

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0000-00(410) Spalding County
P.I.: 0000410
SR 362 @ CR 507/Rover-Zetella & Williamson Roads
Safety/Intersection Improvement

OFFICE: Traffic Operations
Atlanta, Georgia

DATE: April 4, 2001

FROM: Marion Waters, III, P.E., State Traffic Operations Engineer

TO: Glenn Durrence, District Engineer, Thomaston
Attn: David Millen

SUBJECT: REVISED APPROVED CONCEPT LETTER AND LOCATION & DESIGN NOTICE

Attached is the original copy of the revised Approved Concept Letter and the Location & Design Notice for your use and further handling. The spelling of the County Road was corrected.

Should you have any questions, please contact Ken Werho of this office at 404-635-8125.

MGW:KPW

cc: Frank Danchetz
Tom Turner
David Mulling
Wayne Hutto
Herman Griffin
Harvey Keeper
Keith Rohling
Dick Graves
General Files

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0000-00(410) Spalding County
P.I. No.: 0000410
SR 362 @ CR 507/Rover-Zetella & Williamson Roads
Safety/Intersection Improvements

OFFICE: Traffic Operations
Atlanta, Georgia
DATE: March 30, 2001

FROM:  Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO: Glenn Durrence, District Engineer, Thomaston
Attn: David Millen

SUBJECT: APPROVED CONCEPT REPORT

Attached is a copy of the Location & Design Notice and the approved concept report on the above listed project for your use and further handling.

This project consists of the widening of SR 362 to provide left & right turn lanes and the realignment of CR 507 to provide a 90 degree intersection. A stop and go traffic signal is not warranted.

By copy of this letter, this office is requesting for this project be assigned to Karl Alff as Project Manager. The design of this project will be handled under our Consultant Design Contract, STP-0001-00(853).

Should you have any questions, please contact Ken Werho of this office at 404-635-8125.

MGW:KPW

Attachments

cc: Frank Danchetz
Tom Turner, w/attach.
David Mulling, w/attach.
Wayne Hutto, w/attach.
Herman Griffin, w/attach.
Harvey Keeper, w/attach.
Keith Rohling, w/attach.
Dick Graves, w/attach.
General Files

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA



INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0000-00(410) Spalding County
P.I. No.: 0000410
SR 362 @ CR 507/Rover-Zetta & Williamson Roads
Safety/Intersection Improvements

OFFICE: Traffic Operations
Atlanta, Georgia
DATE: March 30, 2001

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Attn: David Millen

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Attachments

- cc:** Frank Danchetz
- Tom Turner, w/attach.
- David Mulling, w/attach.
- Wayne Hutto, w/attach.
- Herman Griffin, w/attach.
- BM* Harvey Keeper, w/attach.
- Keith Rohling, w/attach.
- Dick Graves, w/attach.
- General Files

NOTICE OF LOCATION AND DESIGN APPROVAL

STP-0000-00(410)

P.I. # 0000410

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

Date of Location and Design Approval: _____
(This line states the "date of location design approval". To be inserted by the Assistant Director's Office after approval by the Chief Engineer.)

The intersection of SR 362 @ CR 507/Rover-Zettla & Williamson Roads will be reconstructed & realigned from an offset intersection to a 90 degree intersection. This project is location 100% in Spalding County in Land District 2, Land Lots 22, 23, 42, 43 & GMD 1067.

SR 362 will remain as is with the addition of left & right turn lanes. Williamson Road will remain as is with improvements to the radius's. Rover-Zettla Road will be relocated/realigned with Williamson Road.

Drawings or maps or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

David Millen, District Preconstruction Engineer
Department of Transportation
Thomaston District Office
715 Andrews Drive
Thomaston, Georgia 30286-4524

(706)646-6594

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Karl Alff, P.E., Project Manager
Office of Traffic Operations
karl.alf@dot.state.ga.us
935 East Confederate Ave., Bldg. 24
Atlanta, Georgia 30316

(404)635-8137

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA.**



PROJECT CONCEPT REPORT

**SPALDING COUNTY
STP-0000-00(410)**

**FEDERAL ROUTE NO:
STATE ROUTE NO: 362
GADOT P.I. NO: 0000410**

**SEE ATTACHED
LOCATION SKETCH**

Date of Report: December 14, 2000

RECOMMENDED: 01/08/01
DATE

Marion S. White
STATE TRAFFIC OPERATIONS ENGINEER

RECOMMENDED: 1/16/01
DATE

Steve Prunice
DISTRICT ENGINEER

RECOMMENDED: 3/21/01
DATE

L. C. Smith
CHIEF ENGINEER

APPROVED: 3/26/01
DATE

Tom Colman
COMMISSIONER

PROJECT CONCEPT REPORT

P.L. No.: 0000410

Project No.: STP-0000-00(410) Spalding County

Route No.: S.R. 362
C.R. 507/Rover-Zetella & Williamson Roads

Location: The intersection of SR. 362 @ CR 507 is located approximately 3.0 miles southwest of the interchange with SR 3/US 19/41 and 1.54 miles northeast of the Pike County Line on S.R. 362 in Spalding County.

Description: SR 362 will be widened 6 ft. symmetrically to provide a left turn lane in both directions with a 12' auxiliary right turn lane.
CR 507 southbound approach will be relocated to provide a perpendicular intersection.

Traffic – Current ADT:

SR 362 -----	9,100 (1998 ADT)
CR 507 -----	1,600 (1998 ADT)

Existing Typical: SR 362: 2 – 12 ft. travel lanes, one in each direction, with 3 to 5 ft. grassed shoulders.
CR 507: 2 – 11 ft. travel lanes, one in each direction, with 3 – 5 ft. grassed shoulders.

Existing Right of Way:

SR 362 -----	60' (Estimated)
CR 507 -----	40' & 50' (Estimated)

Existing Traffic Control: SR 362 is a through movement. CR 507 has stop ahead sign, stop sign and stop bar.

Existing Major Structures: None.

Statement of Need & Purpose: Accident history for this intersection shows only twenty-two accidents at this location over a four year period ('95 – '98) with eight being angle intersecting & eight rear ends. The current 75' offset of the two County Roads provides for unsafe vehicular movements when crossing SR 362. The realignment of the southbound approach will greatly enhance the operational efficiency of this intersection. To improve the safety and orderly progression of traffic through the intersection, these improvements are recommended.

Bicycle & Pedestrian Considerations: None.

Length: 0.48 miles

Termini: - SR 362 - - CR 507 -

<u>From M.P.:</u>	1.41	3.80
<u>To M.P.:</u>	1.66	4.03

PDP Class: Minor Existing

Functional Class: SR 362 ----- Rural Major Collector
CR 507 ----- Rural Major Collector

Max Degree of Curve: +/- 17.5 Degrees **Max Grades:** +/- 3.0 %

Design Speed: 35, 45 & 55 mph.

Proposed Typical Section: SR 362: 2 – 12 ft. travel lanes, one in each direction, with a 12 ft. left & right turn lanes in both directions.

CR 507: 2 – 12 ft. travel lanes, one in each direction, constructed on new location.

Proposed major structures: None.

Type Access: By Permit.

Traffic Control During Construction: Existing operation shall be maintained during construction.

Right-of-Way Requirement: Spalding County shall be responsible for the acquisition of all Required Right-of-Way for this project.

Utilities: Spalding County shall be responsible for all Utility adjustments.

Estimated Cost:

<u>Item</u>	<u>Total Amount</u>
R/W -----	\$ 165,400 (By County LGPA)
Utilities -----	\$ 8,400 (By County LGPA)
Estimated LGPA Total -----	\$ 173,800
Construction -----	\$ 284,883
Traffic Signal -----	\$ 0
Railroad Equipment -----	\$ 0
E & C 10% -----	\$ 28,488
Total Construction -----	\$ 313,371

Permits Required: None.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None.

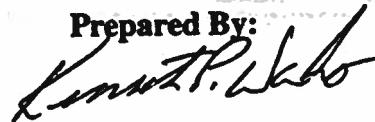
Time Saving Procedures Appropriate: Yes (X) No ()

Design Variances Required: None.

Alternates Considered: None.

Comments: This intersection was listed on the Intersection with Improvement Potential 1997 list. As a result of the review of this intersection, the intersection was submitted to the SHIP committee for review. The committee recommended and a project was programmed for turn lanes and realignment in 2005. The District Traffic Engineer submitted a TE report to see if this location qualified for Safety Funds and implementation at an earlier date. This project qualifies for Safety Funds with the operational improvements that are proposed.

Prepared By:



Ken Werho



Department of Transportation
State of Georgia
Thomaston District Office

Traffic Engineering Report

Thomaston District Three

April 19, 2000

LOCATION: State Route 362 at Rover-Williamson Road

CITY/COUNTY: Spalding County

REQUESTED BY: Representative John Yates, Bill Sanders, and Mack Crawford for Spalding County

REASON FOR INVESTIGATION: To determine appropriate method of improving safety.

FINDINGS

TOPOGRAPHY: State Route 362 is a 24' wide asphalt roadway oriented east and west at this intersection. Rover-Williamson Road is a 22' wide roadway entering the intersection from the north from a sharp curve. The intersection is offset slightly (see attached sketch). There is commercial development, a convenience store, on the south east corner. The driveway that serves this business is not well defined. Both of the roadways have 3 to 5 feet wide dirt shoulders. State Route 362 has a crest vertical curve to the east of the intersection with a slight sag vertical through the intersection and a slight positive grade at the intersection. Rover-Williamson Road enters the intersection on a slight down grade ($\pm 2\%$).

Traffic Engineering Study
State Route 362 at Rover-Williamson Road
April 19, 2000

EXISTING TRAFFIC CONTROL: The intersection is presently controlled with a stop condition on Rover-Williamson Road and Moreland Road.

VEHICLE VOLUME: See attached counts.

VEHICULAR SPEEDS: The posted speed limit on State Route 362 is 55 MPH. The 85th percentile speed was not measured, however vehicle paces estimated the speeds about 60 MPH.

PEDESTRIAN MOVEMENTS: No pedestrians were observed there is no evidence of pedestrian activity. With the convenience store on the corner, there is opportunity for pedestrian activity, however, there is no sources for pedestrians in the area.

PARKING: No vehicles were observed parking in this area and there were no signs of parking on the existing shoulders.

ACCIDENT HISTORY: Please see attached collision diagram.

WARRANT ANALYSIS: No stop and go signal warrants are met, please see attached warrant analysis.

OTHER INFORMATION

This intersection was listed on the Intersections with Improvement Potential 1997 list. As a result of the review of this intersection, the intersection was submitted to the SHIP committee for review. The committee recommended and a project was programmed for turn lanes and realignment as shown on the attached sketch. The current project number is STP 0000-00(410), P.I. No. 0000410. The program year is 2005.

Traffic Engineering Study
State Route 362 at Rover-Williamson Road
April 19, 2000

CONCLUSIONS

It can be concluded from the information gathered that the intersection would benefit from the realignment and turn lanes.

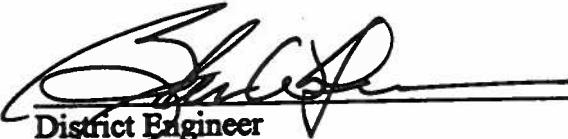
RECOMMENDATIONS

It is recommended that the programmed project be shifted in the work program to an earlier date.



District Traffic Operations Engineer

4-19-2000
Date



District Engineer

4/19/00
Date

State Traffic Operations Engineer

Date

Division Director

Date

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE



FILE 0061 (reset) **OFFICE** Information Services
DATE June 21, 1999

FROM 
Georgene M. Geary, P. E., Information Services Administrator

TO Joe B. Street, District Engineer
Attention: Jeff Legg

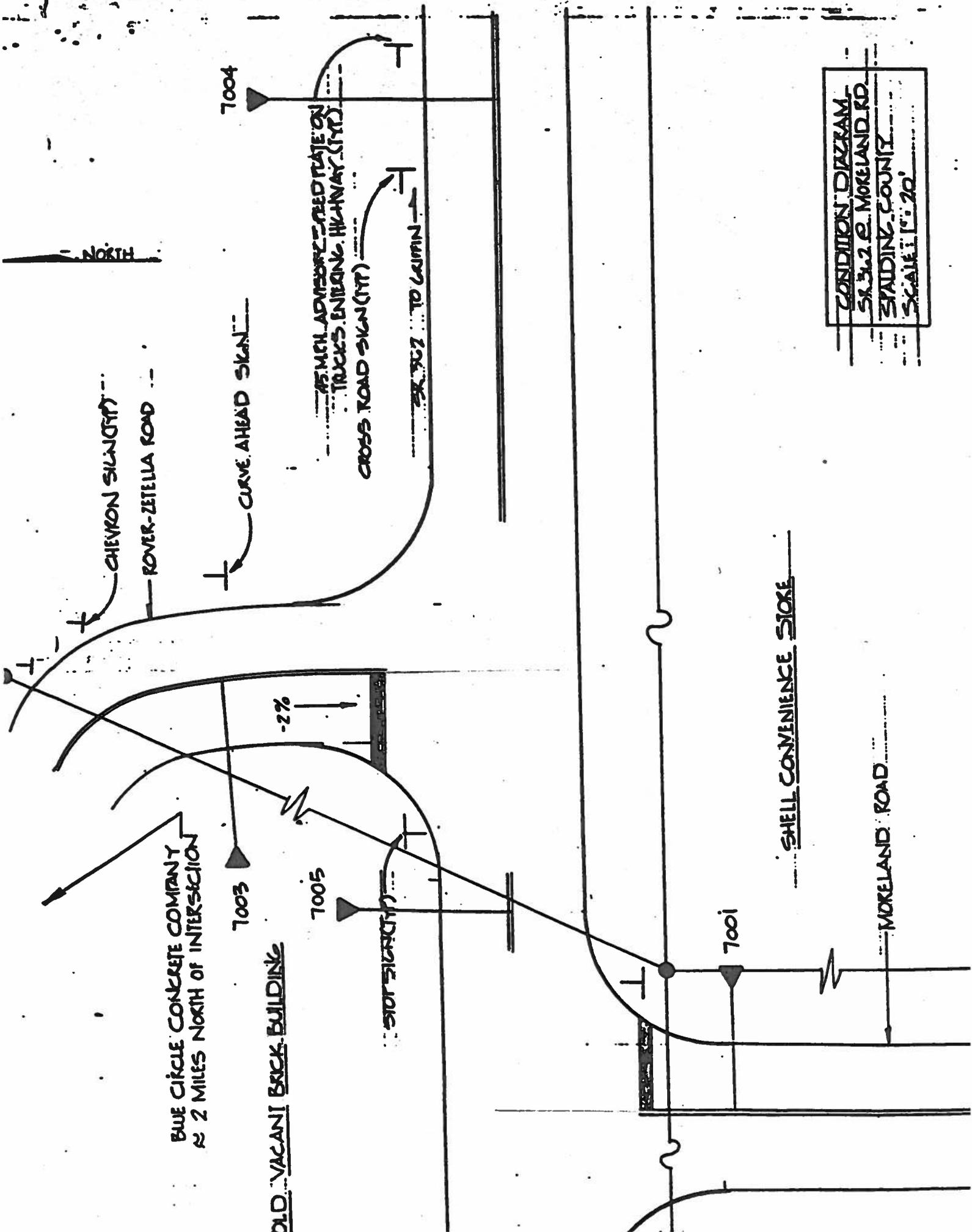
SUBJECT Special Traffic Counts – Spalding County

In response to your letter of March 25, 1999 please find the attached information regarding the subject counts requested in Spalding County.

We apologize for the delay in getting this data to you.
If you have any questions concerning this data, please contact
Marcus Wilner at (770) 986-1364.

GMG: dc
Attachments

cc: Dick Schneider
Marcus Wilner



BUE CIRCLE CONCRETE COMPANY
 ≈ 2 MILES NORTH OF INTERSECTION

D.O. VACANI BRICK BUILDING

CHEVRON SIGN(S)
 ROVER-ZETELLA ROAD

CURVE AHEAD SIGN

AS MICH. ADVISORY SPEED STATE ON
 TRUCKS ENTERING HWYWAY (TT)

CROSS ROAD SIGN (TT)

SR 362 TO LAMIN

7003

7005

STOP SIGN(S)

7004

SHELL CONVENIENCE STORE

7001

MORELAND ROAD

CONDITION DIAGRAM
SR 362 @ MORELAND RD
SPADINA COUNTY
SCALE 1" = 20'

Office of Information Services
 Traffic Count Report
 Volume by Lane Report

```

*****
Data File       : D0614001.PRN
Station        : 000026158030
Identification  : 255036217002
Start date     : Jun 14, 99
Stop date      : Jun 15, 99
City/Town      : SPL#061 STA#255-7002
Location       : SR362 W OF CR507
Count ratio    : 2.00
Interval       : 60 minutes
Start time     : 16:00
Stop time      : 16:00
County         : SPALDING BY ROYALS
    
```

 Lanes 1-1 are Eastbound

Mon - Jun 14, 99

Lane	1	Total
-----	-----	-----
17:00	200	200
18:00	185	185
19:00	174	174
20:00	133	133
21:00	116	116
22:00	92	92
23:00	67	67
24:00	26	26

* SR 362 EASTBOUND

Tue - Jun 15, 99

01:00	19	19
02:00	12	12
03:00	14	14
04:00	27	27
05:00	34	34
06:00	144	144
07:00	295	295
08:00	431	431
09:00	243	243
10:00	225	225
11:00	178	178
12:00	182	182
13:00	194	194
14:00	206	206
15:00	225	225
16:00	164	164

```

=====
Grand Totals      3586      3586
Percentages      100.0
    
```

*****>

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE



OFFICE Information Services

DATE June 9, 1999

FILE 0061
GMG
FROM Georgene M. Geary, P.E., Information Services Administrator
TO Joe B. Street, District Engineer
Attention: Jeff Legg
SUBJECT Special Traffic Counts – Spalding County

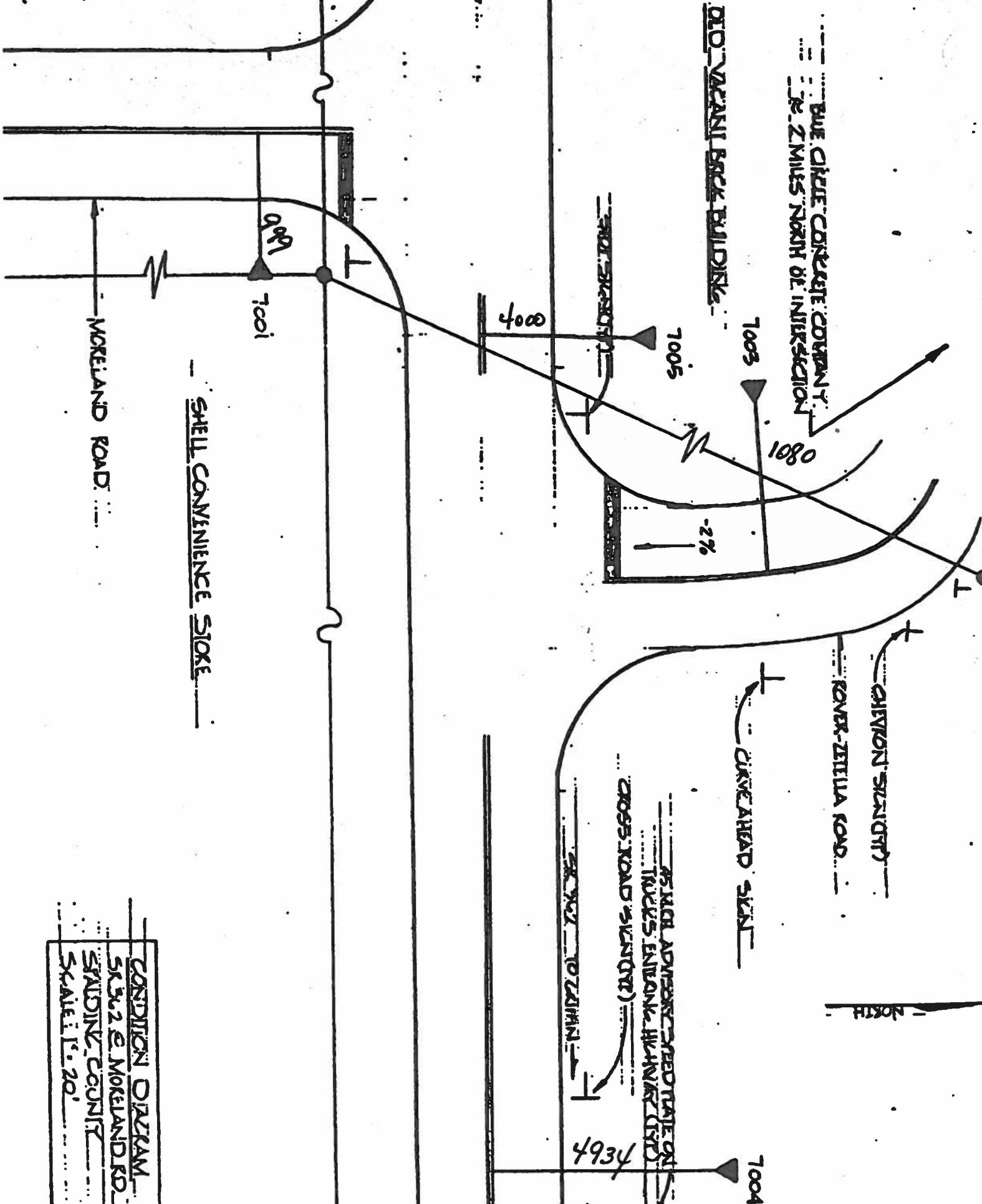
In response to your letter of request dated March 25, 1999, for Special Counts in Spalding County, please find the subject counts enclosed.

Please note that station 7002 the hose was pulled up. We apologize for the lack of usable data, however, we will recount station 7002 and provide usable data by June 29th. Please disregard the information on lane 1 for stations 7003 and 7004 as they were not requested and provided in error.

If you have any questions concerning this data, please contact Marcus Wilner at (770) 986-1365.

GMG: dtb
Attachments

Cc: Dick Schneider
Marcus Wilner



SHELL CONVENIENCE STORE

MCKELAND ROAD

DIO VACANT BRICK BUILDING

BLUE CHIEF CONCRETE COMPANY
2.2 MILES NORTH OF INTERSECTION

CHEVON SIGN

ROVER-DELLA ROAD

CIRCLEHEAD SIGN

AS HIGH ADVERSE SPEED RATE ON TRUCKS, ENRANK, HILWART (ST) CROSS ROAD SIGN

CONDITION DRAWING
SR 56.2 E MCKELAND RD
SPALDING COUNTY
SCALE: 1" = 20'



Office of Information Services
 Traffic Count Report
 Volume by Lane Report

```

*****
Data File       : D0524009.PRN
Station        : 000016158146
Identification  : 255050727001
Start date     : May 24, 99
Stop date      : May 25, 99
City/Town     : SPL#061 STA#255-7001
Location      : CR507 S OF SR364
Count ratio    : 2.00
Interval       : 60 minutes
Start time     : 10:00
Stop time      : 10:00
County        : SPALDING BY ROYALS
    
```

 Lanes 1-2 are Northbound

Mon - May 24, 99

Lane	1	2	Total	* MIRELAND ROAD NORTHBOUND
11:00	0	47	47	
12:00	0	51	51	
13:00	0	41	41	
14:00	0	42	42	
15:00	0	65	65	
16:00	0	68	68	
17:00	0	69	69	
18:00	0	80	80	
19:00	0	71	71	
20:00	0	44	44	
21:00	0	41	41	
22:00	0	34	34	
23:00	0	12	12	
24:00	0	9	9	

Tue - May 25, 99

01:00	0	10	10	
02:00	0	2	2	
03:00	0	3	3	
04:00	0	4	4	
05:00	0	8	8	
06:00	0	39	39	
07:00	0	71	71	
08:00	0	104	104	
09:00	0	40	40	
10:00	0	44	44	
===== Grand Totals	0	999	999	
Percentages	0.0	100.0		

Office of Information Services
 Traffic Count Report
 Volume by Lane Report

```

*****
Data File       : D0524010.PRN
Station        : 000026159313
Identification  : 255036217002
Start date     : May 24, 99
Stop date      : May 25, 99
City/Town      : SPL#061 STA#255-7002
Location       : SR362 W OF CR507
Count ratio    : 2.00
Interval       : 60 minutes
Start time     : 10:00
Stop time      : 10:00
County         : SPALDING BY ROYALS
*****
  
```

Lanes 1-1 are Eastbound

Mon - May 24, 99

Lane	1	Total
11:00	177	177
12:00	159	159
13:00	170	170
14:00	206	206
15:00	184	184
16:00	197	197
17:00	201	201
18:00	51	51
19:00	2	2
20:00	0	0
21:00	0	0
22:00	0	0
23:00	0	0
24:00	0	0

Tue - May 25, 99

01:00	0	0
02:00	0	0
03:00	0	0
04:00	0	0
05:00	0	0
06:00	0	0
07:00	0	0
08:00	0	0
09:00	0	0
10:00	2	2

```

=====
Grand Totals      1349
Percentages      100.0
=====
  
```

DM17

Office of Information Services
 Traffic Count Report
 Volume by Lane Report

```

*****
Data File       : D0524012.PRN
Station        : 000036150856
Identification : 255050727003
Start date     : May 24, 99
Stop date      : May 25, 99
City/Town      : SPL#061 STA#255-7003
Location       : CR507 N OF CR362
Count ratio    : 2.00
Interval       : 60 minutes
Start time     : 11:00
Stop time      : 11:00
County         : SPALDING BY ROYALS
  
```

 Lanes 1-2 are Southbound

Mon - May 24, 99

Lane	1	2	Total
12:00	0	91	91
13:00	0	75	75
14:00	0	49	49
15:00	0	51	51
16:00	0	81	81
17:00	0	21	21
18:00	1	10	11
19:00	0	18	18
20:00	0	24	24
21:00	0	26	26
22:00	5	12	17
23:00	1	31	32
24:00	0	10	10

* ROVER-ZETELIA ROAD
 SOUTHBOUND

Tue - May 25, 99

01:00	0	9	9
02:00	0	5	5
03:00	0	3	3
04:00	0	4	4
05:00	0	7	7
06:00	0	41	41
07:00	0	69	69
08:00	3	152	155
09:00	2	93	95
10:00	5	60	65
11:00	1	46	47

=====
 Grand Totals
 Percentages

=====
 26 1054
 2.4 97.6

=====
 1080

Office of Information Services
 Traffic Count Report
 Volume by Lane Report

```

*****
Data File      : D0524013.PRN
Station       : 000046158155
Identification : 255036217004
Start date    : May 24, 99
Stop date     : May 25, 99
City/Town    : SPL#061 STA#255-7004
Location     : SR362 E OF CR507
Count ratio   : 2.00
Interval     : 60 minutes
Start time   : 11:00
Stop time    : 11:00
County      : SPALDING BY ROYALS
  
```

 Lanes 1-2 are Westbound

Mon - May 24, 99

Lane	1	2	Total
12:00	30	213	243
13:00	47	234	281
14:00	30	231	261
15:00	44	227	271
16:00	44	360	404
17:00	51	438	489
18:00	63	561	624
19:00	33	385	418
20:00	22	221	243
21:00	0	234	234
22:00	0	215	215
23:00	0	95	95
24:00	0	76	76

* SR 362 WESTBOUND

Tue - May 25, 99

01:00	0	41	41
02:00	0	15	15
03:00	0	19	19
04:00	0	11	11
05:00	0	11	11
06:00	0	23	23
07:00	0	119	119
08:00	0	170	170
09:00	0	225	225
10:00	0	214	214
11:00	33	199	232
====	====	====	====
Grand Totals	397	4537	4934
Percentages	8.0	92.0	

Office of Information Services
 Traffic Count Report
 Volume by Lane Report

Data File : D0524011.PRN	
Station : 000046150847	Count ratio : 2.00
Identification : 255036217005	Interval : 60 minutes
Start date : May 24, 99	Start time : 11:00
Stop date : May 25, 99	Stop time : 11:00
City/Town : SPL#061 STA#255-7005	County : SPALDING BY ROYALS
Location : SR362 E OF CR507	

Lanes 1-1 are Westbound

 Mon - May 24, 99

Lane	1	Total
12:00	204	204
13:00	233	233
14:00	222	222
15:00	215	215
16:00	325	325
17:00	388	388
18:00	488	488
19:00	357	357
20:00	221	221
21:00	181	181
22:00	193	193
23:00	90	90
24:00	59	59

* SR 362 WB BETWEEN
 MORELAND ROAD &
 ROVER-ZETELLA ROAD

Tue - May 25, 99

01:00	41	41
02:00	11	11
03:00	16	16
04:00	11	11
05:00	10	10
06:00	30	30
07:00	81	81
08:00	126	126
09:00	160	160
10:00	176	176
11:00	162	162

Grand Totals	4000	4000
Percentages	100.0	

State Route 362
Moreland & Rover-Zetella Road
TRAFFIC SIGNAL WARRANT EVALUATION

INTRODUCTION

This review is based on the methodology presented in the Manual on Uniform Traffic Control Devices (MUTCD), 1978, as amended by the Federal Highway Administration. Please refer to part 4C of that manual.

The intersection under study has the following characteristics:

The 85th percentile speed on the main street is [55] MPH.
Existing traffic control is . . . SIDE STREET STOP.
Daily traffic volume of [10,176] was counted on
MONDAY, JUNE 14, 1999.
Estimated annual traffic volume is [3,714,240] vehicles.

1. INTERSECTING TRAFFIC VOLUMES

The installation of a traffic signal may be necessary to control an intersection with large volumes of conflicting traffic. The required traffic volumes must be present for at least 8 hours of an average weekday. The minimum volumes vary according to the number of lanes on the intersecting streets, the speed of traffic on the main street, and the community size.

Number of hours required traffic present = 1
Warrant 1 is NOT SATISFIED.

2. INTERRUPTION OF CONTINUOUS TRAFFIC

On major streets with high traffic volume, it may be necessary to use traffic signal control to provide an adequate number of gaps in traffic to allow vehicles to enter from a side street. The application of this warrant is identical to that of warrant 1, above.

Number of hours required traffic present = 4
Warrant 2 is NOT SATISFIED.

3. CROSSING PEDESTRIAN TRAFFIC

This warrant is similar to warrant 2, but is intended to identify locations where additional gaps are needed to provide safe pedestrian crossing of a major street. A signal installed solely for pedestrians should use a fully actuated controller and, if in a signal system, be coordinated with that system. A signal installed only under this warrant shall include pedestrian signals. When installed at a midblock location, additional restrictions may apply (See section 4C-5).

Number of hours required traffic present = 0
Warrant 3 is NOT APPLICABLE.

4. SCHOOL CROSSING

An established school crossing may require signal protection if an engineering study reveals that there is less than one gap per minute during the period of crossing usage. The restrictions on signals installed under this warrant are similar to those of warrant 3.

WARRANT 4 IS NOT APPLICABLE.

5. SIGNAL PROGRESSION

A traffic signal may occasionally be used to maintain vehicle grouping in a coordinated system. Such a signal should not be within 1,000 FT of adjacent signalized intersections in the system.

Warrant 5 is NOT APPLICABLE.

6. ACCIDENT PREVENTION

Many traffic signals are installed on the premise of reducing accidents; however, it must be recognized that signals may actually increase some types of accidents. The result is often contrary to the intended goal. Four conditions must be met before a signal is installed solely to reduce accidents:

- (1) There has been five or more accidents of types preventable by traffic signals in the last 12 months;
- (2) at least one volume requirement of warrant 8 must be satisfied;
- (3) traffic progression would not be seriously disrupted, and
- (4) less restrictive solutions have been tried and enforced with unsatisfactory results.

A signal installed solely under this warrant should be traffic actuated.

Total number of accidents = 3
Number of preventable accidents = 2
Accident rate is .8 per million vehicles
Number of warrant 8 volume requirements met = 1
Parts 1 and 2 are NOT SATISFIED.

7. TRAFFIC SYSTEM OPERATION :

Traffic signal control may be used to encourage concentration and organization of vehicles on the major street network. Such a signal may be installed at the intersection of two major routes as defined by section 4C-9 of the MUTCD, with a total volume of 800 vehicles during the typical peak weekday hour, or for five (5) weekend hours.

Warrant 7 is NOT APPLICABLE.

8. COMBINATION OF WARRANTS

In exceptional cases, signal control may be justified where no single warrant is satisfied, but where at least two of warrants 1, 2, or 3 are met when the required volumes are reduced to 80% of normal. Adequate trial of other measures which cause less delay and inconvenience must be tried and enforced first.

Number of warrants satisfied at the 80% level = 1
Volume requirements for warrant 8 are NOT SATISFIED.

9. FOUR HOUR VOLUME WARRANT

This warrant was approved as an amendment to the MUTCD on December 31, 1984. This warrant is similar to warrant 1, except that the required traffic volumes must be present for at least four hours of an average weekday. The traffic volumes required are based on curves (Figures 4-3 & 4-4) shown in the MUTCD.

Warrant 9 is NOT SATISFIED.

10. PEAK HOUR DELAY

This warrant was approved as an amendment to the MUTCD on December 31, 1984. This warrant is intended for application where traffic conditions will cause undue delay to traffic entering or crossing the main street. The peak hour delay warrant is satisfied when the following conditions exist for one hour (any four consecutive 15-minute periods) of an average day:

- (1) The total delay by the traffic on a side street controlled by a stop sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach;
- (2) the volume on the side street equals or exceeds 100 VPH for one moving lane of traffic and 150 VPH for two moving lanes;
- (3) the total traffic volume serviced during 1 hour equals or exceeds 800 VPH for an intersection with four (or more) approaches or 650 VPH for three approaches.

Part 2 -. SATISFIED
Part 3 - SATISFIED

11. PEAK HOUR VOLUME

This warrant was approved as an amendment to the MUTCD on December 31, 1984. This warrant applies to traffic entering from the minor street which encounters undue delay crossing the main street. This warrant is satisfied when the main street and side street traffic volumes satisfy the curves (Figures 4-5 and 4-6) shown in the MUTCD.

Warrant 11 IS NOT SATISFIED.

TABLE 1
TWENTY-FOUR HOUR VEHICULAR TRAFFIC EVALUATION
WARRANTS 1, 2 AND 8

HOUR OF DAY	MAIN ST. VOLUME	SIDE ST. VOLUME	WARRANT 1	WARRANT 2	WARRANT 8 PART 1	WARRANT 8 PART 2
12 AM	102	10				
1 AM	60	10				
2 AM	27	5				
3 AM	33	3				
4 AM	38	4				
5 AM	45	8				
6 AM	167	41				
7 AM	414	71	MAIN	SIDE	MAIN	SIDE
8 AM	601	152	BOTH	BOTH	BOTH	BOTH
9 AM	468	93	MAIN	SIDE	BOTH	BOTH
10 AM	439	60	MAIN	SIDE	MAIN	BOTH
11 AM	377	47	MAIN		MAIN	SIDE
12 PM	395	94	MAIN	SIDE	BOTH	SIDE
1 PM	428	75	MAIN	SIDE	MAIN	BOTH
2 PM	437	69	MAIN	SIDE	MAIN	BOTH
3 PM	452	65	MAIN	SIDE	MAIN	BOTH
4 PM	524	84	MAIN	SIDE	BOTH	BOTH
5 PM	638	69	MAIN	BOTH	MAIN	BOTH
6 PM	746	80	MAIN	BOTH	MAIN	BOTH
7 PM	559	71	MAIN	BOTH	MAIN	BOTH
8 PM	354	44	MAIN		MAIN	SIDE
9 PM	350	41	MAIN		MAIN	
10 PM	307	42			MAIN	SIDE
11 PM	162	31				
REQUIRED VOLUMES: MAIN STREET			350	525	280	420
SIDE STREET			105	53	84	42

NOTE: SIDE STREET VOLUMES SHOWN ARE FOR EACH HOUR'S PEAK APPROACH.

State Route 362
Moreland & Rover-Zetella Road
Spalding Approaches

HOUR OF DAY	**** MAIN STREET ****			**** BIAS PRCNT	**** SIDE STREET ****			INTER- SECTION VOLUME
	TOTAL VOLUME	PEAK DIRECTN			TOTAL VOLUME	PEAK DIRECTN	PEAK VOLUME	
12 AM	102	west		75	19	south	10	121
1 AM	60	west		68	19	north	10	79
2 AM	27	west		56	7	south	5	34
3 AM	33	west		58	6	EVEN	3	39
4 AM	38	east		71	8	EVEN	4	46
5 AM	45	east		76	15	north	8	60
6 AM	167	east		86	80	south	41	247
7 AM	414	east		71	140	north	71	554
8 AM	601	east		72	256	south	152	857
9 AM	468	east		52	133	south	93	601
10 AM	439	east		51	104	south	60	543
11 AM	377	west		53	93	north	47	470
12 PM	395	west		54	145	south	94	540
1 PM	428	west		55	116	south	75	544
2 PM	437	west		53	111	south	69	548
3 PM	452	west		50	126	north	65	578
4 PM	524	west		69	152	south	84	676
5 PM	638	west		69	90	north	69	728
6 PM	746	west		75	90	north	80	836
7 PM	559	west		69	89	north	71	648
8 PM	354	west		62	68	north	44	422
9 PM	350	west		67	67	north	41	417
10 PM	307	west		70	76	south	42	383
11 PM	162	west		59	43	south	31	205

TOTAL INTERSECTION VOLUME IS 10,176

MAIN STREET TOTAL VOLUME IS 8,123
eastBOUND APPROACH IS 3,586 (44 %)
westBOUND APPROACH IS 4,537 (56 %)

SIDE STREET TOTAL VOLUME IS 2,053
northBOUND APPROACH IS 999 (49 %)
southBOUND APPROACH IS 1,054 (51 %)

REPORT PRODUCED SATURDAY, FEBRUARY 17, ²⁰⁰⁰~~1999~~.

COUNTS TAKEN ON MONDAY, JUNE 14, 1999.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE:

**OFFICE: Thomaston
District Three
DATE: 17-May-99**

FROM: *KBR* Keith B. Rohling, P. E., District Traffic Operations Engineer

TO: David Millen, District Pre-Construction Engineer
Attn: Lewis Walker

SUBJECT: S. H. I. P.'s Project Notification

The intersections listed below are part of the top 300 accident locations for District Three. It is requested that the needed improvements for each location be accomplished under a S. H. I. P.'s Project or utilize some other type safety funds.

1. SR 16 & Vaughn/Rover-Zetella Road: Construct left turn lanes on State Route 16 and lower existing hillcrest east of the intersection. All widening should occur on the south side of SR 16. A stop and go traffic signal is recommended in conjunction with the above mentioned work.
2. SR 16 & Old SR 85 Connector: Construct left and right turn lanes on SR 16. All widening should occur on the north side of SR 16.
3. SR 92 & Hilo Road: Construct a left turn lane on SR 92 between Hilo Road and Kingswood Drive. The widening should occur in 6' widths on either side of SR 92. It is further recommended that the existing sag vertical curve be filled-in to allow for better sight distance.
4. SR 362 & Moreland/Rover-Zetella Road: Construct left turn lanes on SR 362 and align Moreland Road with Rover-Zetella Road. The widening should occur in 6' widths on either side of SR 362.

Sketches for each location have been attached.

If you have questions concerning this matter, please contact Ken Reeves at 706-646-6563.

**KBR:KHR:JL
CC: Melinda Boothe
Ken Werho**

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE SHIP **OFFICE** Thomaston
FROM Joe B. Street, District Engineer **DATE** May 25, 1999
TO Meg Pirkle, State Scheduling Engineer
SUBJECT SHIP NOMINATION

The District Three Traffic Operation Office has requested that the proposed projects be reviewed by the SHIP Committee. The proposed intersection improvements are as follows (see attached location maps and additional information):

Site 1

SR 16 at CR 35/Vaughn Road and CR 507/Rover Road in Spalding County: the proposed scope of this project is to add left turn lanes on SR 16 and to lower the existing hill crest east of the intersection.

The estimated preliminary construction cost estimate is \$385,500. The Right-of-Way cost is estimated at \$216,500 with one probable displacement. As proposed all widening will occur on the south side of SR 16 eliminating any possible UST involvement or effects to an existing lake. Possible encroachment to two (2) properties that have "Old Houses" (possible historic) located on them.

Site 2

SR 16 at CR 496/688 in Spalding County: the proposed scope of this project is to add left and right turn lanes on SR 16. It also appears that the vertical alignment east of the intersection will need to be corrected.

The preliminary cost estimates are as follow:

Construction - \$230,000
Right-of-Way - \$242,500



**Department of Transportation
State of Georgia
Thomaston District Office**

February 17, 2000

**Mr. William Wilson
Spalding County
P. O. Box 1087
Griffin, GA 30224-1087**

**RE: SR 362 & Moreland/Rover-Zetella Road
Spalding County**

Dear Mr. Wilson,

As you may or may not know, the above referenced location shall be improved under project STP-000-00(410) scheduled to be let in fiscal year 2005. The recommended improvements consist of the addition of a left turn lane on each State Route 362 approach as well as the alignment of Moreland Road with Rover-Zetella Road.

As a result of the most recent request from the City of Williamson, Representatives Bill Sanders, John Yates, and Mack Crawford the intersection was evaluated for signalization. The study revealed that a signal is not warranted at this time. This is mainly due to the relatively low volume of traffic on State Route 362 (7200 ADT).

If there is any pertinent information that has not been disclosed (i. e. future plans for development in the area), please forward to this office for consideration. Otherwise, the intersection shall be improved as outlined above.

If you have questions concerning this matter, please contact Jeff Legg at 706-646-6560.

**Sincerely,
Glenn Durrence, P. E.
District Engineer**


**BY: Keith B. Rohling, P. E.
District Traffic Operations Engineer**

KBR:JL

**Cc: Henry Gold, Mayor, City of Williamson
Bill Sanders, Representative - District 107
John Yates, Representative - District 106
Mack Crawford, Representative - District 129**



Department of Transportation

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

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DEPUTY COMMISSIONER
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TREASURER
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March 17, 2000

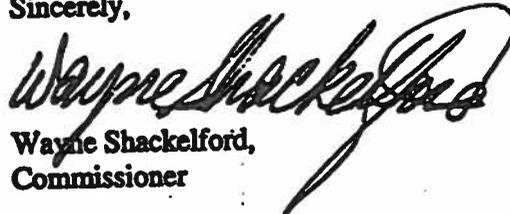
Honorable Henry Gold
Mayor, City of Williamson
P.O. Box 9
Williamson, GA 30292

Dear Mayor Gold:

I have received your recent correspondence requesting a safety and needs study of the intersection of SR 362 at Moreland Road /Rover-Zetella Road. This follows a letter from Representatives John Yates, Bill Sanders, and Mack Crawford requesting an evaluation of the same intersection. The District 3 Traffic Operations Engineer has previously completed a study of this intersection and recommended a safety project. The project is in the Department's current Construction Work Program for preliminary design in FY 2003 and construction in FY 2005.

If you have any questions, please contact the District 3 Traffic Operations Engineer, Keith Rohling, at 706-646-6557.

Sincerely,



Wayne Shackelford,
Commissioner

WS:KG

CC: Representative John Yates (District 106)
Representative Bill Sanders (District 107)
Representative Mack Crawford (District 129)
Keith Rohling, District Traffic Engineer

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**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE Spalding County

OFFICE Thomaston
 Traffic Operations

DATE January 14, 1999

FROM Joe B. Street, District Engineer

TO M. G. Waters III, P.E. State Traffic Operations Engineer

SUBJECT: **RESPONSE TO INTERSECTIONS WITH IMPROVEMENT POTENTIAL – 1997**

Location: State Route 362 @ Moreland Road, M.P. 1.54
9 Accidents, 10 Injuries, 0 Fatalities
Total Index: 16.78, ADT: 6,950
Category: Rural Unsignalized

Preliminary study of the above intersection indicates the following:

- Further study is required. District will complete a detailed study to be completed by April 15, 1999.
- Study completed and recommendations shown below or attached.
- Report previously submitted, dated
- Project programmed, under construction, or completed.
- No improvements are recommended as explained briefly below.
- Accident data is not valid as explained below.

Recommendations/Explanations:

This office found six accidents at this intersection. It is our that the intersection with Rover Zetella Road be aligned with this intersection.

Number Lanes : 0154
 Travel Width : 02
 Truck % : 024
 94 ADT, 95 ADT : 008000, 007600
 Access Control: UNCONTROLLED
 Paces rating : 67 (1996)
 Truck Route : NO
 Accident Data : CALL T&S
 Right of Way : EST-060
 Speed Limit : 55
 Left shd width: 02
 Rgt shd width: 02
 District : THOMASTON

Add.Lane lf: NONE
 Add.Lane rt: NONE
 Road system: RURAL MAJOR COLLECTOR
 Int RD Name: MORELAND RD
 Type Signal: NONE
 Inv Year : 98
 Yr.Improved: 98
 Type Improv: UNDER CONSTRUCTION
 Surface Typ: ASPHALT CONCRETE
 Pop Density: RURAL OUTSIDE INCORP AREA
 Operation : TWO WAY (NON RESTRICTED)
 Description: CRX 050700
 Lft Shd Typ: BIT.CONCRETE (HIGH)
 Rgt Shd Ttp: BIT.CONCRETE (HIGH)
 Contact : Melanie Evans GIST 256-1063

advance, =go back, ... + ... manit;

66

9-Acc.

10-111.

ROVER-ZETELLA ROAD

SR 362

ACCIDENT SUMMARY

1711 TOTAL: 6

2 RE

2 SS OFF. DIR.

1 RA

1 LT

1718 TOTAL: 3

1 RA

1 LT

1 SS OFF. DIR.

ACCIDENT DIAGRAM
SR 362 @ MORELAND RD.
STANDING COUNTY
NO SCALE

NORTH

1-20-98
0130

8-10-97
1517

0-15-77
1022

1-21-98
1335

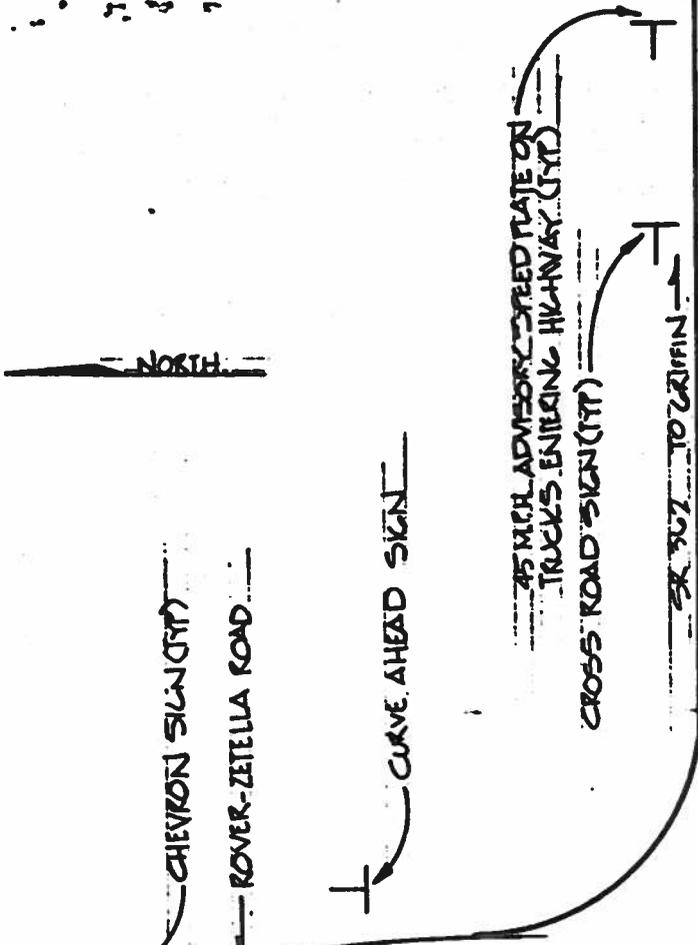
5-15-77
1315

1-19-77
1354

3-16-77
1314

5-11-97
2235

MORELAND ROAD



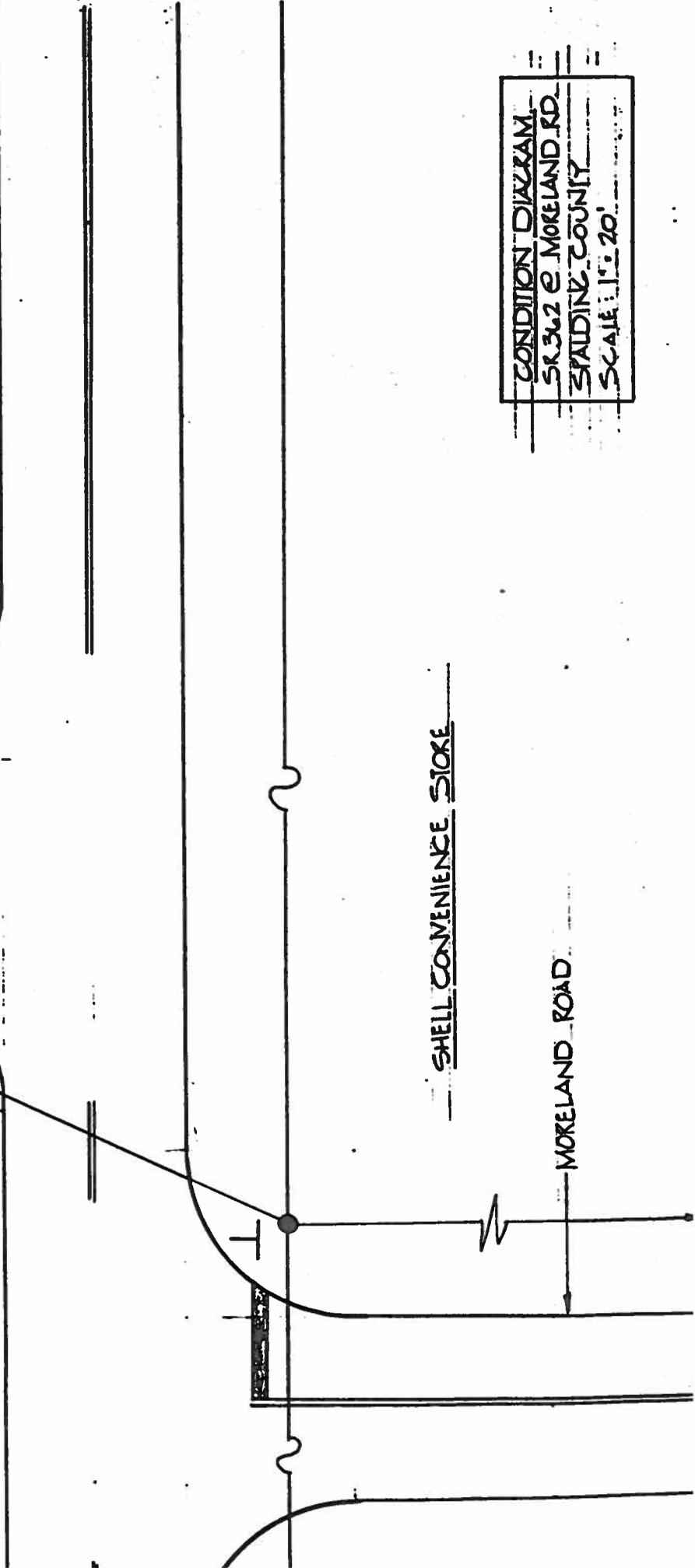
BUE CIRCLE CONCRETE COMPANY
 ≈ 2 MILES NORTH OF INTERSECTION

OLD VACANT BRICK BUILDING

-2%

STOP SIGN (17T)

SR 302 TO GRIFFIN



SHELL CONVENIENCE STORE

MORELAND ROAD

CONDITION DIAGRAM
 SR 302 @ MORELAND RD.
 SPALDING COUNTY
 SCALE: 1" = 20'