

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0003-00(784) Henry County
P.I. No.: ~~0000408~~ 000 3784
SR 3/US 19/41 @ SR 81/CR 653/Upper Woolsey Road
Safety/Intersection Improvements

OFFICE: Traffic Operations
Atlanta, Georgia

DATE: December 12, 2001

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

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

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 SR 81 being widened 18 ft. to the north and 6 ft. to the south to provide a through lane in each direction and westbound left turn and right turn lanes. CR 653 will be widened 6 ft. symmetrically to provide an eastbound left turn lane. SR 3/US 19/41 will remain as is. A stop and go traffic signal is warranted.

By copy of this letter, this office is requesting for this project be assigned to Chuck Hasty 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 404-635-8144.

PMA:KPW:KMS

Attachments

cc: Frank Danchetz
Tom Turner, w/attach.
David Mulling, w/attach.
Wayne Hutto, w/attach.
Herman Griffin, w/attach.
Harvey Keepler, w/attach.
Keith Rohling, w/attach.
Norm Cressman, w/attach.
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

HENRY COUNTY

FEDERAL ROUTE NO:
STATE ROUTE NO: 3
GADOT P.I. NO:

STP-0003-00(784)

SEE ATTACHED
LOCATION SKETCH

Date of Report: Sept. 14, 2001

RECOMMENDED:	<u>10/9/01</u>	<u>Phillip M. Allen</u>
	DATE	STATE TRAFFIC SAFETY AND DESIGN ENGINEER
RECOMMENDED:	<u>10/12/01</u>	<u>[Signature]</u>
	DATE	DISTRICT ENGINEER
RECOMMENDED:	<u>11/1/01</u>	<u>[Signature]</u>
	DATE	CHIEF ENGINEER
APPROVED:	<u>11-1-01</u>	<u>[Signature]</u>
	DATE	COMMISSIONER



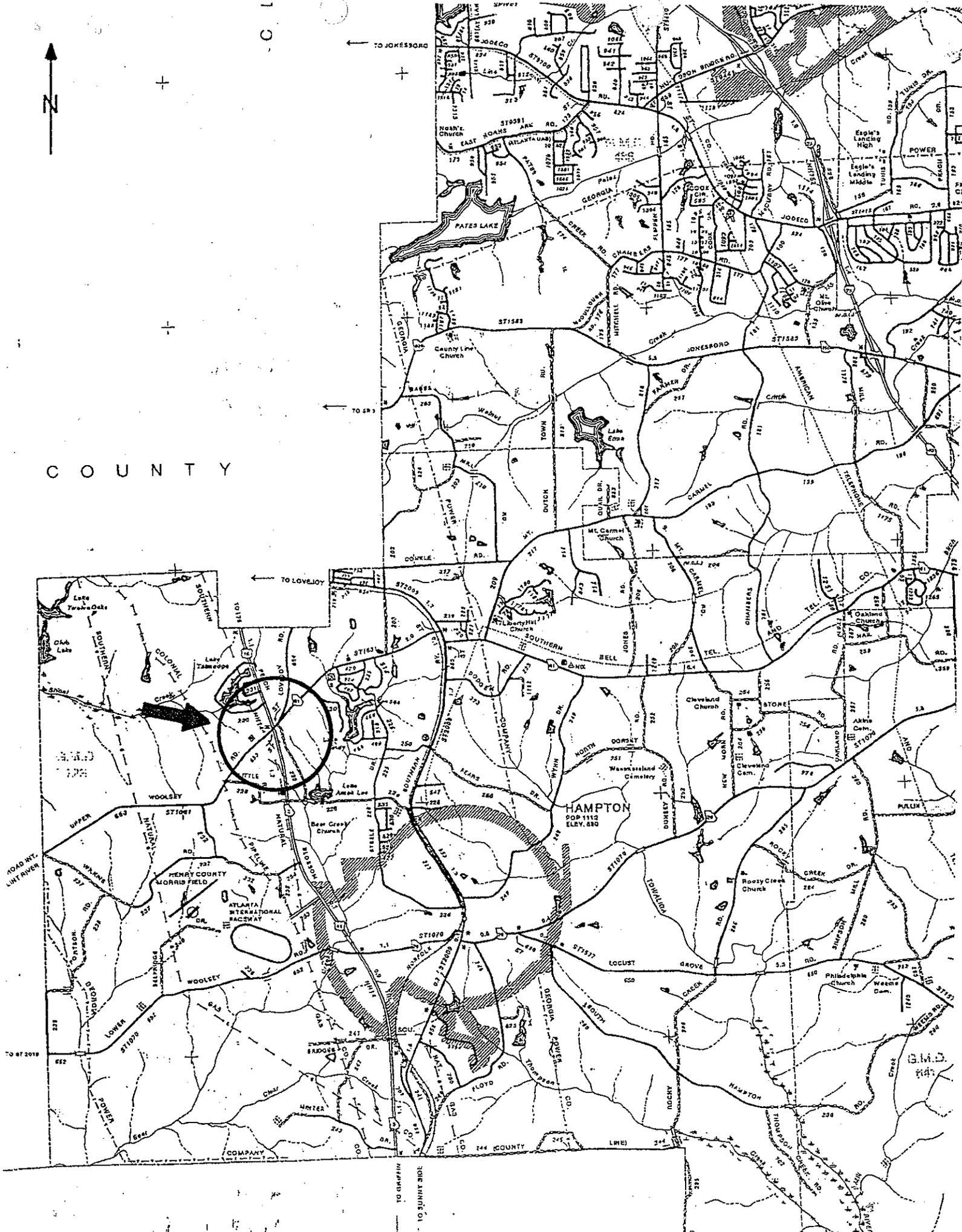
C 1

← TO JONESBORO

← TO S.R.3

← TO LOVEJOY

C O U N T Y



← TO RT 2018

← TO HAMPTON

← TO SUNNY BIRD

G.W.D. 144

Termini:	S.R. 3	S.R. 81	C.R. 653
From M.P.	4.26	0.00	2.59
To M.P.:	4.46	0.10	2.69

PDP Class: Minor Existing

Functional Class: S.R. 3 ----- Rural Principal Arterial
S.R. 81 ----- Rural Minor Arterial
C.R. 653 ----- Rural Major Collector

Max Degree of Curve: +/-1.0 Degree

Max Grades: +/-1.0 %

Design Speed: S.R. 3 ----- 55 mph
S.R. 81 ----- 55 mph
C.R. 653 ----- 55 mph

Proposed Typical Section: S.R. 3: 2-12 ft. lanes in each direction separated by a 40 foot grassed median with left-turn lanes and 6.5 foot paved shoulders on the outside.

S.R. 81: 4-12 ft. travel lanes, 1 in each direction with left-turn and right-turn lanes, 4 ft. paved and 6 ft. grassed shoulders.

C.R. 653: 3-12 ft. travel lanes, 1 in each direction with a left-turn lane, 4 ft. paved and 6 ft. grassed shoulders.

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: The Georgia Department of Transportation shall be responsible for all Utility adjustments.

Estimated Cost:

<u>Item</u>	<u>Total Amount</u>	
Right-of-way	\$ 21,700	(By GDOT)
Utilities	\$ 40,000	(By GDOT)
Estimated Total	\$61,700	
Construction	\$ 270,742	
Traffic Signal	\$ 75,000	
Railroad Equipment	\$ 0	
E & C 10 %	\$34,574	
Total Construction	\$ 380,316	

Permits Required: None.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None.

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

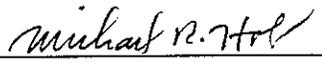
Design Variances Required: None.

Alternates Considered:

Comments: None.

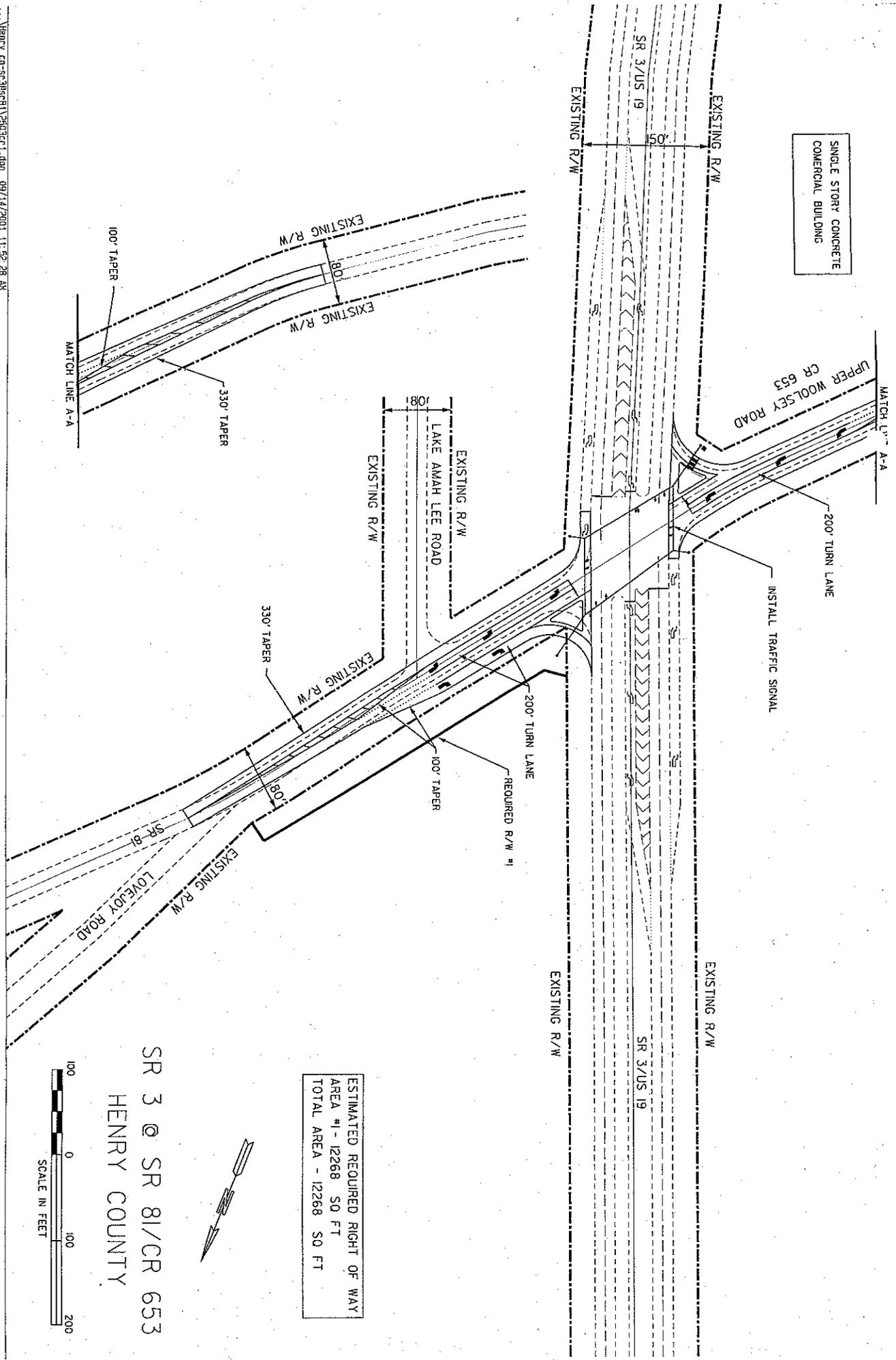
Attachments: None

Prepared by Gresham, Smith and Partners on behalf of the Office of Traffic Operations of the Georgia Department of Transportation.



Michael R. Holt, P.E.

SINGLE STORY CONCRETE
COMMERCIAL BUILDING



ESTIMATED REQUIRED RIGHT OF WAY
 AREA #1 - 12268 SQ FT
 TOTAL AREA - 12268 SQ FT

SR 3 @ SR 81/CR 653
 HENRY COUNTY



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: SR 3/US 19 & SR 81/Upper Woolsey Road OFFICE: Thomaston
Henry County District Three

DATE: 10-Nov-98

FROM: *KBR* Joe B. Street, District Engineer

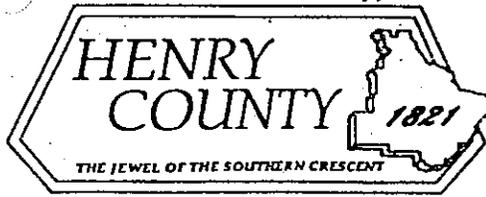
TO: Marion Waters, P. E., State Traffic Operations Engineer
Attn: Melinda Boothe

SUBJECT: **Traffic Engineering Study**

Attached is a traffic engineering study for the above file location. It is recommended that the intersection be signalized under a safety enhancement project to add a left turn lane on Upper Woolsey Road and a right turn lane on State Route 81.

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

KBR:JL
Attachment



DEPARTMENT OF TRANSPORTATION

(770) 954-2087

120 Workcamp Road
McDonough, Georgia 30253
Jim O'Neal, Director

Fax: (770) 954-2921

July 27, 1998

Mr. Jeff Legg
Department of Transportation
715 Andrews Drive
Thomaston, Georgia 30286-3409

Re: Traffic Study at Upper Woolsey Road / SR-81 @ U.S. 19/41

Dear Mr. Legg

This is to request a traffic study by the State Department Of Transportation at the above referenced intersection. I have enclosed accident reports from July 1997 through July 1998 for your review.

If you have any questions or comments please contact me at (770)-954-2087.

Sincerely,

Kenny Morris
Kenny Morris

/km

cc: Mr. Gary Freedman, Henry County Commissioner, District 2
Mr. Jim Risher, County Manager
Mr. Jim O'Neal, Director HCDOT
Mr. Terry McMickle, Assistant Director HCDOT

GEORGIA DEPARTMENT OF TRANSPORTATION
Traffic Operations Division
Thomaston



TRAFFIC ENGINEERING STUDY
November 10, 1998

LOCATION: *State Route 3/US 19 & State Route 81/Upper Woolsey Road M. P. 4.36*

COUNTY: *Henry County*

REQUESTED BY: *Henry County Board of Commissioners*

REASON FOR STUDY: *To determine the need for a stop and go traffic signal*

FINDINGS

TOPOGRAPHY: *State Route 3/US 19 is a four lane divided, asphaltic concrete roadway that enters the intersection from the north and south on a flat grade. Offset left turn lanes exist on each approach as well as right turn lanes. State Route 81 is a two lane, asphaltic concrete roadway that enters the intersection from the east on a flat grade. Upper Woolsey Road is a two lane, asphaltic concrete roadway that enters the intersection from the west on a -1% grade. No turn lanes of any type exist on the minor approaches.*

EXISTING TRAFFIC CONTROL: *State Route 81 & Upper Woolsey Road are stop sign controlled.*

VEHICLE VOLUMES: *State Route 3/US 19 AADT - 21,142*
State Route 81 AADT - 1,499
Upper Woolsey Road AADT - 1,884

PEDESTRIAN MOVEMENTS: *Pedestrian activity was not observed at the intersection.*

SR 3/US 19, 41 at SR 81/Upper Woolsey Rd.
Henry County

PARKING: On-street parking is prohibited at the intersection.

ACCIDENT HISTORY: Please see the attached accident diagram. A fatal accident was reported at the intersection on June 26, 1998.

WARRANT ANALYSIS: The following warrants for signalization are being met at this time: Warrant one (3 hours), warrant two (13 hours), warrant six (7 accidents), warrants nine, ten and eleven.

OTHER INFORMATION:

The intersection is located in a rural part of Henry County. Upper Woolsey Road serves a residential community to the west. State Route 81 serves as a connector route to I-75 to the east.

The existing flashing beacon was double indicated in 1991. Offset left turn lanes were also added during this same period.

An investigation of the intersection during the A. M. peak period revealed that the delay experienced by vehicles crossing State Route 3/US 19 from State Route 81 and Upper Woolsey Road is minimal (see attached delay study worksheet).

The traffic volumes that exist at the intersection have increased by an average of 24% since 1994. The westbound approach (State Route 81) has shown the largest increase at 37%.

As the attached accident diagram illustrates, there were five right angle accidents reported through June of 1998.

Vehicles were observed stacking two and three abreast in the median area.

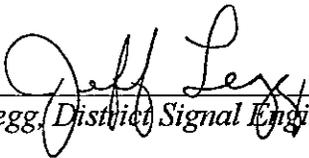
SR 3/US 19, 41 at SR 81 / Upper Woolsey Rd.
Henry County

CONCLUSION:

From the information found in this study, it can be concluded that a stop and go traffic signal would be beneficial to the overall safety and efficiency of the intersection. The majority of the right angle collisions reported occurred in the median area of the intersection.

RECOMMENDATIONS:

It is recommended that a permit be issued to Henry County to install a stop and go traffic signal. The signal should be installed under a safety enhancement project to add a left turn lane on Upper Woolsey Road and a right turn lane on State Route 81. Short-term recommendations include the following: a double yellow centerline should be added in the median to reduce the confusion between left turning and crossing vehicles. The existing double yellow centerline on Upper Woolsey Road should be refurbished. District Maintenance Forces shall accomplish the above mentioned striping modifications.



Jeff Legg, District Signal Engineer

11-10-98
Date



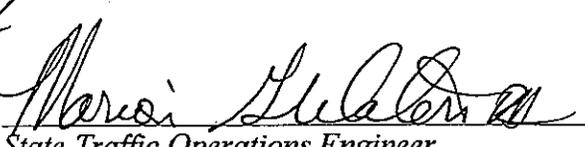
District Operations Engineer

11-16-98
Date



District Engineer

11-16-98
Date



State Traffic Operations Engineer

01/19/99
Date



Division Director

01/20/99
Date

State Route 3/US 19
State Route 81/Upper Woolsey 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 [26,229] was counted on
THURSDAY, OCTOBER 15, 1908.
Estimated annual traffic volume is [9,573,586] 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 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 = 3
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 = 13
Warrant 2 is 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 = 7
Number of preventable accidents = 7
Accident rate is .73 per million vehicles
Number of warrant 8 volume requirements met = 1
Parts 1 and 2 are 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 November 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 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

17 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 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	354	11			MAIN	
1 AM	201	3				
2 AM	108	3				
3 AM	86	6				
4 AM	144	6				
5 AM	378	8			MAIN	
6 AM	933	44	MAIN	MAIN	MAIN	BOTH
7 AM	1609	110	BOTH	BOTH	BOTH	BOTH
8 AM	1763	135	BOTH	BOTH	BOTH	BOTH
9 AM	1261	90	MAIN	BOTH	BOTH	BOTH
10 AM	1204	64	MAIN	BOTH	MAIN	BOTH
11 AM	1090	51	MAIN	MAIN	MAIN	BOTH
12 PM	1215	53	MAIN	BOTH	MAIN	BOTH
1 PM	1270	56	MAIN	BOTH	MAIN	BOTH
2 PM	1359	61	MAIN	BOTH	MAIN	BOTH
3 PM	1348	63	MAIN	BOTH	MAIN	BOTH
4 PM	1556	86	MAIN	BOTH	BOTH	BOTH
5 PM	1734	98	MAIN	BOTH	BOTH	BOTH
6 PM	1880	123	BOTH	BOTH	BOTH	BOTH
7 PM	1521	92	MAIN	BOTH	BOTH	BOTH
8 PM	1059	54	MAIN	BOTH	MAIN	BOTH
9 PM	835	46	MAIN	MAIN	MAIN	BOTH
10 PM	677	28	MAIN	MAIN	MAIN	MAIN
11 PM	448	20	MAIN		MAIN	
REQUIRED VOLUMES: MAIN STREET			420	630	336	504
SIDE STREET			105	53	84	42

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

State Route 3/US 19
 State Route 81/Upper Woolsey 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	354	south		72	15	west	11	369
1 AM	201	south		74	4	east	3	205
2 AM	108	south		70	3	west	3	111
3 AM	86	south		55	9	west	6	95
4 AM	144	north		68	9	west	6	153
5 AM	378	north		84	16	EVEN	8	394
6 AM	933	north		89	79	east	44	1012
7 AM	1609	north		77	175	east	110	1784
8 AM	1763	north		61	229	east	135	1992
9 AM	1261	north		57	171	west	90	1432
10 AM	1204	north		56	120	west	64	1324
11 AM	1090	north		55	101	west	51	1191
12 PM	1215	north		56	82	west	53	1297
1 PM	1270	north		50	104	east	56	1374
2 PM	1359	north		52	106	west	61	1465
3 PM	1348	south		51	101	west	63	1449
PM	1556	south		62	122	west	86	1678
PM	1734	south		64	141	west	98	1875
6 PM	1880	south		65	204	west	123	2084
7 PM	1521	south		64	142	west	92	1663
8 PM	1059	south		63	105	east	54	1164
9 PM	835	south		63	85	west	46	920
10 PM	677	south		58	41	west	28	718
11 PM	448	south		65	32	east	20	480

TOTAL INTERSECTION VOLUME IS 26,229

MAIN STREET TOTAL VOLUME IS 24,033

northBOUND APPROACH IS 12,034 (50 %)

southBOUND APPROACH IS 11,999 (50 %)

20% INCREASE
19% INCREASE
37% INCREASE
22% INCREASE

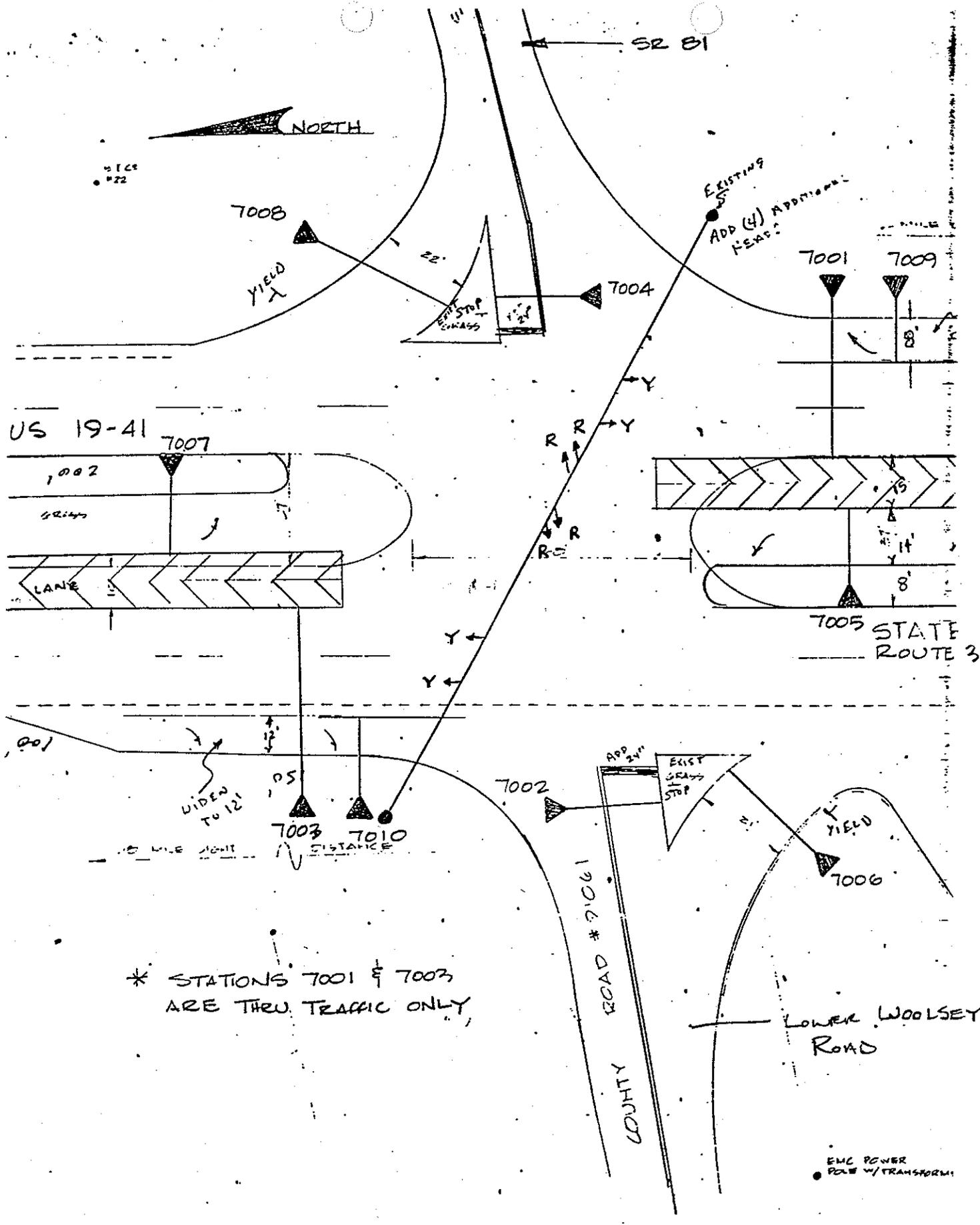
SIDE STREET TOTAL VOLUME IS 2,196

westBOUND APPROACH IS 1,195 (54 %)

eastBOUND APPROACH IS 1,001 (46 %)

REPORT PRODUCED MONDAY, NOVEMBER 2, 1998.

COUNTS TAKEN ON THURSDAY, OCTOBER 15, 1998.



* STATIONS 7001 & 7003 ARE THRU TRAFFIC ONLY,

EMC POWER POLE W/ TRANSFORMER

HENRY County

Office of Information Services
 Traffic Count Report
 Volume by Lane Report

```
*****
Data File      : D1014005.PRN
Station       : 000016159502
Identification : 151000317001
Start date    : Oct 14, 98
Stop date     : Oct 15, 98
City/Town    : SPL#120 STA7001-7009
Location     : SR3 S OF SR81 LN2=THRU LN1=RT TURN
Interval      : 60 minutes
Start time   : 15:00
Stop time    : 15:00
County       : HENRY BY ROYALS
*****
```

 Lanes 1-2 are Northbound

Wed - Oct 14, 98

Lane	1	2	Total
16:00	26	573	599
17:00	47	575	622
18:00	35	622	657
19:00	35	519	554
20:00	21	373	394
21:00	8	302	310
22:00	9	276	285
23:00	6	152	158
24:00	3	96	99

Thu - Oct 15, 98

01:00	1	52	53
02:00	0	32	32
03:00	1	38	39
04:00	1	97	98
05:00	1	316	317
06:00	6	821	827
07:00	32	1200	1232
08:00	44	1033	1077
09:00	31	692	723
10:00	31	641	672
11:00	19	579	598
12:00	22	662	684
13:00	21	620	641
14:00	28	673	701
15:00	33	629	662

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=====
Grand Totals      461      11573      12034
Percentages       3.8      96.2
*****
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Office of Information Services
 Traffic Count Report
 Volume by Lane Report

```
*****
Data File       : D1014001.PRN
Station        : 000026150855          Count ratio : 2.00
Identification : 151008117002        Interval    : 60 minutes
Start date     : Oct 14, 98          Start time   : 15:00
Stop date      : Oct 15, 98          Stop time    : 15:00
City/Town      : SPL#120 STA7002-7006 County     : HENRY BY ROYALS
Location       : SR81 W OF SR3 LN1=THRU LN2=RT TURN
*****
```

Lanes 1-2 are Eastbound

 Wed - Oct 14, 98

Lane	1	2	Total
16:00	36	0	36
17:00	43	0	43
18:00	80	1	81
19:00	50	0	50
20:00	54	0	54
21:00	39	0	39
22:00	13	0	13
23:00	20	0	20
24:00	4	0	4

Thu - Oct 15, 98

01:00	3	0	3
02:00	0	0	0
03:00	3	0	3
04:00	3	0	3
05:00	8	0	8
06:00	44	0	44
07:00	110	0	110
08:00	134	1	135
09:00	80	1	81
10:00	53	3	56
11:00	50	0	50
12:00	28	1	29
13:00	56	0	56
14:00	45	0	45
15:00	37	1	38

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=====
Grand Totals      993          8          1001
Percentages      99.2          0.8
```

Office of Information Services
 Traffic Count Report
 Volume by Lane Report

```
*****
Data File       : D1014003.PRN
Station        : 000036150787
Identification  : 151000317003
Start date     : Oct 14, 98
Stop date      : Oct 15, 98
City/Town      : SPL#120 STA7003-7010
Location       : SR3 N OF SR81 LN2=RT TURN LN=THRU
Interval       : 60 minutes
Start time    : 15:00
Stop time     : 15:00
County        : HENRY BY ROYALS
*****
```

Lanes 1-2 are Southbound

Wed - Oct 14, 98

Lane	1	2	Total
16:00	40	917	957
17:00	69	1043	1112
18:00	75	1148	1223
19:00	45	922	967
20:00	43	622	665
21:00	11	484	525
22:00	27	365	392
23:00	9	281	290
24:00	10	245	255

Thu - Oct 15, 98

01:00	8	140	148
02:00	3	73	76
03:00	1	46	47
04:00	2	44	46
05:00	0	61	61
06:00	3	103	106
07:00	7	370	377
08:00	24	662	686
09:00	31	507	538
10:00	7	525	532
11:00	15	477	492
12:00	14	517	531
13:00	21	608	629
14:00	20	638	658
15:00	24	662	686

```
=====
Grand Totals      539      11460      11999
Percentages       4.5       95.5
```

Office of Information Services
 Traffic Count Report
 Volume by Lane Report

```
*****
Data File       : D1014004.PRN
Station        : 000046159507          Count ratio : 2.00
Identification : 151008117004          Interval    : 60 minutes
Start date     : Oct 14, 98            Start time   : 15:00
Stop date      : Oct 15, 98            Stop time    : 15:00
City/Town      : SPL#120 STA#7004-700   County       : HENRY BY ROYALS
Location       : SR81 E OF SR3 LN1=THRU LN2=RT TURN
*****
```

Lanes 1-2 are Westbound

 Wed - Oct 14, 98

Lane	1	2	Total
16:00	68	18	86
17:00	58	40	98
18:00	92	31	123
19:00	62	30	92
20:00	26	25	51
21:00	33	13	46
22:00	13	15	28
23:00	4	8	12
24:00	7	4	11

Thu - Oct 15, 98

01:00	0	1	1
02:00	1	2	3
03:00	3	3	6
04:00	2	4	6
05:00	2	6	8
06:00	6	29	35
07:00	15	50	65
08:00	49	45	94
09:00	59	31	90
10:00	28	36	64
11:00	30	21	51
12:00	31	22	53
13:00	20	28	48
14:00	28	33	61
15:00	30	33	63

```
=====
Grand Totals      667      528      1195
Percentages      55.8      44.2
*****
```

Office of Information Services
 Traffic Count Report
 Volume by Lane Report

```
*****
Data File      : D1014002.PRN
Station       : 000016150801
Identification : 063000317005
Start date    : Oct 14, 98
Stop date     : Oct 15, 98
City/Town     : SPL#120 STA#151-7005
Location      : SR3 S OF SR81 LEFT TURN
Count ratio   : 2.00
Interval      : 60 minutes
Start time    : 15:00
Stop time     : 15:00
County        : HENRY BY ROYALS
*****
```

Lanes 1-1 are Northbound

 Wed - Oct 14, 98

Lane	1	Total
15:00	6	6
17:00	8	8
18:00	5	5
19:00	5	5
20:00	4	4
21:00	1	1
22:00	3	3
23:00	0	0
24:00	0	0

Thu - Oct 15, 98

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	3	3
08:00	7	7
09:00	8	8
10:00	9	9
11:00	4	4
12:00	8	8
13:00	11	11
14:00	8	8
15:00	6	6

```
=====
Grand Totals      96      96
Percentages      100.0
*****
```

Office of Information Services
 Traffic Count Report
 Volume by Lane Report

```

*****
Data File       : D1014006.PRN
Station        : 000036158155
Identification  : 151000317007
Start date     : Oct 14, 98
Stop date      : Oct 15, 98
City/Town      : SPL#120 STA#151-7007
Location       : SR3 N OF SR81 LEFT TURN
Count ratio    : 2.00
Interval       : 60 minutes
Start time     : 15:00
Stop time      : 15:00
County         : HENRY BY ROYALS
    
```

 Lanes 1-2 are Southbound

Wed - Oct 14, 98			
Lane	1	2	Total
16:00	0	48	48
17:00	0	57	57
18:00	0	57	57
19:00	0	43	43
20:00	0	40	40
21:00	0	39	39
22:00	0	22	22
23:00	0	5	5
24:00	0	9	9
Thu - Oct 15, 98			
01:00	0	2	2
02:00	0	1	1
03:00	0	1	1
04:00	0	4	4
05:00	0	1	1
06:00	0	7	7
07:00	0	9	9
08:00	0	32	32
09:00	0	34	34
10:00	0	30	30
11:00	1	41	42
12:00	0	19	19
13:00	0	26	26
14:00	0	50	50
15:00	0	32	32
===== Grand Totals	1	609	610
Percentages	0.2	99.8	

IGNORE LN 1

The Traffic Institute

Northwestern University

555 Clark St. / P.O. Box 1409 / Evanston, IL 60204

INTERSECTION DELAY STUDY

Intersection: SR 3/US 17 @ SR 81 City: N/A - HENRY CO.

Study Approach: UPPER WOOLSEY RD Direction: EASTBOUND Lanes: 1

Day/Date: WEDNESDAY - 11-4-98 Study Begins: 0750 Ends: 0805

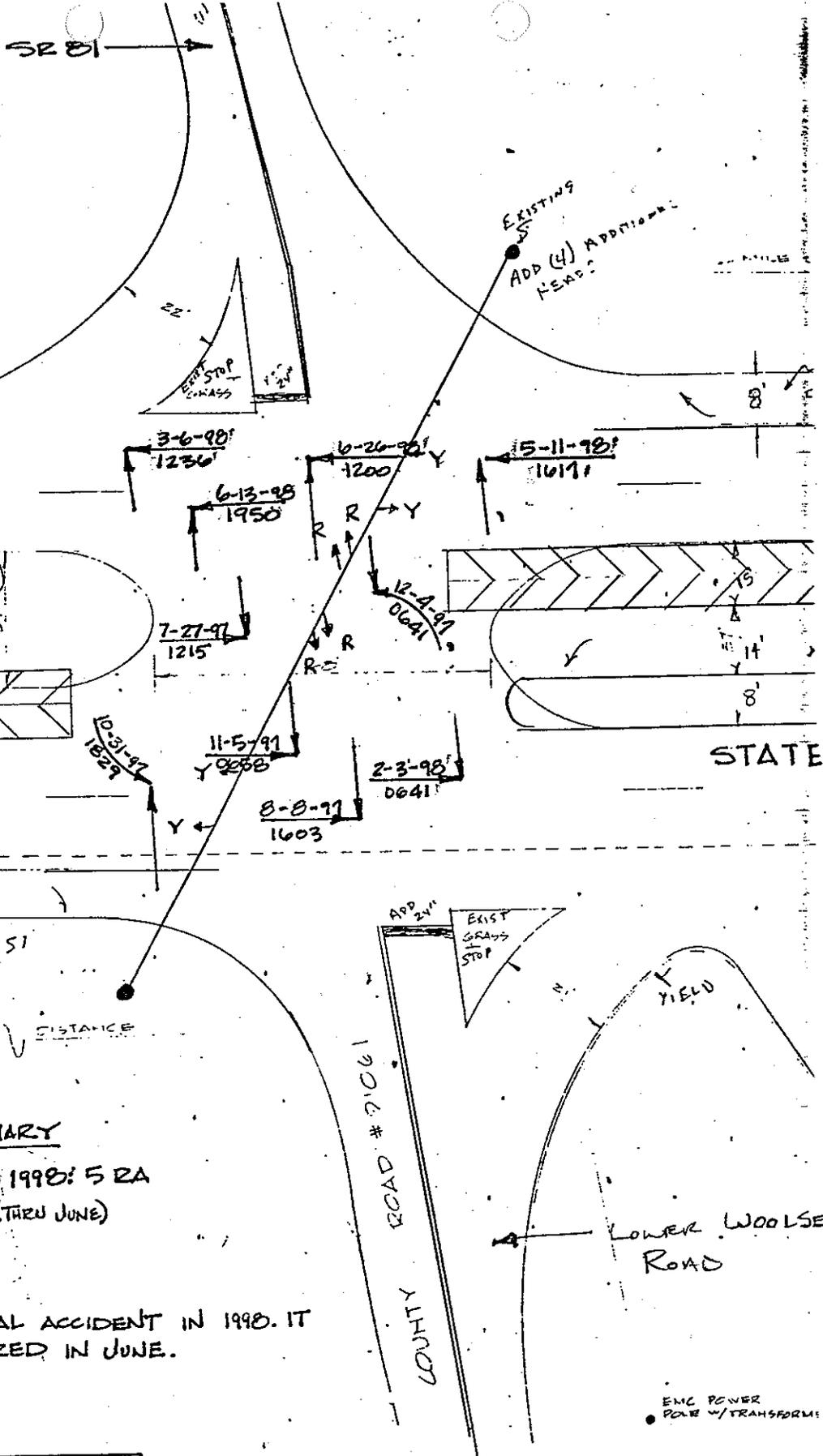
Sampling Interval: 15" Observer: KEITH AMOS AND JEFF LEACH

START	4	2	1	0	0	0	0	0	0	0
	0	0	0	0	0	1	0	0	0	0
	1	0	2	4	3	2	0	0	0	0 ₃₀
	0	1	3	3	0	3	3	2	0	0
	0	0	0	0	0	1	0	1	0	0
	0	0	0	0	0	0	0	1	1	0 ₆₀
										90
										120

TOTAL ELAPSED TIME = 15 MIN.

- Sum of point sample values = 39 vehs.
- Interval between samples = 15 sec.
- Total stopped delay, (1) x (2) = 585 veh.-sec.
- Volume = 25 veh.
- Stopped delay per vehicle, (3) ÷ (4) = 23.4 veh.-sec./veh.

39 veh.-hrs./veh.



3-19-41

1002

12145

LANE

STATE

APP 24"

EXIST GRASS STOP

COUNTY ROAD # 71061

LOWER WOOLSEY ROAD

EMC POWER POLE W/ TRANSFORMER

ACCIDENT SUMMARY

1991: 2 LT
3 RA
5 TOTAL

1998: 5 RA
(THRU JUNE)

NOTE: 1 FATAL ACCIDENT IN 1998. IT OCCURED IN JUNE.

ACCIDENT DIAGRAM
SR 3/US 19 @ SR 81
HENRY COUNTY



WOODED

WOODED

STRAIN POLE

SR 81

SR 3/US 19

CONCRETE MEDIAN (TYP)

EXISTING TIMBER POLE (TYP)

WOODED

REFURBISH DOUBLE YELLOW C

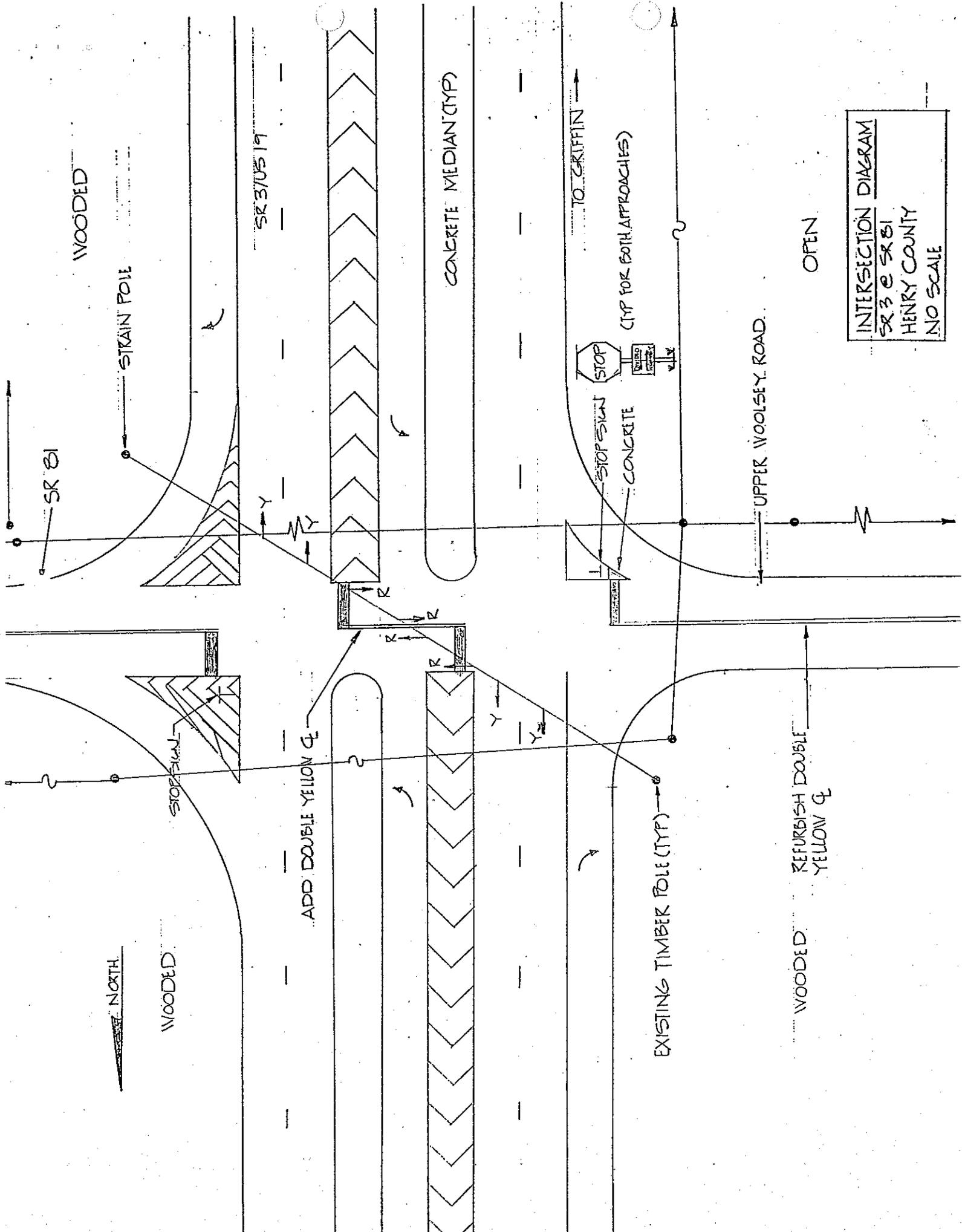
STOP SIGN
CONCRETE
(TYP FOR BOTH APPROACHES)

TO GRIFFIN

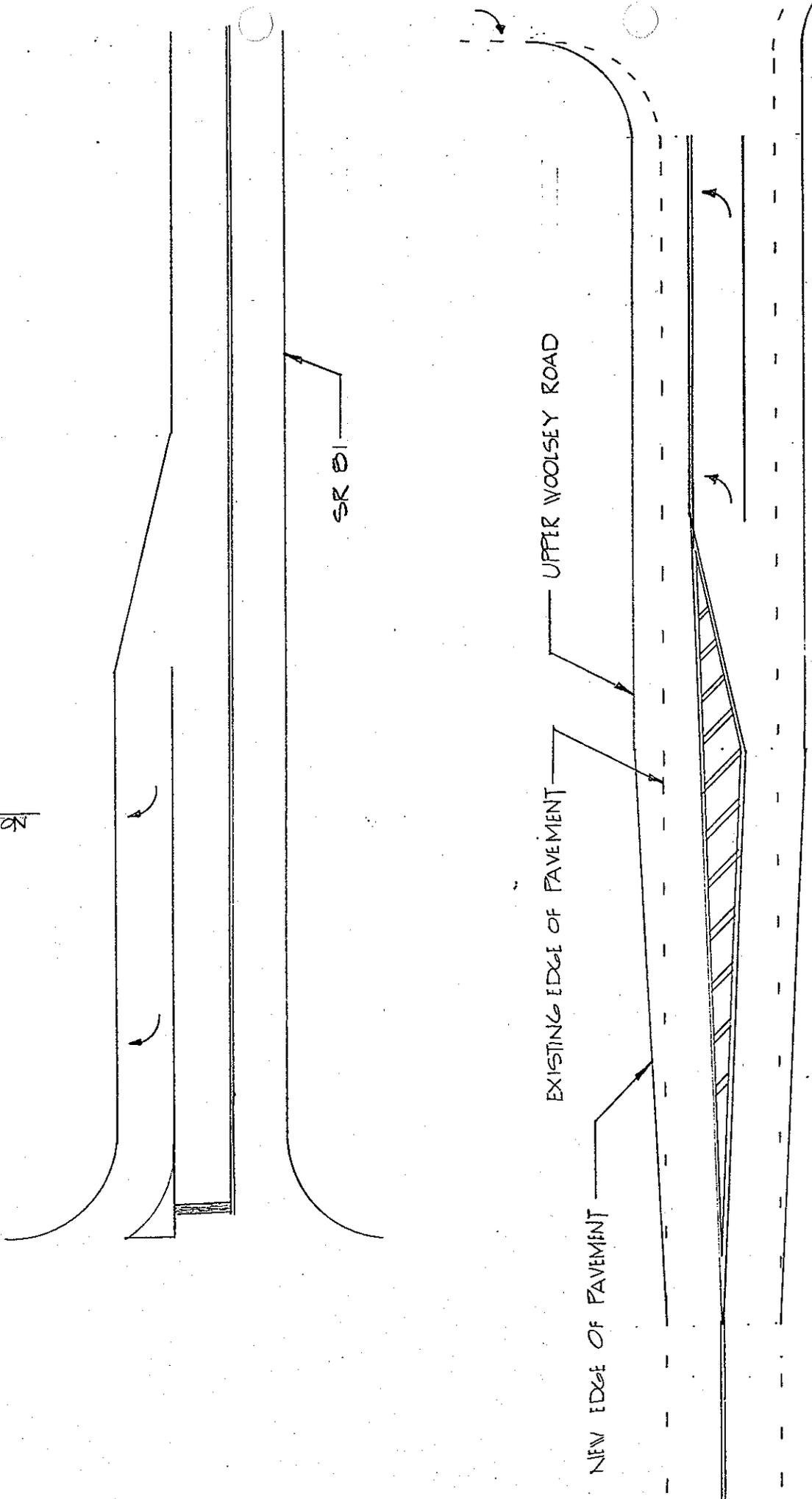
UPPER WOOLSEY ROAD

OPEN

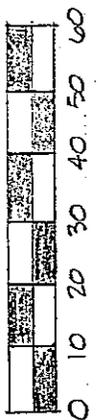
INTERSECTION DIAGRAM
SR 3 @ SR 81
HENRY COUNTY
NO SCALE



NORTH



CONCEPT PLAN FOR TURN LANES





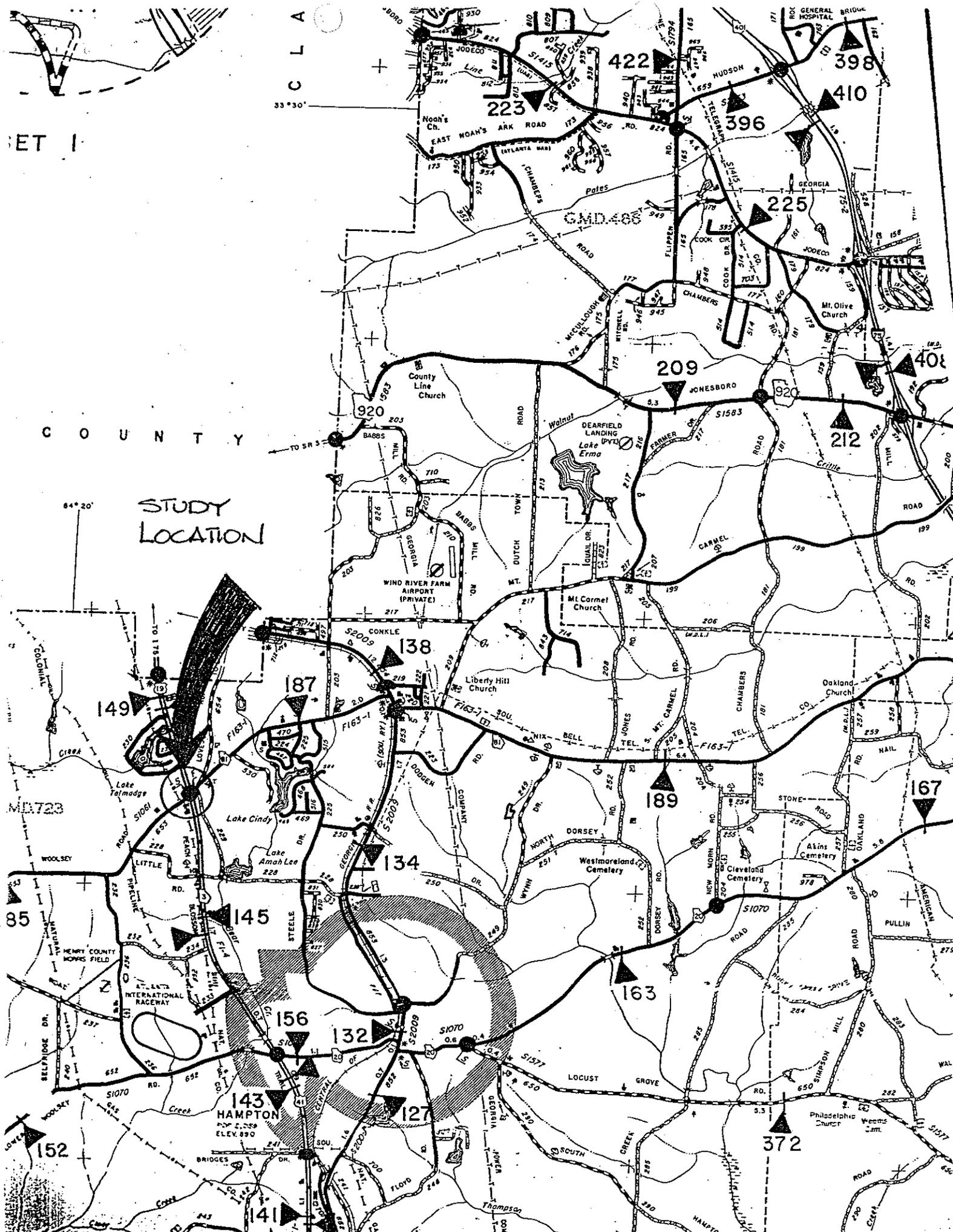
NET I

33°30'

C O U N T Y

STUDY LOCATION

64°20'



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
TRAFFIC SIGNAL AUTHORIZATION

APR 22 1999
GEORGIA
D.O.T.

The State Department of Transportation of Georgia hereby approves, subject to the conditions set forth herein, the use of a Traffic Signal device as described below and as shown on the attached drawing.

LOCATION OF SIGNAL

County: HENRY City: _____ Mile Point: 4 : 36

Local Highway or Street Names: _____ at UPPER WOOLSEY ROAD

State Route and U.S. Route Numbers: SR 3/US 19, 41 at SR 81

DOT Intersection Number: 0004083

TYPE SIGNAL

- Stop and Go Flashing Beacon School Beacon Other _____
 - Full Actuated Pedestrian Push Buttons Pedestrian Heads RR Pre-emption
 - Other Pre-emption Interconnected _____ Closed Loop/TBC
- Master/Local

Controller shall meet Ga. D.O.T Specifications. Controller Phasing and signal heads shall conform to the details on the attached drawing.

The signal device as described in this document is to be maintained and operated by:

- The Georgia Department of Transportation
- _____

Special Requirements: _____

Signal shall flash during all times when it is not in Stop and Go operation and during emergency repairs. Signal heads are to be hooded or taken down when for any reason the signal is not operating as Stop and Go or Flasher during a period of more than six consecutive days or when requested by DOT Traffic Operations Engineer. The traffic control signal equipment, its installation, operation and timing covered by this authorization shall not be materially altered without the written approval of the Georgia Department of Transportation.

NOTE: This authorization is valid only so long as equipment used is standard equipment as specified and is maintained and operated in accordance with the terms of this authorization and the requirements of the current Manual on Uniform Traffic Control Devices.

RECOMMENDED: Marion S. Waters
State Traffic Operations Engineer

APPROVED: Larry B. Lakost
Division Director of Operations

APPROVED: [Signature]
Chief Engineer

DATE ISSUED: APR 22 1999

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: Henry County
SR 3/US 19,41 @ SR 81/
Upper Woolsey Road

OFFICE: Atlanta - TMC
DATE: January 25, 1999

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

TO: Joe Street, District Engineer, Thomaston
ATTN: Keith Rohling, P.E., District Traffic Engineer

SUBJECT: Permit for Stop and Go Signal

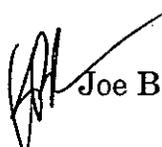
Attached for further handling is an approved permit for the stop and go signal to be installed at the intersection of State Route 3/US 19, 41 and State Route 81/Upper Woolsey Road in Henry County. This traffic signal will be installed under a safety project by Henry County which will also add appropriate turn lanes on Upper Woolsey Road and State Route 81. Please keep a copy of this approved permit for your files and send a copy to Henry County.

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

MGW:MRB
Attachments

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **Henry County** OFFICE **Thomaston**
DATE **February 24, 1999**
FROM  **Joe B. Street, District Engineer**
TO **Marion Waters, State Traffic Operations Engineer**
Attention: Melinda Boothe
SUBJECT **Revised Signal Design**

Attached is a revised signal design for the intersection of State Route 3 at State Route 81 in Henry County. This should reflect the changes discussed with Mr. Del Clippard. Please continue with the process to develop a concept for an intersection improvement project for this intersection.

If you have any questions please contact Jeff Legg or myself at 706-646-6560 or 706-646-6557, respectively.

KBR

Boothe, Melinda

From: Clippard, Del
Sent: Friday, January 15, 1999 9:31 AM
To: Keith Rohling (E-mail)
Cc: Boothe, Melinda
Subject: SR 3 @ SR81/Upper Woolsey Road

Per our discussion yesterday, please consider revising the proposed design for the above intersection to include left turn lanes on both side street approaches. This will better align the left turns and through movements on the side streets and provide for storage if side street left turn phases are ever needed. The heavy east to north right turn movement can possibly be accommodated without a separate lane by a large radius and channelization island. We will go ahead and process the signal permit with the design we have. Thanks.

Del

① ~~Manning~~
Signal design will
have left turn
lanes on both
sides
② MB

DEPARTMENT OF TRANSPORTATION

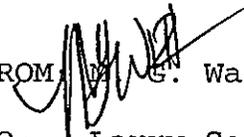
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: Henry County
SR 3/US 19, 41 @ SR 81/Upper
Woolsey Road

OFFICE: Atlanta - TMC

DATE: January 15, 1999

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

TO: Larry Seabrook, Director of Operations

SUBJECT: Permit for Stop and Go Signal

Attached for your consideration is a permit to install a stop and go signal at the intersection of State Route 3/US 19, 41 and State Route 81/Upper Woolsey Road in Henry County. State Route 3/US 19, 41 is a four lane divided, asphaltic concrete roadway that enters the intersection from the north and south on a flat grade. Offset left turn lanes exist on each approach as well as right turn lanes. State Route 81 is a two lane, asphaltic concrete roadway that enters the intersection from the east on a flat grade. Upper Woolsey Road is a two lane, asphaltic concrete roadway that enters the intersection from the west on a 1% grade. No turn lanes of any type exist on the minor approaches.

An MUTCD warrant analysis showed that warrant two (Interruption of continuous traffic) was met, warrant six (Accident experience) was met, warrant nine (Four Hour Volumes) was met, and warrant eleven (Peak Hour Volume) was also met.

Based on safety and volume, we recommend that a permit be issued to Henry County for a traffic signal to be installed at the intersection of State Route 3/US 19, 41 and State Route 81/Upper Woolsey Road. This traffic signal will be installed under a safety project by Henry County which will also add appropriate turn lanes on Upper Woolsey Road and State Route 81.

A permit is attached for your signature.

MGW:MRB
Attachments