

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

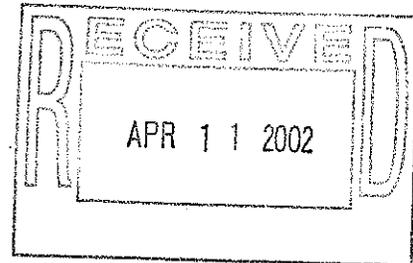
INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0004-00(047) Carroll County
P.I. No.: 0004047
SR 166 @ CR 98/North Jonesville Road
Safety/Intersection Improvements

OFFICE: Traffic Operations
Atlanta, Georgia
DATE: April 10, 2002

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

TO: Kent Sager, District Engineer, Cartersville
Attn: DeWayne Comer



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 constructing three lanes on SR 166 for approximately 1000 ft. west of the intersection of N. Jonesville Road to the existing three lane section approximately 900 ft. east of N. Jonesville Road with a westbound right turn lane at W. Jonesville Road. N. Jonesville Road will be widened 12 ft. to the west to add a right turn lane. The intersection with W. Jonesville Road will be relocated approximately 250 ft. to the west to improve the skew of the intersection and to line it up with Dixon Road. 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: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.
Harry Maddox, w/attach.
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

CARROLL COUNTY

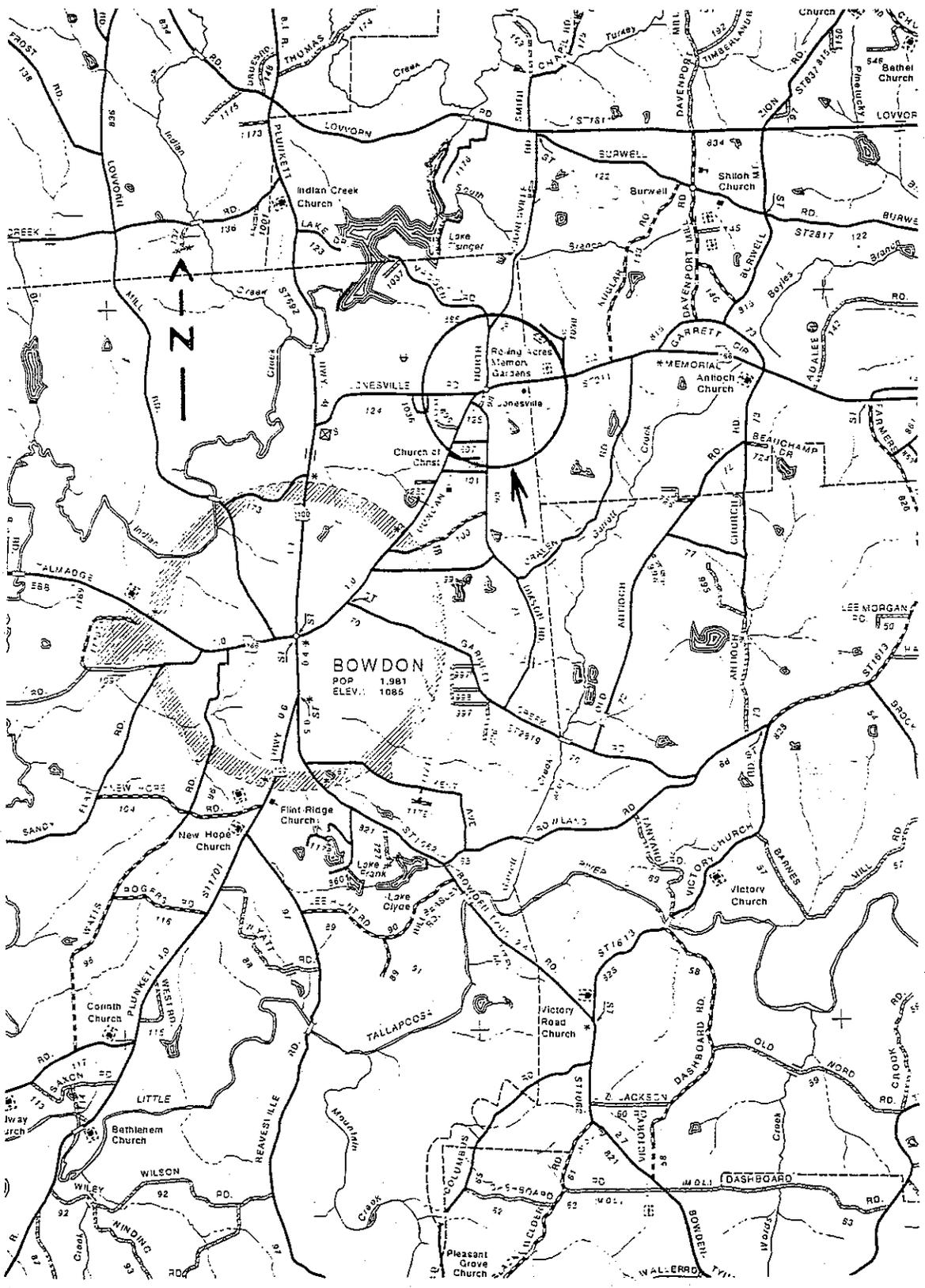
STP-0004-00(047)

FEDERAL ROUTE NO:
STATE ROUTE NO: 166
GADOT P.I. NO: 0004047

SEE ATTACHED
LOCATION SKETCH

Date of Report: August 27, 2001

RECOMMENDED:	<u>10/4/01</u>	<u>Phillip M. Allen</u>
	DATE	STATE TRAFFIC SAFETY AND DESIGN ENGINEER
RECOMMENDED:	<u>10/11/01</u>	<u>Phillip M. Allen</u>
	DATE	DISTRICT ENGINEER
RECOMMENDED:	<u>10/22/01</u>	<u>Tom Coleman</u>
	DATE	CHIEF ENGINEER
APPROVED:	_____	<u>Tom Coleman</u>
	DATE	COMMISSIONER



PROJECT CONCEPT REPORT

P.I. No.: 0004047

Project No.: STP-0004-00(047) Carroll County

Route No.: S.R. 166
C.R. 98/N. Jonesville Rd.
C.R.124/W. Jonesville Rd.
C.R.125/Dixson Road

Location: The intersection of S.R. 166 at C.R 98 is located 1.0 miles east of the City of Bowdon and 7.2 miles west of the City of Carrollton in Carroll County.

Description: S.R. 166 will be widened to three lanes from approximately 1000 feet west of the intersection of N. Jonesville Road to the existing three lane section approximately 900 feet east of N. Jonesville Road with a west bound right turn lane at W. Jonesville Road. N. Jonesville Road will be widened 12 feet to the west to add a right turn lane. The intersection with W. Jonesville Road will be relocated approximately 250 feet to the west to improve the skew of the intersection and to line up with Dixson Road. A traffic signal will be installed at the intersection of S.R. 166 and N. Jonesville Road.

<u>Traffic – Current ADT:</u>	S.R. 166	-----	23,600 (1999 ADT)
	C.R. 98	-----	4,600 estimated
	C.R. 124	-----	2,000 estimated
	C.R. 125	-----	2,000 estimated

Existing Typical: SR 166: 2 – 12 ft. travel lanes with a 4 ft. paved shoulder. There is a west bound right turn lane between N. Jonesville and W. Jonesville Roads.

C.R. 98: 2 – 10 ft. travel lanes, one in each direction, with 3 – 5 ft. grassed shoulders.

C.R. 124: 2 – 10 ft. travel lanes, one in each direction, with 3 – 5 ft. grassed shoulders.

C.R. 125: 2 – 10 ft. travel lanes, one in each direction, with 3 – 5 ft. grassed shoulders.

<u>Existing Right of Way:</u>	S.R. 166	-----	80' (Estimated)
	C.R. 98	-----	60' (Estimated)
	C.R. 124	-----	60' (Estimated)
	C.R. 125	-----	60' (Estimated)

Existing Traffic Control: S.R. 166 is a through movement with standard pavement markings. Stop signs and stop bars are present on N. Jonesville Road, W. Jonesville Road, and Dixson Road.

Existing Major Structures: None.

Statement of Need & Purpose: Accident history for these intersection show 5 accidents over the 21-month period from January 1999 to September 2000, including 2 injuries. Realignment of CR 124, installation of left and right-turn lanes on SR 166 at CR 124 and CR 98, and signalization of SR 166 and CR 98 will reduce accidents at these intersections. To improve the safety and orderly progression of traffic through the intersection these improvements are recommended.

Bicycle & Pedestrian Considerations: Crosswalks and pedestrian signals with pushbuttons will be installed.

Length: 0.62 miles

Termini:	S.R. 166	C.R. 98	C.R.124	C.R. 125
From M.P.	5.65	1.53	1.05	0.00
To M.P.:	6.04	1.65	1.15	0.01

PDP Class: Minor Existing

Functional Class:	S.R. 166	-----	Rural Minor Arterial
	C.R. 98	-----	Rural Local
	C.R. 124	-----	Rural Local
	C.R. 125	-----	Rural Local

Max Degree of Curve: +/- 6.0 Degrees

Max Grades: +/- 2.0 %

Design Speed:	S.R. 166	-----	55 mph
	C.R. 98	-----	35 mph
	C.R. 124	-----	35 mph
	C.R. 125	-----	35 mph

Proposed Typical Section: S.R. 166: 2 – 12 ft. travel lanes, one in each direction, plus a 12 ft. left turn lane in each direction and a 12 ft. WB right turn lane at C.R. 124.
 C.R. 98: 3 – 12 ft. travel lanes, one north bound and two southbound.
 C.R. 124: 2 - 12 ft. travel lanes one in each direction on new alignment.
 C.R. 125: 2 – 12 ft. travel lanes one in each direction.

Proposed major structures: None.

Type Access: By Permit.

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

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

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

Estimated Cost:

<u>Item</u>	<u>Total Amount</u>	
Right-of-way	\$ 832,000	(By Carroll Co.)
Utilities	<u>\$ 0</u>	(By Carroll Co.)
Estimated LGPA Total	\$832,000	
Construction	\$ 298,763	
Traffic Signal	\$ 50,000	
Railroad Equipment	\$ 0	
E & C 10 %	<u>\$ 34,876</u>	
Total Construction	\$ 383,639	

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.

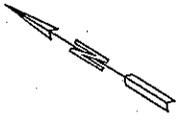
Alternates Considered: Installing only a east bound left turn lane for C.R. 98. With this alternative the taper for the left turn lane would extend though the intersection of C.R. 124. It was decided to relocate the intersection of C.R. 124 to alleviate this condition.

Comments:

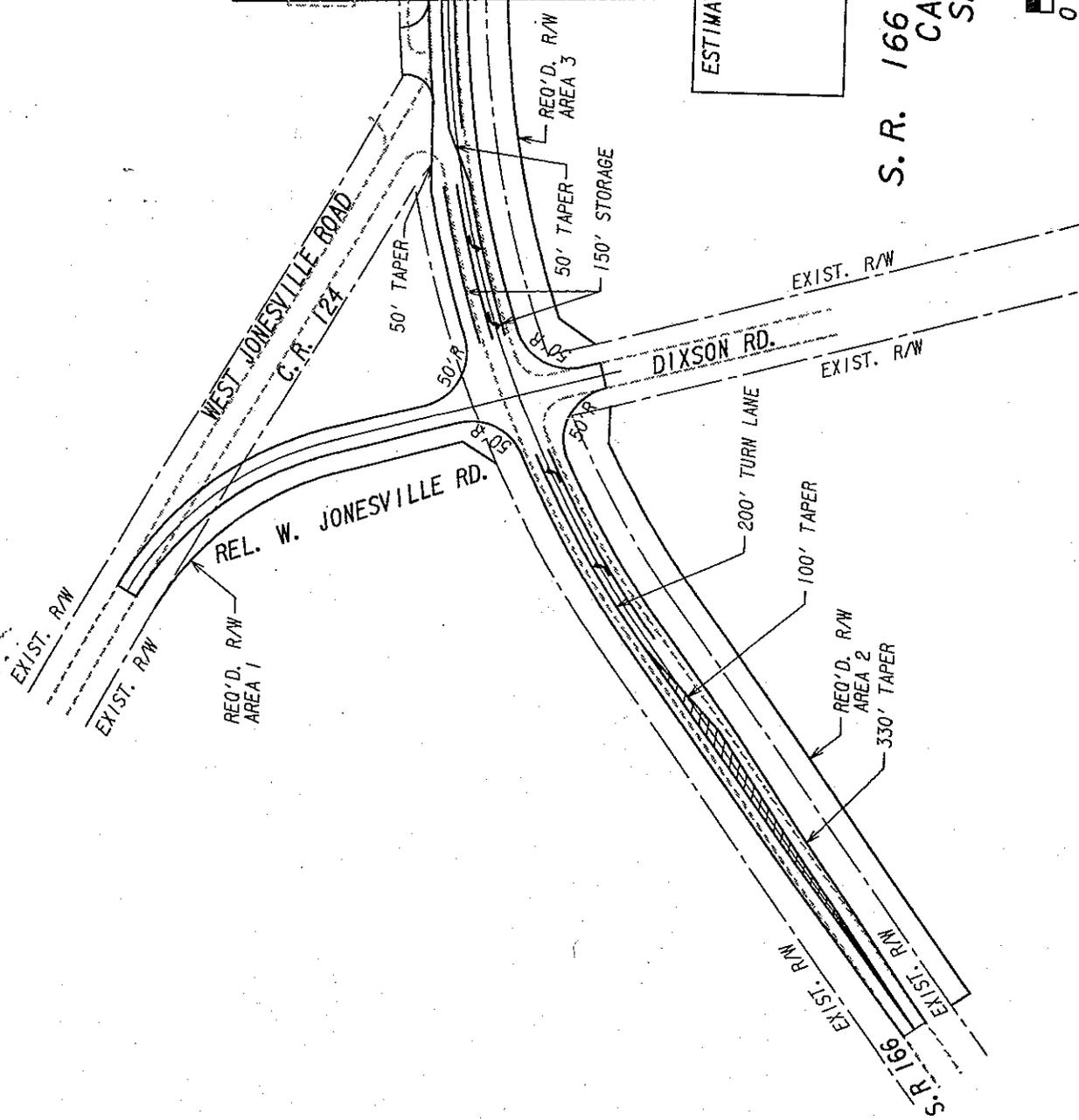
Attachments: None

Prepared by Kimley-Horn and Associates/Gresham, Smith and Partners on behalf of the Office of Traffic Operations of the Georgia Department of Transportation.

James M. Pohlman, P.E.



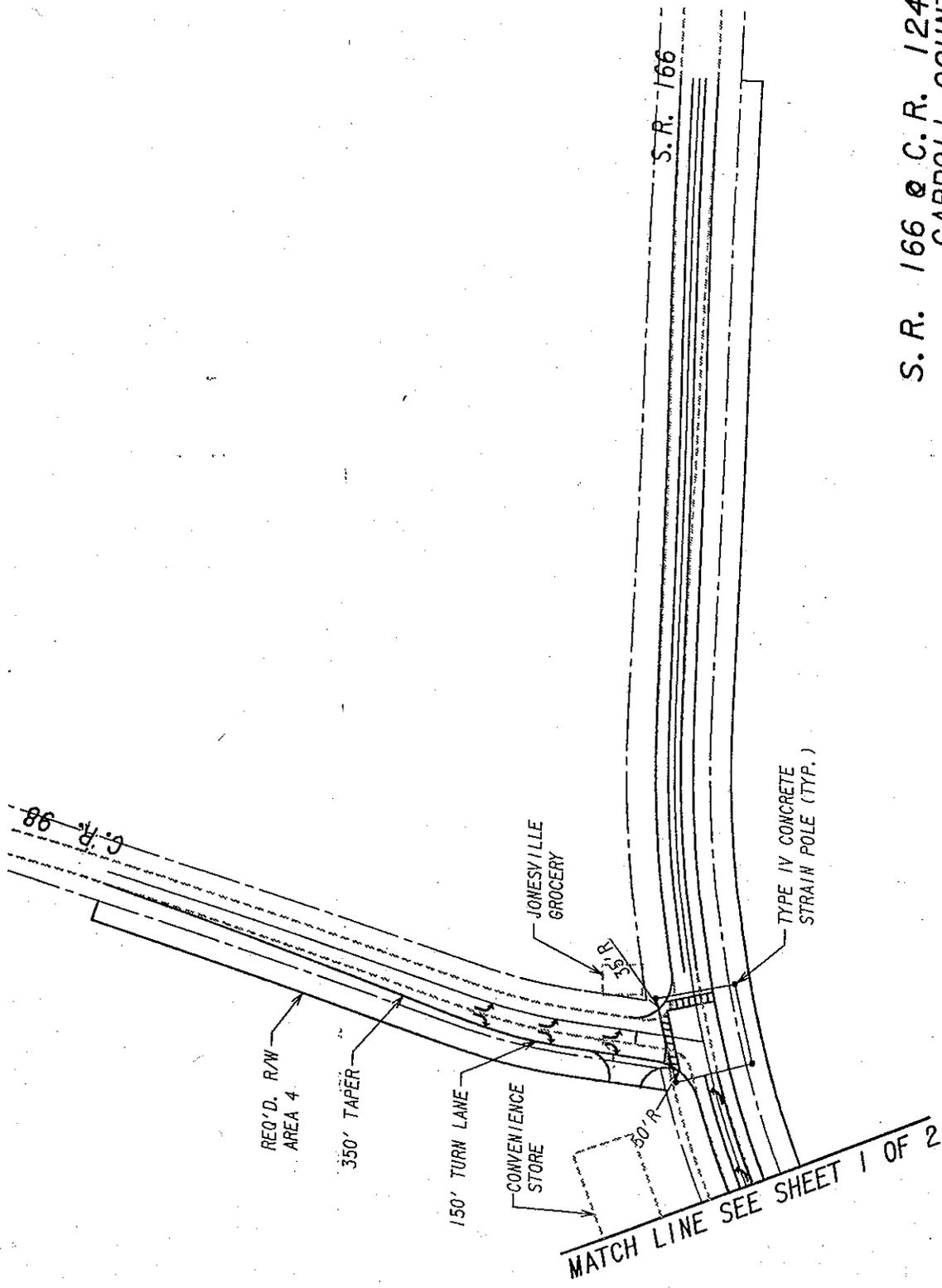
MATCH LINE SEE SHEET 2 OF 2



ESTIMATED REQUIRED RIGHT OF WAY	
AREA #1	30915 SF
AREA #2	13088 SF
AREA #3	29778 SF
AREA #4	11326 SF
TOTAL	85107 SF

S. R. 166 @ C. R. 124/C. R. 98
 CARROLL COUNTY
 SHEET 1 OF 2





S. R. 166 @ C. R. 124/C. R. 98
CARROLL COUNTY
SHEET 2 OF 2



MATCH LINE SEE SHEET 1 OF 2

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

OFFICE Traffic Operations
Cartersville, Georgia

DATE September 29, 2000

FROM: Harry A. Maddox, District Traffic Engineer

TO: Marion G. Waters, III, P. E., State Traffic Operations Engineer
Attention: Melinda Boothe

SUBJECT State Route 166 @ North Jonesville Road. Carroll County

Attached is a traffic engineering study for the subject intersection which was requested by Representative Jack West and a private citizen in Carroll County.

The warrant analysis revealed that warrant 1 (Minimum Vehicular Volumes) was satisfied for 5 of the 8 hours counted, warrant 2 (Interruption of Continuous Traffic) was satisfied for 7 hours, warrant 9 (Four Hour Volume Warrant) was satisfied for 6 hours, and warrant 11 (Peak Hour Volume Warrant) was satisfied for 5 hours. Due to the number of warrants satisfied, it is concluded that the installation of a traffic signal is justified. This office has not received the Request For Traffic Signal from Carroll County. It will be forwarded to your office upon reception.

HAM/SSS/sss

C: Don Clerici, Area Engineer
Kent L. Sager, District Engineer

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

TRAFFIC ENGINEERING INVESTIGATION

CARTERSVILLE, GEORGIA

DISTRICT SIX

October 2, 2000

COUNTY	Carroll
PRIMARY ROUTE	State Route 166
SECONDARY ROUTE	North Jonesville Road
MILE POST	5.87

PREPARED BY: Steven S. Sanders
District Traffic Operations Engineer

State Route 166 @ North Jonesville Rd. Carroll County

REQUESTED BY: This traffic engineering study was requested by Representative Jack West and Citizen Susan Lancaster.

REASON FOR INVESTIGATION: This study was initiated to determine if signalization of the intersection is justified.

TOPOGRAPHY: This intersection is located approximately two miles east of the downtown business district of the City of Bowdon. This area is approximately 50% commercial and 50% residential development. Jonesville Grocery is located on the North East corner of this intersection. Also note that approximately 800' north of this intersection is Jonesville Elementary School.

GEOMETRICS: State Route 166 @ North Jonesville Road is a T type intersection, with SR 166 running east and west and Jonesville Road as the north leg. State Route 166 is an urban principal arterial route and serves as a south bypass for the City of Carrollton. State Route 166 has two 11 ft. through lanes with 4-6 ft. grass shoulders. North Jonesville Road is a two lane county maintained roadway with two 10 ft. through lanes and 4-6 ft. grass shoulders.

ne sight distance on State Route 166 from North Jonesville Road is 600 ft.+ to the west and approximately 1000+ ft. to the east.

EXISTING TRAFFIC CONTROL: Traffic control devices on State Route 166 consist of standard regulatory speed limit signing and advance intersection warning signs. Traffic control on North Jonesville Road consists of stop ahead signs, stop signs and stop bars.

ADJACENT SIGNALIZED INTERSECTIONS: The nearest signalized intersection on State Route 166 is located approximately 1.77 miles west at the intersection of State Route 166 @ Grammer School Drive.

VEHICULAR VOLUMES: The AADT for State Route 166 is 23,600 vehicles per day. Intersection counts are summarized as follows:

State Route 166 @ North Jonesville Rd. Carroll County

Peak Hours:	State Route 166		North Jonesville Road
	1999	2000	
07:00-08:00	767	1057	164
08:00-09:00	691	893	194
09:00-10:00	465	536	61
11:00-12:00	466	526	57
12:00-13:00	561	614	49
15:00-16:00	609	716	165
16:00-17:00	711	776	184
17:00-18:00	707	775	170

SPOT SPEED STUDY: The posted speed limit on State Route 166 is 45 mph. A spot speed study was conducted at the intersection on 9/18/00. Radar samples indicate an 85th percentile speed of 50 miles per hour with an average speed of 45.8 miles per hour. The 10 mph pace speed was 42 through 51 with 70.8 percent in that range.

ACCIDENT HISTORY: Hard copy accident reports obtained from the Georgia State Patrol for the period from January 1, 1999 to September 25, 2000, revealed 5 accidents. There were 4 injuries and 0 fatalities.

INTERSECTION HISTORY: This is the first traffic engineering study that has been completed since February of 1994. At that time the traffic volumes did not warrant a signal. With the addition of Jonesville Elementary School, traffic volumes at this intersection have greatly increased.

OBSERVATIONS: Observations revealed high volumes on State Route 166, making turn movements to and from North Jonesville Road difficult, causing delays throughout the day. Especially during the hours just before and after school operation. Delays were observed in the a.m. hours trying to turn left into North Jonesville Road from SR 166. In the p.m. hours, delays were on North Jonesville Road, trying to make right and left turns on to SR 166. No vehicles were observed parking on the right of way. No pedestrians were observed.

State Route 166 @ North Jonesville Road Carroll County

CONCLUSIONS: The warrant analysis revealed that warrant 1 (Minimum Vehicular Volumes) was satisfied for 5 of the 8 hours counted, warrant 2 (Interruption of Continuous Traffic) was satisfied for 7 hours, warrant 9 (Four Hour Volume Warrant) was satisfied for 6 hours, and warrant 11(Peak Hour Volume Warrant) was satisfied for 5 hours. Due to the number of warrants satisfied, it is concluded that the installation of a traffic signal is justified.

RECOMMENDATIONS: It is recommended that Carroll County be issued a permit for the installation of a traffic signal at the intersection of State Route 166 @ North Jonesville Road.

RECOMMENDED BY: Steven S. Sanders **DATE** 9/29/00
Steven S. Sanders
District Traffic Operations Engineer

RECOMMENDED BY: Harry A. Maddox **DATE** 9/29/00
Harry A. Maddox
District Traffic Engineer

RECOMMENDED BY: _____ **DATE** _____
Marion G. Waters, III, P.E.
State Traffic Operations Engineer

APPROVED BY: _____ **DATE** _____
David Studstill
Director of Operations

Warrant Summary:
Normal values apply.

Warrant 1 - Minimum Vehicular Volumes

NOT SATISFIED. Required values reached for 5 hours. Criteria--Main St.: 350; Side St.: See Volume Summary.

Warrant 2 - Interruption of Continuous Traffic

NOT SATISFIED. Required values reached for 7 hours. Criteria--Main St.: 525; Side St.: See Volume Summary.

Warrant 3 - Minimum Pedestrian Volumes

NOT SATISFIED. Ped volumes too low. Criteria--190 Peds in peak hour, 100 peds in 4th high hour.

Warrant 4 - School Crossing

NOT APPLICABLE. Gap data has not been defined.

Warrant 5 - Progressive Movement

NOT SATISFIED. Adjacent signals closer than 1000 feet and/or not part of coordinated system.

Warrant 6 - Accident Experience

NOT SATISFIED. 0 correctable accidents is fewer than required 5.

Correctable Accidents: 0; Right Angle Accidents: 0; Left Turn Accidents: 0; Other Accidents: 0.

Warrant 7 - Systems Warrant

NOT SATISFIED. At least one street has no major approaches.

- Approaches which are part of the principal through traffic roadway network.
- Approaches which include rural or suburban highways outside, entering or traversing a city.
- Approaches which appear as a major route in an official transportation plan.

Warrant 8 - Combination of Warrants

NOT SATISFIED. Required values reached for 5 hours. Criteria--Main: 420; Side: See Volume Summary.

Warrant 9 - Four Hour Volumes

SATISFIED for 6 hours.

Warrant 10 - Peak Hour Delay

NOT APPLICABLE. Volume requirements satisfied, but side street peak hour delay not defined.

Criteria--Main St.: 800 (4 approaches), 650 (3 approaches); Side St.: 100.

Warrant 11 - Peak Hour Volume

SATISFIED for 5 hours.

Street Approaches:

Eastbound:
 sr 166

Data File: No Count Defined
 Count Type: None. Channel: 0. Count Date: 9/19/2000
 Number of Lanes: 1
 Approach Speed: 45
 Total Approach Traffic: 4289

Westbound:
 SR 166

Data File: No Count Defined
 Count Type: None. Channel: 0. Count Date: 9/20/2000
 Number of Lanes: 1
 Approach Speed: 45
 Total Approach Traffic: 2640

Minor Street Approaches:

Northbound:

Data File: No Count Defined
 Count Type: None. Channel: 0. Count Date: 0/ 0/ 0
 Number of Lanes: 1
 Approach Speed: 0
 Total Approach Traffic: 0

Southbound:

North Jonesville Road

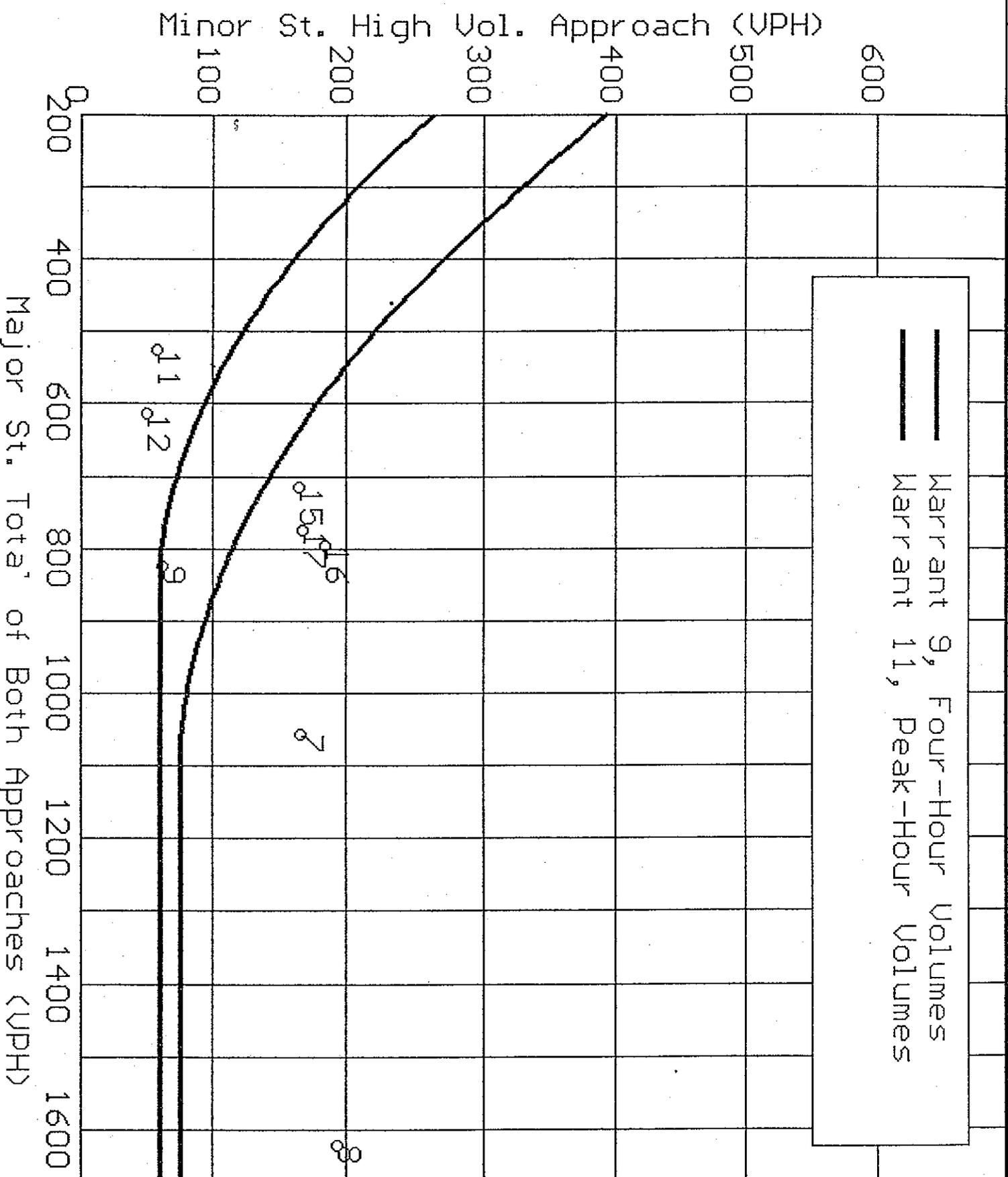
Data File: No Count Defined
 Count Type: None. Channel: 0. Count Date: 9/19/2000
 Number of Lanes: 1
 Approach Speed: 35
 Total Approach Traffic: 1044

	166	N. J. Rd	#1	#2
7-8	1057	164	✓	✓
8-9	893	194	✓	✓
9-10	536	61		✓
11-12	526	57		✓
12-1	614	49		
3-4	716	165	✓	✓
4-5	796	184	✓	✓
5-6	775	170	✓	✓
			5	7

#8 - 5hrs.

Analysis of 8-Hour Volume Warrants (Criteria refers to high volume side street for t

Hour	Main	Side	Warrant 1	Warrant 2	Warrant 3
Begin	(Total)	Vol. Dir. Rank	Meets? Criteria	Meets? Criteria	Meets? Criteria
0	0	0 S 9	105	52	84
1	0	0 S 10	105	52	84
2	0	0 S 11	105	52	84
3	0	0 S 12	105	52	84
4	0	0 S 13	105	52	84
5	0	0 S 14	105	52	84
6	0	0 S 15	105	52	84
1054 7	1056	166 S 4	--BOTH-- 105	--BOTH-- 52	--BOTH-- 84
893 8	1622	194 S 1	--BOTH-- 105	--BOTH-- 52	--BOTH-- 84
52 9	824	61 S 6	MAIN 105	--BOTH-- 52	MAIN 84
10	0	0 S 16	105	52	84
11	526	57 S 7	MAIN 105	--BOTH-- 52	MAIN 84
12	614	49 S 8	MAIN 105	MAIN 52	MAIN 84
13	0	0 S 17	105	52	84
14	0	0 S 18	105	52	84
15	716	165 S 5	--BOTH-- 105	--BOTH-- 52	--BOTH-- 84
16	796	184 S 2	--BOTH-- 105	--BOTH-- 52	--BOTH-- 84
17	775	168 S 3	--BOTH-- 105	--BOTH-- 52	--BOTH-- 84
18	0	0 S 19	105	52	84
19	0	0 S 20	105	52	84
20	0	0 S 21	105	52	84
21	0	0 S 22	105	52	84
22	0	0 S 23	105	52	84
23	0	0 S 24	105	52	84

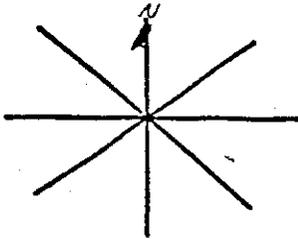


DEPARTMENT OF TRANSPORTATION
 TRAFFIC ENGINEERING AND SAFETY

MANUAL TRAFFIC COUNT

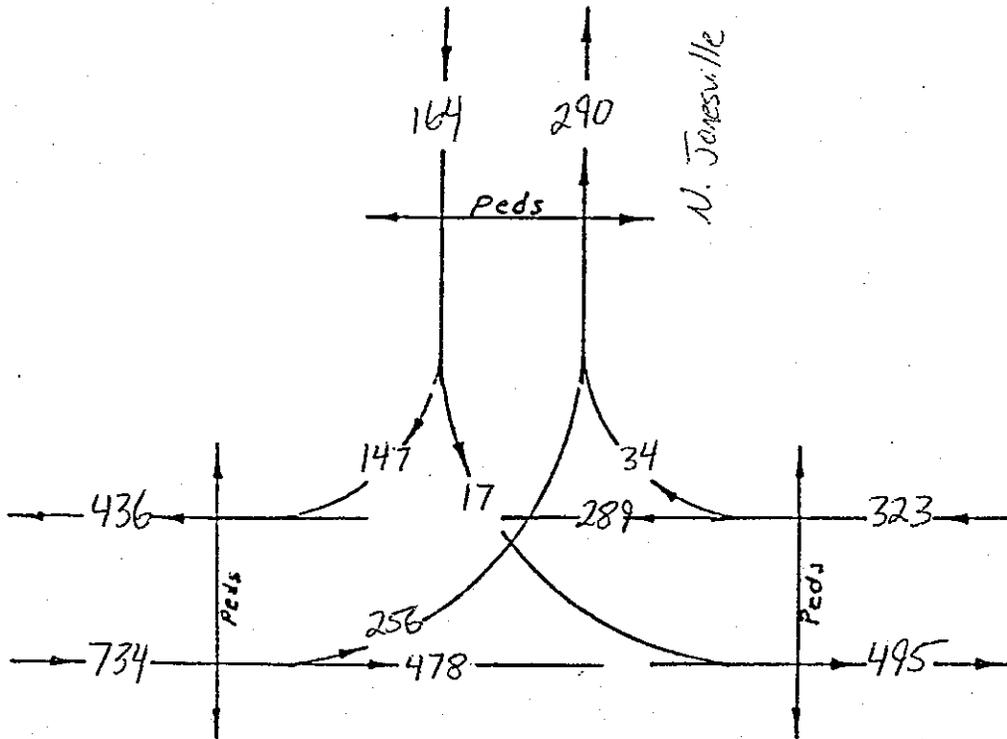
COUNTY Carroll CITY _____

LOCATION SR 166 @ North Jonesville Road



INDICATE NORTH

DATE 9/19/00
 DAY OF WEEK TUES
 TIME 7:00-8:00
 WEATHER CLR
 COUNTED BY JL



SR 166

VEHICLES PER HOUR ON MAJOR STREET (TOTAL OF BOTH APPROACHES)

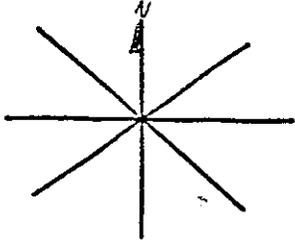
VEHICLES PER HOUR ON MINOR STREET APPROACH (ONE DIRECTION ONLY)

DEPARTMENT OF TRANSPORTATION
TRAFFIC ENGINEERING AND SAFETY

MANUAL TRAFFIC COUNT

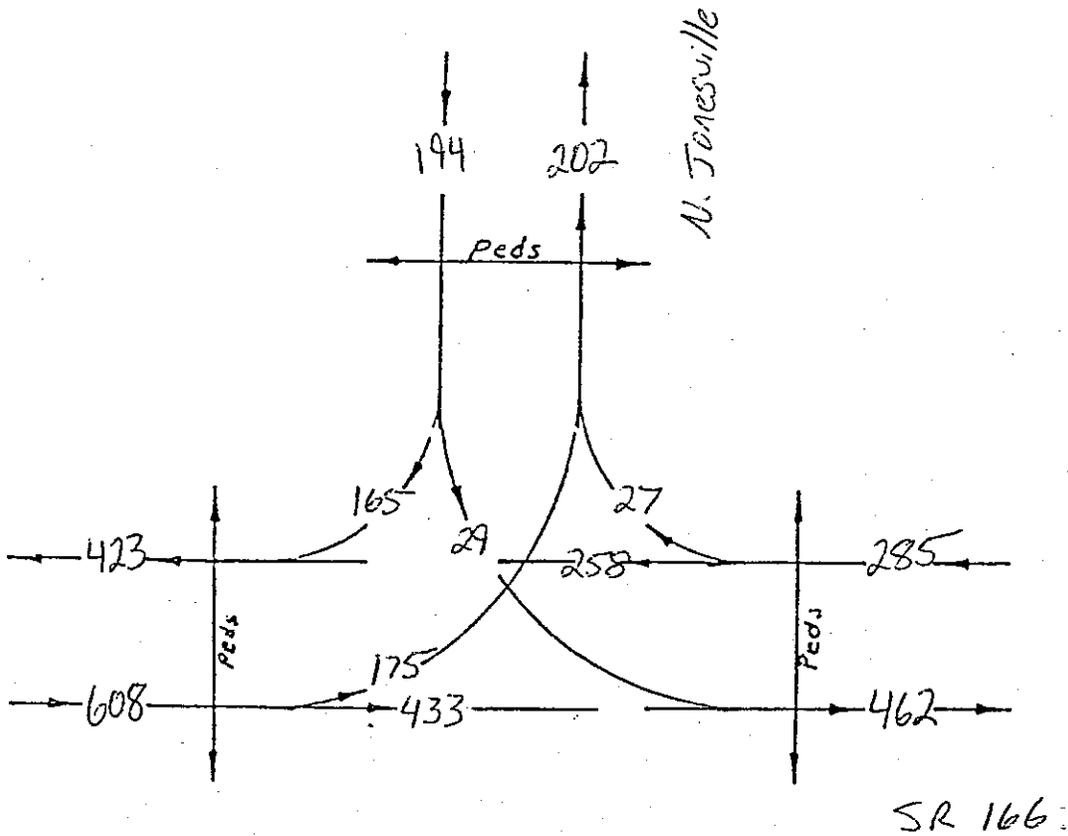
COUNTY Carroll CITY _____

LOCATION SR 166 @ North Jonesville Rd



INDICATE NORTH

DATE 9/19/00
 DAY OF WEEK TUES
 TIME 8:00-9:00
 WEATHER CLR
 COUNTED BY [Signature]



VEHICLES PER HOUR ON MAJOR STREET (TOTAL OF BOTH APPROACHES)

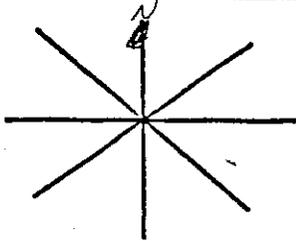
VEHICLES PER HOUR ON MINOR STREET (ONE DIRECTION ONLY)

DEPARTMENT OF TRANSPORTATION
 TRAFFIC ENGINEERING AND SAFETY

MANUAL TRAFFIC COUNT

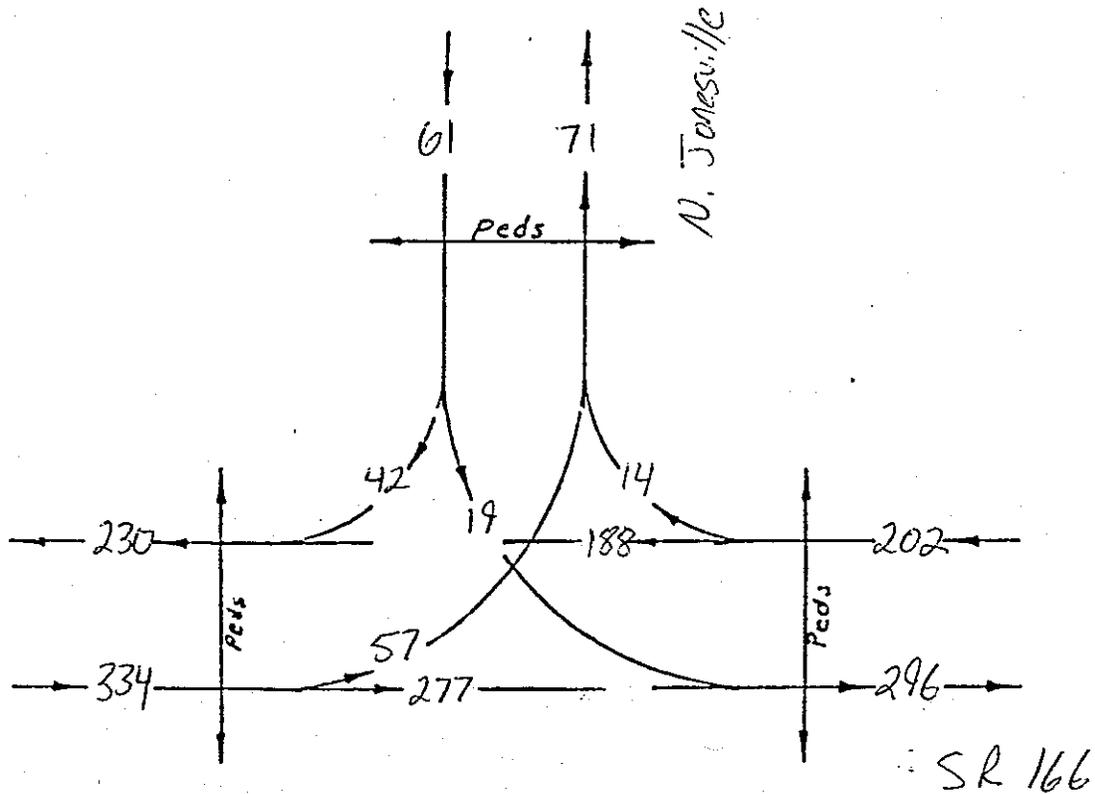
COUNTY Carroll CITY _____

LOCATION SR 166 @ North Jonesville Road



INDICATE NORTH

DATE 4/19/00
 DAY OF WEEK Tues
 TIME 4:00 - 10:00
 WEATHER CLR
 COUNTED BY BS



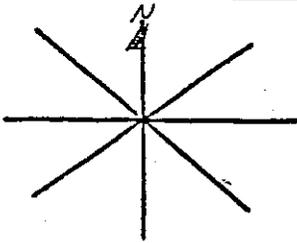
VEHICLES PER HOUR ON MAJOR STREET (TOTAL OF BOTH APPROACHES)
 VEHICLES PER HOUR ON HIGHER VOLUME, MINOR STREET APPROACH (ONE DIRECTION ONLY)

DEPARTMENT OF TRANSPORTATION
 TRAFFIC ENGINEERING AND SAFETY

MANUAL TRAFFIC COUNT

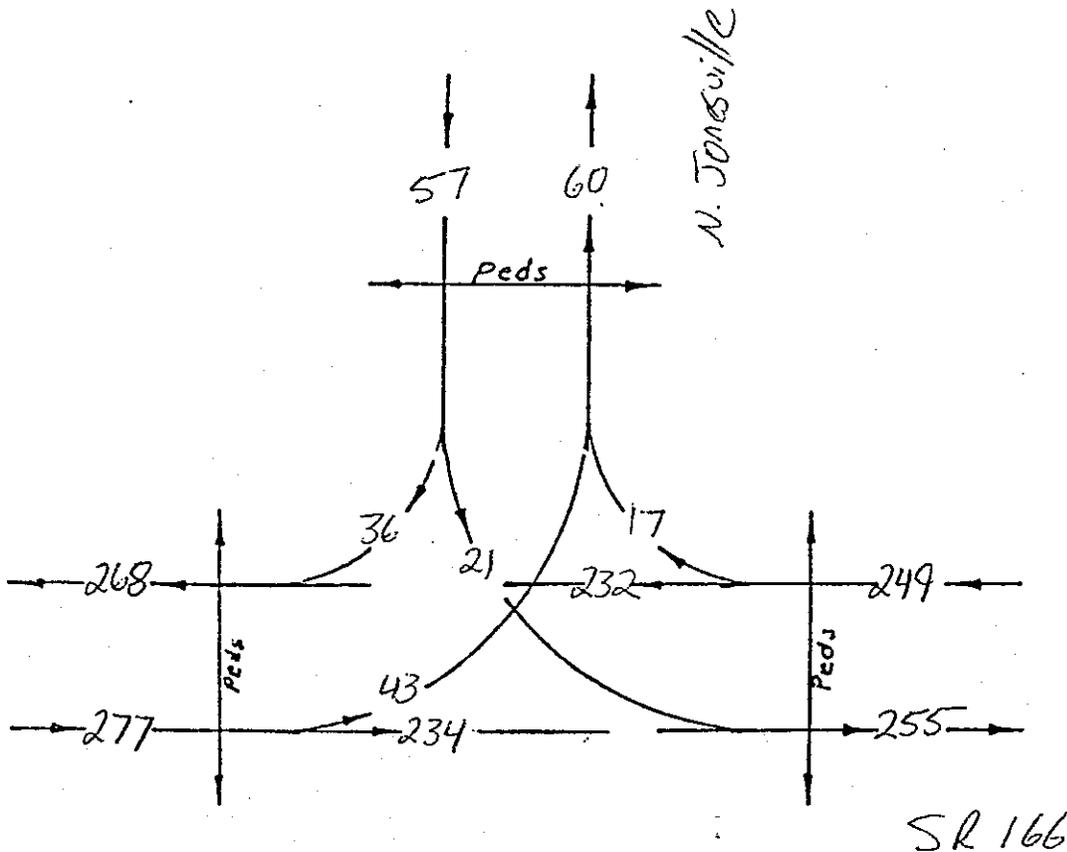
COUNTY Carroll CITY _____

LOCATION SR 166 @ N. Jonesville Rd



INDICATE NORTH

DATE 4/19/00
 DAY OF WEEK Tues
 TIME 11:00-12:00
 WEATHER CLR
 COUNTED BY JB



VEHICLES PER HOUR ON MAJOR STREET (TOTAL OF BOTH APPROACHES)

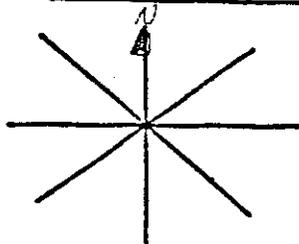
VEHICLES PER HOUR ON MINOR STREET APPROACH (ONE DIRECTION ONLY)

DEPARTMENT OF TRANSPORTATION
 TRAFFIC ENGINEERING AND SAFETY

MANUAL TRAFFIC COUNT

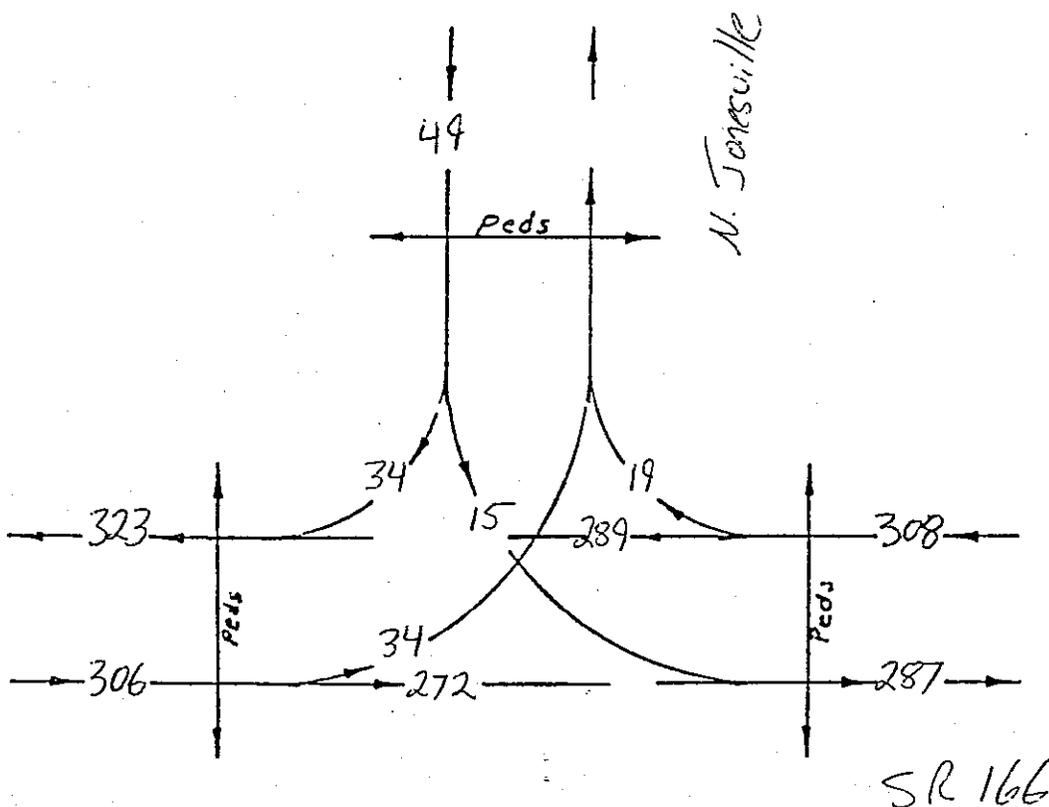
COUNTY Carroll CITY _____

LOCATION SR 166 @ North Jonesville Rd.



INDICATE NORTH

DATE 9/19/00
 DAY OF WEEK TUES
 TIME 12:00-1:00
 WEATHER CLR
 COUNTED BY ES



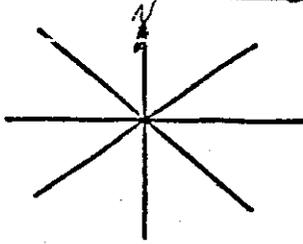
VEHICLES PER HOUR ON MAJOR STREET (TOTAL OF BOTH APPROACHES)
 VEHICLES PER HOUR ON MINOR STREET APPROACH (ONE DIRECTION ONLY)

DEPARTMENT OF TRANSPORTATION
 TRAFFIC ENGINEERING AND SAFETY

MANUAL TRAFFIC COUNT

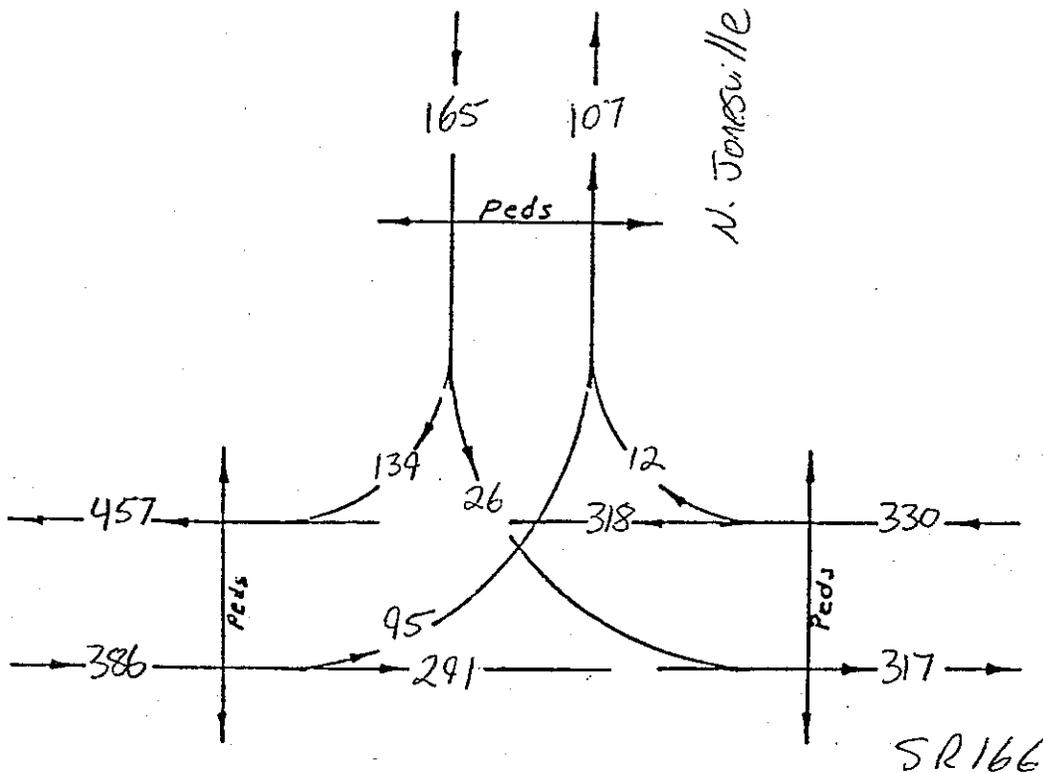
COUNTY Carroll CITY _____

LOCATION SR 166 @ North Jonesville Rd



INDICATE NORTH

DATE 9/19/00
 DAY OF WEEK Tues
 TIME 3:00 - 4:00
 WEATHER CLL
 COUNTED BY RS



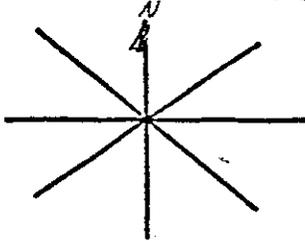
VEHICLES PER HOUR ON MAJOR STREET (TOTAL OF BOTH APPROACHES)	VEHICLES PER HOUR ON HIGHER VOLUME, MINOR STREET APPROACH (ONE DIRECTION ONLY)
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DEPARTMENT OF TRANSPORTATION
 TRAFFIC ENGINEERING AND SAFETY

MANUAL TRAFFIC COUNT

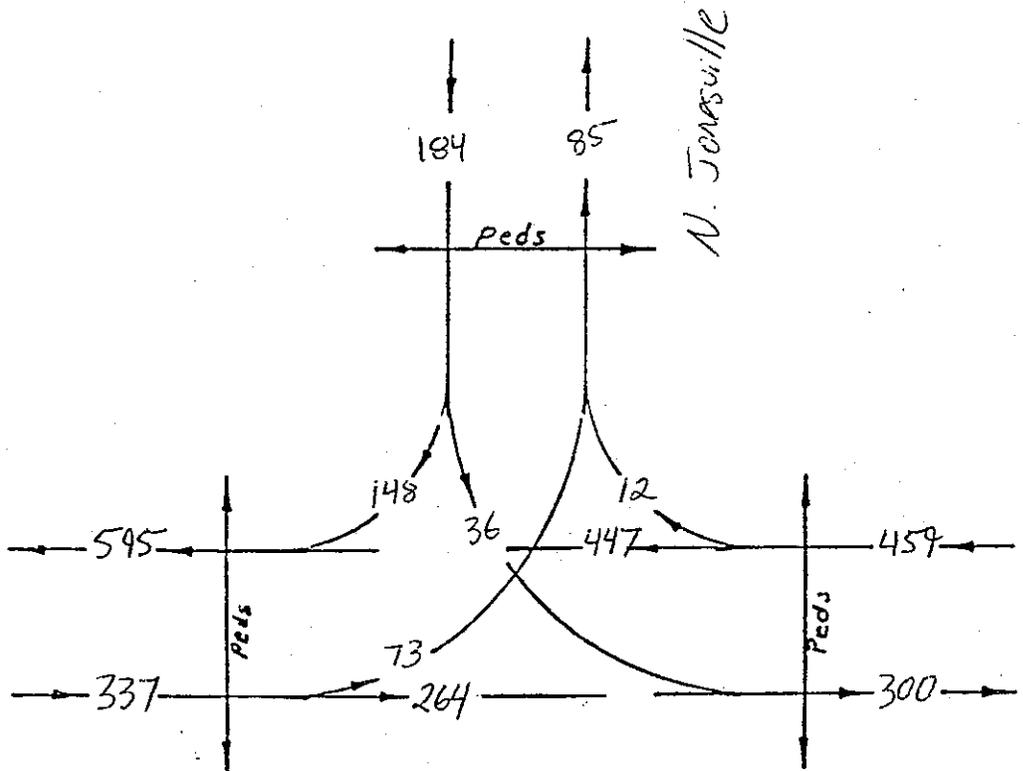
COUNTY Carroll CITY _____

LOCATION SR 166 @ North Jonesville Road



INDICATE NORTH

DATE 9/19/00
 DAY OF WEEK TUES
 TIME 4:00-5:00
 WEATHER CLR
 COUNTED BY JK



SR 166

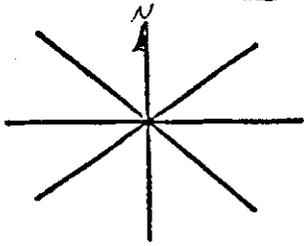
VEHICLES PER HOUR ON MAJOR STREET (TOTAL OF BOTH APPROACHES)
 VEHICLES PER HOUR ON HIGHWAY VOLUME, MINOR STREET APPROACH (ONE DIRECTION ONLY)

DEPARTMENT OF TRANSPORTATION
 TRAFFIC ENGINEERING AND SAFETY

MANUAL TRAFFIC COUNT

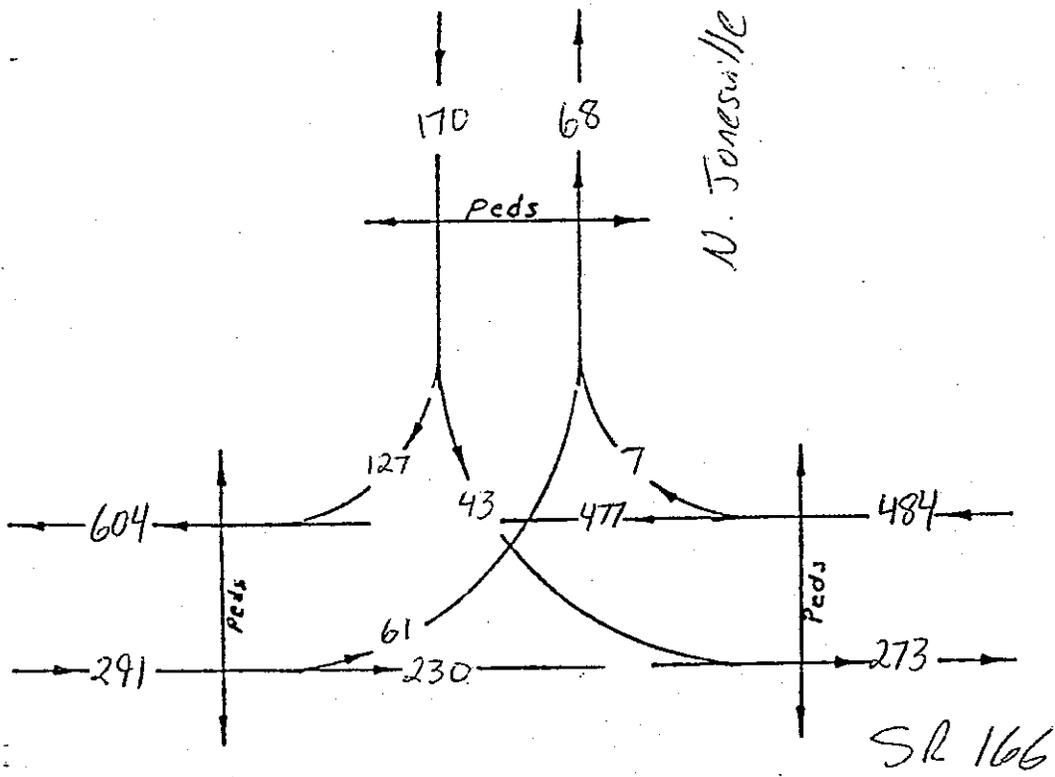
COUNTY Carroll CITY _____

LOCATION SR 166 @ N. Jonesville Road



INDICATE NORTH

DATE 9/19/00
 DAY OF WEEK Tues
 TIME 5:00-6:00
 WEATHER CLR
 COUNTED BY JS



VEHICLES PER HOUR ON MAJOR STREET (TOTAL OF BOTH APPROACHES)

VEHICLES PER HOUR ON MINOR STREET APPROACH (ONE DIRECTION ONLY)

Date 9/19/00

COUNTY Carroll CITY _____
 LOCATION SR 166 @ North Jonesville Rd

DATA SUMMARY FOR PROTECTED LEFT-TURN PHASE

Turns from SR 166 onto Jonesville Rd

<u>Time</u>	<u>Direction</u>	<u>Left-Turn Volume</u>	<u>X</u>	<u>Opposing Volume</u>	<u>±</u>	<u>Opposing Lanes</u>	<u>></u>	<u>45,000</u>
<u>7-8</u>	<u>E</u>	<u>256</u>	<u>X</u>	<u>289</u>	<u>±</u>	<u>1</u>	<u>=</u>	<u>73,984</u>
<u>8-9</u>	<u>E</u>	<u>175</u>	<u>X</u>	<u>258</u>	<u>±</u>	<u>1</u>	<u>=</u>	<u>45,150</u>
			X		±		=	
			X		±		=	
			X		±		=	
			X		±		=	
			X		±		=	
			X		±		=	
			X		±		=	
			X		±		=	
			X		±		=	
			X		±		=	
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			X		±		=	
			X		±		=	
			X		±		=	
			X		±		=	

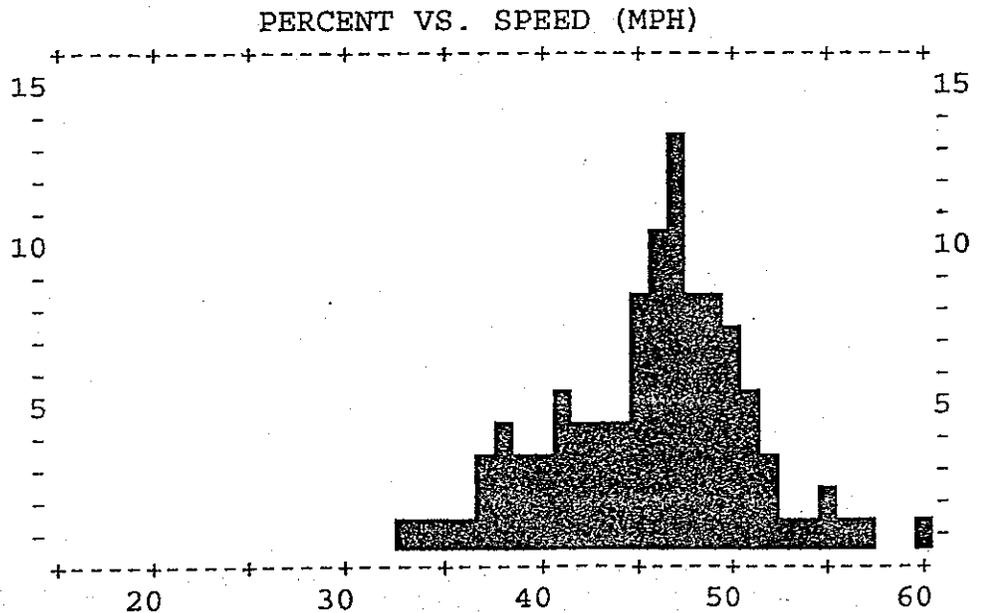
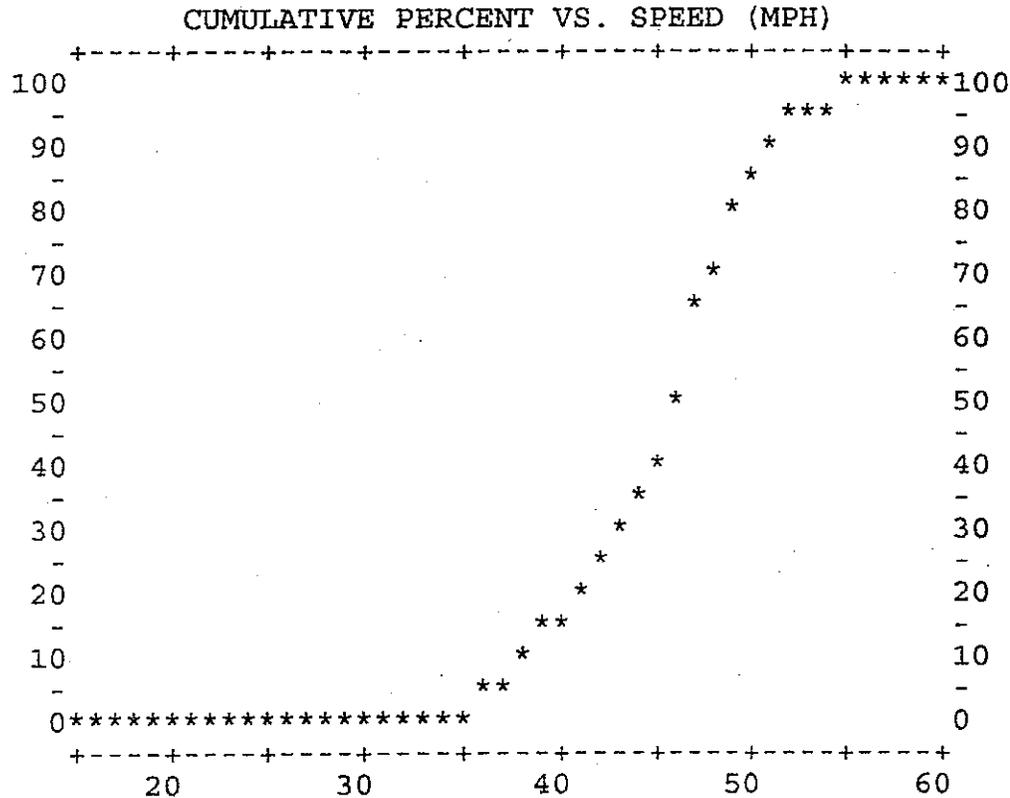
Note: Opposing number of lanes are those lanes of traffic directly conflicting with left turns of question and their corresponding volumes. For example, opposing right turns would not be included where right turns are channelized and are required to yield.

SPEEDPLOT 2 Spot Speed Analysis Ver. 2.00A/McTRANS
 SR 166 @ North Jonesville Road: SR 166 @ North Jonesville Road

DIRECTION(S).....West East
 DATE..... 9/18/2000
 TIME.....11:00
 POSTED SPEED LIMIT.45 MPH

50TH PERCENTILE SPEED.....47
 85TH PERCENTILE SPEED.....50
 10 MPH PACE SPEED.....42 through 51
 PERCENT IN PACE SPEED..... 70.8
 PERCENT OVER PACE SPEED..... 8.3
 PERCENT UNDER PACE SPEED..... 20.8
 RANGE OF SPEEDS.....33 to 60
 VEHICLES OBSERVED.....168
 AVERAGE SPEED.....45.8

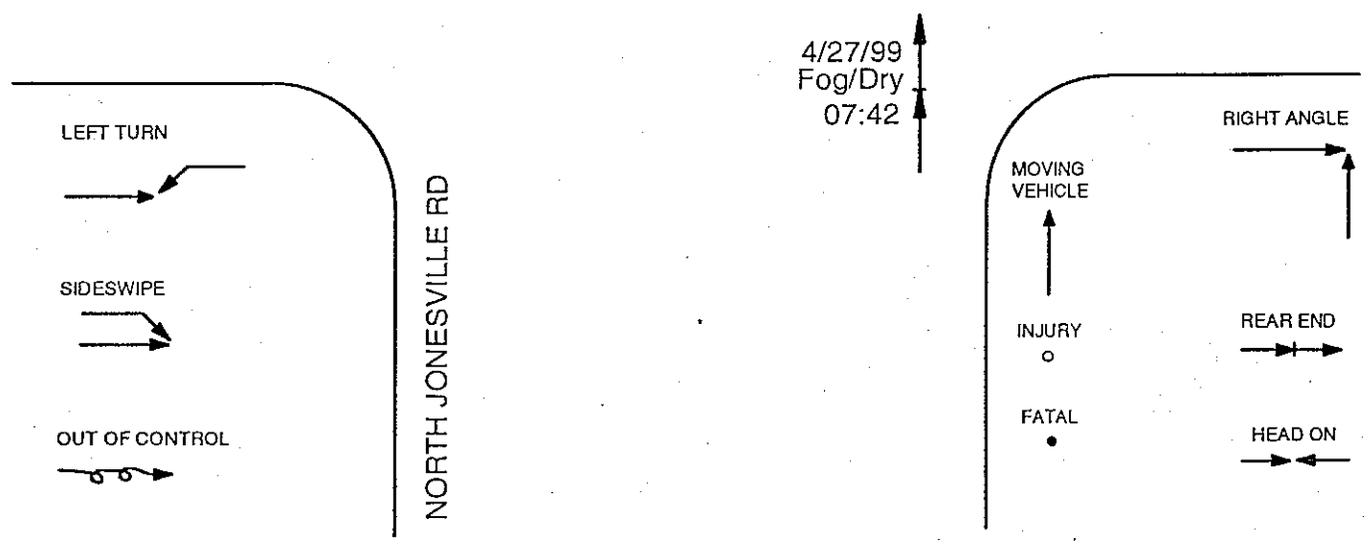
MPH	NO.	PCT.	CUM PCT.
<15	0	0.0	0.0
15	0	0.0	0.0
16	0	0.0	0.0
17	0	0.0	0.0
18	0	0.0	0.0
19	0	0.0	0.0
20	0	0.0	0.0
21	0	0.0	0.0
22	0	0.0	0.0
23	0	0.0	0.0
24	0	0.0	0.0
25	0	0.0	0.0
26	0	0.0	0.0
27	0	0.0	0.0
28	0	0.0	0.0
29	0	0.0	0.0
30	0	0.0	0.0
31	0	0.0	0.0
32	0	0.0	0.0
33	1	0.6	0.6
34	1	0.6	1.2
35	2	1.2	2.4
36	1	0.6	3.0
37	5	3.0	6.0
38	7	4.2	10.1
39	5	3.0	13.1
40	5	3.0	16.1
41	8	4.8	20.8
42	7	4.2	25.0
43	6	3.6	28.6
44	7	4.2	32.7
45	13	7.7	40.5
46	16	9.5	50.0
47	22	13.1	63.1
48	13	7.7	70.8
49	14	8.3	79.2
50	12	7.1	86.3
51	9	5.4	91.7
52	5	3.0	94.6
53	1	0.6	95.2
54	1	0.6	95.8
55	3	1.8	97.6
56	2	1.2	98.8
57	1	0.6	99.4
58	0	0.0	99.4
59	0	0.0	99.4
60	1	0.6	100.0
>60	0	0.0	100.0



TIME	NO. ACC	ACCIDENT SEVERITY	NO. ACC	ROAD	NO. ACC	APPROACH DIRECTION	NO. VEH
0600 - 1000	1			DRY	1		
1000 - 1600	0	FATAL	0	WET	0	NORTH	0
1600 - 1900	0	NON FATAL	0	ICY	0	SOUTH	2
1900 - 2400	0	PROP DAM.	1	TOTAL -----	1	EAST	0
2400 - 0600	0					WEST	0
TOTAL -----	1	TOTAL -----	1	SEASON	NO. ACC	TOTAL -----	2
WEATHER	NO. ACC	TYPE	VEH NO. VEH	WINTER (dec-feb)	0	TYPE ACC	NO. ACC
CLEAR	0	CARS	2	SPRING (mar-may)	1	SIDESWIPE	0
CLOUDY	0	TRUCKS	0	SUMMER (june-aug)	0	REAR END	1
RAIN	0	OTHER	0	FALL (sept-nov)	0	RT. ANGLE	0
FOG	1			TOTAL -----	1	LEFT TURN	0
SNOW	0	TOTAL -----	2			OTHER	0
TOTAL -----	1					TOTAL -----	1



STATE ROUTE 166



LOCATION: SR 166 @ North Jonesville Rd COUNTY: Carroll

FROM: 1/1/99 TO: 12/31/99 DATE: 9/22/00

TIME	NO. ACC	ACCIDENT SEVERITY	NO. ACC
0600 - 1000	1		
1000 - 1600	3	FATAL	0
1600 - 1900	0	NON FATAL	2
1900 - 2400	0	PROP DAM.	2
2400 - 0600	0		
TOTAL -----	4	TOTAL -----	4

WEATHER	NO. ACC	TYPE	VEH	NO. VEH
CLEAR	3	CARS		8
CLOUDY	1	TRUCKS		0
RAIN	0	OTHER		0
FOG	0			
SNOW	0			
TOTAL-----	4	TOTAL -----		8



ROAD	NO. ACC	APPROACH DIRECTION	NO. VEH
DRY	4		
WET	0	NORTH	0
ICY	0	SOUTH	2
TOTAL -----	4	EAST	3
		WEST	0
SEASON	NO. ACC	TOTAL -----	4

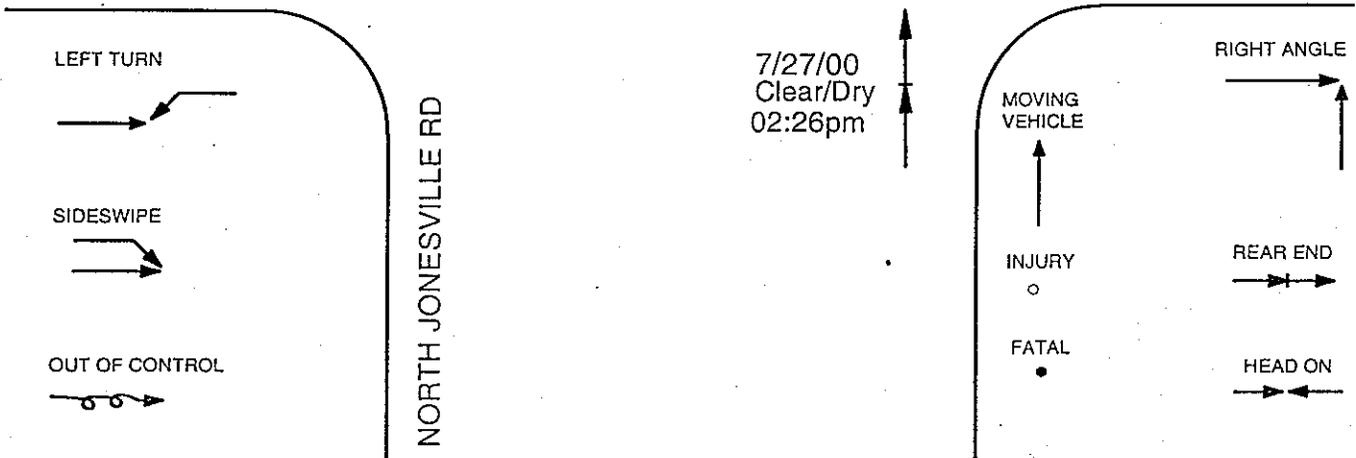
SEASON	NO. ACC	TYPE ACC	NO. ACC
WINTER (dec-feb)	1	SIDESWIPE	0
SPRING (mar-may)	2	REAR END	4
SUMMER (june-aug)	1	RT. ANGLE	0
FALL (sept-nov)	0	LEFT TURN	0
TOTAL -----	4	OTHER	0
		TOTAL -----	4

STATE ROUTE 166

←-----→
2-19-00
Cloudy/Dry
2:38pm

←-----→
04-06-00
Clear/Dry
3:09pm

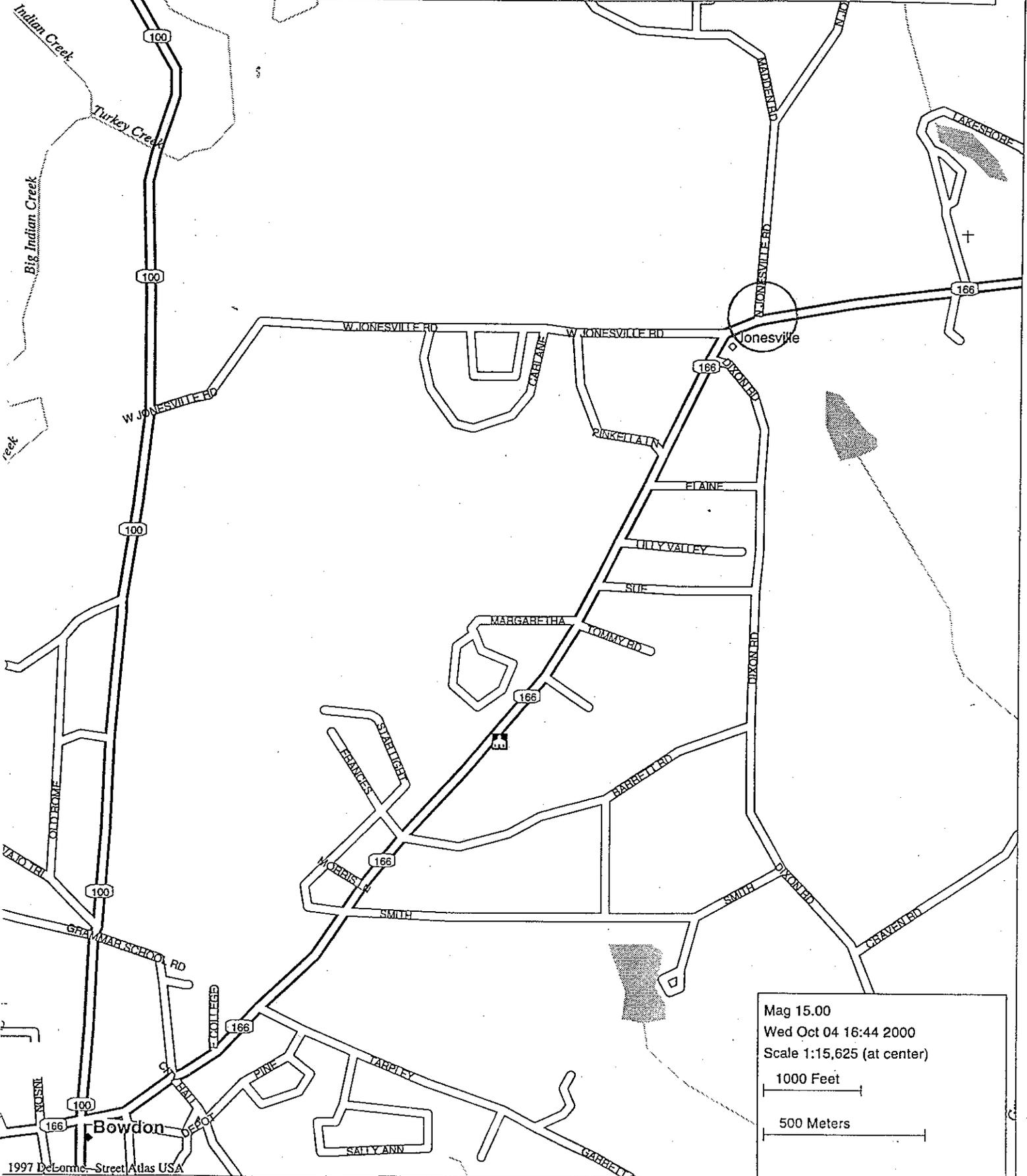
←-----→
2-19-00
Cloudy/Dry
07:33am



LOCATION: SR 166 @ North Jonesville Rd COUNTY: Carroll

FROM: 1/1/00 TO: 9/22/00 DATE: 9/22/00

SR 166 @ North Jonesville Rd, Carroll County



Mag 15.00
Wed Oct 04 16:44 2000
Scale 1:15,625 (at center)

1000 Feet

500 Meters

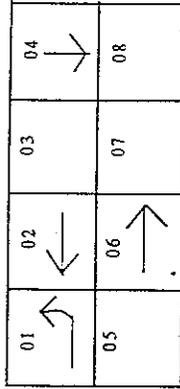
SR 166 AT NORTH JONESVILLE RD CARROLL COUNTY

General Notes

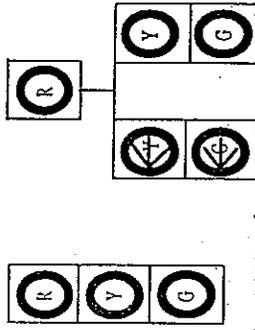
- 1) TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL GADOT SPECIFICATIONS AND CONSTRUCTION DETAILS.
- 2) ALL POLES SHALL BE SET BACK TO MEET REQUIRED CLEAR ZONES DISTANCE.
- 3) PRIOR TO BEGINNING CONSTRUCTION THE CONTRACTOR SHALL NOTIFY THE TRAFFIC OPERATIONS OFFICE @770-387-3632.
- 4) UPON COMPLETION OF THE SIGNAL INSTALLATION THE CONTRACTOR SHALL NOTIFY THE DISTRICT SIGNAL ENGINEER @ 770-387-3632 TO ARRANGE FOR FINAL INSPECTION. AT THAT TIME A SCHEDULE WILL BE SET FOR PLACING THE SIGNAL INTO ITS FULL OPERATION.
- 5) EXACT LOOP PLACEMENT IS TO BE DETERMINED BY SIGNAL ENGINEER.



PHASING DIAGRAM



SIGNAL HEAD DETAIL



2, 4, AND 6
1

