:06		0:07	0.86
High St. West to East							
Farish St. - State St	8:07 AM		5:11 PM		12:50 PM		
State St - I-55	8:10 AM	0:03	5:17 PM	0:06	12:53 PM	0:03	2.00
I-55	8:12 AM	0:02	5:19 PM	0:02	12:55 PM	0:02	1.00
TOTAL		0:05		0:08		0:05	1.60
High St. West to East							
I-55 - State St	7:59 AM		5:00 PM		12:45 PM		
State St - Farish St	8:03 AM	0:04	5:01 PM	0:01	12:47 PM	0:02	2.00
Farish St	8:06 AM	0:03	5:05 PM	0:04	12:50 PM	0:03	1.33
TOTAL		0:07		0:05		0:05	1.40
Hoy Rd. West to East							
Hwy. 51 - Rice Rd.	7:11 AM		4:49 PM		1:52 PM		
Rice Rd. - N. Old Canton Rd.	7:14 AM	0:03	4:52 PM	0:03	1:54 PM	0:02	1.50
N. Old Canton Rd.	7:16 AM	0:02	4:54 PM	0:02	1:56 PM	0:02	1.00
TOTAL		0:05		0:05		0:04	1.25
Hoy Rd. East to West							
N. Old Canton Rd. - Rice Rd.	7:17 AM		4:55 PM		1:57 PM		
Rice Rd. - Hwy. 51	7:20 AM	0:03	4:57 PM	0:02	1:59 PM	0:02	1.50
Hwy. 51	7:22 AM	0:02	5:00 PM	0:03	2:01 PM	0:02	1.50
TOTAL		0:05		0:05		0:04	1.25
Jackson Ave. West to East							
I-55 - Hwy. 51	7:06 AM		4:41 PM		11:36 AM		
Hwy. 51	7:10 AM	0:04	4:48 PM	0:07	11:39 AM	0:03	2.33
TOTAL		0:04		0:07		0:03	2.33
Jackson Ave. East to West							

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Hwy. 51 - I-55	7:13 AM		4:35 PM		11:41 AM		
I-55	7:16 AM	0:03	4:39 PM	0:04	11:44 AM	0:03	1.33
TOTAL		0:03		0:04		0:03	1.33
Lakeland Dr. West to East							
Old Canton Rd. - I-55	8:03 AM		4:59 PM		1:43 PM		
I-55 - Ridgewood Rd.	8:05 AM	0:02	5:01 PM	0:02	1:45 PM	0:02	1.00
Ridgewood Rd. - Pearl River	8:07 AM	0:02	5:04 PM	0:03	1:48 PM	0:03	1.00
Pearl River - River Oaks Dr.	8:08 AM	0:01	5:05 PM	0:01	1:50 PM	0:02	0.50
River Oaks Dr. - Hwy. 475	8:10 AM	0:02	5:07 PM	0:02	1:52 PM	0:02	1.00
Hwy. 475 - Old Fannin Rd.	8:12 AM	0:02	5:13 PM	0:06	1:55 PM	0:03	2.00
Old Fannin Rd.	8:14 AM	0:02	5:19 PM	0:06	1:59 PM	0:04	1.50
TOTAL		0:11		0:20		0:16	1.25
Lakeland Dr. East to West							
Old Fannin Rd. - Hwy. 475	7:42 AM		5:21 PM		2:57 PM		
Hwy. 475 - River Oaks Dr.	7:46 AM	0:04	5:25 PM	0:04	3:00 PM	0:03	1.33
River Oaks Dr. - Pearl River	7:50 AM	0:04	5:26 PM	0:01	3:02 PM	0:02	2.00
Pearl River - Ridgewood Rd.	7:52 AM	0:02	5:29 PM	0:03	3:04 PM	0:02	1.50
Ridgewood Rd. - I-55	7:54 AM	0:02	5:30 PM	0:01	3:06 PM	0:02	1.00
I-55 - Old Canton Rd.	7:56 AM	0:02	5:32 PM	0:02	3:08 PM	0:02	1.00
Old Canton Rd.	8:00 AM	0:04	5:37 PM	0:05	3:10 PM	0:02	2.50
TOTAL		0:18		0:16		0:13	1.38
Lake Harbour Dr. West to East							
Hwy. 51 - Whealley St	8:16 AM		5:02 PM		2:31 PM		
Whealley St - Pear Orchard Rd.	8:17 AM	0:01	5:03 PM	0:01	2:32 PM	0:01	1.00
Pear Orchard Rd. - Old Canton Rd.	8:18 AM	0:01	5:04 PM	0:01	2:33 PM	0:01	1.00
Old Canton Rd.	8:21 AM	0:03	5:08 PM	0:04	2:35 PM	0:02	2.00
TOTAL		0:05		0:06		0:04	1.50
Lake Harbour Dr. East to West							
Old Canton Rd. - Pear Orchard Rd.	8:23 AM		5:12 PM		2:36 PM		
Pear Orchard Rd. - Whealley St	8:25 AM	0:02	5:14 PM	0:02	2:39 PM	0:03	0.67
Whealley St - Hwy. 51	8:26 AM	0:01	5:15 PM	0:01	2:40 PM	0:01	1.00
Hwy. 51	8:27 AM	0:01	5:16 PM	0:01	2:41 PM	0:01	1.00
TOTAL		0:04		0:04		0:05	0.80
Livingston Rd. North to South							
Northside Dr. - Ridgeway St	8:28 AM		4:03 PM		9:15 AM		
Ridgeway St - Woodrow Wilson Dr.	8:30 AM	0:02	4:06 PM	0:03	9:17 AM	0:02	1.50
Woodrow Wilson Dr.	8:32 AM	0:02	4:08 PM	0:02	9:20 AM	0:03	0.67
TOTAL		0:04		0:05		0:05	1.00
Livingston Rd. South to North							
Woodrow Wilson Dr. - Ridgeway St	8:35 AM		4:10 PM		9:23 AM		
Ridgeway St - Northside Dr.	8:36 AM	0:01	4:12 PM	0:02	9:25 AM	0:02	1.00
Northside Dr.	8:38 AM	0:02	4:14 PM	0:02	9:27 AM	0:02	1.00
TOTAL		0:03		0:04		0:04	1.00
Luckney Rd. North to South							
Hwy. 25 - Henderson Rd.	7:17 AM		5:15 PM		10:53 AM		
Henderson Rd. - Hwy. 471	7:20 AM	0:03	5:19 PM	0:04	10:57 AM	0:04	1.00
Hwy. 471	7:27 AM	0:07	5:24 PM	0:05	11:02 AM	0:05	1.40
TOTAL		0:10		0:09		0:09	1.11
Luckney Rd. South to North							
Hwy. 471 - Henderson Rd.	7:28 AM		5:26 PM		11:03 AM		
Henderson Rd. - Hwy. 25	7:36 AM	0:08	5:30 PM	0:04	11:08 AM	0:05	1.60
Hwy. 25	7:39 AM	0:03	5:33 PM	0:03	11:14 AM	0:06	0.50
TOTAL		0:11		0:07		0:06	1.83
Madison Ave. West to East							

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Highland Colony Pkwy. - Grandview Blvd	7:09 AM		4:55 PM		2:10 PM		
Grandview Blvd. - Hwy. 51	7:12 AM	0:03	4:56 PM	0:01	2:13 PM	0:03	1.00
Hwy. 51 - Rice Rd.	7:15 AM	0:03	5:02 PM	0:06	2:16 PM	0:03	2.00
Rice Rd.	7:18 AM	0:03	5:04 PM	0:02	2:18 PM	0:02	1.50
TOTAL		0:09		0:09		0:08	1.13
Madison Ave. East to West							
Rice Rd. - Hwy. 51	7:19 AM		5:05 PM		2:19 PM		
Hwy. 51 - Grandview Blvd.	7:21 AM	0:02	5:08 PM	0:03	2:23 PM	0:04	0.75
Grandview Blvd - Highland Colony Pkwy	7:24 AM	0:03	5:11 PM	0:03	2:26 PM	0:03	1.00
Highland Colony Pkwy.	7:26 AM	0:02	5:13 PM	0:02	2:28 PM	0:02	1.00
TOTAL		0:07		0:08		0:09	0.89
Main St. (Florence) West to East							
Church St. - Hwy. 49	7:14 AM		4:35 PM		1:26 PM		
Hwy. 49	7:18 AM	0:04	4:37 PM	0:02	1:27 PM	0:01	4.00
TOTAL		0:04		0:02		0:01	4.00
Main St. (Florence) East to West							
Hwy. 49 - Church St.	7:11 AM		4:02 PM		1:23 PM		
Church St.	7:13 AM	0:02	4:03 PM	0:01	1:25 PM	0:02	1.00
TOTAL		0:02		0:01		0:02	1.00
Main St. (Madison) West to East							
Highland Colony Pkwy. - I-55	8:05 AM		4:33 PM		2:31 PM		
I-55 - Crawford St.	8:07 AM	0:02	4:34 PM	0:01	2:33 PM	0:02	1.00
Crawford St. - Hwy. 51	8:08 AM	0:01	4:36 PM	0:02	2:34 PM	0:01	2.00
Hwy. 51	8:10 AM	0:02	4:38 PM	0:02	2:36 PM	0:02	1.00
TOTAL		0:05		0:05		0:05	1.00
Main St. (Madison) East to West							
Hwy. 51 - Crawford St.	8:12 AM		4:01 PM		2:02 PM		
Crawford St - I-55	8:14 AM	0:02	4:04 PM	0:03	2:04 PM	0:02	1.50
I-55 - Highland Colony Pkwy.	8:17 AM	0:03	4:07 PM	0:03	2:06 PM	0:02	1.50
Highland Colony Pkwy.	8:18 AM	0:01	4:09 PM	0:02	2:08 PM	0:02	1.00
TOTAL		0:06		0:08		0:06	1.33
McDowell Rd. West to East							
Woody Dr. - McFadden Rd.	7:56 AM		5:21 PM		11:07 AM		
McFadden Rd. - Terry Rd.	7:59 AM	0:03	5:23 PM	0:02	11:10 AM	0:03	1.00
Terry Rd. - I-55	8:02 AM	0:03	5:26 PM	0:03	11:13 AM	0:03	1.00
I-55	8:03 AM	0:01	5:27 PM	0:01	11:14 AM	0:01	1.00
TOTAL		0:07		0:06		0:07	1.00
McDowell Rd. East to West							
I-55 - Terry Rd.	7:34 AM		4:54 PM		11:19 AM		
Terry Rd. - McFadden Rd.	7:37 AM	0:03	4:55 PM	0:01	11:20 AM	0:01	3.00
McFadden Rd. - Woody Dr.	7:40 AM	0:03	4:57 PM	0:02	11:24 AM	0:04	0.75
Woody Dr.	7:45 AM	0:05	5:01 PM	0:04	11:26 AM	0:02	2.50
TOTAL		0:11		0:07		0:07	1.57
McDowell Rd. Ext. West to East							
Hwy.18 - Raymond Rd.	8:25 AM		5:17 PM		11:31 AM		
Raymond Rd. - Suncrest Dr.	8:26 AM	0:01	5:19 PM	0:02	11:33 AM	0:02	1.00
Suncrest Dr. - Woody Dr.	8:28 AM	0:02	5:20 PM	0:01	11:34 AM	0:01	2.00
Woody Dr.	8:29 AM	0:01	5:21 PM	0:01	11:35 AM	0:01	1.00
TOTAL		0:04		0:04		0:04	1.00
McDowell Rd. Ext. East to West							
Woody Dr. - Suncrest Dr.	8:14 AM		5:01 PM		11:26 AM		
Suncrest Dr. - Raymond Rd.	8:16 AM	0:02	5:02 PM	0:01	11:27 AM	0:01	2.00
Raymond Rd. - Hwy.18	8:17 AM	0:01	5:04 PM	0:02	11:28 AM	0:01	2.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Hwy.18	8:19 AM	0:02	5:06 PM	0:02	11:30 AM	0:02	1.00
TOTAL		0:05		0:05		0:04	1.25
Medgar Evers Blvd. North to South							
Cynthia Dr. - Forest Ave.	8:08 AM		4:53 PM		9:51 AM		
Forest Ave. - Northside Dr.	8:09 AM	0:01	4:55 PM	0:02	9:52 AM	0:01	2.00
Northside Dr. - Ridgeway St	8:12 AM	0:03	4:57 PM	0:02	9:55 AM	0:03	1.00
Ridgeway St. - Woodrow Wilson Dr.	8:14 AM	0:02	4:59 PM	0:02	9:57 AM	0:02	1.00
Woodrow Wilson Dr.	8:19 AM	0:05	5:03 PM	0:04	10:02 AM	0:05	1.00
TOTAL		0:11		0:10		0:11	1.00
Medgar Evers Blvd. South to North							
Woodrow Wilson Dr. - Ridgeway St	8:20 AM		5:03 PM		9:39 AM		
Ridgeway St. - Northside Dr.	8:24 AM	0:04	5:08 PM	0:05	9:42 AM	0:03	1.67
Northside Dr. - Forest Ave.	8:26 AM	0:02	5:11 PM	0:03	9:45 AM	0:03	1.00
Forest Ave. - Cynthia Dr.	8:28 AM	0:02	5:13 PM	0:02	9:47 AM	0:02	1.00
Cynthia Dr.	8:29 AM	0:01	5:15 PM	0:02	9:48 AM	0:01	2.00
TOTAL		0:09		0:12		0:09	1.33
Monument St. West to East							
Capitol St. - Gallatin St	8:50 AM		5:07 PM		1:40 PM		
Gallatin St. - Farish St	8:52 AM	0:02	5:10 PM	0:03	1:41 PM	0:01	3.00
Farish St	8:53 AM	0:01	5:11 PM	0:01	1:42 PM	0:01	1.00
TOTAL		0:03		0:04		0:02	2.00
Monument St. East to West							
Farish St. - Gallatin St	8:55 AM		5:03 PM		1:43 PM		
Gallatin St. - Capitol St	8:57 AM	0:02	5:05 PM	0:02	1:44 PM	0:01	2.00
Capitol St	8:58 AM	0:01	5:06 PM	0:01	1:46 PM	0:02	0.50
TOTAL		0:03		0:03		0:03	1.00
Northbrook Dr. North to South							
Northside Dr. - Meadowbrook Rd.	8:32 AM		4:18 PM		2:02 PM		
Meadowbrook Rd.	8:33 AM	0:01	4:19 PM	0:01	2:03 PM	0:01	1.00
TOTAL		0:01		0:01		0:01	1.00
Northbrook Dr. South to North							
Meadowbrook Rd. - Northside Dr.	8:34 AM		4:20 PM		2:05 PM		
Northside Dr.	8:36 AM	0:02	4:22 PM	0:02	2:07 PM	0:02	1.00
TOTAL		0:02		0:02		0:02	1.00
Northshore Pkwy. North to South							
Fannin Landing Circle - Spillway Rd.	7:38 AM		5:39 PM		11:55 AM		
Spillway Rd.	7:42 AM	0:04	5:46 PM	0:07	11:59 AM	0:04	1.75
TOTAL		0:04		0:07		0:04	1.75
Northshore Pkwy. South to North							
Spillway Rd. - Fannin Landing Circle	7:32 AM		5:35 PM		11:48 AM		
Fannin Landing Circle	7:36 AM	0:04	5:39 PM	0:04	11:51 AM	0:03	1.33
TOTAL		0:04		0:04		0:03	1.33
Northside Dr. West to East							
Industrial Park Dr. - Clinton Tinnin Rd.	7:32 AM		4:32 PM		10:09 AM		
Clinton Tinnin Rd. - Pinehaven Rd.	7:35 AM	0:03	4:35 PM	0:03	10:11 AM	0:02	1.50
Pinehaven Rd. - Old Vicksburg Rd.	7:37 AM	0:02	4:37 PM	0:02	10:15 AM	0:04	0.50
Old Vicksburg Rd. - Flag Chapel Rd.	7:39 AM	0:02	4:39 PM	0:02	10:17 AM	0:02	1.00
Flag Chapel Rd. - Medgar Evers Blvd.	7:44 AM	0:05	4:44 PM	0:05	10:22 AM	0:05	1.00
Medgar Evers Blvd. - Walkins Dr.	7:48 AM	0:04	4:47 PM	0:03	10:26 AM	0:04	1.00
Walkins Dr. - State St	7:52 AM	0:04	4:53 PM	0:06	10:32 AM	0:06	1.00
State St. - I-55	7:56 AM	0:04	4:58 PM	0:05	10:35 AM	0:03	1.67
I-55 - Ridgewood Rd.	8:01 AM	0:05	5:02 PM	0:04	10:39 AM	0:04	1.25
Ridgewood Rd.	8:03 AM	0:02	5:03 PM	0:01	10:40 AM	0:01	2.00
TOTAL		0:31		0:31		0:31	1.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Northside Dr. East to West							
Ridgewood Rd. - I-55	7:01 AM		4:00 PM		9:36 AM		
I-55 - State St.	7:05 AM	0:04	4:01 PM	0:01	9:38 AM	0:02	2.00
State St. - Watkins Dr.	7:09 AM	0:04	4:05 PM	0:04	9:41 AM	0:03	1.33
Watkins Dr. - Medgar Evers Blvd.	7:11 AM	0:02	4:10 PM	0:05	9:45 AM	0:04	1.25
Medgar Evers Blvd. - Flag Chapel Rd.	7:16 AM	0:05	4:16 PM	0:06	9:51 AM	0:06	1.00
Flag Chapel Rd. - Old Vicksburg Rd.	7:19 AM	0:03	4:19 PM	0:03	9:54 AM	0:03	1.00
Old Vicksburg Rd. - Pinehaven Rd.	7:24 AM	0:05	4:24 PM	0:05	9:59 AM	0:05	1.00
Pinehaven Rd. - Clinton Tinnin Rd.	7:27 AM	0:03	4:26 PM	0:02	10:02 AM	0:03	1.00
Clinton Tinnin Rd. - Industrial Park Dr.	7:28 AM	0:01	4:27 PM	0:01	10:04 AM	0:02	0.50
Industrial Park Dr.	7:30 AM	0:02	4:31 PM	0:04	10:07 AM	0:03	1.33
TOTAL		0:29		0:31		0:31	1.00
Old Brandon Rd. West to East							
Jefferson St. - Hwy. 468/49	7:43 AM		4:36 PM		11:43 AM		
Hwy. 468/49 - Hwy. 80	7:47 AM	0:04	4:41 PM	0:05	11:46 AM	0:03	1.67
Hwy. 80 - Pearson Rd.	7:49 AM	0:02	4:43 PM	0:02	11:47 AM	0:01	2.00
Pearson Rd. - Mary Ann Dr.	7:51 AM	0:02	4:46 PM	0:03	11:49 AM	0:02	1.50
Hwy. 80 - Fox Hall Rd.	7:55 AM	0:04	4:48 PM	0:02	11:54 AM	0:05	0.80
Fox Hall Rd. - International Dr.	7:57 AM	0:02	4:50 PM	0:02	11:56 AM	0:02	1.00
International Dr. - El Dorado Rd.	7:59 AM	0:02	4:53 PM	0:03	11:58 AM	0:02	1.50
El Dorado Rd. - Burnham Rd.	8:02 AM	0:03	4:57 PM	0:04	12:02 PM	0:04	1.00
Burnham Rd.	8:03 AM	0:01	4:58 PM	0:01	12:03 PM	0:01	1.00
TOTAL		0:20		0:22		0:20	1.10
Old Brandon Rd. East to West							
Burnham Rd. - El Dorado Rd.	8:04 AM		4:16 PM		12:04 PM		
El Dorado Rd. - International Dr.	8:05 AM	0:01	4:17 PM	0:01	12:05 PM	0:01	1.00
International Dr. - Fox Hall Rd.	8:08 AM	0:03	4:19 PM	0:02	12:09 PM	0:04	0.75
Fox Hall Rd. - Hwy. 80	8:10 AM	0:02	4:22 PM	0:03	12:11 PM	0:02	1.50
Mary Ann Dr. - Pearson Rd.	8:13 AM	0:03	4:25 PM	0:03	12:14 PM	0:03	1.00
Pearson Rd. - Hwy. 80	8:18 AM	0:05	4:30 PM	0:05	12:19 PM	0:05	1.00
Hwy. 80 - Hwy. 468/49	8:19 AM	0:01	4:31 PM	0:01	12:22 PM	0:03	0.33
Hwy. 468/49 - Jefferson St.	8:21 AM	0:02	4:33 PM	0:02	12:26 PM	0:04	0.50
Jefferson St.	8:23 AM	0:02	4:35 PM	0:02	12:29 PM	0:03	0.67
TOTAL		0:19		0:19		0:25	0.76
Old Canton Rd. North to South							
Hoy Rd. - Madison Ave.	7:28 AM		5:04 PM		10:03 AM		
Madison Ave. - St. Augustine Dr.	7:29 AM	0:01	5:05 PM	0:01	10:04 AM	0:01	1.00
St. Augustine Dr. - Rice Rd.	7:30 AM	0:01	5:08 PM	0:03	10:06 AM	0:02	1.50
Rice Rd. - Lake Harbour Dr.	7:35 AM	0:05	5:11 PM	0:03	10:09 AM	0:03	1.67
Lake Harbour Dr. - County Line Rd.	7:38 AM	0:03	5:14 PM	0:03	10:10 AM	0:01	3.00
County Line Rd. - Pear Orchard Rd.	7:40 AM	0:02	5:16 PM	0:02	10:12 AM	0:02	1.00
Pear Orchard Rd. - Westbrook Rd.	7:44 AM	0:04	5:19 PM	0:03	10:15 AM	0:03	1.33
Westbrook Rd. - Ridgewood Rd.	7:48 AM	0:04	5:21 PM	0:02	10:17 AM	0:02	2.00
Ridgewood Rd. - Canton Mart Rd.	7:50 AM	0:02	5:22 PM	0:01	10:18 AM	0:01	2.00
Canton Mart Rd. - Northside Dr.	7:51 AM	0:01	5:23 PM	0:01	10:19 AM	0:01	1.00
Northside Dr. - Meadowbrook Rd.	7:54 AM	0:03	5:26 PM	0:03	10:22 AM	0:03	1.00
Meadowbrook Rd. - Lakeland Dr.	7:55 AM	0:01	5:27 PM	0:01	10:23 AM	0:01	1.00
Lakeland Dr. - State St.	8:01 AM	0:06	5:32 PM	0:05	10:27 AM	0:04	1.50
State St.	8:02 AM	0:01	5:33 PM	0:01	10:28 AM	0:01	1.00
TOTAL		0:34		0:29		0:25	1.36
Old Canton Rd. South to North							
State St. - Lakeland Dr.	7:01 AM		4:34 PM		9:36 AM		
Lakeland Dr. - Meadowbrook Rd.	7:02 AM	0:01	4:35 PM	0:01	9:37 AM	0:01	1.00
Meadowbrook Rd. - Northside Dr.	7:05 AM	0:03	4:38 PM	0:03	9:40 AM	0:03	1.00
Northside Dr. - Canton Mart Rd.	7:07 AM	0:02	4:40 PM	0:02	9:43 AM	0:03	0.67
Canton Mart Rd. - Ridgewood Rd.	7:08 AM	0:01	4:43 PM	0:03	9:45 AM	0:02	1.50
Ridgewood Rd. - Westbrook Rd.	7:10 AM	0:02	4:44 PM	0:01	9:46 AM	0:01	2.00
Westbrook Rd. - Pear Orchard Rd.	7:11 AM	0:01	4:45 PM	0:01	9:47 AM	0:01	1.00
Pear Orchard Rd. - County Line Rd.	7:14 AM	0:03	4:49 PM	0:04	9:49 AM	0:02	2.00
County Line Rd. - Lake Harbour Dr.	7:16 AM	0:02	4:51 PM	0:02	9:51 AM	0:02	1.00
Lake Harbour Dr. - Rice Rd.	7:20 AM	0:04	4:54 PM	0:03	9:54 AM	0:03	1.33
Rice Rd. - St. Augustine Dr.	7:21 AM	0:01	4:55 PM	0:01	9:56 AM	0:02	0.50
St. Augustine Dr. - Madison Ave.	7:24 AM	0:03	4:59 PM	0:04	9:58 AM	0:02	2.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Madison Ave. - Hoy Rd.	7:26 AM	0:02	5:00 PM	0:01	10:00 AM	0:02	1.00
Hoy Rd.	7:27 AM	0:01	5:01 PM	0:01	10:01 AM	0:01	1.00
TOTAL		0:26		0:27		0:25	1.08
Old Fannin Rd. North to South							
Spillway Rd. - Flowood Dr.	8:39 AM		5:34 PM		3:09 PM		
Flowood Dr. - Hwy. 25	8:44 AM	0:05	5:40 PM	0:06	3:13 PM	0:04	1.50
Hwy. 25	8:45 AM	0:01	5:43 PM	0:03	3:15 PM	0:02	1.50
TOTAL		0:06		0:09		0:06	1.50
Old Fannin Rd. South to North							
Hwy. 25 - Flowood Dr.	8:31 AM		5:46 PM		3:00 PM		
Flowood Dr. - Spillway Rd.	8:32 AM	0:01	5:47 PM	0:01	3:01 PM	0:01	1.00
Spillway Rd.	8:38 AM	0:06	5:52 PM	0:05	3:07 PM	0:06	1.00
TOTAL		0:07		0:06		0:07	1.00
Pascagoula St. West to East (1-Way)							
Gallatin St. - West St	8:15 AM		5:29 PM		2:19 PM		
West St. - Slate St	8:16 AM	0:01	5:34 PM	0:05	2:21 PM	0:02	2.50
Slate St. - I-55	8:17 AM	0:01	5:35 PM	0:01	2:23 PM	0:02	0.50
I-55	8:19 AM	0:02	5:37 PM	0:02	2:25 PM	0:02	1.00
TOTAL		0:04		0:08		0:06	1.33
Peace St./Hwy. 16 West to East							
I-55 - Fulton St	8:09 AM		5:14 PM		2:54 PM		
Fulton St. - Walnut St.	8:10 AM	0:01	5:16 PM	0:02	2:55 PM	0:01	2.00
Walnut St. - Hwy. 51	8:11 AM	0:01	5:17 PM	0:01	2:57 PM	0:02	0.50
Hwy. 51 - Hwy. 43	8:12 AM	0:01	5:20 PM	0:03	3:00 PM	0:03	1.00
Hwy. 43 - Canton City Limits	8:16 AM	0:04	5:23 PM	0:03	3:03 PM	0:03	1.33
Canton City Limits	8:19 AM	0:03	5:26 PM	0:03	3:06 PM	0:03	1.00
TOTAL		0:10		0:12		0:12	1.00
Peace St./Hwy. 16 East to West							
Canton City Limits - Hwy. 43	8:21 AM		5:27 PM		3:07 PM		
Hwy. 43 - Hwy. 51	8:24 AM	0:03	5:30 PM	0:03	3:10 PM	0:03	1.00
Hwy. 51 - Walnut St.	8:27 AM	0:03	5:33 PM	0:03	3:13 PM	0:03	1.00
Walnut St. - Fulton St.	8:29 AM	0:02	5:35 PM	0:02	3:15 PM	0:02	1.00
Fulton St. - I-55	8:30 AM	0:01	5:37 PM	0:02	3:16 PM	0:01	2.00
I-55	8:31 AM	0:01	5:38 PM	0:01	3:18 PM	0:02	0.50
TOTAL		0:10		0:11		0:11	1.00
Pear Orchard Rd. North to South							
Rice Rd. - Lake Harbour Dr.	7:33 AM		4:50 PM		10:43 AM		
Lake Harbour Dr. - County Line Rd.	7:35 AM	0:02	4:52 PM	0:02	10:45 AM	0:02	1.00
County Line Rd. - Old Canton Rd.	7:39 AM	0:04	4:54 PM	0:02	10:50 AM	0:05	0.80
Old Canton Rd.	7:43 AM	0:04	4:57 PM	0:03	10:53 AM	0:03	1.33
TOTAL		0:10		0:07		0:10	1.00
Pear Orchard Rd. South to North							
Old Canton Rd. - County Line Rd.	7:45 AM		4:57 PM		10:32 AM		
County Line Rd. - Lake Harbour Dr.	7:49 AM	0:04	5:00 PM	0:03	10:35 AM	0:03	1.33
Lake Harbour Dr. - Rice Rd.	7:53 AM	0:04	5:04 PM	0:04	10:41 AM	0:06	0.67
Rice Rd.	7:55 AM	0:02	5:06 PM	0:02	10:43 AM	0:02	1.00
TOTAL		0:10		0:09		0:11	0.91
Pearl St. East to West (1-way)							
I-55 - State St	8:49 AM		4:45 PM		9:41 AM		
State St. - West St	8:51 AM	0:02	4:47 PM	0:02	9:43 AM	0:02	1.00
West St. - Gallatin St	8:52 AM	0:01	4:48 PM	0:01	9:44 AM	0:01	1.00
Gallatin St.	8:53 AM	0:01	4:50 PM	0:02	9:45 AM	0:01	2.00
TOTAL		0:04		0:05		0:04	1.25
Pearson Rd. North to South							

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Hwy. 80 - Old Brandon Rd.	8:31 AM		5:17 PM		12:58 PM		
Old Brandon Rd. - I-20	8:32 AM	0:01	5:19 PM	0:02	12:59 PM	0:01	2.00
I-20 - Hwy. 468	8:34 AM	0:02	5:22 PM	0:03	1:01 PM	0:02	1.50
Hwy. 468	8:35 AM	0:01	5:23 PM	0:01	1:02 PM	0:01	1.00
TOTAL		0:04		0:06		0:04	1.50
Pearson Rd. South to North							
Hwy. 468 - I-20	8:36 AM		5:25 PM		1:03 PM		
I-20 - Old Brandon Rd.	8:37 AM	0:01	5:26 PM	0:01	1:04 PM	0:01	1.00
Old Brandon Rd. - Hwy. 80	8:39 AM	0:02	5:30 PM	0:04	1:06 PM	0:02	2.00
Hwy. 80	8:40 AM	0:01	5:32 PM	0:02	1:07 PM	0:01	2.00
TOTAL		0:04		0:07		0:04	1.75
Pinehaven Rd. North to South							
Arrow Dr. - Northside Dr.	7:07 AM		4:05 PM		1:44 PM		
Northside Dr.	7:08 AM	0:01	4:07 PM	0:02	1:47 PM	0:03	0.67
TOTAL		0:01		0:02		0:03	0.67
Pinehaven Rd. South to North							
Northside Dr. - Arrow Dr.	7:04 AM		4:03 PM		1:42 PM		
Arrow Dr.	7:05 AM	0:01	4:05 PM	0:02	1:44 PM	0:02	1.00
TOTAL		0:01		0:02		0:02	1.00
Raymond Rd. West to East							
Swell Rd. - McDowell Rd. Ext	8:27 AM		5:18 PM		11:45 AM		
McDowell Rd. Ext. - Hospital Dr.	8:32 AM	0:05	5:26 PM	0:08	11:51 AM	0:06	1.33
Hospital Dr. - Ellis Ave.	8:35 AM	0:03	5:29 PM	0:03	11:53 AM	0:02	1.50
Ellis Ave. - Terry Rd.	8:38 AM	0:03	5:32 PM	0:03	11:56 AM	0:03	1.00
Terry Rd.	8:41 AM	0:03	5:35 PM	0:03	11:59 AM	0:03	1.00
TOTAL		0:14		0:17		0:14	1.21
Raymond Rd. East to West							
Terry Rd. - Ellis Ave.	8:43 AM		4:59 PM		12:01 PM		
Ellis Ave. - Hospital Dr.	8:46 AM	0:03	5:03 PM	0:04	12:04 PM	0:03	1.33
Hospital Dr. - McDowell Rd. Ext	8:49 AM	0:03	5:07 PM	0:04	12:07 PM	0:03	1.33
McDowell Rd. Ext. - Swell Rd.	8:52 AM	0:03	5:10 PM	0:03	12:10 PM	0:03	1.00
Swell Rd.	8:56 AM	0:04	5:16 PM	0:06	12:14 PM	0:04	1.50
TOTAL		0:13		0:17		0:13	1.31
Rice Rd. North to South							
Hoy Rd. - St. Augustine Dr.	7:11 AM		4:32 PM		3:23 PM		
St. Augustine Dr. - Natchez Trace	7:13 AM	0:02	4:34 PM	0:02	3:25 PM	0:02	1.00
Natchez Trace - Old Canton Rd.	7:16 AM	0:03	4:37 PM	0:03	3:28 PM	0:03	1.00
Old Canton Rd. - Pear Orchard Rd.	7:19 AM	0:03	4:41 PM	0:04	3:31 PM	0:03	1.33
Pear Orchard Rd. - Hwy. 51	7:21 AM	0:02	4:42 PM	0:01	3:32 PM	0:01	2.00
Hwy. 51	7:23 AM	0:02	4:43 PM	0:01	3:34 PM	0:02	1.00
TOTAL		0:12		0:11		0:11	1.09
Rice Rd. South to North							
Hwy. 51 - Pear Orchard Rd.	7:25 AM		4:37 PM		1:38 PM		
Pear Orchard Rd. - Old Canton Rd.	7:26 AM	0:01	4:38 PM	0:01	1:39 PM	0:01	1.00
Old Canton Rd. - Natchez Trace	7:29 AM	0:03	4:41 PM	0:03	1:41 PM	0:02	1.50
Natchez Trace - St. Augustine Dr.	7:32 AM	0:03	4:44 PM	0:03	1:44 PM	0:03	1.00
St. Augustine Dr. - Hoy Rd.	7:34 AM	0:02	4:47 PM	0:03	1:46 PM	0:02	1.50
Hoy Rd.	7:37 AM	0:03	4:49 PM	0:02	1:49 PM	0:03	1.00
TOTAL		0:12		0:12		0:11	1.09
Ridgeland Ave. West to East							
Sunnybrook Rd. - Hwy. 51	7:58 AM		4:56 PM		2:44 PM		
Hwy. 51	8:01 AM	0:03	4:59 PM	0:03	2:46 PM	0:02	1.50
TOTAL		0:03		0:03		0:02	1.50
Ridgeland Ave. East to West							

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Hwy. 51 - Sunnybrook Rd.	8:03 AM		5:01 PM		2:41 PM		
Sunnybrook Rd.	8:06 AM	0:03	5:03 PM	0:02	2:43 PM	0:02	1.50
TOTAL		0:03		0:02		0:02	1.50
Ridgewood Rd. North to South							
Hwy. 51 - County Line Rd.	7:19 AM		4:03 PM		9:13 AM		
County Line Rd. - Adkins Blvd.	7:20 AM	0:01	4:05 PM	0:02	9:15 AM	0:02	1.00
Adkins Blvd. - Old Canton Rd.	7:23 AM	0:03	4:08 PM	0:03	9:19 AM	0:04	0.75
Old Canton Rd. - Northside Dr.	7:26 AM	0:03	4:11 PM	0:03	9:21 AM	0:02	1.50
Northside Dr. - Meadowbrook Rd.	7:27 AM	0:01	4:13 PM	0:02	9:23 AM	0:02	1.00
Meadowbrook Rd. - Lakeland Dr.	7:31 AM	0:04	4:15 PM	0:02	9:24 AM	0:01	4.00
Lakeland Dr.	7:35 AM	0:04	4:20 PM	0:05	9:28 AM	0:04	1.25
TOTAL		0:16		0:17		0:15	1.13
Ridgewood Rd. North to South							
Lakeland Dr. - Meadowbrook Rd.	7:37 AM		4:24 PM		8:56 AM		
Meadowbrook Rd. - Northside Dr.	7:40 AM	0:03	4:27 PM	0:03	8:58 AM	0:02	1.50
Northside Dr. - Old Canton Rd.	7:41 AM	0:01	4:28 PM	0:01	8:59 AM	0:01	1.00
Old Canton Rd. - Adkins Blvd.	7:44 AM	0:03	4:29 PM	0:01	9:01 AM	0:02	1.50
Adkins Blvd. - County Line Rd.	7:48 AM	0:04	4:32 PM	0:03	9:05 AM	0:04	1.00
County Line Rd. - Hwy. 51	7:51 AM	0:03	4:35 PM	0:03	9:08 AM	0:03	1.00
Hwy. 51	7:52 AM	0:01	4:38 PM	0:03	9:10 AM	0:02	1.50
TOTAL		0:15		0:14		0:14	1.07
Robinson Rd. West to East							
Hwy. 18 - Hwy. 80	8:40 AM		4:24 PM		10:30 AM		
Hwy. 80 - Ellis Ave.	8:42 AM	0:02	4:26 PM	0:02	10:34 AM	0:04	0.50
Ellis Ave. - Capitol St.	8:45 AM	0:03	4:29 PM	0:03	10:38 AM	0:04	0.75
Capitol St.	8:49 AM	0:04	4:34 PM	0:05	10:42 AM	0:04	1.25
TOTAL		0:09		0:10		0:12	0.83
Robinson Rd. East to West							
Capitol St. - Ellis Ave.	8:49 AM		4:08 PM		9:51 AM		
Ellis Ave. - Hwy. 80	8:54 AM	0:05	4:13 PM	0:05	9:56 AM	0:05	1.00
Hwy. 80 - Hwy. 18	8:58 AM	0:04	4:17 PM	0:04	10:00 AM	0:04	1.00
Hwy. 18	9:00 AM	0:02	4:21 PM	0:04	10:03 AM	0:03	1.33
TOTAL		0:11		0:13		0:12	1.08
Robinson Rd. Ext. North to South							
Langley St. - Raymond Rd.	8:27 AM		4:10 PM		11:48 AM		
Raymond Rd. - McDowell Rd.	8:31 AM	0:04	4:13 PM	0:03	11:51 AM	0:03	1.33
McDowell Rd.	8:32 AM	0:01	4:15 PM	0:02	11:53 AM	0:02	1.00
TOTAL		0:05		0:05		0:05	1.00
Robinson Rd. Ext. South to North							
McDowell Rd. - Raymond Rd.	8:34 AM		4:16 PM		11:57 AM		
Raymond Rd. - Langley St.	8:37 AM	0:03	4:18 PM	0:02	11:59 AM	0:02	1.50
Langley St.	8:39 AM	0:02	4:20 PM	0:02	12:00 PM	0:01	2.00
TOTAL		0:05		0:04		0:03	1.67
Siwell Rd. West to East							
Hwy. 18 - Raymond Rd.	8:02 AM		4:15 PM		12:53 PM		
Raymond Rd. - Davis Rd.	8:05 AM	0:03	4:18 PM	0:03	12:56 PM	0:03	1.00
Davis Rd. - Henderson Rd.	8:10 AM	0:05	4:23 PM	0:05	1:01 PM	0:05	1.00
Henderson Rd. - Terry Rd.	8:11 AM	0:01	4:24 PM	0:01	1:02 PM	0:01	1.00
Terry Rd. - I-55	8:14 AM	0:03	4:27 PM	0:03	1:04 PM	0:02	1.50
I-55	8:15 AM	0:01	4:28 PM	0:01	1:06 PM	0:02	0.50
TOTAL		0:13		0:13		0:13	1.00
Siwell Rd. East to West							
I-55 - Terry Rd.	7:46 AM		4:00 PM		1:34 PM		
Terry Rd. - Henderson Rd.	7:47 AM	0:01	4:01 PM	0:01	1:35 PM	0:01	1.00
Henderson Rd. - Davis Rd.	7:50 AM	0:03	4:03 PM	0:02	1:38 PM	0:03	1.00
Davis Rd. - Raymond Rd.	7:55 AM	0:05	4:04 PM	0:01	1:39 PM	0:01	5.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Raymond Rd. - Hwy. 18	7:57 AM	0:02	4:10 PM	0:06	1:45 PM	0:06	1.00
Hwy. 18	8:00 AM	0:03	4:13 PM	0:03	1:48 PM	0:03	1.00
TOTAL		0:14		0:13		0:14	1.00
Spillway Rd. West to East							
Old Canton Rd. - Old Fannin Rd.	7:53 AM		5:40 PM		12:31 PM		
Old Fannin Rd. - Grants Ferry Rd.	8:00 AM	0:07	5:53 PM	0:13	12:37 PM	0:06	2.17
Grants Ferry Rd. - Hwy. 471	8:03 AM	0:03	5:57 PM	0:04	12:40 PM	0:03	1.33
Hwy. 471	8:09 AM	0:06	6:02 PM	0:05	12:45 PM	0:05	1.20
TOTAL		0:16		0:22		0:14	1.57
Spillway Rd. East to West							
Hwy. 471 - Grants Ferry Rd.	8:11 AM		5:24 PM		12:13 PM		
Grants Ferry Rd. - Old Fannin Rd.	8:16 AM	0:05	5:29 PM	0:05	12:19 PM	0:06	0.83
Old Fannin Rd. - Old Canton Rd.	8:19 AM	0:03	5:31 PM	0:02	12:23 PM	0:04	0.75
Old Canton Rd.	8:25 AM	0:06	5:37 PM	0:06	12:30 PM	0:07	0.86
TOTAL		0:14		0:13		0:17	0.82
Springridge Rd. North to South							
Hwy 80 - I-20	7:51 AM		4:40 PM		11:22 AM		
I-20 - McRaven Rd.	7:52 AM	0:01	4:41 PM	0:01	11:25 AM	0:03	0.33
McRaven Rd. - Hwy 18	7:55 AM	0:03	4:44 PM	0:03	11:27 AM	0:02	1.50
Hwy. 18 - Jackson-Raymond Rd.	8:00 AM	0:05	4:50 PM	0:06	11:32 AM	0:05	1.20
Jackson-Raymond Rd.	8:01 AM	0:01	4:51 PM	0:01	11:33 AM	0:01	1.00
TOTAL		0:10		0:11		0:11	1.00
Springridge Rd. North to South							
Jackson-Raymond Rd. - Hwy. 18	8:02 AM		4:16 PM		11:01 AM		
Hwy 18 - McRaven Rd.	8:04 AM	0:02	4:18 PM	0:02	11:03 AM	0:02	1.00
McRaven Rd. - I-20	8:08 AM	0:04	4:22 PM	0:04	11:07 AM	0:04	1.00
I-20 - Hwy 80	8:13 AM	0:05	4:25 PM	0:03	11:10 AM	0:03	1.67
Hwy 80	8:15 AM	0:02	4:26 PM	0:01	11:12 AM	0:02	1.00
TOTAL		0:13		0:10		0:11	1.18
State St. North to South							
County Line Rd. - Beasley Rd.	8:12 AM		5:04 PM		11:22 AM		
Beasley Rd. - Northside Dr.	8:14 AM	0:02	5:06 PM	0:02	11:24 AM	0:02	1.00
Northside Dr. - Meadowbrook Rd.	8:19 AM	0:05	5:11 PM	0:05	11:30 AM	0:06	0.83
Meadowbrook Rd. - Woodrow Wilson Dr.	8:20 AM	0:01	5:13 PM	0:02	11:32 AM	0:02	1.00
Woodrow Wilson Dr. - Fortification St.	8:25 AM	0:05	5:17 PM	0:04	11:36 AM	0:04	1.25
Fortification St. - Pascagoula St.	8:30 AM	0:05	5:21 PM	0:04	11:41 AM	0:05	1.00
Pascagoula St. - Hwy. 80	8:33 AM	0:03	5:23 PM	0:02	11:43 AM	0:02	1.50
Hwy. 80	8:36 AM	0:03	5:25 PM	0:02	11:46 AM	0:03	1.00
TOTAL		0:24		0:21		0:24	1.00
State St. South to North							
Hwy. 80 - Pascagoula St.	7:44 AM		4:36 PM		11:50 AM		
Pascagoula St. - Fortification St.	7:47 AM	0:03	4:39 PM	0:03	11:53 AM	0:03	1.00
Fortification St. - Woodrow Wilson Dr.	7:51 AM	0:04	4:43 PM	0:04	11:57 AM	0:04	1.00
Woodrow Wilson Dr. - Meadowbrook Rd.	7:55 AM	0:04	4:49 PM	0:06	12:00 PM	0:03	2.00
Meadowbrook Rd. - Northside Dr.	8:00 AM	0:05	4:52 PM	0:03	12:06 PM	0:06	0.83
Northside Dr. - Beasley Rd.	8:01 AM	0:01	4:54 PM	0:02	12:08 PM	0:02	1.00
Beasley Rd. - County Line Rd.	8:07 AM	0:06	4:59 PM	0:05	12:12 PM	0:04	1.50
County Line Rd.	8:10 AM	0:03	5:02 PM	0:03	12:14 PM	0:02	1.50
TOTAL		0:26		0:26		0:24	1.08
Terry Rd. North to South							
Hwy. 80 - McDowell Rd.	8:15 AM		4:04 PM		2:14 PM		
McDowell Rd. - Daniel Lake Blvd.	8:18 AM	0:03	4:06 PM	0:02	2:17 PM	0:03	1.00
Daniel Lake Blvd. - McCluer Rd.	8:20 AM	0:02	4:10 PM	0:04	2:20 PM	0:03	1.33
McCluer Rd. - Elton Rd.	8:21 AM	0:01	4:11 PM	0:01	2:21 PM	0:01	1.00
Elton Rd. - Forest Hill Rd.	8:24 AM	0:03	4:14 PM	0:03	2:24 PM	0:03	1.00
Forest Hill Rd. - Siwell Rd.	8:26 AM	0:02	4:16 PM	0:02	2:26 PM	0:02	1.00
Siwell Rd. - Gary Rd.	8:29 AM	0:03	4:19 PM	0:03	2:30 PM	0:04	0.75
Gary Rd.	8:31 AM	0:02	4:22 PM	0:03	2:32 PM	0:02	1.50
TOTAL		0:16		0:18		0:18	1.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Terry Rd. South to North							
Gary Rd. - Siwell Rd.	7:55 AM		4:23 PM		2:33 PM		
Siwell Rd. - Forest Hill Rd.	7:58 AM	0:03	4:26 PM	0:03	2:35 PM	0:02	1.50
Forest Hill Rd. - Elton Rd.	8:00 AM	0:02	4:29 PM	0:03	2:38 PM	0:03	1.00
Elton Rd. - McCluer Rd.	8:02 AM	0:02	4:32 PM	0:03	2:40 PM	0:02	1.50
McCluer Rd. - Daniel Lake Blvd.	8:05 AM	0:03	4:34 PM	0:02	2:42 PM	0:02	1.50
Daniel Lake Blvd. - McDowell Rd.	8:06 AM	0:01	4:35 PM	0:01	2:45 PM	0:03	0.33
McDowell Rd. - Hwy. 80	8:10 AM	0:04	4:38 PM	0:03	2:48 PM	0:03	1.33
Hwy. 80	8:13 AM	0:03	4:42 PM	0:04	2:51 PM	0:03	1.33
TOTAL		0:18		0:19		0:18	1.06
University Blvd. North to South							
Gallatin St - Hwy. 80	7:17 AM		4:00 PM		2:09 PM		
Hwy. 80	7:21 AM	0:04	4:04 PM	0:04	2:13 PM	0:04	1.00
TOTAL		0:04		0:04		0:04	1.00
University Blvd. North to South							
Hwy. 80 - Gallatin St.	7:22 AM		4:42 PM		2:52 PM		
Gallatin St	7:25 AM	0:03	4:46 PM	0:04	2:55 PM	0:03	1.33
TOTAL		0:03		0:04		0:03	1.33
Watkins Dr. North to South							
County Line Rd. - Beasley Rd.	7:23 AM		4:49 PM		2:25 PM		
Beasley Rd. - Forest Ave.	7:25 AM	0:02	4:52 PM	0:03	2:27 PM	0:02	1.50
Forest Ave. - Northside Dr.	7:27 AM	0:02	4:54 PM	0:02	2:29 PM	0:02	1.00
Northside Dr.	7:30 AM	0:03	4:56 PM	0:02	2:32 PM	0:03	1.00
TOTAL		0:07		0:07		0:07	1.00
Watkins Dr. South to North							
Northside Dr. - Forest Ave.	7:51 AM		5:19 PM		2:54 PM		
Forest Ave. - Beasley Rd.	7:54 AM	0:03	5:22 PM	0:03	2:56 PM	0:02	1.50
Beasley Rd. - County Line Rd.	7:55 AM	0:01	5:25 PM	0:03	2:58 PM	0:02	1.50
County Line Rd.	7:58 AM	0:03	5:27 PM	0:02	3:01 PM	0:03	1.00
TOTAL		0:07		0:08		0:07	1.14
West St. North to South							
Meadowbrook Rd. - Woodrow Wilson Dr.	7:18 AM		5:30 PM		2:37 PM		
Woodrow Wilson Dr. - Fortification St.	7:22 AM	0:04	5:34 PM	0:04	2:41 PM	0:04	1.00
Fortification St. - High St.	7:24 AM	0:02	5:36 PM	0:02	2:43 PM	0:02	1.00
Capitol St. - Pascagoula St. (ONE WAY)	7:27 AM	0:03	5:40 PM	0:04	2:45 PM	0:02	2.00
Pascagoula St. - Hwy. 80	7:29 AM	0:02	5:43 PM	0:03	2:47 PM	0:02	1.50
Hwy. 80 - Gallatin St.	7:32 AM	0:03	5:46 PM	0:03	2:50 PM	0:03	1.00
Gallatin St.	7:34 AM	0:02	5:48 PM	0:02	2:52 PM	0:02	1.00
TOTAL		0:16		0:18		0:15	1.20
West St. South to North							
Gallatin St - Hwy. 80	7:06 AM		5:13 PM		2:19 PM		
Hwy. 80 - Pascagoula St.	7:07 AM	0:01	5:14 PM	0:01	2:20 PM	0:01	1.00
Pascagoula St. - Capitol St.	7:10 AM	0:03	5:16 PM	0:02	2:24 PM	0:04	0.75
Capitol St. - Fortification St.	7:11 AM	0:01	5:18 PM	0:02	2:26 PM	0:02	1.00
Fortification St. - Woodrow Wilson Dr.	7:13 AM	0:02	5:22 PM	0:04	2:28 PM	0:02	2.00
Woodrow Wilson Dr. - Meadowbrook Rd.	7:14 AM	0:01	5:24 PM	0:02	2:31 PM	0:03	0.67
Meadowbrook Rd.	7:16 AM	0:02	5:28 PM	0:04	2:35 PM	0:04	1.00
TOTAL		0:10		0:15		0:16	0.94
Wheatly St. North to South							
Lake Harbour Dr. - County Line Rd.	7:59 AM		4:24 PM		12:04 PM		
County Line Rd.	8:01 AM	0:02	4:27 PM	0:03	12:07 PM	0:03	1.00
TOTAL		0:02		0:03		0:03	1.00
Wheatly St. South to North							
County Line Rd. - Lake Harbour Dr.	8:02 AM		4:27 PM		12:08 PM		

Volume IV: Congestion Management Process



Road Sections	Peak Traffic (Minutes)				Off-Peak Traffic (Minutes)		Congestion Factor
	7:00 - 9:00 a.m.	Minute Delay	4:00 - 6:00 p.m.	Minute Delay	9:01 a.m. - 3:59 p.m.	Minute Delay	
Lake Harbour Dr.	8:04 AM	0:02	4:30 PM	0:03	12:11 PM	0:03	1.00
TOTAL		0:02		0:03		0:03	1.00
Woodrow Wilson Dr. West to East							
Fortification St. - Bailey Ave.	7:36 AM		4:21 PM		2:09 PM		
Bailey Ave. - State St	7:42 AM	0:06	4:24 PM	0:03	2:14 PM	0:05	1.20
State St - I-55	7:45 AM	0:03	4:28 PM	0:04	2:17 PM	0:03	1.33
I-55	7:47 AM	0:02	4:29 PM	0:01	2:19 PM	0:02	1.00
TOTAL		0:11		0:08		0:10	1.10
Woodrow Wilson Dr. East to West							
I-55 - State St	7:47 AM		4:04 PM		2:23 PM		
State St - Bailey Ave.	7:49 AM	0:02	4:05 PM	0:01	2:25 PM	0:02	1.00
Bailey Ave. - Fortification St	7:53 AM	0:04	4:08 PM	0:03	2:29 PM	0:04	1.00
Fortification St	7:56 AM	0:03	4:12 PM	0:04	2:34 PM	0:05	0.80
TOTAL		0:09		0:08		0:11	0.82
Yandell Rd. West to East							
Hwy. 51 - Clarkdell Rd.	8:30 AM		4:16 PM		1:39 PM		
Clarkdell Rd. - N. Old Canton Rd.	8:31 AM	0:01	4:17 PM	0:01	1:41 PM	0:02	0.50
N. Old Canton Rd.	8:35 AM	0:04	4:20 PM	0:03	1:45 PM	0:04	1.00
TOTAL		0:05		0:04		0:06	0.83
Yandell Rd. East to West							
N. Old Canton Rd. - Clarkdell Rd.	8:36 AM		4:21 PM		1:32 PM		
Clarkdell Rd. - Hwy. 51	8:39 AM	0:03	4:24 PM	0:03	1:35 PM	0:03	1.00
Hwy. 51	8:41 AM	0:02	4:26 PM	0:02	1:37 PM	0:02	1.00
TOTAL		0:05		0:05		0:05	1.00

Volume IV: Congestion Management Process



Appendix C – Level of Service Study

Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
<u>I-20 West to East</u>				
Clinton Raymond Rd. - Springridge Rd.	A	A	A	1.00
Springridge Rd. - Hwy. 18	A	A	A	1.00
Hwy. 18 - Ellis Ave.	B	B	A	1.67
Ellis Ave. - Gallatin St.	B	B	A	1.67
Gallatin St. - I-55 N.	C	B	A	2.00
I-55 N. - Pearson Rd.	C	C	B	2.67
Pearson Rd. - Hwy. 475	B	C	B	2.33
Hwy. 475 - Crossgates Blvd.	B	C	B	2.33
Crossgates Blvd. - Hwy 80	B	C	A	2.00
<u>I-20 East to West</u>				
Hwy. 80 - Crossgates Blvd.	B	A	B	1.67
Crossgates Blvd. - Hwy. 475	C	B	A	2.00
Hwy. 475 - Pearson Rd.	C	B	A	2.00
Pearson Rd. - I-55 N.	B	B	B	2.00
I-55 N. - Gallatin St.	B	C	B	2.33
Gallatin St. - Ellis Ave..	B	D	B	2.67
Ellis Ave. - Hwy. 18	B	C	A	2.00
Hwy. 18 - Springridge Rd.	B	C	A	2.00
Springridge Rd. - Clinton Raymond Rd.	A	B	A	1.33
Clinton Raymond Rd. - Norrell Rd.	A	A	A	1.00
<u>I-55 North to South</u>				
Hwy. 22 - Gluckstadt Rd.	A	A	A	1.00
Gluckstadt Rd. - Hwy. 463	B	B	A	1.67
Hwy. 463 - Old Agency Rd.	B	A	A	1.33
Old Agency Rd. - County Line Rd.	B	B	A	1.67
County Line Rd. - Northside Dr.	C	B	B	2.33
Northside Dr. - Lakeland Dr.	C	B	B	2.33
Lakeland Dr. - Fortification St.	C	D	C	3.33
Fortification St. - I-55/I-20 Stack	B	C	B	2.33
I-55/I-20 Stack - McDowell Rd.	B	E	C	3.33
McDowell Rd. - Savanna St.	B	C	C	2.67
Savanna St. - Elton Rd.	B	C	B	2.33
Elton Rd. - Siwell Rd.	A	B	A	1.33
<u>I-55 South to North</u>				
Siwell Rd. - Elton Rd.	B	A	B	1.67
Elton Rd. - Savanna St.	C	A	B	2.00
Savanna St. - McDowell Rd.	D	A	B	2.33
McDowell Rd. - I-55/I-20 Stack	C	C	C	3.00
I-55/I-20 Stack - Fortification St.	E	C	B	3.33
Fortification St. - Lakeland Dr.	D	D	B	3.33
Lakeland Dr. - Northside Dr.	C	D	B	3.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Northside Dr. - County Line Rd.	C	E	C	3.67
County Line Rd. - Old Agency Rd.	B	F	B	3.33
Old Agency Rd. - Hwy. 463	A	B	A	1.33
Hwy. 463 - Gluckstadt Rd.	A	A	A	1.00
Gluckstadt Rd. - Hwy. 22	A	A	A	1.00
<u>I-220 West To East</u>				
I-20 - Clinton Blvd.	A	B	B	1.67
Clinton Blvd. - Medgar Evers Blvd.	A	B	A	1.33
Medgar Evers Blvd. - Hanging Moss Rd.	B	B	A	1.67
Hanging Moss Rd. - I-55	C	B	A	2.00
<u>I-220 East to West</u>				
I-55 - Hanging Moss Rd.	A	A	A	1.00
Hanging Moss Rd. - Medgar Evers Blvd.	A	C	A	1.67
Medgar Evers Blvd. - Clinton Blvd.	A	C	A	1.67
Clinton Blvd. - I-20	B	C	B	2.33
<u>E. Hwy. 18 West to East</u>				
I-20 - Greenfield Rd	B	E	B	3.00
Greenfield Rd. - Hwy. 468	A	E	B	2.67
Hwy. 468 - Louis Wilson Rd.	B	C	B	2.33
<u>E. Hwy. 18 East to West</u>				
Louis Wilson Rd - Hwy. 468	D	B	B	2.67
Hwy. 468 - Greenfield Rd.	F	B	B	3.33
Greenfield Rd. - I-20	D	D	C	3.67
<u>W. Hwy. 18 West to East</u>				
McDowell Rd. Extension - I-20	B	D	B	2.67
<u>W. Hwy. 18 East to West</u>				
I-20 - McDowell Rd. Extension	B	B	B	2.00
<u>Hwy. 25 North to South</u>				
Hwy. 471 - Grants Ferry Rd.	D	A	B	2.33
Grants Ferry Rd. - Luckney Rd.	F	B	B	3.33
Luckney Rd. - Old Fannin Rd.	F	C	D	4.33
<u>Hwy. 25 South to North</u>				
Old Fannin Rd. - Luckney Rd.	B	E	D	3.67
Luckney Rd. - Grants Ferry Rd.	B	D	B	2.67
Grants Ferry Rd. - Hwy. 471	C	C	B	2.67
<u>S. Hwy. 49 North to South</u>				

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Hwy. 80 - Old Hwy. 49	B	D	B	2.67
Old Hwy. 49 - Harper St.	B	F	C	3.67
Harper St. - Scarborough St.	B	F	C	3.67
Scarborough St. - Monterey Rd.	B	D	C	3.00
Monterey Rd. - Main St. - Florence	B	C	B	2.33
<u>S. Hwy. 49 South to North</u>				
Main St.-Florence - Monterey Rd.	E	C	B	3.33
Monterey Rd. - Scarborough St.	F	C	C	4.00
Scarborough St. - Harper St.	F	C	C	4.00
Harper St. - Old Hwy. 49	F	C	C	4.00
Old Hwy. 49 - Hwy. 80	C	B	B	2.33
<u>Hwy. 51 North to South</u>				
Hwy. 16 - Hwy. 22	B	A	A	1.33
Hwy. 22 - Yandell Rd.	E	A	A	2.33
Yandell Rd. - Hoy Rd.	B	B	A	1.67
Hoy Rd. - Hwy. 463	B	B	B	2.00
Hwy. 463 - St. Augustine Dr.	C	B	A	2.00
St. Augustine Dr. - Jackson St.	D	B	B	2.67
Jackson St. - Lake Harbour Dr.	E	D	D	4.33
Lake Harbour Dr. - County Line Rd.	C	C	C	3.00
<u>Hwy. 51 South to North</u>				
County Line Rd. - Lake Harbour Dr.	C	B	C	2.67
Lake Harbour Dr. - Jackson St.	A	C	C	2.33
Jackson St. - St. Augustine Dr.	A	C	B	2.00
St. Augustine Dr. - Hwy. 463	A	B	B	1.67
Hwy. 463 - Hoy Rd.	B	C	C	2.67
Hoy Rd. - Yandell Rd.	B	D	C	3.00
Yandell Rd. - Hwy. 22	B	B	B	2.00
Hwy. 22 - Hwy. 16	B	B	A	1.67
<u>Hwy. 80 West to East</u>				
Clinton-Raymond Rd. - Springridge Rd.	B	C	B	2.33
Springridge Rd. - Shaw Rd.	C	C	C	3.00
Shaw Rd - Robinson Rd.	B	B	B	2.00
Robinson Rd. - Ellis Ave.	C	C	C	3.00
Ellis Ave. - Terry Rd.	C	C	C	3.00
Terry Rd. - Gallatin St.	B	B	B	2.00
Gallatin St. - Hwy. 49	C	B	C	2.67
Hwy. 49 - Pearson Rd.	C	C	C	3.00
Pearson Rd. - Mary Ann Dr.	C	C	C	3.00
Mary Ann Dr. - Fox Hall Rd.	B	B	C	2.33
Fox Hall Rd. - Hwy. 475	B	B	B	2.00
Hwy. 475 - Crossgates Blvd.	B	C	C	2.67
Crossgates Blvd. - I-20	C	D	C	3.33
I-20 - Hwy. 471	C	D	C	3.33
Hwy. 471 - Louis Wilson Rd.	C	C	C	3.00
Louis Wilson Rd. - I-20	B	B	C	2.33

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Hwy. 80 East to West				
I-20 - Louis Wilson Rd.	C	C	C	3.00
Louis Wilson Rd. - Hwy. 471	D	B	B	2.67
Hwy. 471 - I-20	D	C	C	3.33
I-20 - Crossgates Blvd.	D	C	C	3.33
Crossgates Blvd. - Hwy. 475	D	C	C	3.33
Hwy. 475 - Fox Hall Rd.	B	B	C	2.33
Fox Hall Rd. - Mary Ann Dr.	B	B	C	2.33
Mary Ann Dr. - Pearson Rd.	C	C	C	3.00
Pearson Rd. - Hwy. 49	C	C	C	3.00
Hwy. 49 - Gallatin St.	D	C	C	3.33
Gallatin St. - Terry Rd.	C	C	C	3.00
Terry Rd. - Ellis Ave.	C	C	C	3.00
Ellis Ave. - Robinson Rd.	C	C	C	3.00
Robinson Rd. - Shaw Rd.	B	B	B	2.00
Shaw Rd. - Springridge Rd.	C	C	C	3.00
Springridge Rd. - Clinton-Raymond Rd.	B	B	B	2.00
Hwy. 463 North to South				
Hwy. 22 - Livingston Rd.	F	A	B	3.00
Livingston Rd. - Highland Colony Pkwy.	F	B	B	3.33
Hwy. 463 South to North				
Highland Colony Pkwy. - Livingston Rd.	C	C	B	2.67
Livingston Rd. - Hwy. 22	B	A	A	1.33
Hwy. 471 North to South				
Hwy. 25 - Luckney Rd.	C	B	B	2.33
Luckney Rd. - Value Rd.	D	C	D	3.67
Value Rd. - Hwy. 80	C	C	C	3.00
Hwy. 471 South to North				
Hwy. 80 - Value Rd.	C	C	C	3.00
Value Rd. - Luckney Rd.	C	C	C	3.00
Luckney Rd. - Hwy. 25	B	D	C	3.00
Hwy. 475 North to South				
Lakeland Dr. - Flowood Dr.	B	B	A	1.67
Flowood Dr. - Old Brandon Rd.	B	B	A	1.67
Old Brandon Rd. - Hwy. 80	B	B	A	1.67
Hwy. 80 - I-20	D	D	B	3.33
I-20 - Hwy. 468	C	C	A	2.33
Hwy. 475 South to North				
Hwy. 468 - I-20	C	B	A	2.00
I-20 - Hwy. 80	C	C	B	2.67

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Hwy. 80 - Old Brandon Rd.	B	B	A	1.67
Old Brandon Rd. - Flowood Dr.	B	B	A	1.67
Flowood Dr. - Lakeland Dr.	B	B	A	1.67
Adkins Blvd. West to East				
I-55 - Ridgewood Rd.	A	C	A	1.67
Ridgewood Rd. - Concord Dr.	A	B	A	1.33
Adkins Blvd. East to West				
Concord Dr. - Ridgewood Rd.	A	B	A	1.33
Ridgewood Rd. - I-55	A	B	A	1.33
Arrow Dr. West to East				
Pinehaven Dr. - Cynthia Rd.	A	B	A	1.33
Arrow Dr. East to West				
Cynthia Rd. - Pinehaven Dr.	A	A	A	1.00
Bailey Ave. North to South				
Northside Dr. - Woodrow Wilson Dr.	C	C	B	2.67
Woodrow Wilson Dr. - Monument St.	C	C	A	2.33
Bailey Ave. South to North				
Monument St. - Woodrow Wilson Dr.	C	C	B	2.67
Woodrow Wilson Dr. - Northside Dr.	C	C	B	2.67
Beasley Rd. West to East				
Watkins Dr. - Hanging Moss Rd.	A	B	A	1.33
Hanging Moss Rd. - State St.	A	C	A	1.67
State St. - I-55	A	C	A	1.67
Beasley Rd. East to West				
I-55 - State St.	A	B	A	1.33
State St. - Hanging Moss Rd.	A	B	A	1.33
Hanging Moss Rd. - Watkins Dr.	A	B	A	1.33
Belvedere Dr. North to South				
Raymond Rd. - McDowell Rd.	A	A	C	1.67
Belvedere Dr. North to South				
McDowell Rd. - Raymond Rd.	A	A	B	1.33
Bozeman Rd. North to South				

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Gluckstadt Rd. - Hwy. 463	F	B	B	3.33
Bozeman Rd. South to North				
Hwy. 463 - Gluckstadt Rd.	B	C	B	2.33
Bullard St. West to East				
Boling St - Fortification St	B	A	B	1.67
Bullard St. East to West				
Fortification St. - Boling St.	A	B	A	1.33
Capitol St. West to East				
Boling St. - Ellis Ave.	B	C	B	1.67
Ellis Ave. - Robinson Rd.	D	C	A	1.67
Robinson Rd. - Gallatin St.	C	B	B	1.33
Gallatin St. - West St.	C	B	B	2.33
West St. - State St.	A	A	A	1.00
Capitol St. East to West				
State St. - West St.	A	B	A	1.33
West St. - Gallatin St.	B	C	C	2.33
Robinson Rd. - Ellis Ave.	B	C	C	2.33
Ellis Ave. - Boling St.	B	D	A	2.33
Clinton Blvd. West to East				
Lakeview Dr. - Shaw Rd.	A	B	A	1.33
Shaw Rd. - John Hopkins Blvd.	A	B	A	1.33
John Hopkins Blvd. - Flag Chapel Rd.	C	B	A	2.00
Flag Chapel Rd. - Country Club Rd.	D	C	B	3.00
Clinton Blvd. East to West				
Country Club Rd. - Flag Chapel Rd.	B	C	B	2.33
Flag Chapel Rd. - John Hopkins Blvd.	C	B	A	2.00
John Hopkins Blvd. - Shaw Rd.	C	B	B	2.33
Shaw Rd. - Lakeview Dr.	C	C	B	2.67
Clinton Pkwy. North to South				
Northside Dr. - Clinton Blvd.	C	C	B	2.67
Clinton Blvd. - Hwy. 80	C	B	B	2.33
Hwy. 80 - I-20	B	C	B	2.33
Clinton Pkwy. South to North				
I-20 - Hwy. 80	B	D	B	2.67
Hwy. 80 - Clinton Blvd.	B	B	C	2.33
Clinton Blvd. - Northside Dr.	C	D	C	3.33

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
<u>Clinton-Raymond Rd. North to South</u>				
I-20 - Midway Rd.	A	B	A	1.33
<u>Clinton-Raymond Rd. South to North</u>				
Midway Rd. - I-20	B	C	B	2.33
<u>Colonial Circle West to East</u>				
Concord Dr. - Old Canton Rd.	A	B	A	1.33
<u>Colonial Circle East to West</u>				
Old Canton Rd. - Concord Dr.	A	B	A	1.33
<u>Cooper Rd North to South</u>				
East Metro Pkwy - Luckney Rd	A	A	A	1.00
Luckney Rd - Lakeland Dr	B	B	A	1.67
<u>Cooper Rd South to North</u>				
Lakeland Dr - Luckney Rd	B	B	A	1.67
Luckney Rd - East Metro Pkwy	B	B	A	1.67
<u>County Line Rd. West to East</u>				
Hwy. 49 - Livingston Rd.	A	A	A	1.00
Livingston Rd. - I-220	A	B	A	1.33
I-220 - Hwy 51	B	B	A	1.67
Hwy 51 - I-55	B	C	A	2.00
I-55 - Ridgewood Rd.	C	B	C	2.67
Ridgewood Rd. - Wheatley St.	B	B	C	2.33
Wheatley St. - Pear Orchard Rd.	B	B	B	2.00
Pear Orchard Rd. - Old Canton Rd.	A	B	B	1.67
<u>County Line Rd. East to West</u>				
Old Canton Rd. - Pear Orchard Rd.	A	A	B	1.33
Pear Orchard Rd. - Wheatley St.	B	B	B	2.00
Wheatley St. - Ridgewood Rd.	B	C	C	2.67
Ridgewood Rd. - I-55	C	A	B	2.00
I-55 - Hwy. 51	B	A	A	1.33
Hwy. 51 - I-220	A	A	B	1.33
I-220 - Livingston Rd.	A	B	A	1.33
Livingston Rd. - Hwy. 49	A	A	A	1.00
<u>Crossgates Blvd. North to South</u>				
Old Brandon Rd. - Hwy. 80	B	B	A	1.67
Hwy. 80 - I-20	C	C	B	2.67

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
<u>Crossgates Blvd. South to North</u>				
I-20 - Hwy. 80	B	B	C	2.33
Hwy. 80 - Old Brandon Rd.	B	B	B	2.00
<u>Davis Rd. North to South</u>				
Siwell Rd. - Gary Rd.	A	A	A	1.00
Gary Rd. - Springridge Rd.	A	A	A	1.00
<u>Davis Rd. South to North</u>				
Springridge Rd. - Gary Rd.	A	A	A	1.00
Gary Rd. - Siwell Rd.	A	A	A	1.00
<u>E. Metro Parkway (North to South)</u>				
Hwy. 25 - Cooper Rd.	A	A	A	1.00
<u>E. Metro Parkway (South to North)</u>				
Cooper Rd. - Hwy. 25	A	B	A	1.33
<u>El Dorado Rd North to South</u>				
Old Brandon Rd - East Metro Pkwy	B	A	A	1.33
<u>El Dorado Rd South to North</u>				
East Metro Pkwy - Old Brandon Rd	B	B	A	1.67
<u>Ellis Ave. North to South</u>				
Capitol St. - Robinson Rd.	B	B	B	2.00
Robinson Rd. - Hwy. 80	B	C	A	2.00
Hwy. 80 - Raymond Rd.	C	C	A	2.33
<u>Ellis Ave. South to North</u>				
Raymond Rd. - Hwy. 80	C	B	A	2.00
Hwy. 80 - Robinson Rd.	B	C	A	2.00
Robinson Rd. - Capitol St.	C	C	B	2.67
<u>Florence-Byram Rd. West to East</u>				
I-55 - Hinds County Line	B	B	A	1.67
Rankin County Line - Cleary Rd.	A	C	A	1.67
Cleary Rd. - Church St.	A	B	A	1.33
<u>Florence-Byram Rd. East to West</u>				
Church St. - Cleary Rd.	A	A	A	1.00
Cleary Rd. - Rankin County Line	A	A	A	1.00
Hinds County Line - I-55	A	B	A	1.33

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
<u>Flowood Dr./Hwy. 468 West to East</u>				
Hwy. 80 - 4-Lane End	F	B	B	3.33
4-Lane End - River Oaks Blvd.	E	D	D	4.33
River Oaks Blvd. - Hwy. 475	E	D	D	4.33
Hwy. 475 - Liberty Rd.	B	F	C	3.67
Liberty Rd. - Old Fannin Rd.	B	F	B	3.33
<u>Flowood Dr./Hwy. 468 East to West</u>				
Old Fannin Rd. - Liberty Rd.	F	D	B	4.00
Liberty Rd. - Hwy. 475	B	B	C	2.33
Hwy. 475 - River Oaks Blvd.	D	D	D	4.00
River Oaks Blvd. - 4-Lane Start	F	D	D	4.67
4-Lane Start - Hwy. 80	B	B	B	2.00
<u>Fortification West to East</u>				
Woodrow Wilson Dr. - Bailey Ave.	B	B	A	1.67
Bailey Ave. - State St.	C	D	B	3.00
State St. - I-55	B	D	A	2.33
<u>Fortification East to West</u>				
I-55 - State St.	C	B	B	2.33
State St. - Bailey Ave.	C	C	B	2.67
Bailey Ave. - Woodrow Wilson Dr.	A	B	A	1.33
<u>Frontage Rd. North to South</u>				
County Line Rd. - Beasley Rd.	B	A	A	1.33
Beasley Rd. - Briarwood Dr.	C	B	A	2.00
Briarwood Dr. - Northside Dr.	B	B	B	2.00
<u>Frontage Rd. South to North</u>				
Northside Dr. - Briarwood Dr.	B	D	A	2.33
Briarwood Dr. - Beasley Rd.	B	C	B	2.33
Beasley Rd. - County Line Rd.	C	C	A	2.33
<u>Gallatin St. North to South</u>				
Monument St. - Pascagoula	C	A	B	2.00
Pascagoula St. - Hwy. 80	A	B	B	1.67
Hwy. 80 - I-20	A	B	A	1.33
<u>Gallatin St. South to North</u>				
I-20 - Hwy. 80	B	B	A	1.67
Hwy. 80 - Pascagoula St.	B	B	A	1.67
Pascagoula St. - Monument St.	B	B	A	1.67
<u>Gary Rd. West to East</u>				

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Davis Rd. - Terry Rd.	B	A	A	1.33
<u>Gary Rd. East to West</u>				
Terry Rd. - Davis Rd.	B	A	A	1.33
<u>Gluckstadt Rd. West to East</u>				
Hwy. 463 - Catlett Rd.	A	A	A	1.00
Catlett Rd. - I-55	E	A	A	2.33
I-55 - Weisenberger Rd.	A	A	A	1.00
<u>Gluckstadt Rd. East to West</u>				
Weisenberger Rd. - I-55	A	A	A	1.00
I-55 - Catlett Rd.	A	B	C	2.00
Catlett Rd. - Hwy. 463	A	A	A	1.00
<u>Grants Ferry Rd. North to South</u>				
Spillway Rd. - Hwy. 25	A	B	A	1.33
<u>Grants Ferry Rd. South to North</u>				
Hwy. 25 - Spillway Rd.	A	B	A	1.33
<u>Hanging Moss Rd. North to South</u>				
County Line Rd. - Beasley Rd.	A	B	A	1.33
Beasley Rd. - Forest Ave.	B	A	A	1.33
Forest Ave. - Northside Dr.	B	B	A	1.67
<u>Hanging Moss Rd. South to North</u>				
Northside Dr. - Forest Ave.	A	A	A	1.00
Forest Ave. - Beasley Rd.	A	B	A	1.33
Beasley Rd. - County Line Rd.	B	B	A	1.67
<u>High St. West to East</u>				
Farish St. - State St.	B	D	B	2.67
State St. - I-55	B	C	A	2.00
<u>High St. West to East</u>				
I-55 - State St.	C	B	A	2.00
State St. - Farish St.	B	B	A	1.67
<u>Hoy Rd. West to East</u>				
Hwy. 51 - Rice Rd.	B	C	B	2.33
Rice Rd. - N. Old Canton Rd.	B	B	A	1.67

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
<u>Hoy Rd. East to West</u>				
N. Old Canton Rd. - Rice Rd.	B	A	A	1.33
Rice Rd. - Hwy. 51	B	B	A	1.67
<u>Jackson Ave. West to East</u>				
I-55 - Hwy. 51	C	D	B	3.00
<u>Jackson Ave. East to West</u>				
Hwy. 51 - I-55	B	C	A	2.00
<u>Lakeland Dr. West to East</u>				
Old Canton Rd. - I-55	B	C	C	2.67
I-55 - Ridgewood Rd.	C	B	B	2.33
Ridgewood Rd. - Pearl River	B	B	B	2.00
Pearl River - River Oaks Dr.	B	B	B	2.00
River Oaks Dr. - Hwy. 475	B	D	B	2.67
Hwy. 475 - Old Fannin Rd.	B	F	C	3.67
<u>Lakeland Dr. East to West</u>				
Old Fannin Rd. - Hwy. 475	D	B	C	3.00
Hwy. 475 - River Oaks Dr.	D	B	B	2.67
River Oaks Dr. - Pearl River	C	B	B	2.33
Pearl River - Ridgewood Rd.	C	B	B	2.33
Ridgewood Rd. - I-55	B	C	B	2.33
I-55 - Old Canton Rd.	C	F	C	4.00
<u>Lake Harbour Dr. West to East</u>				
Hwy. 51 - Wheatley St.	A	B	A	1.33
Wheatley St. - Pear Orchard Rd.	A	C	B	2.00
Pear Orchard Dr. - Old Canton Rd.	B	D	A	2.33
<u>Lake Harbour Dr. East to West</u>				
Old Canton Rd. - Pear Orchard Dr.	C	C	B	2.67
Pear Orchard Rd. - Wheatley St.	C	C	B	2.67
Wheatley St. - Hwy. 51	C	C	C	3.00
<u>Livingston Rd. North to South</u>				
Northside Dr. - Ridgeway St.	A	A	A	1.00
Ridgeway St. - Woodrow Wilson Dr.	A	B	A	1.33
<u>Livingston Rd. South to North</u>				
Woodrow Wilson Dr. - Ridgeway St.	A	A	A	1.00
Ridgeway St. - Northside Dr.	A	B	A	1.33
<u>Luckney Rd. North to South</u>				

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Hwy. 25 - Henderson Rd.	A	B	A	1.33
Henderson Rd. - Hwy. 471	A	B	A	1.33
Luckney Rd. South to North				
Hwy. 471 - Henderson Rd.	A	B	A	1.33
Henderson Rd. - Hwy. 25	A	B	A	1.33
Madison Ave. West to East				
Highland Colony Pkwy. - Grandview Blvd	B	B	B	2.00
Grandview Blvd. - Hwy. 51	B	D	C	3.00
Hwy. 51 - Rice Rd.	A	A	A	1.00
Madison Ave. East to West				
Rice Rd. - Hwy. 51	B	C	C	2.67
Hwy. 51 - Grandview Blvd.	B	B	B	2.00
Grandview Blvd - Highland Colony Pkwy	A	A	B	1.33
Main St. (Florence) West to East				
Church St. - Hwy. 49	C	B	B	2.33
Main St. (Florence) East to West				
Hwy. 49 - Church St.	B	B	B	2.00
Main St. (Madison) West to East				
Highland Colony Pkwy. - I-55	B	B	B	2.00
I-55 - Crawford St.	B	C	B	2.33
Crawford St. - Hwy. 51	A	B	B	1.67
Main St. (Madison) East to West				
Hwy. 51 - Crawford St.	A	A	A	1.00
Crawford St. - I-55	E	C	C	3.67
I-55 - Highland Colony Pkwy.	A	C	C	2.33
McDowell Rd. West to East				
Woody Dr. - McFadden Rd.	C	A	B	2.00
McFadden Rd. - Terry Rd.	B	B	A	1.67
Terry Rd. - I-55	A	B	A	1.33
McDowell Rd. East to West				
I-55 - Terry Rd.	A	B	A	1.33
Terry Rd. - McFadden Rd.	B	C	A	2.00
McFadden Rd. - Woody Dr.	B	C	B	2.33
McDowell Rd. Ext. West to East				

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Hwy.18 - Raymond Rd.	A	B	A	1.33
Raymond Rd. - Suncrest Dr.	A	B	A	1.33
Suncrest Dr. - Woody Dr.	A	A	A	1.00
<u>McDowell Rd. Ext. East to West</u>				
Woody Dr. - Suncrest Dr.	A	B	B	1.67
Suncrest Dr. - Raymond Rd.	A	B	B	1.67
Raymond Rd. - Hwy.18	A	B	A	1.33
<u>Medgar Evers Blvd. North to South</u>				
Cynthia Dr. - Forest Ave.	B	A	A	1.33
Forest Ave. - Northside Dr.	B	B	B	2.00
Northside Dr. - Ridgeway St.	C	B	B	2.33
Ridgeway St. - Woodrow Wilson Dr.	C	B	B	2.33
<u>Medgar Evers Blvd. South to North</u>				
Woodrow Wilson Dr. - Ridgeway St.	B	C	B	2.33
Ridgeway St. - Northside Dr.	B	C	A	2.00
Northside Dr. - Forest Ave.	B	C	A	2.00
Forest Ave. - Cynthia Dr.	A	B	A	1.33
<u>Monument St. West to East</u>				
Capitol St. - Gallatin St.	B	B	B	2.00
Gallatin St. - Farish St.	A	B	A	1.33
<u>Monument St. East to West</u>				
Farish St. - Gallatin St.	B	B	A	1.67
Gallatin St. - Capitol St.	A	B	B	1.67
<u>Northbrook Dr. North to South</u>				
Northside Dr. - Meadowbrook Rd.	B	A	A	1.33
<u>Northbrook Dr. South to North</u>				
Meadowbrook Rd. - Northside Dr.	B	B	A	1.67
<u>Northshore Pkwy. North to South</u>				
Fannin Landing Circle - Spillway Rd.	A	B	A	1.33
<u>Northshore Pkwy. South to North</u>				
Spillway Rd. - Fannin Landing Circle	B	B	A	1.67
<u>Northside Dr. West to East</u>				
Industrial Park Dr. - Clinton Tinnin Rd.	A	A	A	1.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Clinton Tinnin Rd. - Pinehaven Rd.	B	B	B	2.00
Pinehaven Rd. - Old Vicksburg Rd.	B	B	A	1.67
Old Vicksburg Rd. - Flag Chapel Rd.	A	A	A	1.00
Flag Chapel Rd. - Medgar Evers Blvd.	B	B	B	2.00
Medgar Evers Blvd. - Watkins Dr.	C	C	A	2.33
Watkins Dr. - State St.	C	C	B	2.67
State St. - I-55	C	C	A	2.33
I-55 - Ridgewood Rd.	B	B	A	1.67
<u>Northside Dr. East to West</u>				
Ridgewood Rd. - I-55	B	B	A	1.67
I-55 - State St.	B	C	B	2.33
State St. - Watkins Dr.	B	C	B	2.33
Watkins Dr. - Medgar Evers Blvd.	C	C	A	2.33
Medgar Evers Blvd. - Flag Chapel Rd.	B	B	A	1.67
Flag Chapel Rd. - Old Vicksburg Rd.	C	B	A	2.00
Old Vicksburg Rd. - Pinehaven Rd.	B	B	B	2.00
Pinehaven Rd. - Clinton Tinnin Rd.	B	B	A	1.67
Clinton Tinnin Rd. - Industrial Park Dr.	A	A	A	1.00
<u>Old Brandon Rd. West to East</u>				
Jefferson St. - Hwy. 468/49	A	A	A	1.00
Hwy. 468/49 - Hwy. 80	A	A	A	1.00
Hwy. 80 - Pearson Rd.	A	A	A	1.00
Pearson Rd. - Mary Ann Dr.	A	A	A	1.00
Hwy. 80 - Fox Hall Rd.	A	A	A	1.00
Fox Hall Rd. - International Dr.	A	A	B	1.33
International Dr. - El Dorado Rd.	A	A	A	1.00
El Dorado Rd. - Burnham Rd.	A	A	A	1.00
<u>Old Brandon Rd. East to West</u>				
Burnham Rd. - El Dorado Rd.	B	B	B	2.00
El Dorado Rd. - International Dr.	A	A	B	1.33
International Dr. - Fox Hall Rd.	A	A	A	1.00
Fox Hall Rd. - Hwy. 80	A	A	B	1.33
Mary Ann Dr. - Pearson Rd.	A	A	B	1.33
Pearson Rd. - Hwy. 80	A	A	B	1.33
Hwy. 80 - Hwy. 468/49	A	A	C	1.67
Hwy. 468/49 - Jefferson St.	A	A	A	1.00
<u>Old Canton Rd. North to South</u>				
Hoy Rd. - Madison Ave.	B	A	A	1.33
Madison Ave. - St. Augustine Dr.	C	D	B	3.00
St. Augustine Dr. - Rice Rd.	B	C	A	2.00
Rice Rd. - Lake Harbour Dr.	B	C	A	2.00
Lake Harbour Dr. - County Line Rd.	C	B	B	2.33
County Line Rd. - Pear Orchard Rd.	D	B	B	2.67
Pear Orchard Rd. - Westbrook Rd.	C	B	A	2.00
Westbrook Rd. - Ridgewood Rd.	C	B	A	2.00
Ridgewood Rd. - Canton Mart Rd.	B	A	A	1.33

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Canton Mart Rd. - Northside Dr.	B	A	A	1.33
Northside Dr. - Meadowbrook Rd.	B	A	A	1.33
Meadowbrook Rd. - Lakeland Dr.	C	B	B	2.33
Lakeland Dr. - State St.	B	A	B	1.67
Old Canton Rd. South to North				
State St. - Lakeland Dr.	B	B	A	1.67
Lakeland Dr. - Meadowbrook Rd.	A	A	A	1.00
Meadowbrook Rd. - Northside Dr.	A	A	A	1.00
Northside Dr. - Canton Mart Rd.	A	B	B	1.67
Canton Mart Rd. - Ridgewood Rd.	A	B	A	1.33
Ridgewood Rd. - Westbrook Rd.	A	C	A	1.67
Westbrook Rd. - Pear Orchard Rd.	A	D	A	2.00
Pear Orchard Rd. - County Line Rd.	A	A	B	1.33
County Line Rd. - Lake Harbour Dr.	B	B	B	2.00
Lake Harbour Dr. - Rice Rd.	B	B	B	2.00
Rice Rd. - St. Augustine Dr.	A	C	B	2.00
St. Augustine Dr. - Madison Ave.	B	B	C	2.33
Madison Ave. - Hoy Rd.	B	B	A	1.67
Old Fannin Rd. North to South				
Spillway Rd. - Flowood Dr.	B	C	B	2.33
Flowood Dr. - Hwy. 25	B	D	B	2.67
Old Fannin Rd. South to North				
Hwy. 25 - Flowood Dr.	B	C	B	2.33
Flowood Dr. - Spillway Rd.	B	C	A	2.00
Pascagoula St. West to East (1-Way)				
Gallatin St. - West St.	B	B	B	2.00
West St. - State St.	A	C	B	2.00
State St. - I-55	A	B	B	1.67
Peace St./Hwy. 16 West to East				
I-55 - Fulton St.	A	A	A	1.00
Fulton St. - Walnut St.	A	A	B	1.33
Walnut St. - Hwy. 51	B	C	B	2.33
Hwy. 51 - Hwy. 43	A	A	A	1.00
Hwy. 43 - Canton City Limits	A	A	B	1.33
Peace St./Hwy. 16 East to West				
Canton City Limits - Hwy. 43	A	A	A	1.00
Hwy. 43 - Hwy. 51	A	A	A	1.00
Hwy. 51 - Walnut St.	C	B	B	2.33
Walnut St. - Fulton St.	A	A	A	1.00
Fulton St. - I-55	B	A	A	1.33
Pear Orchard Rd. North to South				

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Rice Rd. - Lake Harbour Dr.	B	B	A	1.67
Lake Harbour Dr. - County Line Rd.	C	C	B	2.67
County Line Rd. - Old Canton Rd.	C	C	A	2.33
<u>Pear Orchard Rd. South to North</u>				
Old Canton Rd. - County Line Rd.	B	B	A	1.67
County Line Rd. - Lake Harbour Dr.	B	C	B	2.33
Lake Harbour Dr. - Rice Rd.	B	C	A	2.00
<u>Pearl St. East to West (1-way)</u>				
I-55 - State St.	B	B	A	1.67
State St. - West St.	A	A	A	1.00
West St. - Gallatin St.	A	B	A	1.33
<u>Pearson Rd. North to South</u>				
Hwy. 80 - Old Brandon Rd.	A	A	B	1.33
Old Brandon Rd. - I-20	B	B	B	2.00
I-20 - Hwy. 468	C	C	A	2.33
<u>Pearson Rd. South to North</u>				
Hwy. 468 - I-20	B	B	B	2.00
I-20 - Old Brandon Rd.	B	B	B	2.00
Old Brandon Rd. - Hwy. 80	A	A	A	1.00
<u>Pinehaven Rd. North to South</u>				
Arrow Dr. - Northside Dr.	B	B	B	2.00
<u>Pinehaven Rd. South to North</u>				
Northside Dr. - Arrow Dr.	A	A	A	1.00
<u>Raymond Rd. West to East</u>				
Siwell Rd. - McDowell Rd. Ext.	B	D	B	2.67
McDowell Rd. Ext. - Hospital Dr.	C	C	B	2.67
Hospital Dr. - Ellis Ave.	B	C	A	2.00
Ellis Ave. - Terry Rd.	C	C	A	2.33
<u>Raymond Rd. East to West</u>				
Terry Rd. - Ellis Ave.	B	C	A	2.00
Ellis Ave. - Hospital Dr.	B	B	A	1.67
Hospital Dr. - McDowell Rd. Ext.	B	C	A	2.00
McDowell Rd. Ext. - Siwell Rd.	A	B	A	1.33
<u>Rice Rd. North to South</u>				
Hoy Rd. - St. Augustine Dr.	B	A	A	1.33

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
St. Augustine Dr. - Natchez Trace	A	A	C	1.67
Natchez Trace - Old Canton Rd.	C	B	B	2.33
Old Canton Rd. - Pear Orchard Rd.	B	B	A	1.67
Pear Orchard Rd. - Hwy. 51	C	C	A	2.33
<u>Rice Rd. South to North</u>				
Hwy. 51 - Pear Orchard Rd.	B	C	B	2.33
Pear Orchard Rd. - Old Canton Rd.	A	A	A	1.00
Old Canton Rd. - Natchez Trace	B	A	A	1.33
Natchez Trace - St. Augustine Dr.	B	C	A	2.00
St. Augustine Dr. - Hoy Rd.	A	A	A	1.00
<u>Ridgeland Ave. West to East</u>				
Sunnybrook Rd. - Hwy. 51	B	C	B	2.33
<u>Ridgeland Ave. East to West</u>				
Hwy. 51 - Sunnybrook Rd.	C	C	A	2.33
<u>Ridgewood Rd. North to South</u>				
Hwy. 51 - County Line Rd.	A	B	A	1.33
County Line Rd. - Adkins Blvd.	B	C	A	2.00
Adkins Blvd. - Old Canton Rd.	C	A	B	2.00
Old Canton Rd. - Northside Dr.	B	A	B	1.67
Northside Dr. - Meadowbrook Rd.	B	A	A	1.33
Meadowbrook Rd. - Lakeland Dr.	C	D	A	2.67
<u>Ridgewood Rd. North to South</u>				
Lakeland Dr. - Meadowbrook Rd.	B	C	A	2.00
Meadowbrook Rd. - Northside Dr.	B	B	A	1.67
Northside Dr. - Old Canton Rd.	C	B	A	2.00
Old Canton Rd. - Adkins Blvd.	B	B	A	1.67
Adkins Blvd. - County Line Rd.	B	C	B	2.33
County Line Rd. - Hwy. 51	A	C	A	1.67
<u>Robinson Rd. West to East</u>				
Hwy. 18 - Hwy. 80	B	B	B	2.00
Hwy. 80 - Ellis Ave.	B	B	B	2.00
Ellis Ave. - Capitol St.	B	C	A	2.00
<u>Robinson Rd. East to West</u>				
Capitol St. - Ellis Ave.	B	C	B	2.33
Ellis Ave. - Hwy. 80	C	B	A	2.00
Hwy. 80 - Hwy. 18	B	C	A	2.00
<u>Robinson Rd. Ext. North to South</u>				
Langley St. - Raymond Rd.	B	C	B	2.33

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Raymond Rd. - McDowell Rd.	A	A	B	1.33
<u>Robinson Rd. Ext. South to North</u>				
McDowell Rd. - Raymond Rd.	A	A	A	1.00
Raymond Rd. - Langley St.	C	B	B	2.33
<u>Siwell Rd. West to East</u>				
Hwy. 18 - Raymond Rd.	A	A	A	1.00
Raymond Rd. - Davis Rd.	B	A	B	1.67
Davis Rd. - Henderson Rd.	A	A	A	1.00
Henderson Rd. - Terry Rd.	C	B	A	2.00
Terry Rd. - I-55	A	B	C	2.00
<u>Siwell Rd. East to West</u>				
I-55 - Terry Rd.	B	B	A	1.67
Terry Rd. - Henderson Rd.	B	B	A	1.67
Henderson Rd. - Davis Rd.	A	B	A	1.33
Davis Rd. - Raymond Rd.	C	B	A	2.00
Raymond Rd. - Hwy. 18	C	A	A	1.67
<u>Spillway Rd. West to East</u>				
Old Canton Rd. - Old Fannin Rd.	A	C	A	1.67
Old Fannin Rd. - Grants Ferry Rd.	A	B	B	1.67
Grants Ferry Rd. - Hwy. 471	A	B	A	1.33
<u>Spillway Rd. East to West</u>				
Hwy. 471 - Grants Ferry Rd.	A	A	A	1.00
Grants Ferry Rd. - Old Fannin Rd.	A	A	A	1.00
Old Fannin Rd. - Old Canton Rd.	B	B	B	2.00
<u>Springridge Rd. North to South</u>				
Hwy 80 - I-20	B	B	C	2.33
I-20 - McRaven Rd.	B	C	A	2.00
McRaven Rd. - Hwy 18	A	B	A	1.33
Hwy. 18 - Jackson-Raymond Rd.	A	B	A	1.33
<u>Springridge Rd. North to South</u>				
Jackson-Raymond Rd. - Hwy. 18	A	A	A	1.00
Hwy 18 - McRaven Rd.	A	B	A	1.33
McRaven Rd. - I-20	B	C	B	2.33
I-20 - Hwy 80	C	C	C	3.00
<u>State St. North to South</u>				
County Line Rd. - Beasley Rd.	B	B	A	1.67
Beasley Rd. - Northside Dr.	B	B	B	2.00
Northside Dr. - Meadowbrook Rd.	A	C	C	2.33

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
Meadowbrook Rd. - Woodrow Wilson Dr.	D	B	C	3.00
Woodrow Wilson Dr. - Fortification St.	C	B	B	2.33
Fortification St. - Pascagoula St.	B	B	B	2.00
Pascagoula St. - Hwy. 80	B	B	B	2.00
<u>State St. South to North</u>				
Hwy. 80 - Pascagoula St.	C	B	A	2.00
Pascagoula St. - Fortification St.	C	B	C	2.67
Fortification St. - Woodrow Wilson Dr.	C	C	B	2.67
Woodrow Wilson Dr. - Meadowbrook Rd.	B	C	B	2.33
Meadowbrook Rd. - Northside Dr.	B	B	A	1.67
Northside Dr. - Beasley Rd.	D	C	B	3.00
Beasley Rd. - County Line Rd.	C	B	B	2.33
<u>Terry Rd. North to South</u>				
Hwy. 80 - McDowell Rd.	B	A	B	1.67
McDowell Rd. - Daniel Lake Blvd.	C	B	A	2.00
Daniel Lake Blvd. - McCluer Rd.	B	B	B	2.00
McCluer Rd. - Elton Rd.	A	B	A	1.33
Elton Rd. - Forest Hill Rd.	A	B	A	1.33
Forest Hill Rd. - Siwell Rd.	C	B	A	2.00
Siwell Rd. - Gary Rd.	B	B	B	2.00
<u>Terry Rd. South to North</u>				
Gary Rd. - Siwell Rd.	B	A	B	1.67
Siwell Rd. - Forest Hill Rd.	A	B	A	1.33
Forest Hill Rd. - Elton Rd.	B	B	A	1.67
Elton Rd. - McCluer Rd.	B	B	B	2.00
McCluer Rd. - Daniel Lake Blvd.	B	B	A	1.67
Daniel Lake Blvd. - McDowell Rd.	C	C	B	2.67
McDowell Rd. - Hwy. 80	C	C	A	2.33
<u>University Blvd. North to South</u>				
Gallatin St. - Hwy. 80	A	A	B	1.33
<u>University Blvd. North to South</u>				
Hwy. 80 - Gallatin St.	A	C	B	2.00
<u>Watkins Dr. North to South</u>				
County Line Rd. - Beasley Rd.	A	B	A	1.33
Beasley Rd. - Forest Ave.	B	B	A	1.67
Forest Ave. - Northside Dr.	C	B	B	2.33
<u>Watkins Dr. South to North</u>				
Northside Dr. - Forest Ave.	B	B	B	2.00
Forest Ave. - Beasley Rd.	B	C	B	2.33
Beasley Rd. - County Line Rd.	A	C	B	2.00

Volume IV: Congestion Management Process



Road Sections	Peak Traffic Level of Service A.M.	Peak Traffic Level of Service P.M.	Off Peak Level of Service	Level of Service Index
<u>West St. North to South</u>				
Meadowbrook Rd. - Woodrow Wilson Dr.	C	C	B	2.67
Woodrow Wilson Dr. - Fortification St.	B	B	A	1.67
Fortification St. - High St.	B	B	A	1.67
Capitol St. - Pascagoula St. (ONE WAY)	A	B	A	1.33
Pascagoula St. - Hwy. 80	B	B	B	2.00
Hwy. 80 - Gallatin St.	A	A	A	1.00
<u>West St. South to North</u>				
Gallatin St. - Hwy. 80	A	A	A	1.00
Hwy. 80 - Pascagoula St.	A	A	B	1.33
Pascagoula St. - Capitol St.	A	C	A	1.67
Capitol St. - Fortification St.	A	C	A	1.67
Fortification St. - Woodrow Wilson Dr.	A	B	A	1.33
Woodrow Wilson Dr. - Meadowbrook Rd.	A	C	C	2.33
<u>Wheatly St. North to South</u>				
Lake Harbour Dr. - County Line Rd.	A	C	B	2.00
<u>Wheatly St. South to North</u>				
County Line Rd. - Lake Harbour Dr.	A	C	B	2.00
<u>Woodrow Wilson Dr. West to East</u>				
Fortification St. - Bailey Ave.	D	B	A	2.33
Bailey Ave. - State St.	C	C	B	2.67
State St. - I-55	B	B	A	1.67
<u>Woodrow Wilson Dr. East to West</u>				
I-55 - State St.	B	B	B	2.00
State St. - Bailey Ave.	C	B	C	2.67
Bailey Ave. - Fortification St.	B	B	A	1.67
<u>Yandell Rd. West to East</u>				
Hwy. 51 - Clarkdell Rd.	A	B	A	1.33
Clarkdell Rd. - N. Old Canton Rd.	A	B	A	1.33
<u>Yandell Rd. East to West</u>				
N. Old Canton Rd. - Clarkdell Rd.	A	B	A	1.33
Clarkdell Rd. - Hwy. 51	A	A	A	1.00

Volume IV: Congestion Management Process



Appendix D – References

Electronic Code of Federal Regulations Title 23: Highways

HCM 2010 Highway Capacity Manual. Transportation Research Board, National Research Council, Washington, DC, USA.

2035 Jackson Urbanized Area Transportation Plan Volume IV, March 2011