

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

**FILE:** STP-0001-00(894), Chatham County  
P.I. No.: 0001894  
SR 26/US 80 at CS 503/3<sup>rd</sup> Street

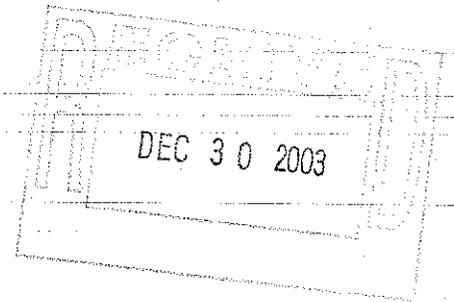
**OFFICE:** Traffic Safety and Design

**DATE:** December 29, 2003

*Phillip M. Allen* (KB)

**FROM:** Phillip M. Allen, State Traffic Safety & Design Engineer

**TO:** Gary D. Priester, District Engineer – Jesup  
ATTN: Tony Collins



**SUBJECT: APPROVED CONCEPT REPORT**

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

This project consists of the installation of a stop and go traffic signal, with modifications to the shopping center drive that will reflect 3 lanes; one entrance lane and two exit lanes (shared left-turn/through and a separate right-turn lane). In addition, there will be grade reduction to eliminate the "abrupt valley" from the modified drive to the parking lot. This gradual grade transition will create a level plateau with storage for at least one car on the approach. Also the Type A adjacent median turn lane will be converted to a Type B median turn lane.

The Office of Traffic Safety and Design has assigned Kathy Bailey as Project Manager. The preliminary engineering, including *environmental documentation*, will be handled under our consultant design contract.

Should you have any questions, please contact Kathy Bailey at 404-635-8134 or Kevin Stefanik at 404-635-8125.

PMA:KMS

Attachments

- cc: Paul Mullins, letter only
- Tom Turner
- David Mulling
- Meg Pirkle
- Percy Middlebrooks
- Harvey Keepler
- ATTN: Gail D'Avino
- Ollie Lindell,
- General Files

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

**PROJECT CONCEPT REPORT**

**CHATHAM COUNTY  
CITY OF GARDEN CITY  
STP-0001-00(894)**

FEDERAL ROUTE NO: 80

STATE ROUTE NO: 26

GADOT P.I. NO: 0001894

**SEE ATTACHED  
LOCATION SKETCH**

Date of Report: 2-December-2002

RECOMMENDED: 12-4-02  
DATE

*Phillip M. Allen*  
STATE TRAFFIC SAFETY & DESIGN ENGINEER

RECOMMENDED: 4/10/03  
DATE

*George Pitt*  
DISTRICT ENGINEER

RECOMMENDED: 10/2/03  
DATE

*Paul M. Walker*  
CHIEF ENGINEER

APPROVED: 10-2-03  
DATE

*David Coleman*  
COMMISSIONER

HUTCHINSON

SR 26 at  
3rd Street  
Chatham County

CERTAIN-TEED  
PRODUCTS CORP.



21 SPUR

M 4056

Canal

JOHNS MANVILLE  
CORP.

UNION CAMP  
CORP.

15

ADD SR 25  
0.13 MILE

CONN.

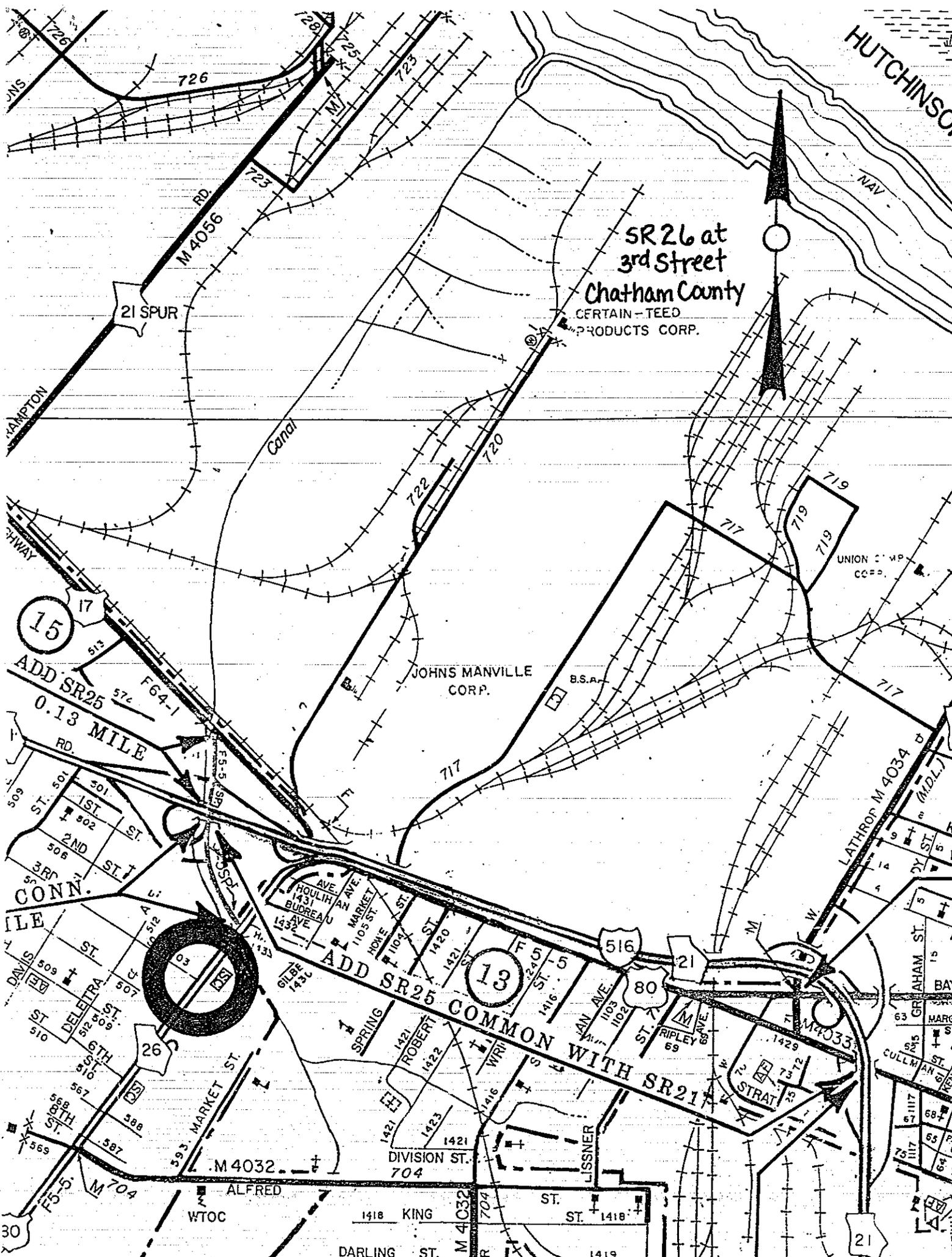
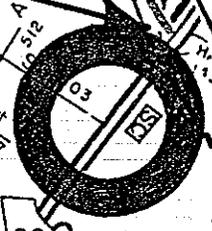
ADD SR 25  
COMMON WITH SR 21

13

516

80

21



**PROJECT CONCEPT REPORT**

**P.I. No.:** 0001894

**Project No.:** STP-0001-00(894)      Garden City, Chatham County

**Route No.:** SR 26/US 80 @ CS 503/3<sup>rd</sup> Street

**Location:** The intersection of SR 26/US 80 @ 3<sup>rd</sup> Street is located 0.08 miles within the eastern City Limits of Garden City and 0.29 miles west of the City Limits of Savannah in Chatham County.

**Description:** A stop and go traffic signal will be installed at the subject intersection. Also the shopping center drive will be modified to reflect 3 lanes; one entrance lane and two exit lanes (shared left turn/through and a separate right turn lane). In addition, there will be grade reduction to eliminate the "abrupt valley" from the modified drive to the parking lot. This gradual grade transition will create a level plateau with storage for at least one car on the approach. Also the type A adjacent turn lanes will be converted to a type B offset left turn lanes.

**Traffic – Current ADT:** SR 26/ US 80 ----- 21,500 (1999 ADT)  
CS 503/3<sup>rd</sup> Street ----- 1,210 (1999 ADT)

**Existing Typical:** SR 26: Four 12-foot travel lanes, two in each direction with curb and gutter and five-foot sidewalk, with 12-foot turn lanes.

CS 503/3<sup>rd</sup> Street: Two -12-foot travel lanes one in each direction with curb and gutter.

**Existing Right of Way:** SR 26/US 80 ----- 100'(Estimated)  
CS 503/3<sup>rd</sup> Street----- 40'(Estimated)

**Existing Traffic Control:** CS 503/3<sup>rd</sup> Street is controlled with a stop sign and a stop bar.

**Existing Major Structures:** None.

**Statement of Need & Purpose:** The purpose of this project is to improve the safety and operation of the intersection of SR26/US 80 @ CS 503/3<sup>rd</sup> Street in the City of Garden City. State Route 26/US 80 is a major east-west arterial from Dublin to Statesboro, and continues to Interstate 95 before reaching Garden City. Third Street aligns with the West Side Shopping Center main entrance. An analysis of the accident history of the subject intersection revealed eight accidents for the period of January 2000 through February 2001, with four being angle intersecting; two rear-end collisions and two head-on collisions. Therefore, it is recommended that a stop and go traffic signal be installed to help to alleviate the accidents caused by difficult crossing and turn maneuvers. In addition to the signal, it is also recommended that the eastern drive of the West Side shopping center be closed in order to concentrate the exiting traffic to the proposed signalized intersection. The main drive of the shopping center will be modified to reflect one entrance lane, a shared left turn/through lane and a separate right turn lane. The grades at the main drive will also be adjusted to

eliminate the existing "abrupt valley" between the drive and the parking. This grade adjustment will create a level plateau with storage for at least one car on the approach. Also the existing type A adjacent turn lanes will be modified to be type B offset turn lanes in order to improve sight distance for motorists that are making left turns.

**Bicycle & Pedestrian Considerations:** Several pedestrians were observed during the peak hour of study at this intersection. Most were observed crossing the shopping center driveway on the south side of SR 26/US 80.

**Length:** 0.20 miles

**Termini:** - SR 26/US 80 - CS 503/3<sup>rd</sup> Street -

**From M.P.:** 11.88 0.00

**To M.P.:** 12.03 0.05

**PDP Class:** Minor Existing

**Functional Class:** SR 26/US 80 ----- Urban Arterial Road  
CS 503/3<sup>rd</sup> Street ----- Local Street

**Max Degree of Curve:** +/- 1 Degrees

**Max Grades:** +/- 1 %

**Design Speed:** SR 26/US 80 ----- 35 mph  
CS 503/3<sup>rd</sup> Street ----- 25 mph

**Proposed Typical Section:** SR 26: Four 12-foot travel lanes, two in each direction, with curb and gutter and five-foot sidewalk, in both eastbound and westbound directions and with 12-foot left turn lanes in both directions. Existing type A adjacent turn lanes will be converted to a type B offset turn lanes.

CS 503/3<sup>rd</sup> Street: Will remain as is

**Proposed Major Structures:** None.

**Type Access:** By Permit.

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

**Right-of-Way Requirement:** The Georgia Department of Transportation shall be responsible for the acquisition of all Required Right-of-Way for this project.

**Utilities:** Chatham County shall be responsible for all public utility adjustments.

**Estimated Cost:**

<u>Item</u>	<u>Total Amount</u>	
	<u>Federal/State</u>	<u>Local Gov't</u>
R/W -----	12,985	
Utilities -----		0
Estimated LGPA Total -----	\$ 12,985	
Construction -----	\$ 100,787	
Traffic Signal -----	\$ 50,000	
Railroad Equipment -----	\$ 0	
E & C 10% -----	\$ 15,078	
Total Construction -----	\$ 165,865	

**Permits Required:** Traffic Signal

**Level of Environmental Analysis:** Categorical Exclusion is anticipated

**Level of Public Involvement:** None.

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

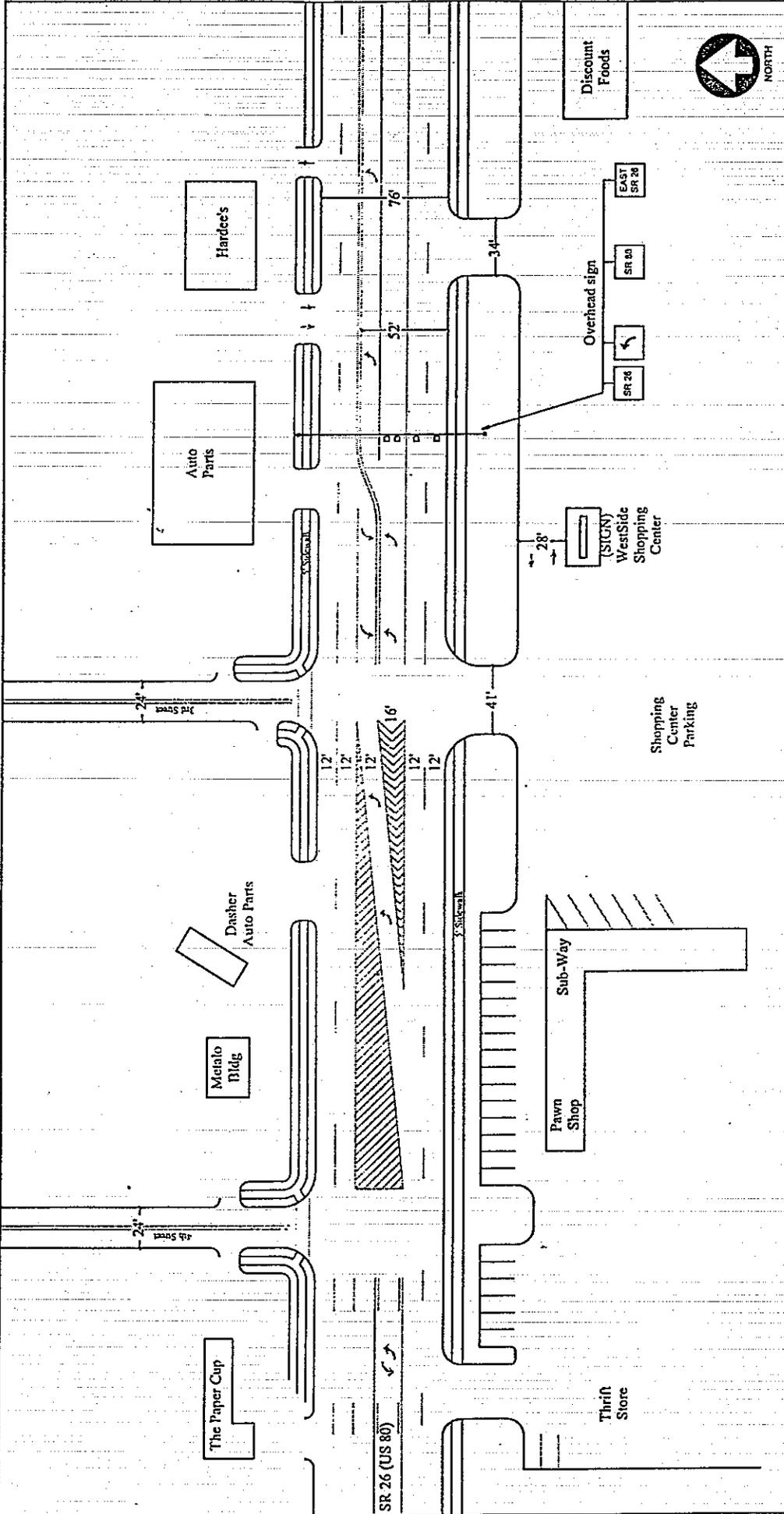
**Design Variances Required:** None.

**Alternatives Considered:** None

**Comments:** None

**Prepared By:**

**Charity Boyd  
CET**



**Existing Conditions Diagram**

**Georgia Department of Transportation**  
 TE Studies No.: 0000-00(616) - Signals  
 URS Project No.: 14142-031-1152

SR26 (US 80) @ 3rd Street  
 Chatham County, District 5

  
 URS CORPORATION  
 215 PEACHTREE STREET, NORTH TOWER, SUITE 2000  
 ATLANTA, GEORGIA 30303  
 TEL: (404) 883-8800 FAX: (404) 876-7797



## Nov-02 Itemized Cost Estimate

Garden City  
Chatham County  
SR 26 at 3rd Street

Item No.	Item Description	Unit	Quantity	Unit Price	Total
<b>Overlay</b>					
402-3113	1.5-inch "E"	ton	272	\$ 39.73	\$ 10,806.56
402-3190	2-inch "B"	ton	369.1	\$ 36.71	\$ 13,549.66
432-5010	Mill Asph. Conc. Pvmnt	SY	3111.111	\$ 1.70	\$ 5,288.89
413-1000	Tack Coat	gallon	32.7	\$ 0.86	\$ 28.12
402-1812	Leveling	ton	136	\$ 35.32	\$ 4,803.52
<b>5-foot Concrete Sidewalk</b>					
441-0104	4-inch	SY	18.8	\$ 22.43	\$ 421.68
<b>Concrete Curb &amp; Gutter</b>					
441-6022	6"x30"	LF	34	\$ 10.24	\$ 348.16
<b>Concrete Median</b>					
441-0754	7.5 -inch	SY	601	\$ 36.35	\$ 21,846.35
<b>Traffic Signal</b>					
		LS			\$ 75,000.00
634-1200	Right of Markers	EA	8	\$ 75.03	\$ 600.24
<b>Drainage</b>					
		LS			\$ 25,000.00
<b>Traffic Control</b>					
		LS			\$ 10,000.00
<b>Signing</b>					
		LS			\$ 5,000.00
<b>Marking</b>					
653-0120	Arrow Type 2	EA	3	\$ 63.47	\$ 190.41
653-0130	Arrow Type 3	EA	1	\$ 95.15	\$ 95.15
653-1501	Solid 5" White	LF	160	\$ 0.25	\$ 40.00
653-1502	Solid 5" Yellow	LF	1240	\$ 0.23	\$ 285.20
653-1704	Solid 24" White	LF	120	\$ 4.06	\$ 487.20
653-3501	Skip 5" White	LF	170	\$ 0.17	\$ 28.90
653-3502	Skip 5" Yellow	LF	1100	\$ 0.19	\$ 209.00
653-6006	Traffic stripe yellow	SY	167	\$ 2.13	\$ 355.71
653-6004	Traffic stripe white	SY	400	\$ 2.20	\$ 880.00
653-1804	8"stripe white	LF	272	\$ 1.92	\$ 522.24
<b>GRAND TOTAL</b>					<b>\$ 175,787.00</b>

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: Chatham County, Garden City      OFFICE: Atlanta - TMC  
SR 26/US 80 @ Third St./  
Westside Shopping Center      DATE: July 30, 2001

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

TO: Gary D. Priester, District Engineer, Jesup  
ATTN: Ollie Lindell, District Traffic Engineer

SUBJECT: Permit for Stop and Go Traffic Signal

Attached for further handling is a permit for a stop and go traffic signal located at the intersection of State Route 26/US 80 and Third Street/Westside Shopping Center in Garden City, Chatham County. This traffic signal will be installed in a proposed safety project. It is also recommended that the eastern driveway to the shopping center driveway for one entrance and two exit lanes (shared left-turn/through and a separate right turn lane). The driveway modification needs to include a lesser percent grade down into the parking lot with a better transition at the curb line, eliminating the "deep valley" section and a level plateau with storage for at least one car on the approach. Please keep a copy of this permit for your files and send a copy to Chatham County.

If you should have any questions regarding this matter, please feel free to contact this office.

MGW:MRB  
Attachments  
cc: Chuck Hasty

DEPARTMENT OF TRANSPORTATION

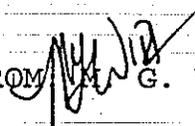
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: Chatham County, Garden City  
SR 26/US 80 @ Third St./  
Westside Shopping Center

OFFICE: ATLANTA - TMC

DATE: July 17, 2001

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

TO: David Studstill, P.E., Director of Operations

SUBJECT: Permit for Stop and Go Traffic Signal

Attached for your consideration is a permit to install a stop and go signal at the intersection of State Route 26/US 80 and Third Street in Garden City, Chatham County. State Route 26 (US 80) is a multi-lane roadway in a metro suburban area with commercial and retail shops along its route through Garden City. The posted speed limit on State Route 26 (US 80) is 35 MPH. Third Street is a twenty-four foot wide, two lane city street that aligns with the West Side Shopping Center main entrance driveway. This forty-one foot wide entrance driveway serves the shopping center that includes a theater and other retail shops. The Chatham County bus system uses the shopping center drive opposite Third Street for the turn around for its route from downtown Savannah.

An MUTCD Warrant Analysis showed that Warrant two (Interruption of continuous traffic) was met, Warrant nine (Four hour volumes) was met, and Warrant eleven (Peak hour volume) was also met.

It is recommended that Chatham County be issued a permit to install a stop and go signal at the intersection of State Route 26/US 80 and Third Street. **This traffic signal will be installed in a proposed safety project.** It is also recommended that the eastern driveway to the shopping center be closed in order to concentrate exiting traffic at the signalized driveway and reconfigure the shopping center driveway for one entrance and two exit lanes (shared left-turn/through and a separate right turn lane). The driveway modification needs to include a lesser percent grade down into the parking lot with a better transition at the curb line, eliminating the "deep valley" section and a level plateau with storage for at least one car on the approach.

A permit is attached for your signature.

MGW:MRB  
Attachments

DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

252  
6/22/01  
SR 26/US 80 @  
3rd Street/W.  
Side Shopping Cen  
Garden City, Chatham

**FILE:** STP-0000-00(516) P.I. No. 0000516  
W.O. 1051 Effingham  
W.O. 1152 Chatham  
**OFFICE:** Jesup, Georgia  
**DATE:** June 18, 2001

**FROM:** Ollie Lindell, District Traffic Engineer *O.L.*

**TO:** Mr. Marion G. Waters, III, P.E., State Traffic Operations Engineer – TMC  
Atlanta, Georgia  
**ATTN:** Del Clippard

**SUBJECT:** TRAFFIC ENGINEERING STUDY REVIEWS

The Traffic Engineering Studies for the above referenced locations have been reviewed by this office and signed for recommendation with the following exceptions:

- 1) W.O. 1152 Chatham: recommended Option 1, and to cut back nose point of median to allow for greater turning radii for vehicles from the side street.

The original signal reports are attached for your further handling.

Please advise if you need any additional information from this office.

OL:goa:trmg

COPY: Allen Troha, T.O.  
Michael Hall, T.O.

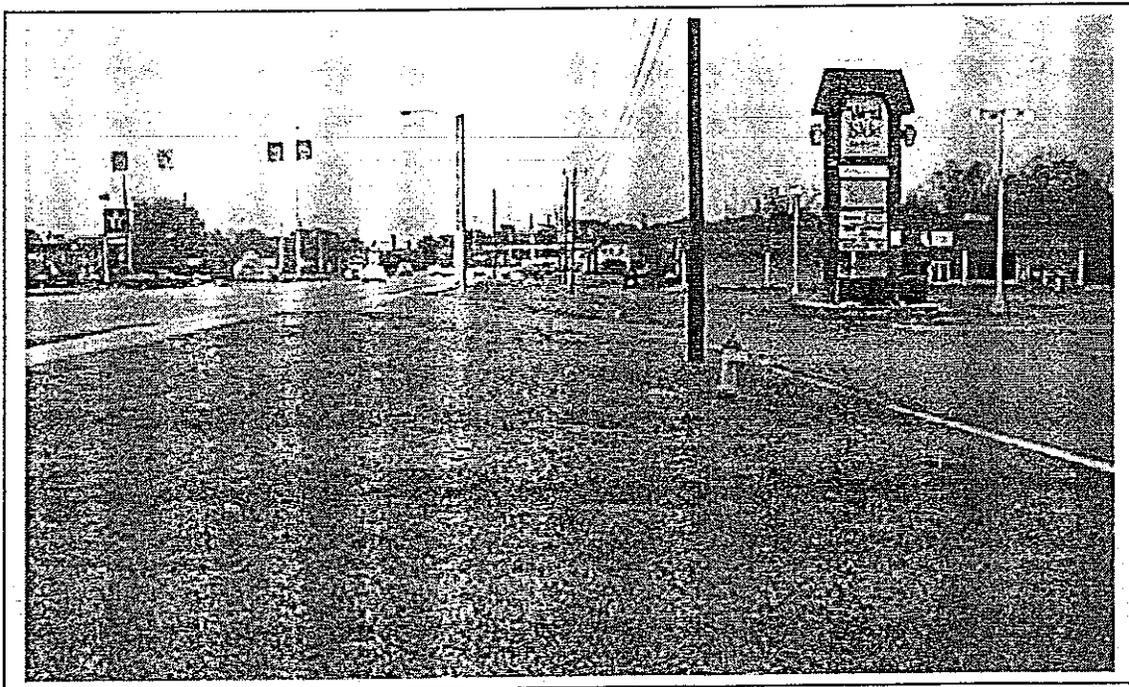
**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
LEVEL 2 TRAFFIC ENGINEERING STUDY  
PROJECT No. STP-0000-00(516) ALL/STATEWIDE, P.I. No. 0000516 – W.O. 1152  
FINAL SUBMITTAL DATE: 06/07/01**

**LOCATION:** State Route 26/U.S. 80 at 3rd Street in Garden City, Georgia

**COUNTY:** Chatham

**REASON FOR INVESTIGATION:** Requested by Chatham County to determine if there is a traffic capacity or safety problem at the intersection.

**GENERAL DESCRIPTION:** State Route 26 (US 80) is a major East-West arterial from Dublin to Statesboro, and continues to Interstate 95 before reaching Garden City, Georgia. It then terminates at US 17, that runs parallel to Interstate 16 and services the City of Savannah, Georgia. In the vicinity of the study site, S.R. 26 (US 80) has a curb and gutter with a five (5) foot sidewalk on both sides. S.R. 26 (US 80) in this area is a multi-lane road in a metro suburban area with commercial and retail shops along its route through Garden City. Third Street is a 24-foot wide, two-lane City street with curb and gutter on both sides. Third Street aligns with the West Side Shopping Center main entrance driveway. This 41-foot wide entrance driveway serves the shopping center that includes a theater and other retail shops. The Chatham County "CHAT" bus system uses the shopping center drive opposite 3<sup>rd</sup> Street for the turn around for its route from downtown Savannah.



Looking east along S.R. 26 right-of-way, showing Shopping Center driveway

**SIGHT DISTANCE:** Sight distance for motorists turning from State Route 26 into 3<sup>rd</sup> Street and into the shopping center drive is adequate, as is the sight distance for traffic on the 3<sup>rd</sup> Street and shopping center approaches.

**EXISTING TRAFFIC CONTROL:** At the subject intersection, 3<sup>rd</sup> Street is controlled by a stop sign and the shopping center drive must stop before crossing or turning onto S.R. 26. The DOT indicated that the signal system along the S.R. 26 corridor was installed about two years ago, with interconnect between five (5) signals in the system. Although the 3<sup>rd</sup> Street intersection is not currently signalized, the DOT may have installed loops at the entrance driveway to the Shopping center when the project was constructed.

**VEHICLE VOLUMES:** The most recent (1999) GDOT vehicle volume count on S.R. 26 near the intersection showed an Average Annual Daily Traffic volume of 21,235 vehicles per day.

Peak hour turning movement counts were made at the intersection, as well as twenty-four hour approach counts for conducting a signal warrant analysis. The following table shows the approach volumes recorded during March 2001.

Approach Direction	Approach Volumes (ADT)
Eastbound on S.R. 26	11,698
Westbound on S.R. 26	10,700
Southbound on 3 <sup>rd</sup> Street	1811
Northbound on Shopping Ctr.	N/A

Peak-hour turning movement and 24-hour road-tube count sheets are attached. (See Appendix)

**QUEUE DELAY:** No backups or excessive delay was observed at this intersection.

**VEHICULAR SPEEDS:** The posted speed limit on State Route 26 (US 80) is 35 miles per hour. No measurements were made to determine the 85<sup>th</sup> percentile speeds.

There is no speed limit posted on 3<sup>rd</sup> Street, but speeds appear to be in the 25 mph range.

**PEDESTRIAN MOVEMENTS:** Several pedestrians were observed during the peak hour study at this intersection. Most of the pedestrians were noted during the AM peak count, crossing the shopping center driveway on the south side of S.R. 26. A total of 24 pedestrians were observed making this movement during the A.M. peak hour, and 15 in the P.M. peak.

**PARKING:** There is no parking along any of the approaches of this intersection.

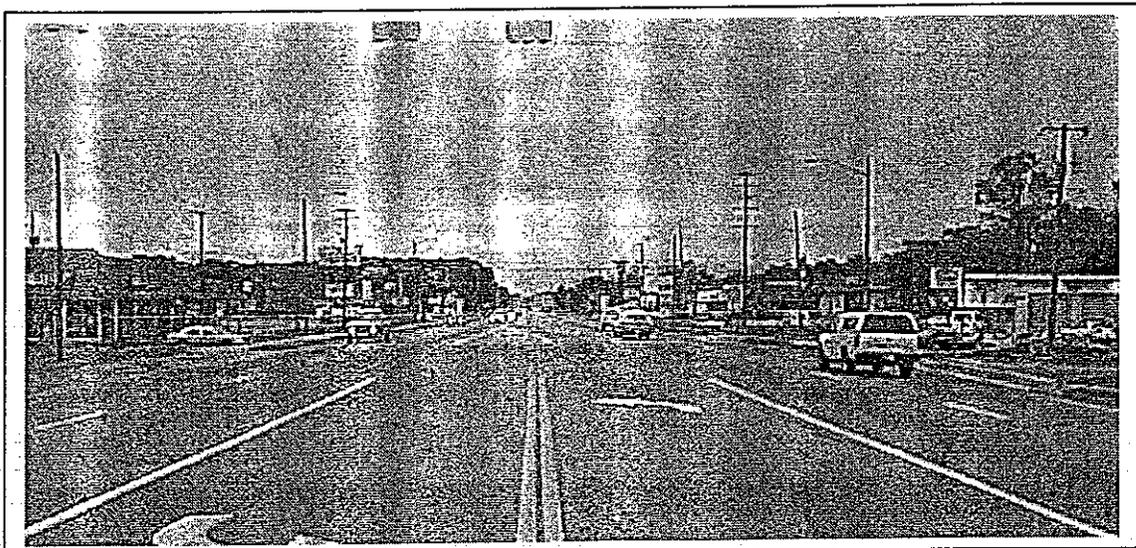
**ACCIDENT HISTORY:** Accident records from the Garden City Police Department were reviewed for the previous 12-month period (April 2000 – March 2001). A total of

eight (8) accidents were reported at this intersection during that period. Of the 8 accidents, four (4) were the angle-intersecting type that are considered correctable by a stop-and-go traffic signal.

**ADJACENT SIGNALIZED INTERSECTIONS:** The nearest signal to the west is located at Alfred Street, approximately 1675 feet from the subject intersection. The nearest signal to the east is located at Burnsed Boulevard and Haslem Street, approximately 600 feet east of the 3<sup>rd</sup> Street intersection.

**OTHER INFORMATION:** Motorists turning into 3<sup>rd</sup> Street must compete with the existing two lanes of westbound traffic on S.R. 26 prior to making their turns. Motorist traveling west on S.R. 26 are confronted with two lanes of traffic eastbound on S.R. 26 prior to making their left turn movement. Motorists crossing S.R. 26 from 3<sup>rd</sup> Street to the shopping center, however, have a more difficult maneuver, since they must cross seventy six (76) feet of paving on S.R. 26 and six lanes of traffic. The volume of traffic making the crossing movement between 3<sup>rd</sup> Street and the shopping center is relatively low during the A.M. and P.M. peak hours. The left turns from the shopping center drive to travel west on SR 26 have a more difficult maneuver. This is caused mainly by the configuration of the turn lanes on SR 26 for 3<sup>rd</sup> Street. Motorists leaving the shopping center drive pull out onto SR 26 and travel or wait in the "white hatched area" until they get an opening on SR 26 to continue westbound. This maneuver is not a safe situation for the motorist. Several cars were observed doing this during the peak hours. Also the drive into the shopping center is on a steep grade with a sag vertical at the gutter line onto SR 26. This sag causes motorists to slow during their turning movements onto and away from SR 26.

Based upon information from the DOT, the turn lanes were installed on State Route 26 to serve 3<sup>rd</sup> Street and the Shopping Center. These were completed within the last two (2) years.



Looking west on S.R. 26, showing turning lanes at Shopping Center/3<sup>rd</sup> Street Intersection

**WARRANT ANALYSIS:** During the hours counted, traffic volumes satisfied Warrant 2 (Interruption of Continuous Traffic, 12 hours), Warrant 9 (Four Hour Volume Warrant), warrant 10 (Peak Hour Delay) and Warrant 11 (Peak Hour Volume).

**CONCLUSIONS:** Based on the data gathered in this study, this intersection meets warrants 2, 9, 10 and 11.

**RECOMMENDATIONS:** An actuated traffic signal should be installed at this intersection, with left-turn phases on both the eastbound and westbound S.R. 26 approaches. This signal should be interconnected with the signal system already in place along S.R. 26. It is also recommended that a median be installed as shown in Recommended Improvement - Option 1 in the Appendix. This should also include closing the eastern driveway to the shopping center, in order to concentrate exiting traffic at the signalized driveway, and reconfiguring the shopping center driveway for one entrance and two exit lanes (shared left-turn/through and a separate right-turn lane). The driveway modification needs to include a lesser percent grade down into the parking lot with a better transition at the curb line, eliminating the "deep valley" section, and a level plateau with storage for at least one car on the approach. Option 2 shows the recommended signal installation configuration if the recommended median on S.R. 26 is not constructed.



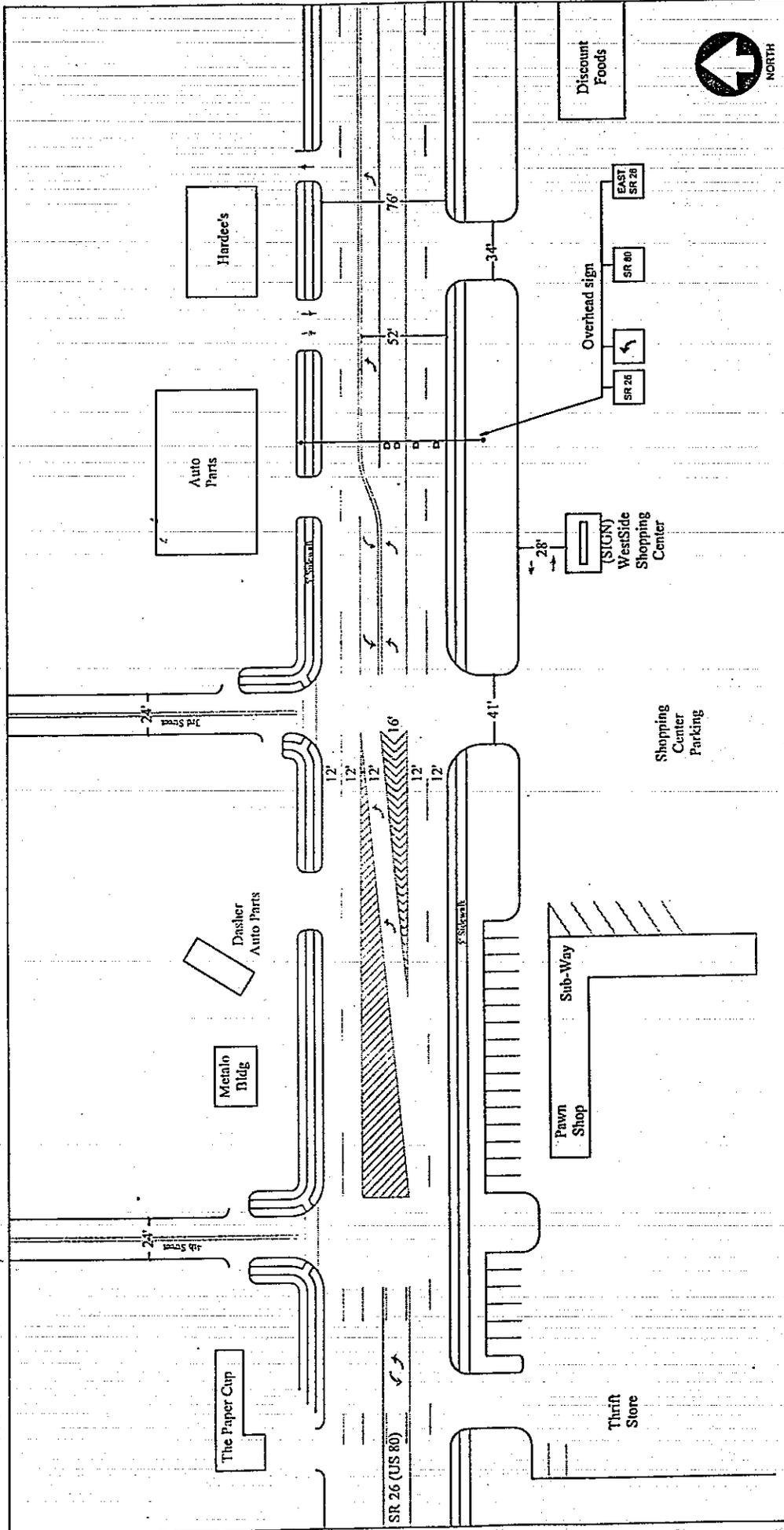
Dist. 5 recommends  
Option 1. Recommend  
cutting back of median  
nose-point to allow  
greater left turn radii  
from side streets.  
O.L. 6-18-01

PREPARED BY: Abdul K. Amr DATE 6/7/01  
URS Corporation  
RECOMMENDED BY: Ollie Lindell DATE 6-18-01  
District Traffic Engineer  
RECOMMENDED BY: Marion H. [Signature] DATE 7-23-01  
State Traffic Operations Engineer  
APPROVED BY: O. J. [Signature] DATE 7/23/01  
Director of Operations

## APPENDIX

**LOCATION MAP**

**EXISTING CONDITIONS**



Existing Conditions Diagram

Georgia Department of Transportation  
 TE Studies No.: 0000-00(516) - Signals  
 URS Project No.: 14142-031-1152

SR26 (US 80) @ 3rd Street  
 Chatham County, District 5

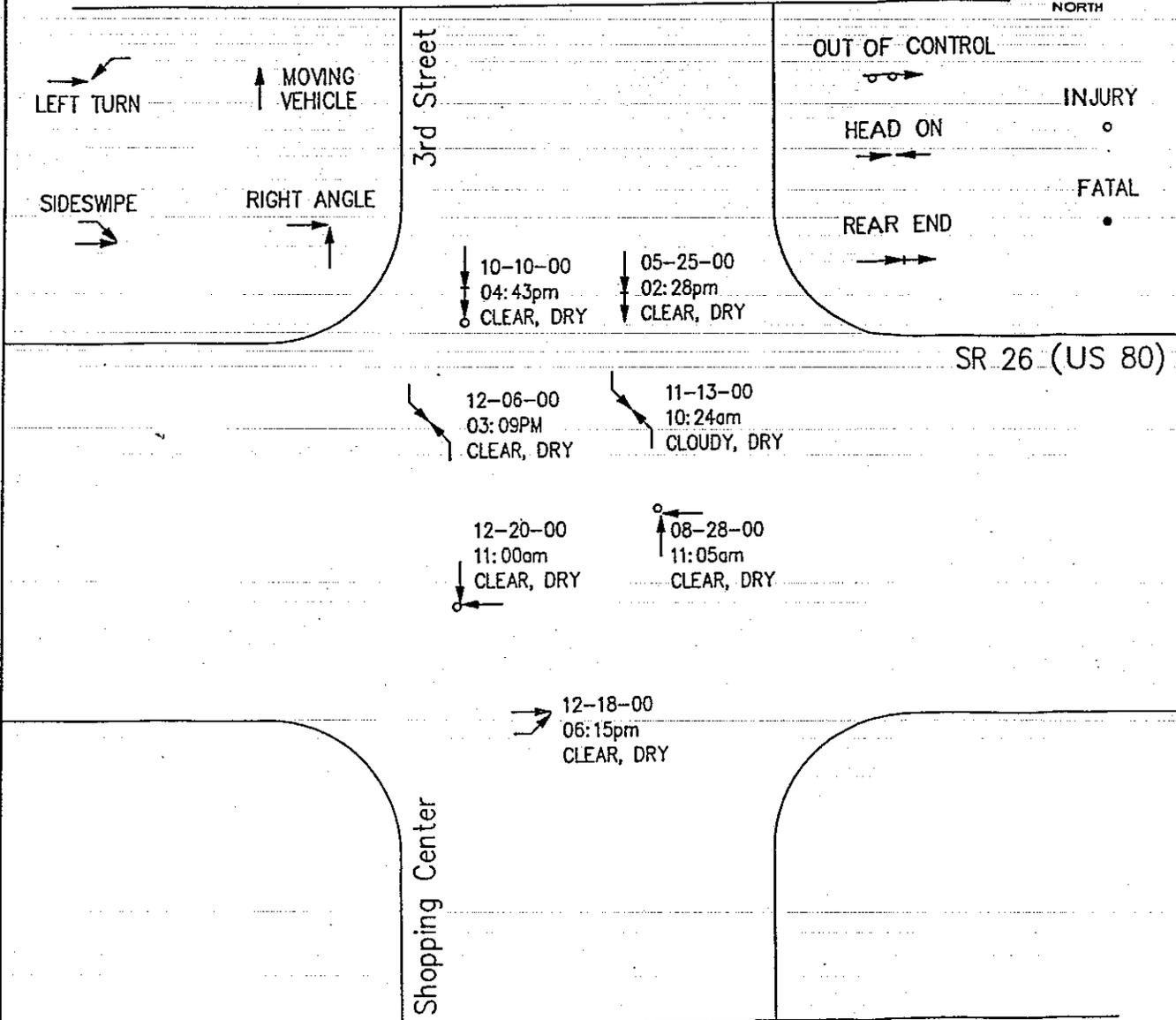


URS CORPORATION  
 333 PEACHTREE STREET, NORTH TOWER, SUITE 2000  
 ATLANTA, GEORGIA 30303  
 TEL: (404) 881-8100 FAX: (404) 876-7777

## COLLISION DIAGRAM

# Collision Diagram

2000



ROAD	ACC	TIME	ACC	TYPE	ACC	ACCIDENT SEVERITY	ACC
DRY	7	0600-1000	0	SIDESWIPE	1	FATAL	0
WET	0	1000-1600	5	REAR END	2	NONFATAL	3
ICY	0	1600-1900	2	RT. ANGLE	2	PROP DAM.	4
TOTAL	7	1900-2400	0	LEFT TURN	2	TOTAL	7
		2400-0600	0	LST CONTROL	0		
		TOTAL	7	COMBINATION	0		
				TOTAL	7		
SEASON	ACC	WEATHER	ACC				
WINTER (Dec-Feb)	3	CLEAR	6				
SPRING (Mar-May)	1	CLOUDY	1				
SUMMER (June-Aug)	1	RAIN	0				
FALL (Sept-Nov)	2	FOG	0				
TOTAL	7	SNOW	0				
		TOTAL	7				

Georgia Department of Transportation  
 TE Studies No.: 0000-00(516) - Signals  
 URS Project No.: 1414-2-031-1152

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SR 26 (US 80) @ 3rd Street  
 Chatham County, District 5

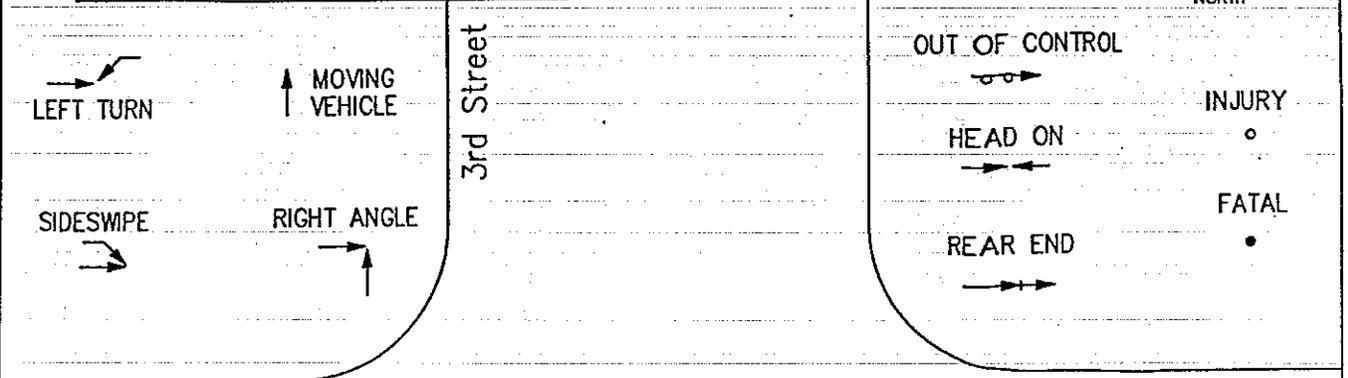
FROM: 01/01/00  
 TO: 12/31/00

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**URS**  
 URS CORPORATION  
 235 PEACHTREE STREET, NORTH TOWER, SUITE 2000  
 ATLANTA, GEORGIA 30303  
 TEL: (404) 884-8000 FAX: (404) 876-7777

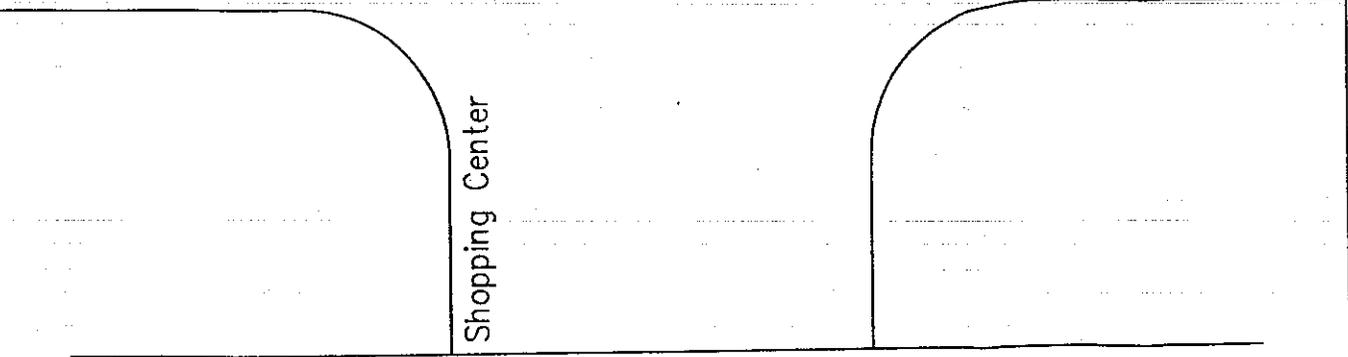
# Collision Diagram

2001



SR 26 (US 80)

02-05-01  
06:44pm  
CLEAR, DRY



ROAD	ACC	TIME	ACC	TYPE	ACC	ACCIDENT SEVERITY	ACC
DRY	1	0600-1000	0	SIDESWIPE	0	FATAL	0
WET	0	1000-1600	0	REAR END	0	NONFATAL	1
ICY	0	1600-1900	1	RT. ANGLE	0	PROP. DAM.	0
TOTAL .....	1	1900-2400	0	LEFT TURN	1	TOTAL .....	1
		2400-0600	0	LST CONTROL	0		
		TOTAL .....	1	COMBINATION	0		
<u>SEASON</u>	<u>ACC</u>			TOTAL .....	1		
WINTER	1	<u>WEATHER</u>	<u>ACC</u>				
(Dec-Feb)		CLEAR	1				
SPRING	0	CLOUDY	0				
(Mar-May)		RAIN	0				
SUMMER	0	FOG	0				
(June-Aug)		SNOW	0				
FALL	0	TOTAL .....	1				
(Sept-Nov)							
TOTAL .....	1						

Georgia Department of Transportation  
TE Studies No.: 0000-00(518) - Signals  
URS Project No.: 141-42-031-1152

SR 28 (US 80) @ 3rd Street  
Chatham County, District 5

FROM: 01/01/01  
TO: 02/05/01



URS CORPORATION  
235 PEACHTREE STREET, NORTH TOWER, SUITE 2000  
ATLANTA, GEORGIA 30303  
TEL: (404) 881-8800 FAX: (404) 876-7797

**24-HOUR TRAFFIC VOLUME**

Greater Traffic Company  
770-682-5866

File Name : 1152  
Site Code : 00001152  
Start Date : 04/05/2006  
Page No : 1

Groups Printed- 1 - Vehicles - 2 - Trucks

Start Time	THIRD ST Southbound					SR 26 / US 80 Westbound					WEST SIDE CENTER PARKING LOT Northbound					SR 26 / US 80 Eastbound					Int. Total		
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total			
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00 AM	0	0	13	0	13	1	107	3	1	112	0	0	0	1	1	29	126	3	0	158	284		
07:15 AM	2	1	16	0	19	7	101	5	2	115	2	1	0	2	5	25	106	5	1	137	276		
07:30 AM	3	1	25	2	31	1	110	2	2	115	2	0	2	2	6	8	117	0	0	125	277		
07:45 AM	1	0	19	1	21	3	127	5	2	137	0	0	1	0	1	24	190	2	0	216	375		
Total	6	2	73	3	84	12	445	15	7	479	4	1	3	5	13	86	539	10	1	636	1212		
08:00 AM	2	1	18	5	26	2	126	8	2	138	1	0	1	0	2	18	149	3	0	170	336		
08:15 AM	4	1	25	1	31	6	123	7	0	136	1	0	1	2	4	28	168	1	1	198	369		
08:30 AM	1	1	30	1	33	5	147	6	0	158	1	1	2	3	7	27	134	5	0	166	364		
08:45 AM	3	1	21	0	25	8	135	9	4	156	0	0	2	1	3	24	141	8	0	173	357		
Total	10	4	94	7	115	21	531	30	6	588	3	1	6	6	16	97	592	17	1	707	1426		
*** BREAK ***																							
11:30 AM	3	2	19	1	25	23	163	10	2	198	10	1	5	1	17	35	173	19	5	232	472		
11:45 AM	1	0	30	0	31	28	172	9	1	210	10	3	18	1	32	26	174	22	1	223	496		
Total	4	2	49	1	56	51	335	19	3	408	20	4	23	2	49	61	347	41	6	455	968		
12:00 PM	4	0	26	0	30	26	193	9	3	231	13	4	14	0	31	39	180	24	4	247	539		
12:15 PM	3	2	25	0	30	29	190	13	4	236	7	1	19	1	28	43	171	22	1	237	531		
12:30 PM	4	1	27	0	32	29	192	9	1	231	12	1	10	1	24	26	190	20	0	236	523		
12:45 PM	2	1	29	0	32	27	169	10	0	206	9	4	18	0	31	35	167	19	2	223	492		
Total	13	4	107	0	124	111	744	41	8	904	41	10	61	2	114	143	708	85	7	943	2085		
01:00 PM	3	3	32	0	38	34	186	8	0	228	12	0	18	0	30	30	199	21	2	252	548		
01:15 PM	2	3	34	0	39	33	176	6	2	217	6	3	13	2	24	40	181	11	0	232	512		
*** BREAK ***																							
Total	5	6	66	0	77	67	362	14	2	445	18	3	31	2	54	70	380	32	2	484	1060		
*** BREAK ***																							
04:00 PM	3	5	30	0	38	30	228	14	2	274	12	3	9	0	24	31	186	5	1	223	559		
04:15 PM	4	3	40	2	49	26	231	8	1	266	10	4	9	0	23	31	159	18	1	209	547		
04:30 PM	3	5	23	1	32	23	225	8	3	259	8	2	14	5	29	29	181	8	5	223	543		
04:45 PM	1	2	28	2	33	29	187	7	4	227	8	2	10	1	21	35	167	11	6	219	500		
Total	11	15	121	5	152	108	871	37	10	1026	38	11	42	6	97	126	693	42	13	874	2149		
05:00 PM	8	2	27	2	39	25	218	8	5	256	7	3	14	2	26	43	167	20	0	230	559		
05:15 PM	2	3	39	0	44	30	188	8	2	226	12	2	15	2	31	32	176	11	1	220	527		
05:30 PM	4	4	23	2	33	25	173	9	2	209	3	3	6	0	12	30	122	19	2	173	42		
05:45 PM	3	3	20	4	30	21	168	9	0	196	8	4	11	0	23	29	114	16	4	163	41		
Total	17	12	109	8	146	101	747	34	9	891	30	12	45	4	92	134	579	66	7	786	1911		
Grand Total	66	45	619	24	754	471	4035	190	45	4741	154	42	212	27	435	717	3838	293	37	4885	108		
Apprch %	8.8	6.0	82.1	3.2		9.9	85.1	4.0	0.9		35.4	9.7	48.7	6.2		14.7	78.6	6.0	0.8				
Total %	0.6	0.4	5.7	0.2		7.0	4.4	37.3	1.8	0.4		43.6	1.4	0.4	2.0		0.2	6.6	35.5	2.7	0.3		45.2

SR 26 (US 80)  
@ 3RD STREET  
EAST

HOUR OF DAY	QUARTER HOUR				HOUR TOTAL	EACH * REPRESENTS A DASH MEANS HOUR VOLUME < 17
	1st	2nd	3rd	4th		
12 AM	17	10	15	18	60	**
1 AM	22	13	10	14	59	**
2 AM	9	7	7	15	38	*
3 AM	13	8	21	19	61	**
4 AM	5	18	17	19	59	**
5 AM	43	64	70	59	236	*****
6 AM	85	106	164	140	495	*****
7 AM	171	179	182	225	757	*****
8 AM	170	229	199	163	761	*****
9 AM	182	182	159	185	708	*****
10 AM	184	189	178	196	747	*****
11 AM	200	188	221	238	847	*****
12 PM	267	227	245	198	937	*****
1 PM	268	228	206	199	901	*****
2 PM	198	222	211	194	825	*****
3 PM	196	237	263	214	910	*****
4 PM	199	182	217	202	800	*****
5 PM	212	208	166	164	750	*****
6 PM	149	149	133	127	558	*****
7 PM	112	105	113	94	424	*****
8 PM	79	70	59	54	262	*****
9 PM	51	56	68	45	220	*****
10 PM	49	51	31	40	171	*****
11 PM	40	34	21	26	121	****

TOTAL VOLUME IS 11,707 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 847 BEGINS AT 11:00 AM ( 7 % )  
EVENING PEAK HOUR VOLUME OF 939 BEGINS AT 12:30 PM ( 8 % )

DATA COLLECTION BEGAN AT 12 AM ON WEDNESDAY, APRIL 4, 2001.

SR 26 (US 80)  
@ 3RD STREET  
WEST

HOUR OF DAY	QUARTER HOUR				HOUR TOTAL	EACH * REPRESENTS 34 VEHICLES A DASH MEANS HOUR VOLUME < 17
	1st	2nd	3rd	4th		
12 AM	19	17	12	12	60	**
1 AM	7	16	12	13	48	*
2 AM	10	8	4	13	35	*
3 AM	11	15	10	9	45	*
4 AM	16	5	6	18	45	*
5 AM	21	30	42	54	147	****
6 AM	44	88	98	111	341	*****
7 AM	117	134	130	159	540	*****
8 AM	161	150	140	117	568	*****
9 AM	150	141	190	149	630	*****
10 AM	166	178	177	154	675	*****
11 AM	163	197	214	255	829	*****
12 PM	213	215	190	215	833	*****
1 PM	178	196	183	203	760	*****
2 PM	193	195	244	227	859	*****
3 PM	241	220	237	237	935	*****
4 PM	256	228	222	214	920	*****
5 PM	248	189	177	192	806	*****
6 PM	163	123	99	113	498	*****
7 PM	104	87	79	86	356	*****
8 PM	77	65	66	57	265	*****
9 PM	49	45	49	46	189	*****
10 PM	48	44	52	45	189	*****
11 PM	47	32	26	20	125	****

TOTAL VOLUME IS 10,698 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 829 BEGINS AT 11:00 AM ( 8 % )  
EVENING PEAK HOUR VOLUME OF 958 BEGINS AT 3:30 PM ( 9 % )

DATA COLLECTION BEGAN AT 12 AM ON WEDNESDAY, APRIL 4, 2001.

3RD STREET  
@ SR 26 (US 80)  
NORTH

HOUR OF DAY	QUARTER HOUR				HOUR TOTAL	EACH * REPRESENTS A DASH MEANS HOUR VOLUME < 2
	1st	2nd	3rd	4th		
12 AM	0	0	0	0	0	-
1 AM	0	0	0	0	0	-
2 AM	0	0	0	0	0	-
3 AM	0	0	0	0	0	-
4 AM	0	0	0	0	0	-
5 AM	0	0	0	0	0	-
6 AM	0	0	0	0	0	-
7 AM	1	5	6	1	13	***
8 AM	2	4	7	3	16	****
9 AM	0	0	0	0	0	-
10 AM	0	0	0	0	0	-
11 AM	0	0	17	32	49	*****
12 PM	31	28	24	31	114	*****
1 PM	30	24	0	0	54	*****
2 PM	24	23	29	21	97	*****
3 PM	26	31	12	23	92	*****
4 PM	0	0	0	0	0	-
5 PM	0	0	0	0	0	-
6 PM	0	0	0	0	0	-
7 PM	0	0	0	0	0	-
8 PM	0	0	0	0	0	-
9 PM	0	0	0	0	0	-
10 PM	0	0	0	0	0	-
11 PM	0	0	0	0	0	-

TOTAL VOLUME IS 435 VEHICLES.

PEAK HOURS:

MORNING PEAK HOUR VOLUME OF 49 BEGINS AT 11:00 AM ( 11 %)  
EVENING PEAK HOUR VOLUME OF 114 BEGINS AT 12:00 PM ( 26 %)

DATA COLLECTION BEGAN AT 07 AM ON WEDNESDAY, APRIL 4, 2001.

3RD STREET  
 @ SR 26 (US 80)  
 SOUTH

HOUR OF DAY	QUARTER HOUR				HOUR TOTAL	EACH * REPRESENTS 6 VEHICLES A DASH MEANS HOUR VOLUME < 3
	1st	2nd	3rd	4th		
12 AM	4	1	2	1	8	*
1 AM	3	1	3	0	7	*
2 AM	1	0	2	1	4	*
3 AM	1	1	2	0	4	*
4 AM	1	1	5	3	10	**
5 AM	1	4	11	8	24	****
6 AM	5	19	16	25	65	*****
7 AM	20	23	25	32	100	*****
8 AM	22	24	26	28	100	*****
9 AM	16	24	23	28	91	*****
10 AM	23	23	22	16	84	*****
11 AM	22	29	21	30	102	*****
12 PM	28	35	30	43	136	*****
1 PM	35	36	34	33	138	*****
2 PM	20	35	35	38	128	*****
3 PM	38	37	43	48	166	*****
4 PM	45	41	28	40	154	*****
5 PM	45	30	29	29	133	*****
6 PM	27	36	20	16	99	*****
7 PM	28	28	23	21	100	*****
8 PM	13	17	14	14	58	*****
9 PM	12	12	9	7	40	*****
10 PM	14	7	12	6	39	*****
11 PM	12	3	3	3	21	****

TOTAL VOLUME IS 1,811 VEHICLES.

PEAK HOURS:

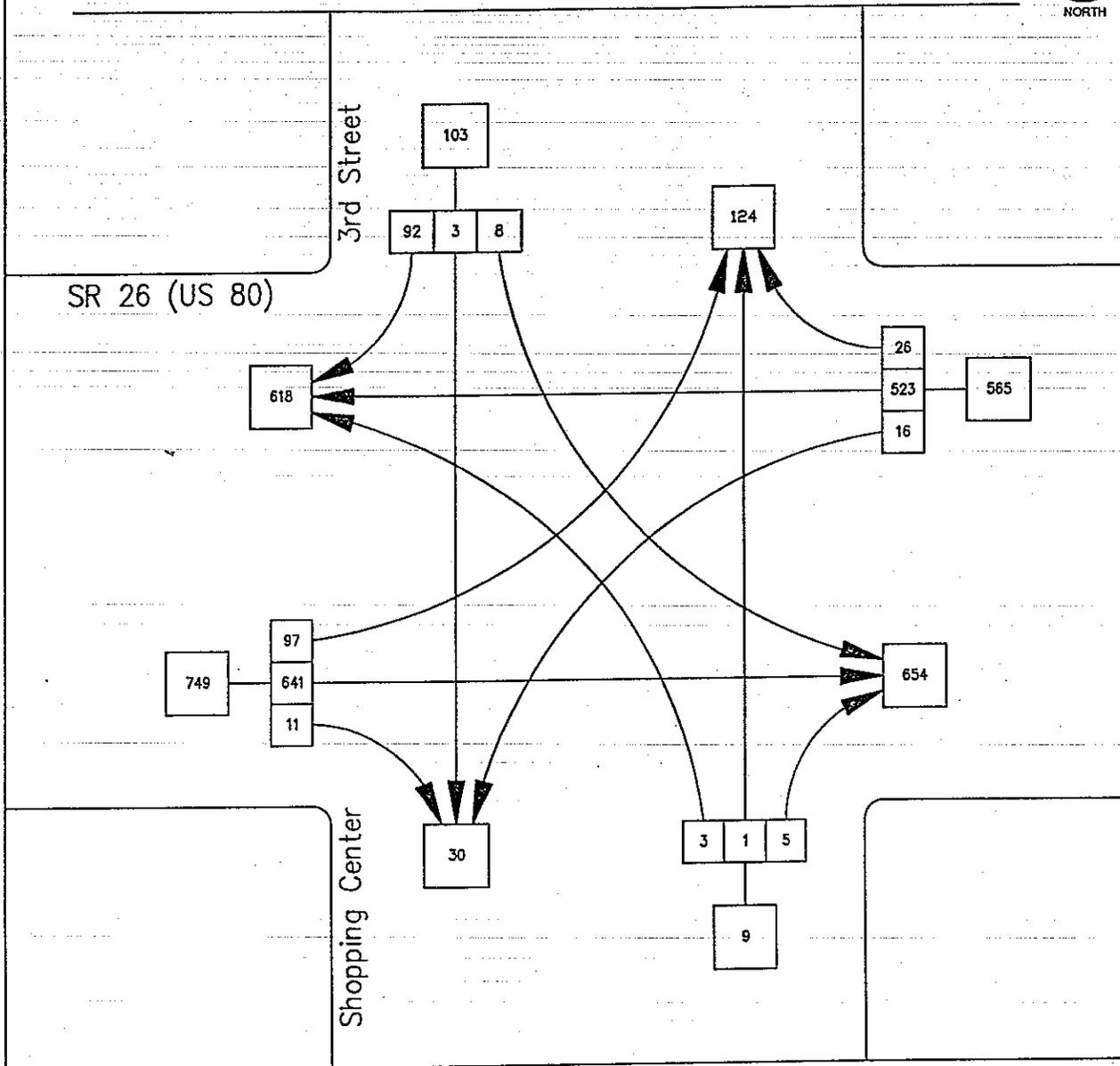
MORNING PEAK HOUR VOLUME OF 104 BEGINS AT 7:45 AM ( 6 %)  
 EVENING PEAK HOUR VOLUME OF 177 BEGINS AT 3:30 PM ( 10 %)

DATA COLLECTION BEGAN AT 12 AM ON WEDNESDAY, APRIL 4, 2001.

## PEAK HOUR TRAFFIC COUNTS SUMMARY

# Traffic Count Summary Sheet

Peak Hour Count (AM)



## Left Turn Phasing Criteria Work Sheet

Left-turn Movement	Left-Turn Volume	Opposing Volume	Product	No. of Opposing Lanes (N)	Criteria Used 45000 X N	Meets Criteria for Left-Turn Phase
NBL	3	95	285	1	45000	NO
SBL	8	6	48	1	45000	NO
EBL	97	549	53253	2	90000	NO
WBL	16	652	10432	2	90000	NO

Georgia Department of Transportation  
 TE Studies No.: 0000-00(516) - Signals  
 URS Project No.: 14142-031-1152

SR 26 (US 80) @ 3rd Street  
 Chatham County, District 5

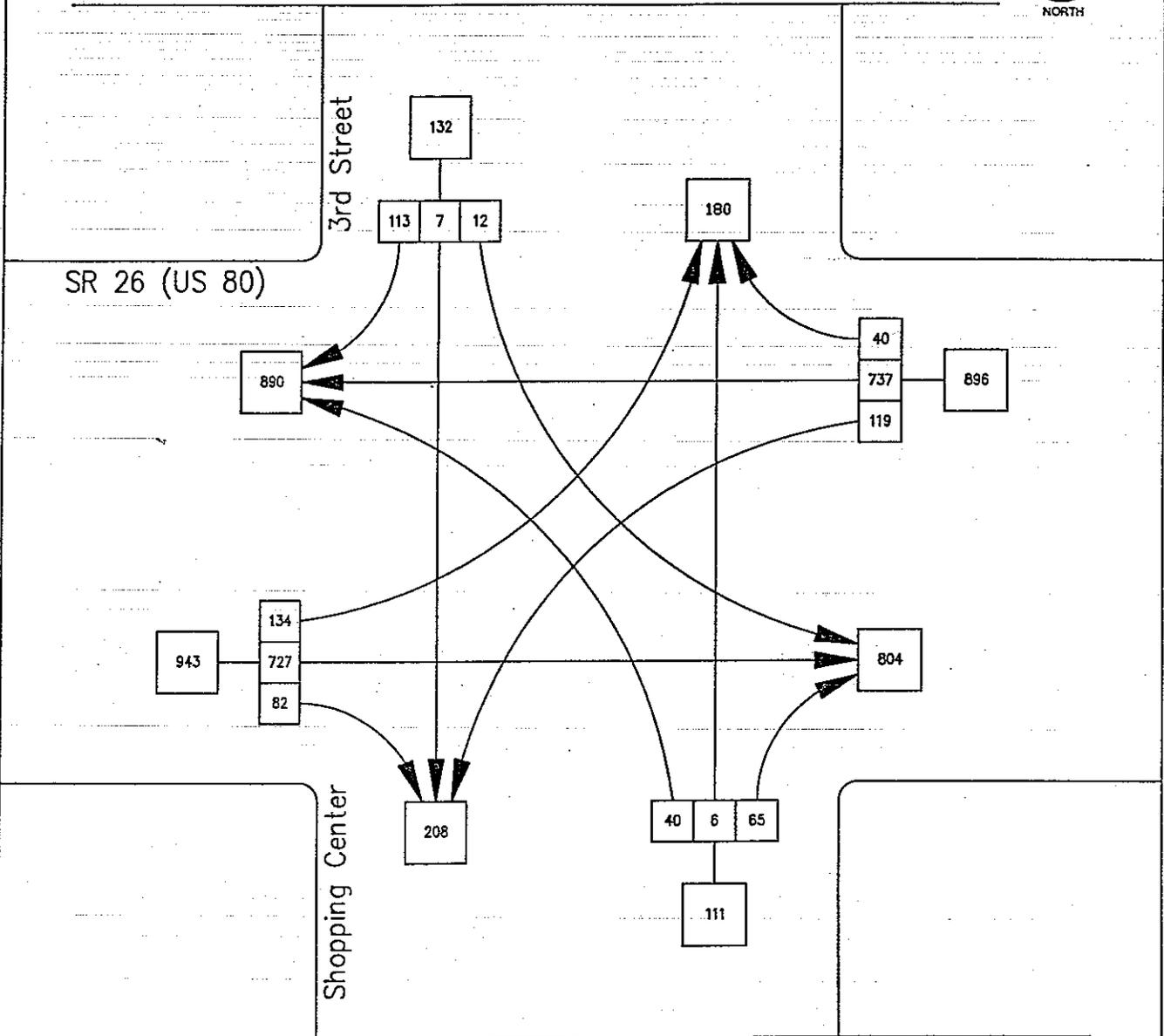
04/05/01  
 AM Peak Hour



URS CORPORATION  
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# Traffic Count Summary Sheet

Peak Hour Count (NOON)



## Left Turn Phasing Criteria Work Sheet

Left-turn Movement	Left-Turn Volume	Opposing Volume	Product	No. of Opposing Lanes (N)	Criteria Used 45000 X N	Meets Criteria for Left-Turn Phase
NBL	40	120	4800	1	45000	NO
SBL	12	71	852	1	45000	NO
EBL	134	777	104118	2	90000	YES
WBL	119	809	96271	2	90000	YES

Georgia Department of Transportation  
 TE Studies No.: 0000-00(516) - Signals  
 URS Project No.: 14142-031-1152

SR 26 (US 80) @ 3rd Street  
 Chatham County, District 5

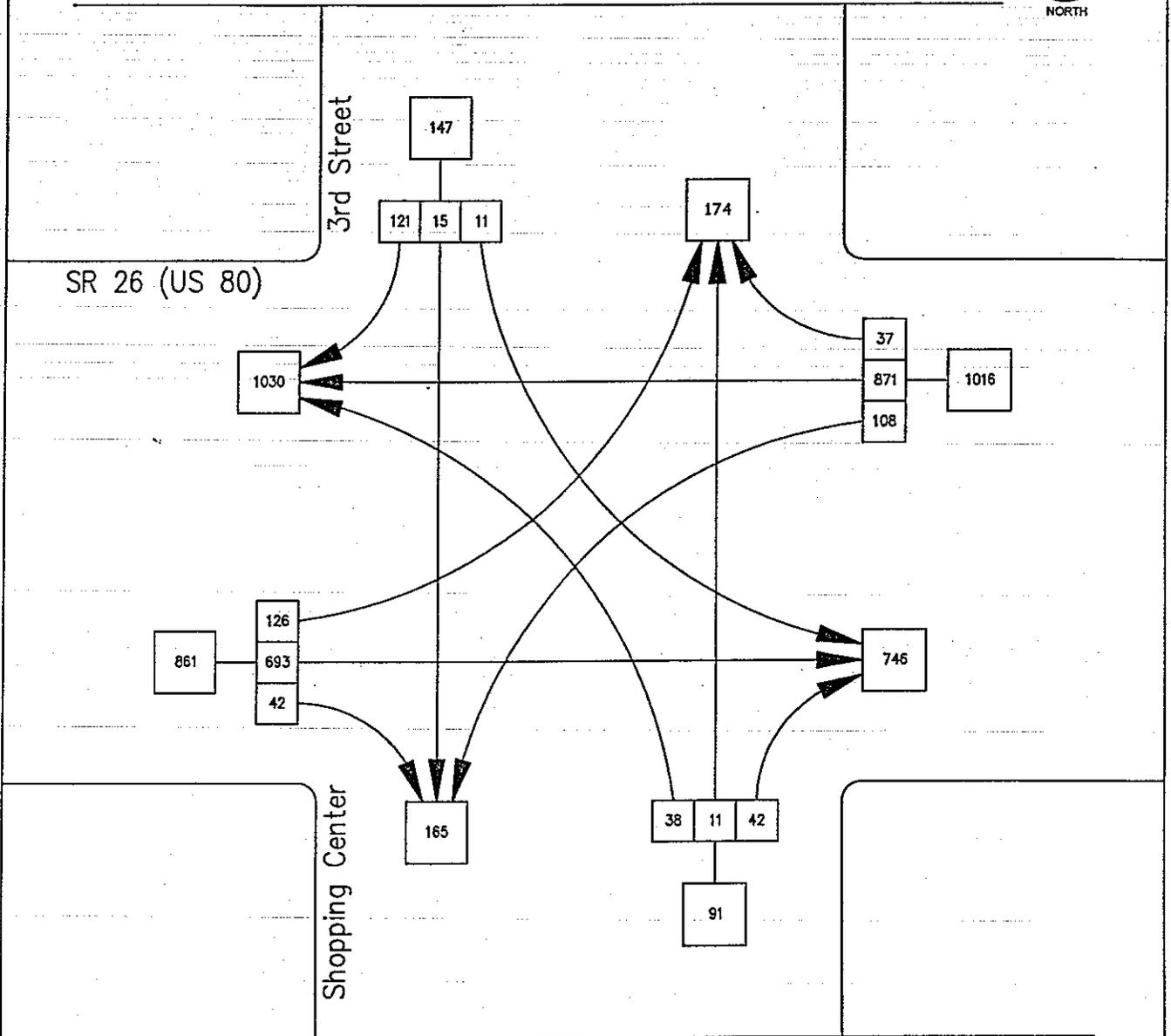
04/05/01  
 NOON Peak Hour



URS CORPORATION  
 235 PEACHTREE STREET, NORTH TOWER, SUITE 2000  
 ATLANTA, GEORGIA 30303  
 TEL: (404) 888-8800 FAX: (404) 876-7797

# Traffic Count Summary Sheet

Peak Hour Count (PM)



## Left Turn Phasing Criteria Work Sheet

Left-turn Movement	Left-Turn Volume	Opposing Volume	Product	No. of Opposing Lanes (N)	Criteria Used 45000 X N	Meets Criteria for Left-Turn Phase
NBL	38	136	5168	1	45000	NO
SBL	11	53	583	1	45000	NO
EBL	126	908	114408	2	90000	YES
WBL	108	735	79380	2	90000	NO

Georgia Department of Transportation  
 TE Studies No.: 0000-00(518) - Signals  
 URS Project No.: 14142-031-1152

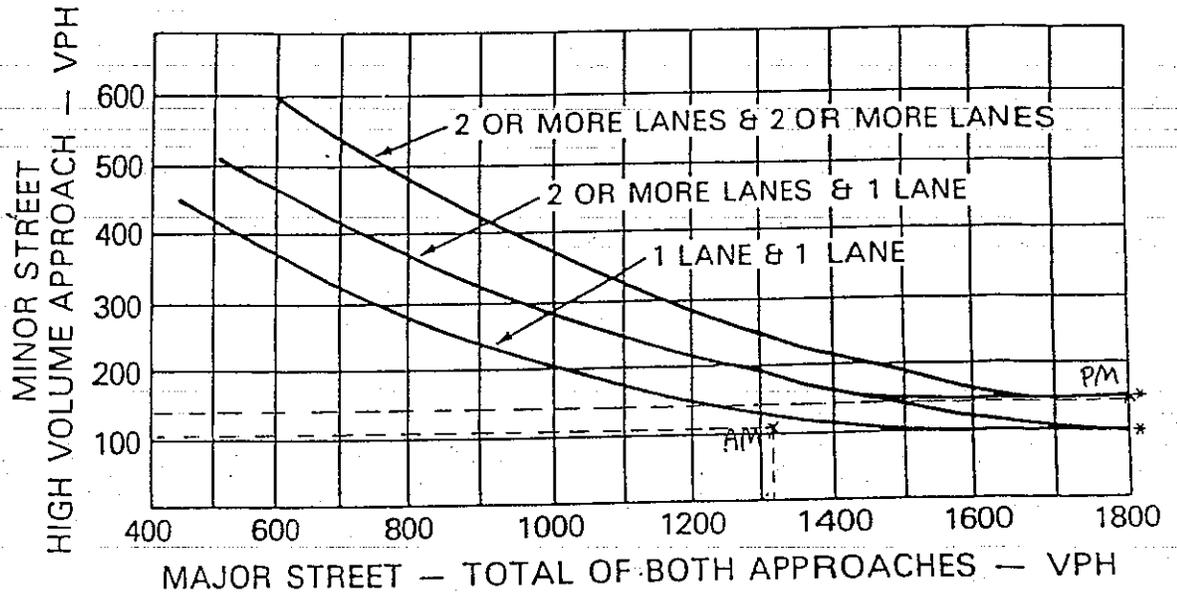
SR 26 (US 80) @ 3rd Street  
 Chatham County, District 5

04/05/01  
 PM Peak Hour



URS CORPORATION  
 235 PEACHTREE STREET, NORTH TOWER, SUITE 2000  
 ATLANTA, GEORGIA 30303  
 TEL: (404) 888-8200 FAX: (404) 876-7797

FIGURE 4-5. PEAK HOUR VOLUME WARRANT



\*NOTE: 150 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACH WITH TWO OR MORE LANES AND 100 VPH APPLIES AS THE LOWER THRESHOLD VOLUME FOR A MINOR STREET APPROACHING WITH ONE LANE.

Source : Manual on Uniform Traffic Control Devices (MUTCD)

	Major Street			Minor Street High Volume Approach
	Approach 1	Approach 2	Total	
AM Peak Hour	749	565	1314	103
PM Peak Hour	861	1016	1877	147

## SIGNAL WARRANT ANALYSIS

**SIGNAL WARRANT SUMMARY**  
**SR 26 (US 80) @ 3<sup>rd</sup> STREET**  
**(W.O. 1152)**

**RESULTS OF EVALUATION:**

WARRANT 1 – Minimum Vehicular Volume	NOT SATISFIED ( 2 HOURS)
WARRANT 2 – Interruption of Continuous Traffic	SATISFIED ( 12 HOURS)
WARRANT 3 – Minimum Pedestrian Volume	NOT SATISFIED
WARRANT 4 – School Crossing	NOT SATISFIED
WARRANT 5 – Progressive Movement	NOT SATISFIED
WARRANT 6 – Accident Experience	NOT SATISFIED
WARRANT 7 – Systems Warrant	NOT SATISFIED
WARRANT 8 – Combination of Warrants	NOT SATISFIED
WARRANT 9 – Four Hour Volumes	SATISFIED ( 4 HOURS)
WARRANT 10 -Peak Hour Delay	SATISFIED PART 1 - SATISFIED PART 2 - SATISFIED PART 3 - SATISFIED
WARRANT 11 – Peak Hour Volume	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	120	8				
1 AM	107	7				
2 AM	73	4				
3 AM	106	4				
4 AM	104	10				
5 AM	383	24				
6 AM	836	65	MAIN		MAIN	BOTH
7 AM	1297	100	MAIN	BOTH	MAIN	BOTH
8 AM	1329	100	MAIN	BOTH	MAIN	BOTH
9 AM	1338	91	MAIN	BOTH	MAIN	BOTH
10 AM	1422	84	MAIN	BOTH	MAIN	BOTH
11 AM	1676	102	MAIN	BOTH	MAIN	BOTH
12 PM	1770	136	MAIN	BOTH	BOTH	BOTH
1 PM	1661	138	MAIN	BOTH	BOTH	BOTH
2 PM	1684	128	MAIN	BOTH	BOTH	BOTH
3 PM	1845	166	BOTH	BOTH	BOTH	BOTH
4 PM	1720	154	BOTH	BOTH	BOTH	BOTH
5 PM	1556	133	MAIN	BOTH	BOTH	BOTH
6 PM	1056	99	MAIN	BOTH	MAIN	BOTH
7 PM	780	100	MAIN	SIDE	MAIN	BOTH
8 PM	527	58			MAIN	
9 PM	409	40				
10 PM	360	39				
11 PM	246	21				

REQUIRED VOLUMES: MAIN STREET      600              900              480              720  
 SIDE STREET                              150              75              120              60

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

SR 26 (US 80)  
3RD STREET  
SIGNAL WARRANT ANALYSIS 1152

HOUR OF DAY	**** MAIN STREET ****			BIAS PRCNT	**** SIDE STREET ****			INTER- SECTION VOLUME
	TOTAL VOLUME	PEAK DIRECTN			TOTAL VOLUME	PEAK DIRECTN	PEAK VOLUME	
12 AM	120	EVEN		50	8	SOUTH	8	128
1 AM	107	EAST		55	7	SOUTH	7	114
2 AM	73	EAST		52	4	SOUTH	4	77
3 AM	106	EAST		58	4	SOUTH	4	110
4 AM	104	EAST		57	10	SOUTH	10	114
5 AM	383	EAST		62	24	SOUTH	24	407
6 AM	836	EAST		59	65	SOUTH	65	901
7 AM	1297	EAST		58	113	SOUTH	100	1410
8 AM	1329	EAST		57	116	SOUTH	100	1445
9 AM	1338	EAST		53	91	SOUTH	91	1429
10 AM	1422	EAST		53	84	SOUTH	84	1506
11 AM	1676	EAST		51	151	SOUTH	102	1827
12 PM	1770	EAST		53	250	SOUTH	136	2020
1 PM	1661	EAST		54	192	SOUTH	138	1853
2 PM	1684	WEST		51	225	SOUTH	128	1909
3 PM	1845	WEST		51	258	SOUTH	166	2103
4 PM	1720	WEST		53	154	SOUTH	154	1874
5 PM	1556	WEST		52	133	SOUTH	133	1689
6 PM	1056	EAST		53	99	SOUTH	99	1155
7 PM	780	EAST		54	100	SOUTH	100	880
8 PM	527	WEST		50	58	SOUTH	58	585
9 PM	409	EAST		54	40	SOUTH	40	449
10 PM	360	WEST		52	39	SOUTH	39	399
11 PM	246	WEST		51	21	SOUTH	21	267

TOTAL INTERSECTION VOLUME IS 24,651

MAIN STREET TOTAL VOLUME IS 22,405

EASTBOUND APPROACH IS 11,707 ( 52 %)

WESTBOUND APPROACH IS 10,698 ( 48 %)

SIDE STREET TOTAL VOLUME IS 2,246

NORTHBOUND APPROACH IS 435 ( 19 %)

SOUTHBOUND APPROACH IS 1,811 ( 81 %)

REPORT PRODUCED THURSDAY, APRIL 11, 2001.

COUNTS TAKEN ON WEDNESDAY, APRIL 4, 2001.

## CAPACITY ANALYSIS RESULTS

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection: SR 26 @ 3rd Street  
 Analyst: NSA  
 Project No.: 1152  
 Date: 4/17/01 AM PEAK  
 East/West Street: SR 26  
 North/South Street: 3rd Street  
 Intersection Orientation: EW  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		97	641	11	16	523	26
Hourly Flow Rate, HFR		111	736	12	17	581	28
Percent Heavy Vehicles		2	--	--	2	--	--
Median Type		Undivided					
RT Channelized?							
Lanes		1	2	0	1	2	0
Configuration		L	T	TR	L	T	TR
Upstream Signal?			No			No	

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		3	1	5	8	3	92
Hourly Flow Rate, HFR		6	2	10	9	3	109
Percent Heavy Vehicles		2	2	2	2	2	2
Percent Grade (%)			0			0	
Median Storage		1					
Flared Approach: Storage	Exists?		No			No	
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration			LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Movement	1	4		8			11	12
Lane Config	L	L		LTR			LTR	
v (vph)	111	17		18			121	
C(m) (vph)	966	856		170			454	
v/c	0.11	0.02		0.11			0.27	
95% queue length	0.37	0.00		0.26			1.14	
Control Delay	9.2	9.3		28.7			15.8	
LOS	A	A		D			C	
Approach Delay				28.7			15.8	
Approach LOS				D			C	

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection: SR 26 @ 3rd Street  
 Analyst: NSA  
 Project No.: 1152  
 Date: 4/17/01 NOON PEAK  
 East/West Street: SR 26  
 North/South Street: 3rd Street  
 Intersection Orientation: EW  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	134	727	82	119	737	40
Hourly Flow Rate, HFR	142	773	87	125	775	42
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized?						
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal?	No			No		

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	40	6	65	12	7	113
Hourly Flow Rate, HFR	44	6	72	13	8	129
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0			0		
Median Storage	1					
Flared Approach: Storage	Exists? No			No		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound			
	1 L	4 L	7	8 LTR	9	10	11 LTR	12	
v (vph)	142	125	122			150			
C(m) (vph)	807	777	63			173			
v/c	0.18	0.16	1.94			0.87			
95% queue length	0.69	0.60	9.35			5.30			
Control Delay	10.4	10.5	579.8			90.8			
LOS	B	B	F			F			
Approach Delay				579.8			90.8		
Approach LOS				F			F		

HCS: Unsignalized Intersections Release 3.2

TWO-WAY STOP CONTROL SUMMARY

Intersection: SR 26 @ 3rd Street  
 Analyst: NSA  
 Project No.: 1152  
 Date: 4/17/01 PM PEAK  
 East/West Street: SR 26  
 North/South Street: 3rd Street  
 Intersection Orientation: EW  
 Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach Movement	Eastbound			Westbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume	126	693	42	108	871	37
Hourly Flow Rate, HFR	128	707	42	114	926	39
Percent Heavy Vehicles	2	--	--	2	--	--
Median Type	Undivided					
RT Channelized?						
Lanes	1	2	0	1	2	0
Configuration	L	T	TR	L	T	TR
Upstream Signal?	No					

Minor Street: Approach Movement	Northbound			Southbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume	38	11	42	11	15	121
Hourly Flow Rate, HFR	45	13	50	14	19	155
Percent Heavy Vehicles	2	2	2	2	2	2
Percent Grade (%)	0					
Median Storage	1					
Flared Approach: Storage	Exists?			No		
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement Lane Config	EB	WB	Northbound			Southbound	
	1 L	4 L	7	8 LTR	9	10	11 LTR
v (vph)	128	114	108			188	
C(m) (vph)	709	856	38			134	
v/c	0.18	0.13	2.84			1.40	
95% queue length	0.71	0.46	9.89			10.57	
Control Delay	11.2	9.9				281.2	
LOS	B	A				F	
Approach Delay							281.2
Approach LOS							F