

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0004-00(728) Coweta County

P.I. No.: 0004728

SR 54 @ SR 154

Safety Intersection Improvements

Phillip M. Allen

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

OFFICE: Traffic Operations

DATE: July 26, 2002

TO: Thomas Howell, 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 widening SR 54 12 feet to the east to provide left turn lanes in each direction. SR 154 and CR 55/McIntosh Trail Road will be widened 12 feet to provide right turn lanes in each direction. A stop and go traffic signal is warranted.

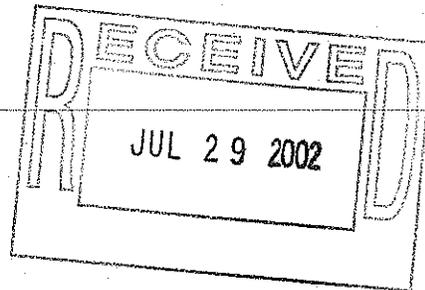
By copy of this letter, this office is requesting for this project be assigned to Chuck Hasty as Project Manager. The design of this project will be handled under our Consultant Design Contract, STP-0001-00(853).

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.
- Keith Rohling, w/attach.
- General Files



**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

COWETA COUNTY

STP-0004-00(728)

FEDERAL ROUTE NO:
STATE ROUTE NO: 54/154
GADOT P.I. NO: 0004728

**SEE ATTACHED
LOCATION SKETCH**

Date of Report: December 4, 2001

RECOMMENDED: 12/20/01
DATE

Phillip M. Allen
STATE TRAFFIC SAFETY & DESIGN ENGINEER

RECOMMENDED: 1-2-02
DATE

John W. Dumas
DISTRICT ENGINEER

RECOMMENDED: 1/16/02
DATE

J. L. Condit
CHIEF ENGINEER

APPROVED: _____
DATE

J. Tom Coleman
COMMISSIONER

December 4, 2001

PROJECT CONCEPT REPORT

P.I. No.: STP-0004-00(728)

Project No.: 0004728 Coweta County

Route No.: S.R. 54
S.R. 154
C.R. 55/McIntosh Trail

Location: The intersection of S.R. 54 at S.R. 154 and C.R. 55/McIntosh Trail is located in the City of Sharpsburg, Coweta County, 5 miles southwest of the Fayette County line and 12 miles northeast of the Meriwether County line.

Description: S.R. 54 will be widened 12 feet to the east to provide left turn lanes in each direction. S.R. 154 and C.R. 55/McIntosh Trail will be widened 12 feet to provide right turn lanes in each direction. A stop and go traffic signal will be installed at the intersection.

<u>Traffic – Current ADT:</u>	S.R. 54	-----	6,468 (2001 ADT)
	S.R. 154	-----	3,259 (2001 ADT)
	C.R. 55/McIntosh Trail	-----	568 (2001 ADT)

Existing Typical: S.R. 54: 2 – 12 ft. travel lanes, one in each direction with 2 ft. paved shoulders and a 6 ft. grassed shoulders.

S.R. 154: 2-12 ft. travel lanes, one in each direction with 2 ft. paved shoulders and a 6 ft. grassed shoulders.

C.R. 55/McIntosh Trail: 2 – 12 ft. travel lanes, one in each direction with a 4 ft. grassed shoulders.

<u>Existing Right of Way:</u>	S.R. 54	-----	80' (Estimated)
	S.R. 154	-----	60' (Estimated)
	C.R. 55/McIntosh Trail	-----	80' (Estimated)

Existing Traffic Control: S.R. 54 is a continuous through movement. Both S.R. 154 and C.R. 55/McIntosh Trail Road have “Stop” and “Stop Ahead ” signs, with stop bars at the intersection.

Existing Major Structures: None.

Statement of Need & Purpose: Thirteen accidents occurred at this intersection from 1998-2000, including two right-angle accidents, four left-turn accidents, five rear-end accidents, one sideswipe accident, and one jackknifed truck. In addition, warrants 1, 2, and 3 were met in the traffic signal warrant evaluation. The installation of left-turn lanes on S. R. 54 and right-turn lanes on S. R. 154@C.R.55/McIntosh Trail, along with the installation of a traffic signal, should reduce the number of accidents. To improve the safety and orderly progression of traffic through the intersection, these improvements are recommended.

Bicycle & Pedestrian Considerations: Crosswalks will be installed at each leg of the intersection.

Length: 0.45 miles

Termini:	S.R. 54	S.R. 154	C.R. 55/McIntosh Trail
From M.P.	10.85	0.00	0.00
To M.P.:	11.18	0.06	0.06

PDP Class: Minor Existing

Functional Class:

S.R. 54	-----	Major Rural Collector
S.R. 154	-----	Minor Rural Arterial
C.R. 55/McIntosh Trail	-----	Rural Local

Max Degree of Curve: +/-1.0 Degrees

Max Grades: +/-3.0 %

Design Speed:

S.R. 54	-----	45 mph
S.R. 154	-----	35 mph
C.R. 55/McIntosh Trail	-----	35 mph

Proposed Typical Section: S.R. 54: 3 – 12 ft. travel lanes, one through lane in each direction with a northbound and southbound left-turn lanes. Shoulders will be 10.5 ft., 6.5 ft. paved and 4 ft. grassed.

S.R. 154: 3 – 12 ft. travel lanes, one in each direction and one right-turn lane eastbound. Shoulders will be 10.5 ft., 6.5 ft. paved and 4 ft. grassed.

C.R. 55/McIntosh Trail: 3-12 ft. travel lanes, one in each direction and one right-turn lane westbound. Shoulders will be 10 ft., 4 ft. paved and 6 ft. grassed.

Proposed major structures: None.

Type Access: By Permit.

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

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

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

Estimated Cost:

<u>Item</u>	<u>Total Amount</u>
Right-of-way	\$ 137,500 (By GDOT)
Utilities	\$ 85,000 (By GDOT)
<u>Estimated LGPA Total</u>	<u>\$222,500</u>
Construction	\$ 251,402
Traffic Signal	\$ 75,000
Railroad Equipment	\$ 0
E & C 10 %	\$ 32,640
<u>Total Construction</u>	<u>\$ 359,042</u>

Permits Required: None.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None.

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

Design Variances Required: None.

Alternates Considered: None

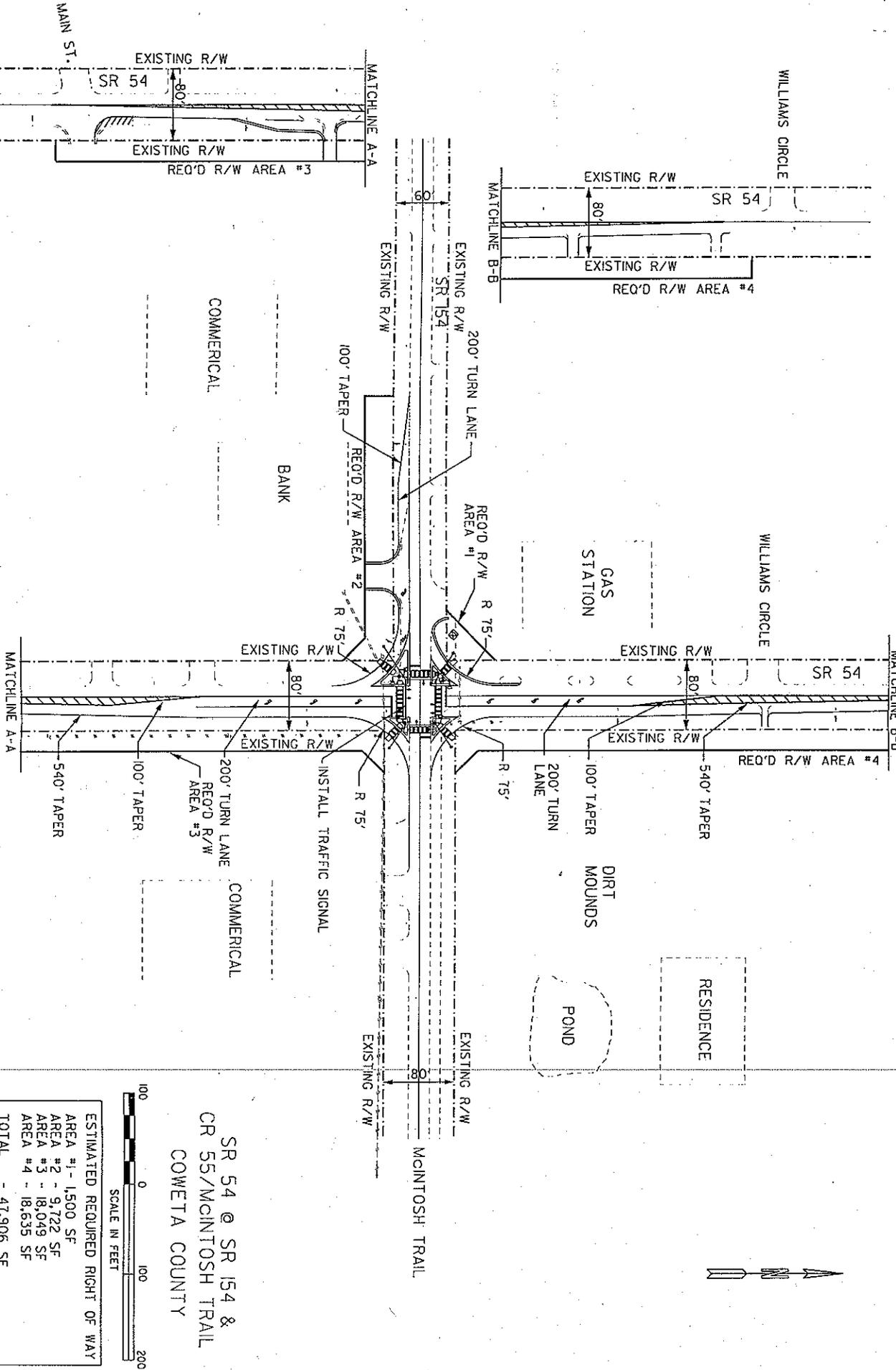
Comments:

Attachments: None

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

Michael R. Holt, P.E.

12/10/2001 12:40:23 PM



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE **Coweta County** OFFICE **Thomaston**
DATE **August 30, 2001**
FROM *WJ* **Glenn W. Durrence, P.E., District Engineer**
TO **Marion Waters, State Traffic Operations Engineer**
Attention: Melinda Boothe, Chuck Hasty
SUBJECT **Traffic Engineering Study; State Route 54 at State Route 154**

Attached is a study conducted by our consultant for the subject intersection. In this study they recommend and we concur that a signal permit be issued to the City of Sharpsburg for a stop and go signal contingent upon installation of turn lanes. We suggest that the work be accomplished by programming a safety project.

If you have any questions, please contact Keith Rohling at 706-646-6557.

KBR

cc: Del Clippard

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LEVEL 3 TRAFFIC ENGINEERING STUDY
PROJECT No. STP-0000-00(516) ALL/STATEWIDE, P.I. No. 516 - W.O. 4133
FINAL SUBMITTAL DATE: 08/28/01**

LOCATION: State Route 54 at State Route 154, Coweta County, M. L. 11.02.

REASON FOR INVESTIGATION: Requested by Coweta County Commissioners after complaints from local citizens.

GENERAL DESCRIPTION: State Route 54 is a two-lane minor arterial route that starts in Troup County at State Route 1 (U.S. 27), and extends north through Coweta County where it terminates into State Route 34. State Route 54 is a 24-foot wide roadway, with two foot paved shoulders. There is a gasoline station in the northwest quadrant, with two driveways on SR 54, a bank in the southwest quadrant, a tire store in the southeast quadrant, and the northeast quadrant is vacant. Sight distance is adequate in all directions.

State Route 154 is a two-lane, 24-foot wide minor arterial that begins at State Route 54 and terminates at State Route 14 (U.S. 29) in Coweta County.

McIntosh Trail is a 24-foot wide county road that serves several residential houses, along with three businesses. McIntosh Trail aligns with SR 154 on the east side of SR 54.

EXISTING TRAFFIC CONTROL: The intersection is stop sign controlled on the side streets (State Route 154 and McIntosh Trail). State Route 54 has "School Bus Entering Highway" signs, with 35 MPH advisory plates for each direction. State Route 154 has "Stop" and "Stop Ahead" signs. McIntosh Trail has "Stop" and "Stop Ahead" signs. The roadways and intersection are signed appropriately according to the guidelines set forth by the Georgia Department of Transportation.

VEHICLE VOLUME HISTORY: The most current vehicle volumes are reflected in the following table:

Estimated Average Daily Traffic:

YEAR	S.R. 54	S.R. 154
1999	9,643	6,370
1998	7,850	5,692
1997	7,270	6,392

Twenty-four hour approach counts were also acquired at the intersection for conducting a signal warrant analysis. The following table shows the approach volumes recorded during May 2001:

APPROACH DIRECTION	APPROACH VOLUMES (ADT)
Northbound S.R. 54	4,387
Southbound S.R. 54	3,235
Eastbound S.R. 154	3,259
Westbound McIntosh Trail	560

Peak hour count sheets are included in the Appendix.

QUEUE DELAY: Observation during peak hour traffic periods revealed minimal delay for vehicles on all approaches of State Route 54. The left turn movements for both state routes did experience some delay due to the absence of left turn lanes. There were 7 to 8 vehicles queued during this observation.

VEHICULAR SPEEDS: The posted speed limit on State Route 54 is 45 mph. The posted speed on State Route 154 is 35 mph. The average speeds appear to be within the legal range.

PEDESTRIAN MOVEMENT: No pedestrian activity was observed during the on-site investigation, and there are no sidewalks along any of the roadways at this intersection. There is the potential for pedestrian traffic at the intersection, however, since there are commercial uses in three of the corners.

PARKING: The only parking at this intersection occurs at the convenience store and bank.

ACCIDENT HISTORY: As reported by the Georgia State Patrol and the Coweta County Sheriff's Department, a total of four accidents were reported at this intersection during 2000. Of these, two were left-turn type and two were rear-end type accidents. None of these were the angle-intersecting type accidents that are considered correctable by a stop-and-go traffic signal. During 1999, a total of five accidents occurred – two left-turn accidents, two right-angle crashes, and one sideswipe. In 1998, there were a total of four accidents at this location. Three were rear-end accidents, and one was a jackknifed truck, not involving another vehicle. Accident diagrams illustrating these incidents are included in the Appendix.

ADJACENT SIGNALIZED INTERSECTIONS: At the present time there are no traffic signals in the vicinity of this intersection.

WARRANT ANALYSIS: The existing traffic volumes satisfy the requirements of Warrant 1 (Standard 1, Condition A) for a total of 10 hours. Warrants 2 (Four Hour Volumes) and 3 (Peak Hour Volume) are also satisfied.

OTHER INFORMATION: This intersection is located approximately 1/2 mile southeast of East Coweta High School. There were a total of 27 school buses observed turning through this intersection. Coweta County and the City of Peachtree City are investigating an extension of TDK Boulevard from Dividend Drive in Fayette County to McIntosh Trail in Coweta County, a distance of approximately 1.6 miles. This proposed roadway would provide an S.R. 54 by-pass from the Sharpsburg/Turin area into Fayette County, and an alternative route into the industrial sector of Peachtree City. If this roadway is constructed, it will result in a significant increase in the volumes of traffic passing through the S.R. 54 / S.R. 154 intersection.

CONCLUSIONS: Based on the data gathered in this study, it can be concluded that a stop and go signal would be beneficial to the overall operation and safety of this intersection.

RECOMMENDATIONS: It is recommended that the city of Sharpsburg be issued a permit to install a stop and go signal. It is also recommended that left turn lanes be constructed on State Route 54 and right turn lanes be constructed on State Route 154 and McIntosh Trail. The signal should not be installed without the turn lanes.



PREPARED BY Abdul K. Ame DATE 8/28/01
URS Corporation

RECOMMENDED BY [Signature] DATE 8-30-01
District Traffic Engineer

RECOMMENDED BY [Signature] DATE 8/30/01
District Engineer

RECOMMENDED BY Phillip M. Allen DATE 9-18-01
State Traffic Operations Engineer
Safety & P. 221

APPROVED BY [Signature] DATE 9/18/01
Director of Operations

APPENDIX



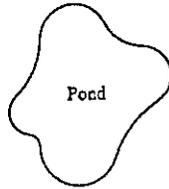
NORTH
NOT TO SCALE

Shell Service
Station store

School Bus
Entering
HWY w/ 35
MPH advisory
speed

SR 54

House



Pond

STOP
SIGN

SR 154

McIntosh Trail

STOP
SIGN

Muffler
Shop

School Bus
Entering HWY
w/ 35 MPH
advisory speed

Bank

Tire Co

Existing Conditions

Georgia Department of Transportation
TE Studies No.: 0000-00(518) - Signals
UPS Project No.: 14142-031-4133

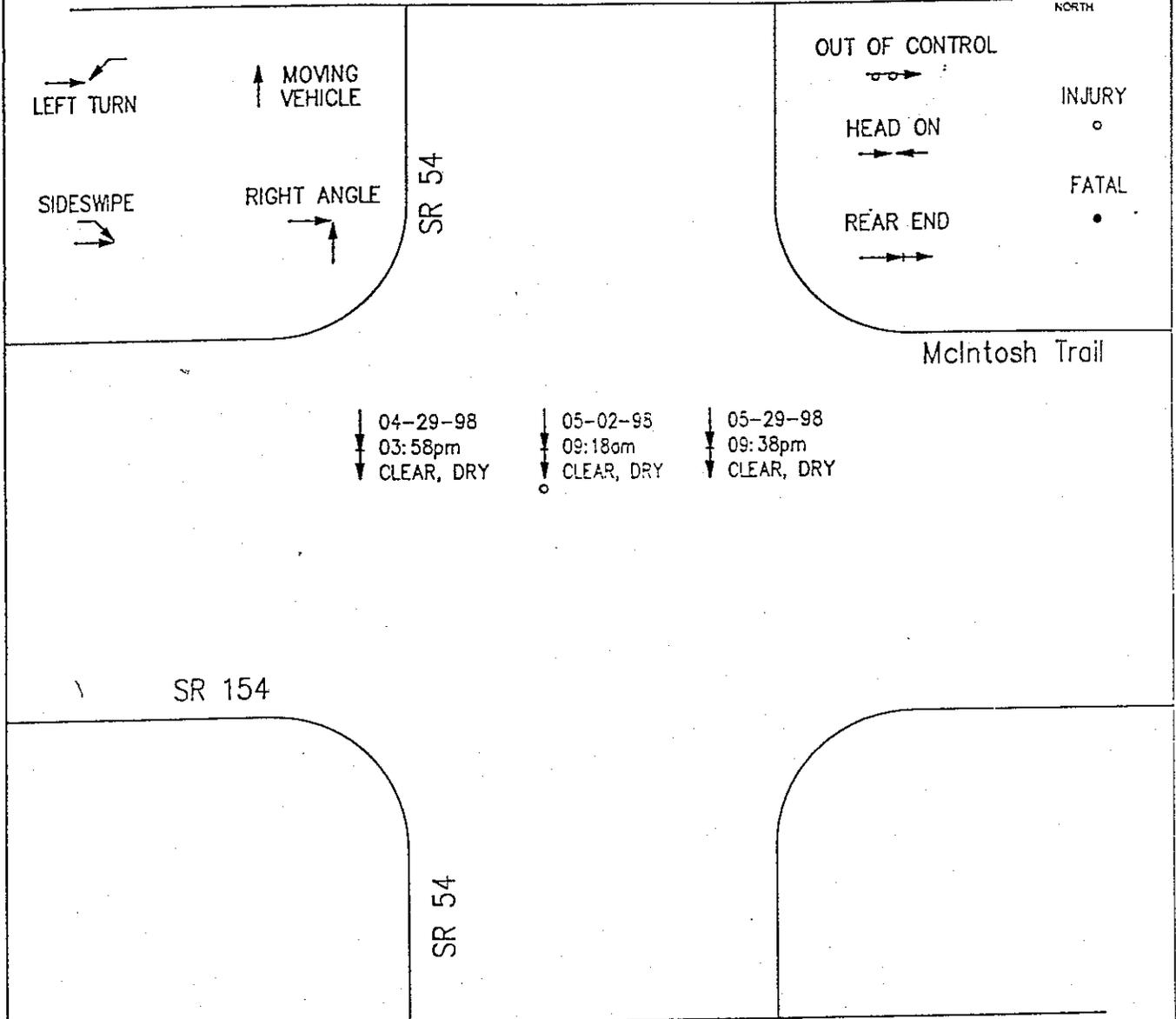
SR 54 @ SR 154
Coweta County, District 3



URS CORPORATION
235 PEACHTREE STREET, NORTH TOWER, SUITE 2000
ATLANTA, GEORGIA 30303
TEL: (404) 881-3100 FAX: (404) 876-7777

Collision Diagram

1998



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

Georgia Department of Transportation
 TE Studies No.: 0000-00(518) - Signals
 URS Project No.: 14142-031-4133

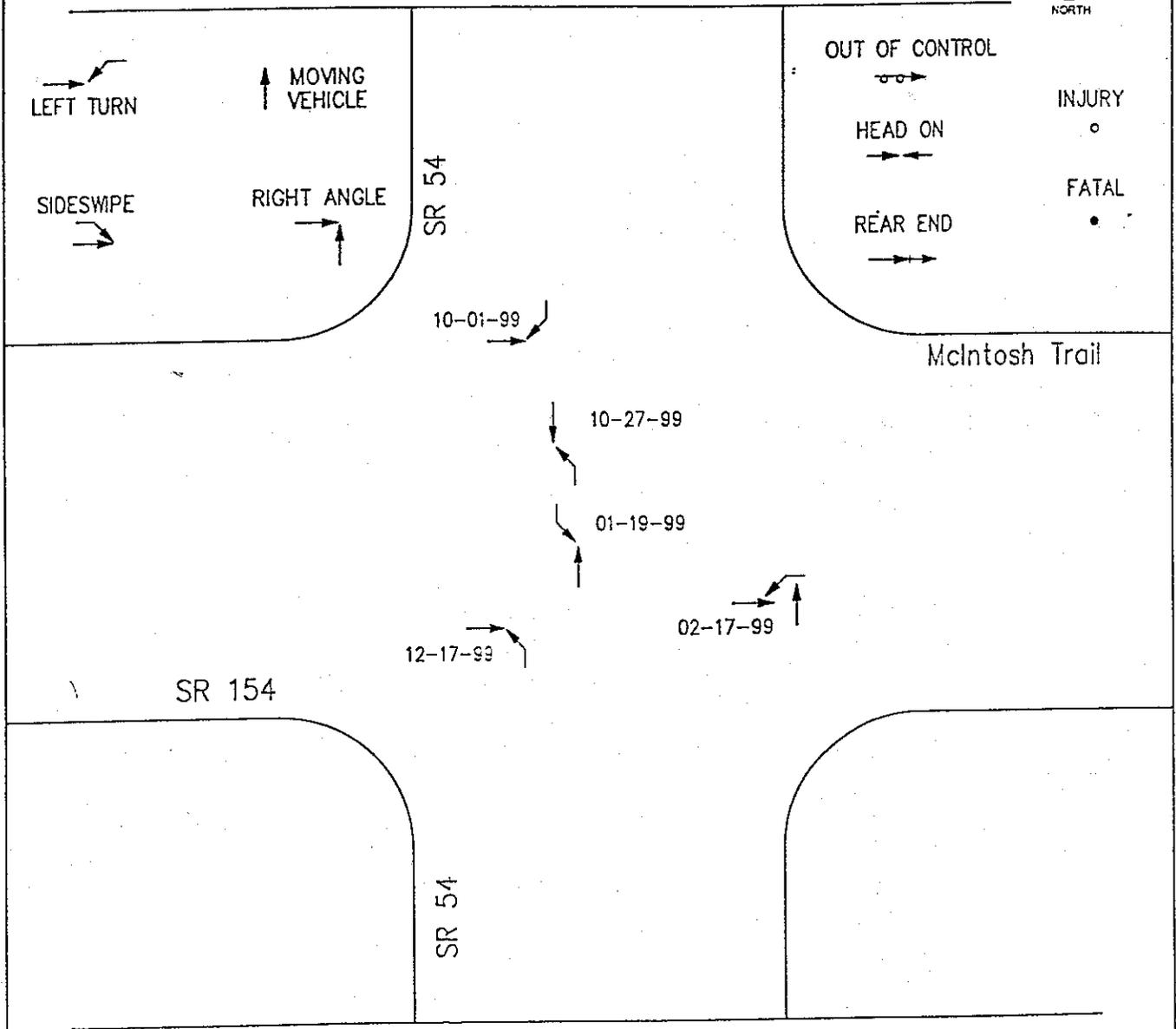
SR 54 @ SR 154
 Coweta County, District 3

FROM: 01/01/98
 TO: 12/31/98



Collision Diagram

1999



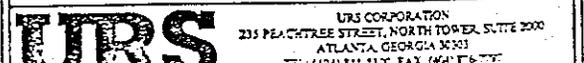
SEASON	ACC
WINTER (Dec-Feb)	3
SPRING (Mar-May)	0
SUMMER (June-Aug)	0
FALL (Sept-Nov)	2
TOTAL	5

TYPE ACC	ACC	ACCIDENT SEVERITY	ACC
SIDESWIPE	0	FATAL	0
REAR END	0	NONFATAL	3
RT. ANGLE	3	PROP DAM.	1
LEFT TURN	2	TOTAL	0
LST CONTROL	0		
COMBINATION	0		
TOTAL	5		

Georgia Department of Transportation
 TE Studies No.: 0000-00(518) - Signals
 URS Project No.: 14142-031-4183

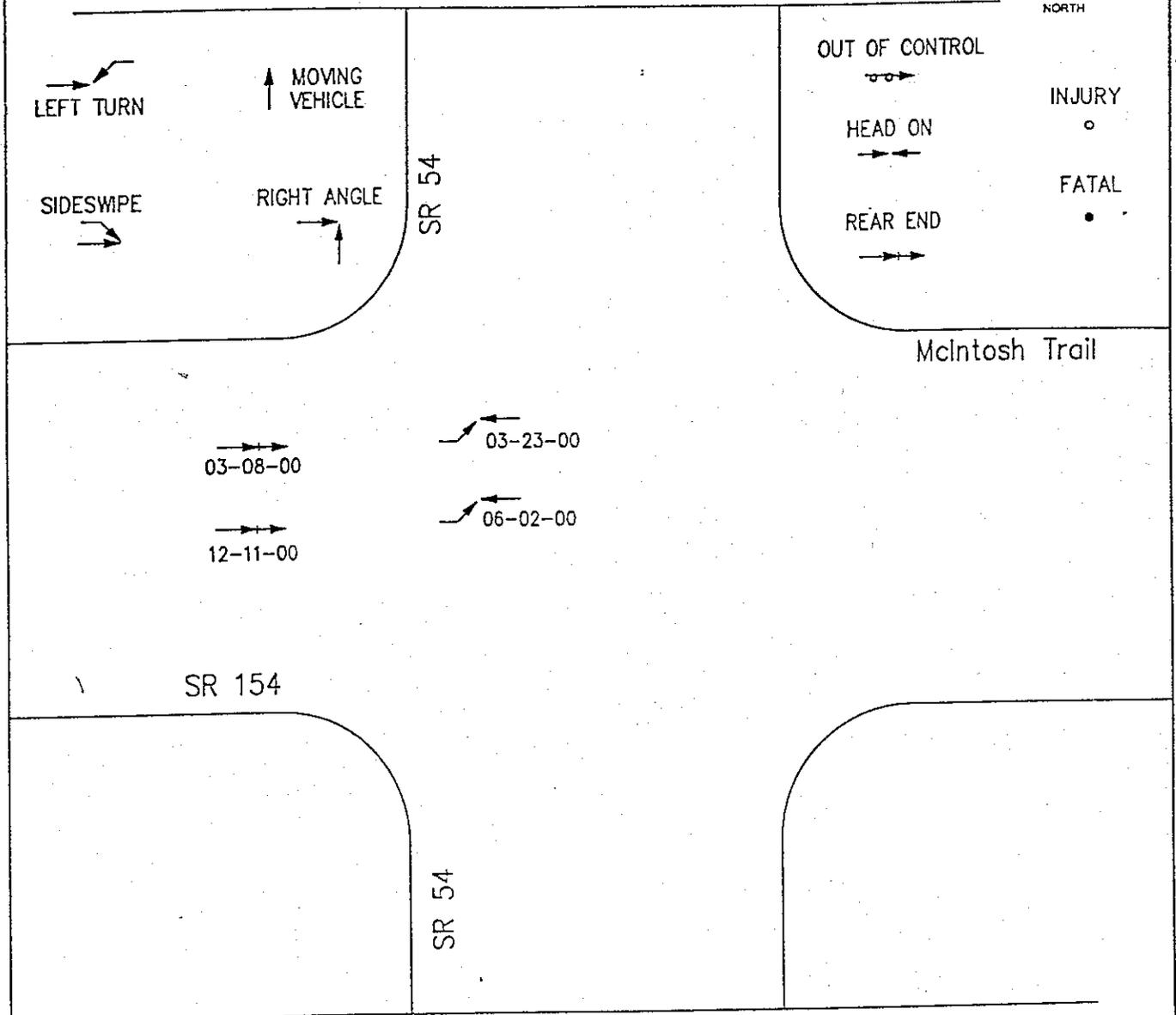
SR 54 @ SR 154
 Coweta County, District 3

FROM: 01/01/99
 TO: 12/31/99



Collision Diagram

2000



SEASON	ACC
WINTER (Dec-Feb)	1
SPRING (Mar-May)	2
SUMMER (June-Aug)	1
FALL (Sept-Nov)	0
TOTAL	4

TYPE ACC	ACC	ACCIDENT SEVERITY	ACC
SIDESWIPE	0	FATAL	0
REAR END	2	NONFATAL	1
RT. ANGLE	0	PROP DAM.	3
LEFT TURN	2	TOTAL	4
LST CONTROL	0		
COMBINATION	0		
TOTAL	4		

Georgia Department of Transportation
 TE Studies No.: 0000-00(516) - Signals
 URS Project No.: 14142-031-4133

SR 54 • SR 154
 Coweta County, District 3

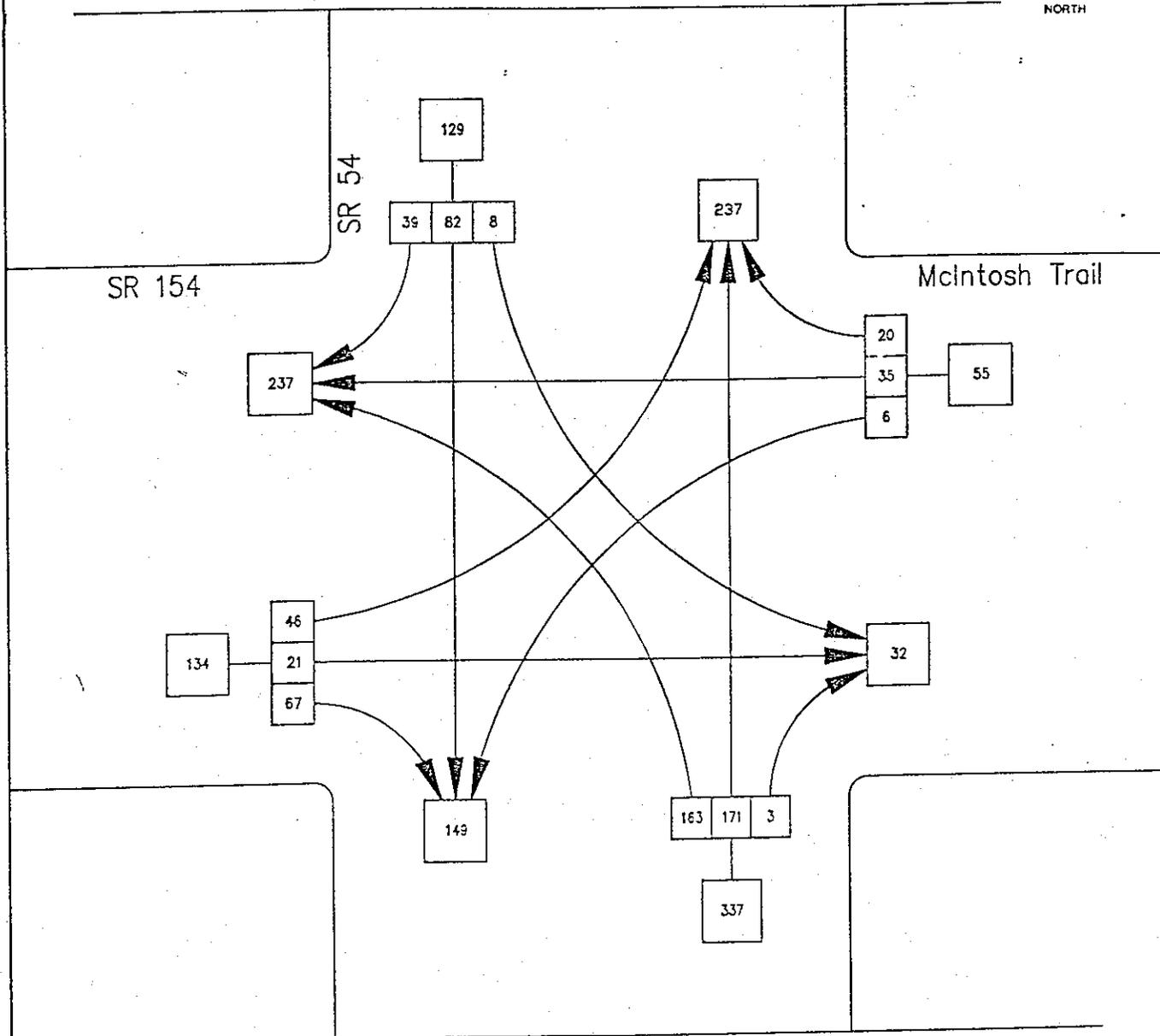
FROM: 01/01/00
 TO: 12/31/00



URS CORPORATION
 235 PEACHTREE STREET, NORTH TOWER, SUITE 2000
 ATLANTA, GEORGIA 30303
 TEL: (404) 811-8800 FAX: (404) 876-7797

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	163	82	13366	1	45000	NO
SBL	8	171	1368	1	45000	NO
EBL	46	35	1610	1	45000	NO
WBL	6	21	126	1	45000	NO

Georgia Department of Transportation
 TE Studies No.: 0000-00(518) - Signals
 URS Project No.: 14142-031-4133

SR 54 @ SR 154
 Coweta County, District 3

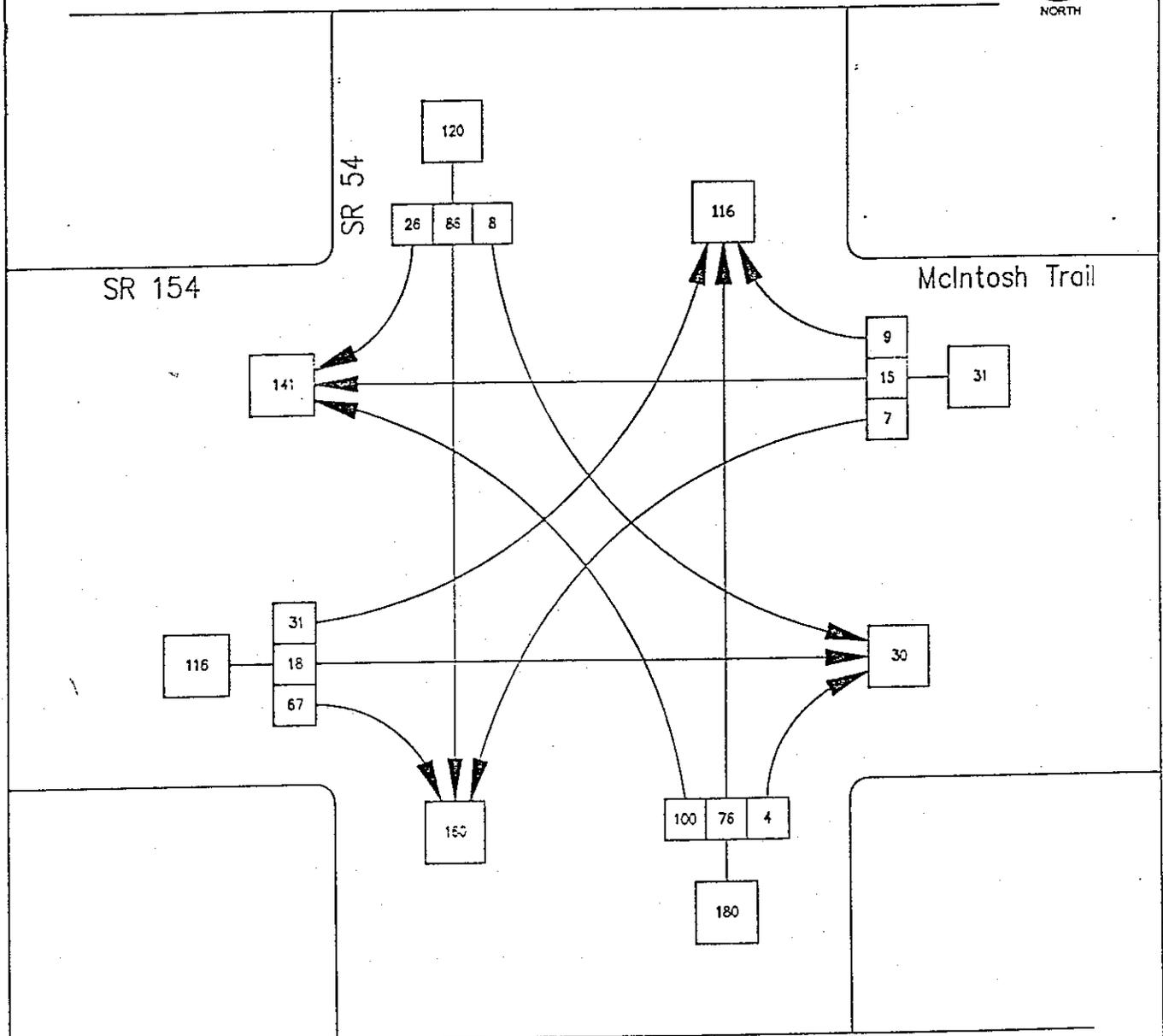
08/13/01
 AM Peak Hour



URS CORPORATION
 215 PEACHTREE STREET, NORTH TOWER, SUITE 2000
 ATLANTA, GEORGIA 30303
 TEL: (404) 815-8800 FAX: (404) 876-7777

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	100	86	8600	1	45000	NO
SBL	8	76	608	1	45000	NO
EBL	31	15	465	1	45000	NO
WBL	7	18	126	1	45000	NO

Georgia Department of Transportation
 TE Studies No.: 0000-00(518) - Signals
 URS Project No.: 14142-031-4133

SR 54 • SR 154
 Coweta County, District 3

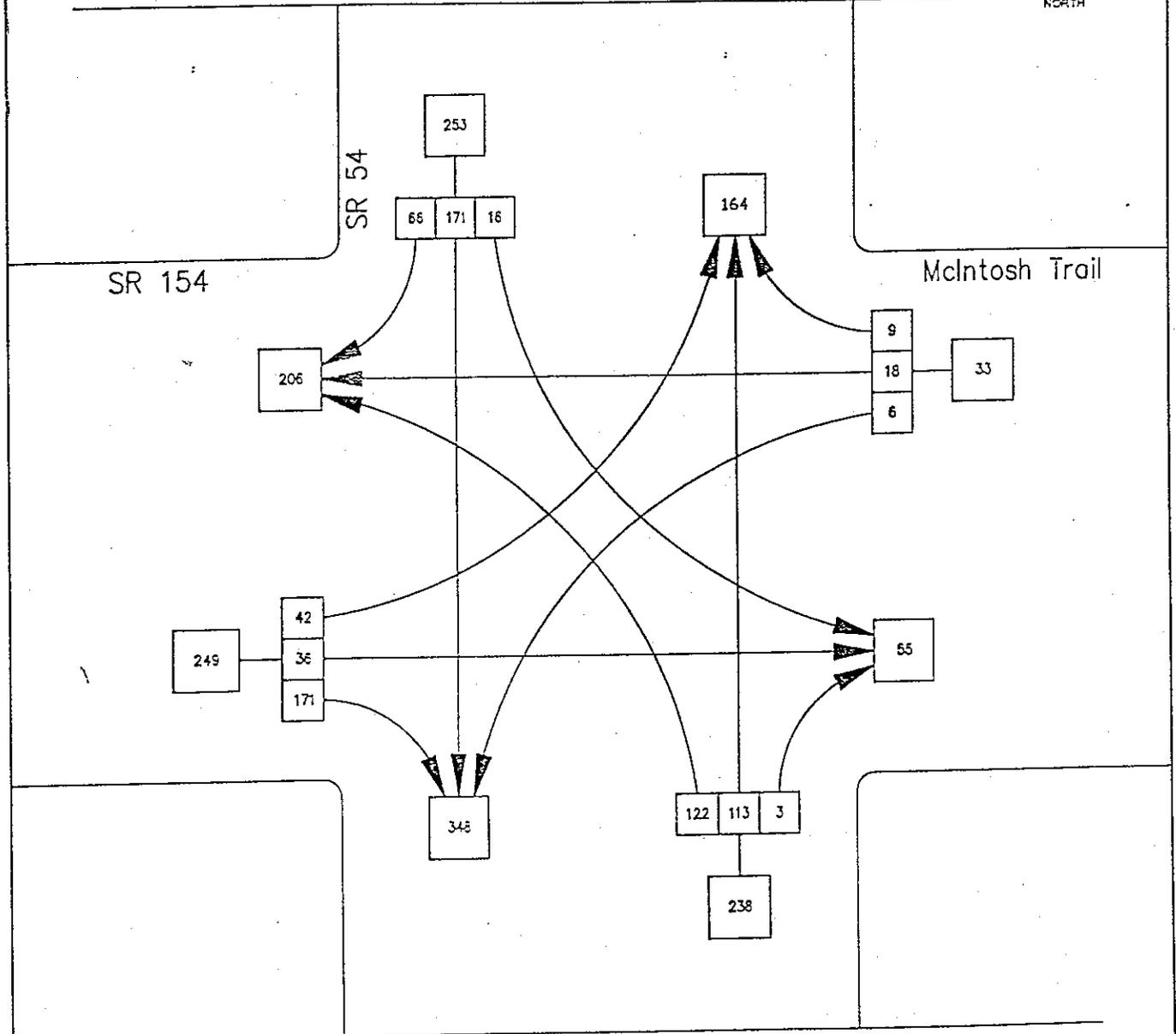
08/15/01
 NOON Peak Hour



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 235 PEACHTREE STREET, NORTH TOWER, SUITE 2000
 ATLANTA, GEORGIA 30303
 TEL: (404) 811-1100 FAX: (404) 811-1101

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	122	171	20862	1	45000	NO
SBL	16	113	1808	1	45000	NO
EBL	42	18	756	1	45000	NO
WBL	6	35	216	1	45000	NO

Georgia Department of Transportation

TE Studies No.: 0000-00(518) - Signals

URS Project No.: 14142-031-4133

SR 54 • SR 154
Coweta County, District 3

05/13/01
PM Peak Hour



URS CORPORATION
215 PEACHTREE STREET, NORTH TOWER, SUITE 2000
ATLANTA, GEORGIA 30303
TEL: (404) 875-1100 FAX: (404) 875-7797

SIGNAL WARRANT ANALYSIS SUMMARY REPORT

SR 54 @ SR 154

County:	Coweta	Project No.:	4133
State:	GA	Report Date:	7/16/01
Major Street:	SR 54	Counts Date:	6/13/01
Minor Street:	SR 154	Analyst:	NSA
Speed on Major Street:	45 mph		
Approach lanes	1 on Major Street 1 on Minor Street		

WARRANT 1. EIGHT-HOUR VEHICULAR VOLUME

WARRANT 1 SATISFIED

STANDARD 1 SATISFIED	CONDITION A	10	HOURS
	CONDITION B	0	HOURS

STANDARD 2 NOT SATISFIED	CONDITION A	7	HOURS
	CONDITION B	0	HOURS

WARRANT 2. FOUR-HOUR VEHICULAR VOLUME

WARRANT 2 SATISFIED 6 HOURS

WARRANT 3. PEAK HOUR

WARRANT 3 SATISFIED 3 HOURS

WARRANT 4. PEDESTRIAN VOLUME

WARRANT 4 NOT SATISFIED

WARRANT 5. SCHOOL CROSSING

WARRANT 5 NOT APPLICABLE

WARRANT 6. COORDINATED SIGNAL SYSTEM

WARRANT 6 NOT SATISFIED

WARRANT 7. CRASH EXPERIENCE

WARRANT 7 NOT SATISFIED 2 CRASHES

WARRANT 8. ROADWAY NETWORK

WARRANT 8 NOT APPLICABLE

SIGNAL WARRANT ANALYSIS REPORT

SR 54 @ SR 154

County: Coweta
 State : GA
 Major Street : SR 54
 Minor Street : SR 154
 Speed on Major Street : 45 mph
 Approach Lanes : 1 on Major Street
 1 on Minor Street

Project No. : 4133
 Report Date: 7/16/01
 Counts Date: 6/13/01
 Analyst : NSA

COUNTS DATA

TABLE 1A
 24Hr VEHICULAR VOLUME COUNTS

	SR 54				SR 54			
	Northbound				Southbound			
	Total Tube Count	Right Turn	% Right Turn	With 0% RT Turn Reduction	Total Tube Count	Right Turn	% Right Turn	With 0% RT Turn Reduction
12:00 AM	19	0	0	19	20	0	0	20
1:00 AM	8	0	0	8	9	0	0	9
2:00 AM	15	0	0	15	11	0	0	11
3:00 AM	14	0	0	14	5	0	0	5
4:00 AM	52	0	0	52	9	0	0	9
5:00 AM	170	0	0	170	21	0	0	21
6:00 AM	354	0	0	354	83	0	0	83
7:00 AM	367	0	0	367	116	0	0	116
8:00 AM	331	0	0	331	99	0	0	99
9:00 AM	272	0	0	272	121	0	0	121
10:00 AM	213	0	0	213	119	0	0	119
11:00 AM	232	0	0	232	124	0	0	124
12:00 PM	187	0	0	187	120	0	0	120
1:00 PM	233	0	0	233	106	0	0	106
2:00 PM	243	0	0	243	161	0	0	161
3:00 PM	208	0	0	208	237	0	0	237
4:00 PM	214	0	0	214	205	0	0	205
5:00 PM	262	0	0	262	247	0	0	247
6:00 PM	213	0	0	213	193	0	0	193
7:00 PM	146	0	0	146	100	0	0	100
8:00 PM	119	0	0	119	97	0	0	97
9:00 PM	100	0	0	100	63	0	0	63
10:00 PM	74	0	0	74	56	0	0	56
11:00 PM	54	0	0	54	46	0	0	46
Grand Total				4100				2366

TABLE 1B
24Hr VEHICULAR VOLUME COUNTS

	SR 154 Eastbound				SR 154 Westbound			
	Total Tube Count	Right Turn	% Right Turn	With 0% RT Turn Reduction	Total Tube Count	Right Turn	% Right Turn	With 0% RT Turn Reduction
12:00 AM	40	0	0	40	0	0	0	0
1:00 AM	23	0	0	23	1	0	0	1
2:00 AM	20	0	0	20	1	0	0	1
3:00 AM	8	0	0	8	4	0	0	4
4:00 AM	15	0	0	15	14	0	0	14
5:00 AM	23	0	0	23	21	0	0	21
6:00 AM	114	0	0	114	40	0	0	40
7:00 AM	187	0	0	187	59	0	0	59
8:00 AM	144	0	0	144	32	0	0	32
9:00 AM	147	0	0	147	47	0	0	47
10:00 AM	181	0	0	181	22	0	0	22
11:00 AM	162	0	0	162	30	0	0	30
12:00 PM	201	0	0	201	36	0	0	36
1:00 PM	169	0	0	169	25	0	0	25
2:00 PM	208	0	0	208	35	0	0	35
3:00 PM	244	0	0	244	26	0	0	26
4:00 PM	271	0	0	271	43	0	0	43
5:00 PM	333	0	0	333	34	0	0	34
6:00 PM	247	0	0	247	24	0	0	24
7:00 PM	149	0	0	149	26	0	0	26
8:00 PM	127	0	0	127	20	0	0	20
9:00 PM	114	0	0	114	15	0	0	15
10:00 PM	73	0	0	73	11	0	0	11
11:00 PM	59	0	0	59	2	0	0	2
Grand Total				3259				565

WARRANT ANALYSIS RESULTS:

WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

WARRANT 1* SATISFIED

STANDARD 1 SATISFIED	CONDITION A	10	HOURS
	CONDITION B	0	HOURS
STANDARD 2 NOT SATISFIED	CONDITION A	7	HOURS
	CONDITION B	0	HOURS

TABLE 2
24Hr VEHICULAR TRAFFIC EVALUATION

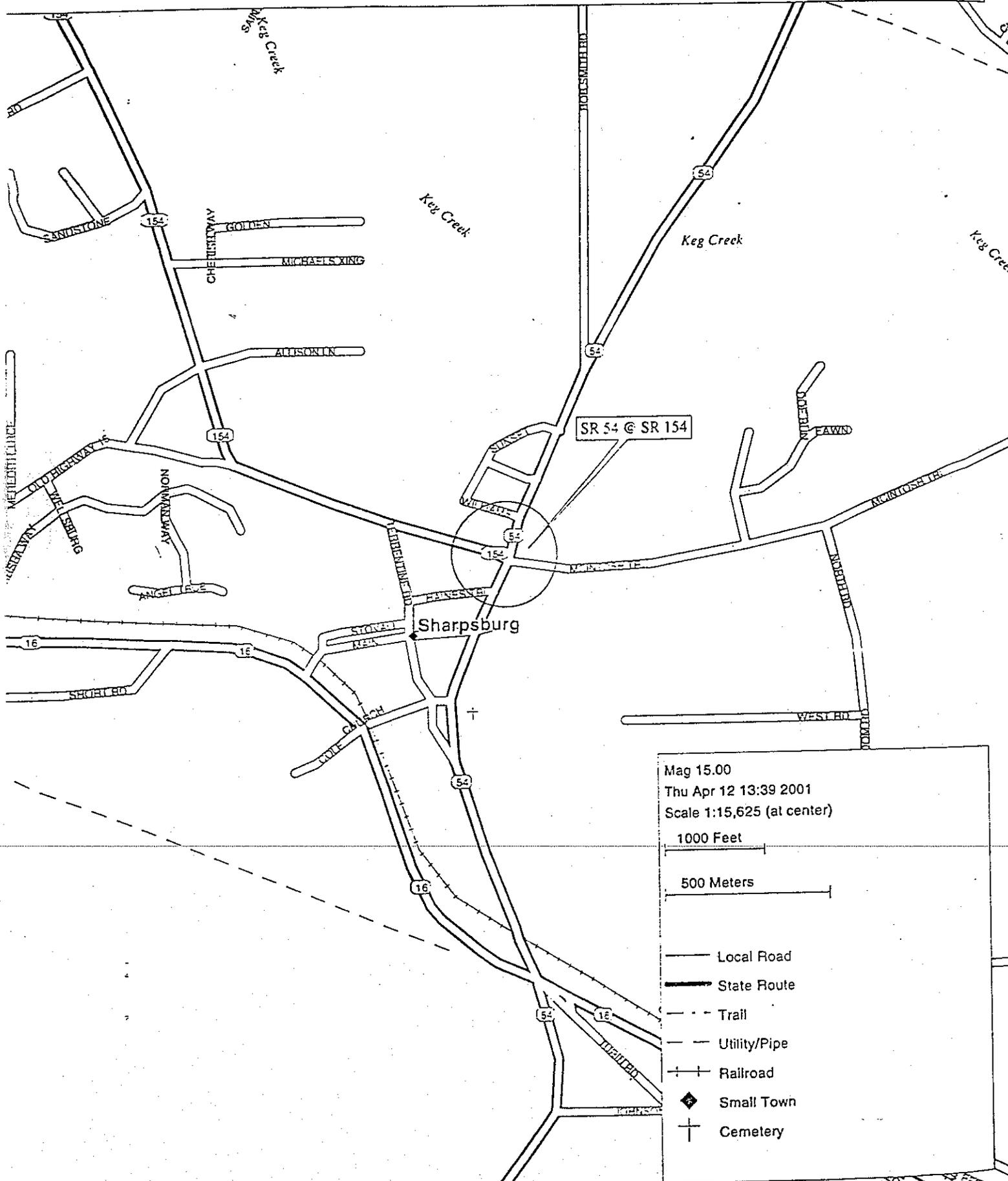
HOUR OF DAY	MAJOR ST TOTAL APPROACHES	MINOR ST HIGH VOLUME APPROACH	WARRANT 1			
			STANDARD 1		STANDARD 2	
			CONDITION A	CONDITION B	CONDITION A	CONDITION B
12:00 AM	39	40				
1:00 AM	17	23				
2:00 AM	26	20				
3:00 AM	19	8				
4:00 AM	61	15				
5:00 AM	191	23				
6:00 AM	437	114	BOTH	MINOR	MAJOR	MINOR
7:00 AM	453	187	BOTH	MINOR	BOTH	MINOR
8:00 AM	430	144	BOTH	MINOR	BOTH	MINOR
9:00 AM	393	147	BOTH	MINOR	MINOR	MINOR
10:00 AM	332	181	MINOR	MINOR	MINOR	MINOR
11:00 AM	356	162	BOTH	MINOR	MINOR	MINOR
12:00 PM	307	201	MINOR	MINOR	MINOR	MINOR
1:00 PM	339	169	MINOR	MINOR	MINOR	MINOR
2:00 PM	404	205	BOTH	MINOR	BOTH	MINOR
3:00 PM	445	244	BOTH	MINOR	BOTH	MINOR
4:00 PM	419	271	BOTH	MINOR	BOTH	MINOR
5:00 PM	509	333	BOTH	MINOR	BOTH	MINOR
6:00 PM	406	247	BOTH	MINOR	BOTH	MINOR
7:00 PM	245	149	MINOR	MINOR	MINOR	MINOR
8:00 PM	216	127	MINOR	MINOR	MINOR	MINOR
9:00 PM	163	114	MINOR	MINOR		MINOR
10:00 PM	130	73		MINOR		MINOR
11:00 PM	100	59		MINOR		
TOTAL	6455	3259				

CRITERIA**		WITH 70% REDUCTION		STANDARD	
	MAJOR ST	350	525	400	600
	MINOR ST	105	53	120	60
NO. OF HOURS MET		10	0	7	0

*Note: Standard 1 is SATISFIED if either CONDITION A or B is satisfied for any eight hours. STANDARD 2 is SATISFIED if CONDITION A and B are satisfied. WARRANT 1 is SATISFIED if either STANDARD 1 or STANDARD 2 is satisfied.

**Note: Criteria for minimum volumes for WARRANT 1 are based on the figures from TABLE 4C-1, Page 4C-5 in section C of the MUTCD 2000 edition.

Coweta County



Mag 15.00
Thu Apr 12 13:39 2001
Scale 1:15,625 (at center)

1000 Feet

500 Meters

- Local Road
- State Route
- Trail
- Utility/Pipe
- Railroad
- Small Town
- Cemetery