ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0008457
SR 3/US 19 @ CR 101/Century Rd.
GDOT District 4 - Tifton
Lee County

OFFICE Design Policy & Support

DATE May 23, 2012

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Bobby Hilliard, State Program Delivery Engineer
Cindy VanDyke, State Transportation Planning Administrator
Angela Robinson, Financial Management Administrator
Glenn Bowman, State Environmental Administrator
Andy Casey, State Roadway Design Engineer
Attn: David Acree, Design Group Manager
Kathy Zahul, State Traffic Engineer
Georgene Geary, State Materials & Research Engineer
Lisa Myers, State Project Review Engineer
Jeff Baker, State Utilities Engineer
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Joe Sheffield, District Engineer
Brent Thomas, District Preconstruction Engineer
V. Timothy Warren, District Utilities Engineer
Dennis Carter, District Environmentalist
Shajan Joseph, Project Manager
BOARD MEMBER - 2nd Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT

Project Type:	Safety	P.I. Number:	0008457
GDOT District:	3	County:	LEE
Federal Route Number:	19	State Route Number:	3

Project Description: This 0.57 mile section of SR 3/US 19 @ CR101/Century Rd. is entirely within Lee County. A traffic signal for better management of all traffic movements is proposed as opposed to the flashing beacon at the current two-way stop control intersection. New turn lanes are proposed to provide storage for left turning vehicles from CR101 onto SR3/US19, as well as right turning vehicles from SR3/US19 onto CR101/Century Rd. Proposed access management will be implemented to control traffic movements within close proximity of the intersection.

Submitted for approval:

Consultant Designer & Firm or GDOT Concept/Design Phase Office Head & Office — DATE 12/21/11

Local Government *(if applicable)* — DATE

Office Head *(GDOT Project Manager's Office)* — DATE 1/3/2012

GDOT Project Manager — DATE 01/03/2012.

Recommendation for approval:

Program Control Administrator — DATE

*Glenn Bowman/MAS — 03-28-12

State Environmental Administrator *(recommendation required)* — DATE

*Lisa Myers/MAS — 03-20-12

Project Review Engineer — DATE

*Patrick Allen/MAS — 03-21-12

State Utilities Engineer — DATE

*Joe Sheffield — 03-21-12

District Engineer *(projects not originating in District Office)* — DATE

State Bridge Design Engineer *(if applicable)* — DATE

State Transportation Financial Management Administrator — DATE

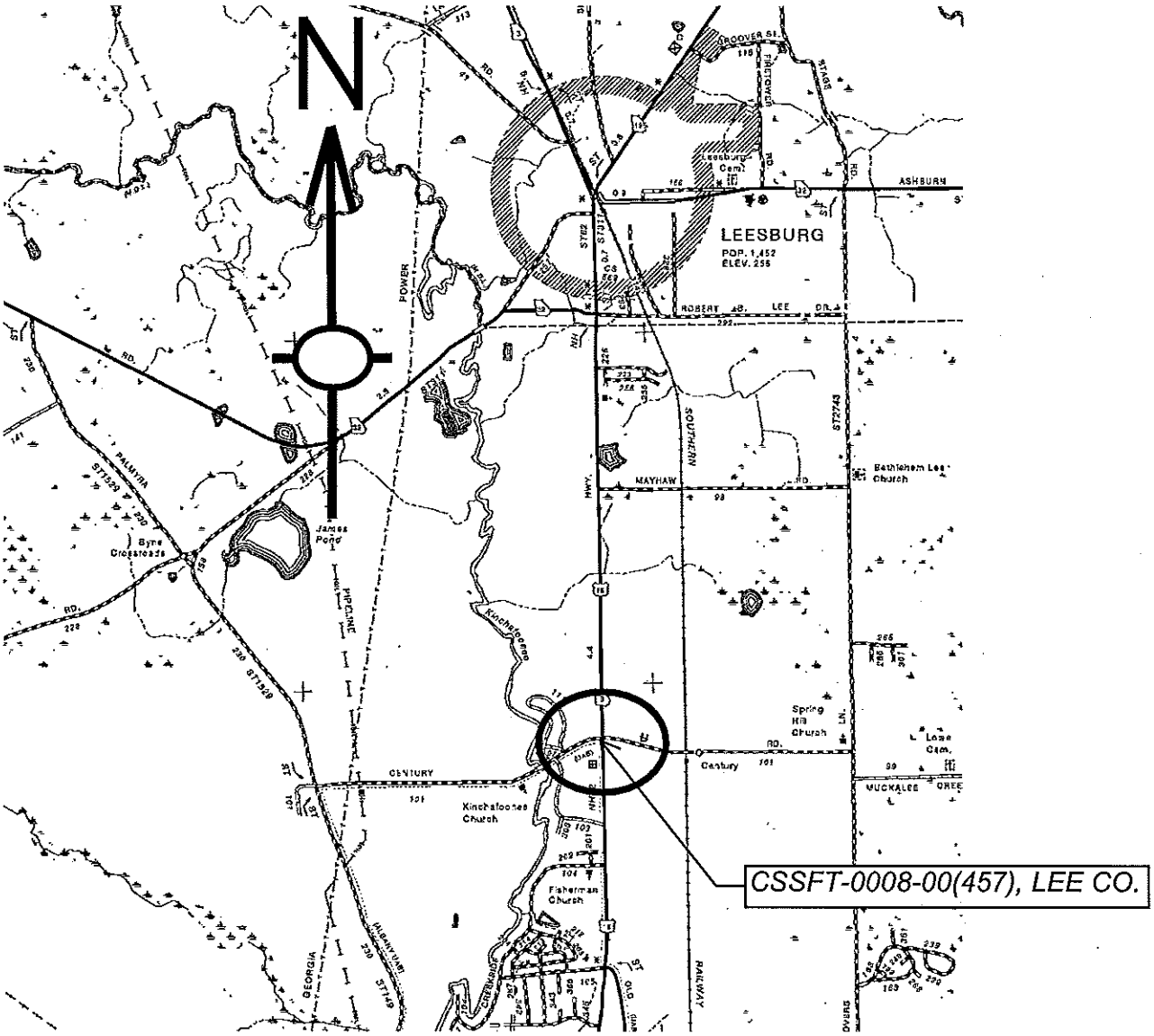
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).

*Cindy VanDyke/MAS — 03-21-12

State Transportation Planning Administrator *(recommendation required)* — DATE

* Recommendation on file

PROJECT LOCATION



PLANNING & BACKGROUND DATA

Project Justification Statement: The intersection of SR 3/US 19 with CR101/Century Road has experienced a high rate of crashes including injuries and fatalities. An evaluation of the project area, by Office of Roadway Design, revealed opportunities to reduce crash frequency, crash severity, and accommodate pedestrians.

Description of the proposed project: This 0.57 mile section of SR 3/US 19 @ CR101/Century Rd. is entirely within Lee County. A traffic signal for better management of all traffic movements is proposed as opposed to the flashing beacon at the current two-way stop control intersection. New turn lanes are proposed to provide storage for left turning vehicles from CR101 onto SR3/US19, as well as right turning vehicles from SR3/US19 onto CR101/Century Rd. Proposed access management will be implemented to control traffic movements within close proximity of the intersection.

CRASH DATA SUMMARY

TYPE	2004	2005	2006	2007	2008	2009	TOTALS	
ANGLE	0	0	1	2	2	1	**6**	**23%**
SIDSWIPE	0	0	0	2	3	0	**5**	**19%**
REAR-END	0	0	0	2	2	0	**4**	**15%**
HEAD ON	0	1	0	1	0	0	**2**	**7%**
OTHER	0	0	0	4	2	3	**9**	**35%**

SEVERITY	2004	2005	2006	2007	2008	2009	TOTALS	
INJURIES	0	1	1	4	4	5	**15**	**58%**
FATALITIES	0	1	2	0	0	0	**3**	**12%**
PDO	0	0	0	3	2	2	**7**	**27%**

Table 1-1

CRASH RATE COMPARISON (NOTE: Rates are per 100 Million Vehicle Miles)			
	ACCIDENT	INJURY	FATALITY
LOCAL 2004	0	0	0.00
STATEWIDE AVERAGE	463	181	1.13
LOCAL 2005	66	33	33.22
STATEWIDE AVERAGE	513	199	1.5
LOCAL 2006	31	31	61.58
STATEWIDE AVERAGE	494	185	152
LOCAL 2007	256	114	0.00
STATEWIDE AVERAGE	495	179	1.33
LOCAL 2008	256	114	0.00
STATEWIDE AVERAGE	473	171	1.26
LOCAL 2009	147	147	0.00
STATEWIDE AVERAGE	466	173	1.13

Table 1-2

The Table 1-1 details the crash type, total, severity and the corresponding year in which the crashes occurred. Twenty-six crashes were reported at this intersection from 2004-2009. Angle crashes, which are often severe, were identified as the predominant crash type at this intersection. Reductions in crash frequency and severity are commonly achieved by improving factors such as sight distance, horizontal alignment (angle of intersection), and traffic control type at the intersection, i.e. signalized or unsignalized. The improvements will affect many of these factors for the better. Table 1-2 compares the crash rate within local project area with the statewide averages of similar facilities.

Federal Oversight: ☐ Full Oversight ☒ Exempt ☐ State Funded ☐ Other

MPO: ☐ N/A ☒ MPO - Albany

Regional Commission: ☐ N/A ☒ RC – Southwest Georgia RC

Congressional District(s): 2

Projected Traffic AADT: SR3/US19

Base Year (2014): 18625 Design Year (2034): 25800

Projected Traffic AADT: CR101/Century Rd.

Base Year (2014): 1275 Design Year (2034): 1625

Functional Classification (Mainline): Urban Principal Arterial

Is this project on a designated bike route? ☒ No ☐ YES

Is this project located on a pedestrian plan? ☒ No ☐ YES

Is this project located on or part of a transit network? ☒ No ☐ YES

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: *N/A*

Context Sensitive Solutions: *N/A*

DESIGN AND STRUCTURAL DATA

Mainline Design Features: ***SR3/US19 (Urban Principal Arterial)***

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	**4**	**n/a**	**4**
- Lane Width(s)	**12**	**n/a**	**12**
- Median Width & Type	**n/a**	**n/a**	**n/a**
- Outside Shoulder Width & Type	**Rural**	**10' Rural**	****Match**
- Outside Shoulder Slope	**varies**	**6%**	**6%**
- Inside Shoulder Width & Type	**No**	**No**	**No**
- Sidewalks	**No**	**No**	**No**
- Auxiliary Lanes	**1**	**n/a**	**3**
- Bike Lanes	**No**	**4-ft**	**No**
Posted Speed	**55**	**55**	****Match**
Design Speed	**55**	**55**	****Match**
Min Horizontal Curve Radius	**1060**	**1060**	**1060**
Super elevation Rate	**6%**	**6%**	****Match**
Grade	**3.5%**	**4%**	****Match**
Access Control	**By Permit**	**By Permit**	**Proposed**
Right-of-Way Width	**140**	**n/a**	**140**
Maximum Grade – Crossroad	**3%**	**3%**	****Match**
Design Vehicle	**WB-67**	**WB-67**	**WB-67**

*According to current GDOT design policy if applicable
** Project Construction matches or does not change the feature

Side Road Design Features: ***CR101/ Century Road (Urban Local)***

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	**2**	**2**	**2**
- Lane Width(s)	**12**	**12**	****Match**
- Median Width & Type	**n/a**	****Match**	****Match**
- Outside Shoulder Width & Type	**8' Rural**	**n/a**	****Match**
- Outside Shoulder Slope	**6%**	**n/a**	****Match**
- Inside Shoulder Width & Type	**n/a**	**n/a**	**n/a**
- Sidewalks	**No**	**No**	**No**
- Auxiliary Lanes	**No**	**No**	**2**
- Bike Lanes	**No**	**No**	**No**
Posted Speed	**35**	**35**	****Match**
Design Speed	**35**	**35**	****Match**
Maximum Horizontal Curve Radius	**340**	**n/a**	****Match**
Maximum Super elevation Rate	**6%**	**6%**	****Match**
Maximum Grade	**7%**	**7%**	****Match**
Access Control	**By Permit**	**By Permit**	**By Permit**
Right-of-Way Width	**80**	**n/a**	****Match**
Maximum Grade – Crossroad	**3%**	**3%**	****Match**
Design Vehicle	**S-Bus36**	**S-Bus36**	****Match**

*According to current GDOT design policy if applicable
** Project Construction matches or does not change the feature

Major Structures: N/A

Utility Involvements:

- Lee County Utilities Authority
- Georgia Power
- Sumter EMC
- Bellsouth/ AT&T Georgia
- Mediacom

Public Interest Determination Policy and Procedure recommended (Utilities)? ☐ YES ☒ NO

SUE Required: ☐ Yes ☒ No

Right-of-Way:

Required Right-of-Way anticipated: ☒ YES ☐ NO ☐ Undetermined
Easements anticipated: ☒ Temporary ☒ Permanent ☒ Utility ☐ Other

Anticipated number of impacted parcels: 4
Anticipated number of displacements (Total): 0
Businesses: 4
Residences: 0
Other: 0

Location and Design approval: ☐ Not Required ☒ Required

Off-site Detours Anticipated: ☒ No ☐ Yes ☐ Undetermined

Transportation Management Plan Anticipated: ☐ YES ☒ NO

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	☐	Click here to enter a date.	☒	☐
2. Lane Width	☐	Click here to enter a date.	☒	☐
3. Shoulder Width	☐	Click here to enter a date.	☒	☐
4. Bridge Width	☐	Click here to enter a date.	☒	☐
5. Horizontal Alignment	☐	Click here to enter a date.	☒	☐
6. Superelevation	☐	Click here to enter a date.	☒	☐
7. Vertical Alignment	☐	Click here to enter a date.	☒	☐
8. Grade	☐	Click here to enter a date.	☒	☐
9. Stopping Sight Distance	☐	Click here to enter a date.	☒	☐
10. Cross Slope	☐	Click here to enter a date.	☒	☐
11. Vertical Clearance	☐	Click here to enter a date.	☒	☐
12. Lateral Offset to Obstruction	☐	Click here to enter a date.	☒	☐
13. Bridge Structural Capacity	☐	Click here to enter a date.	☒	☐

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - *Median Opening Spacing*	DP&S	☐	Click here to enter a date.	☒	☐
2. Median Usage & Width	DP&S	☐	Click here to enter a date.	☒	☐
3. Intersection Skew Angle	DP&S	☐	Click here to enter a date.	☒	☐
4. Lateral Offset to Obstruction	DP&S	☐	Click here to enter a date.	☒	☐
5. Intersection Sight Distance	DP&S	☐	Click here to enter a date.	☒	☐
6. Bike & Pedestrian Accommodations	DP&S	☐	Click here to enter a date.	☒	☐
7. GDOT Drainage Manual	DP&S	☐	Click here to enter a date.	☒	☐
8. Georgia Standard Drawings	DP&S	☐	Click here to enter a date.	☒	☐
9. GDOT Bridge & Structural Manual	Bridge Design	☐	Click here to enter a date.	☒	☐
10. Roundabout Illumination - *(if applicable)*	DP&S	☐	Click here to enter a date.	☒	☐
11. Rumble Strips/Safety Edge	DP&S	☐	Click here to enter a date.	☒	☐

VE Study anticipated: ☒ No ☐ Yes ☐ Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: ☐ **NEPA:** ☒ Categorical Exclusion (Programmatic) ☐ EA/FONSI ☐ EIS

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? ☒ No ☐ Yes

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes

Environmental Permits/Variances/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	☐	☒	
2. Forest Service/Corps Land	☐	☒	
3. CWA Section 404 Permit	☐	☒	
4. Tennessee Valley Authority Permit	☐	☒	
5. Buffer Variance	☐	☒	
6. Coastal Zone Management Coordination	☐	☒	
7. NPDES	☐	☒	
8. FEMA	☐	☒	
9. Cemetery Permit	☐	☒	
10. Other Permits	☐	☒	
11. Other Commitments	☐	☒	
12. Other Coordination	☐	☒	

Is a PAR required? ☒ No ☐ Yes ☐ Completed – Date:

NEPA/GEPA: *A NEPA Programmatic Categorical exclusion (PCE) is expected for this project.*

Ecology: *Ecology Survey and Assessment of Effects letter was sent to FHWA on September 20, 2011. No impacts are noted in this report.*

History: *No historic properties are affected*

Archeology: *No archaeological resources are present*

Air & Noise: *The project does not anticipate to have meaningful air quality effects nor is the project expected to exceed federal noise abatement criteria.*

Public Involvement: *Not Required*

Major stakeholders: *Local property owners and the Lee County traveling public*

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: *No*

Early Completion Incentives recommended for consideration: ☒ No ☐ Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	*GDOT*
Design	*GDOT*
Right-of-Way Acquisition	*GDOT*
Utility Relocation	*GDOT*
Letting to Contract	*GDOT*
Construction Supervision	*GDOT*
Providing Material Pits	*Contractor*
Providing Detours	*GDOT – If needed*
Environmental Studies, Documents, and Permits	*GDOT*
Environmental Mitigation	*Non anticipated*
Construction Inspection & Materials Testing	*GDOT*

Lighting required: ☒ No ☐ Yes

Initial Concept Meeting: *June 2010*

Concept Team Meeting: *June 2010*

Other projects in the area: *N/A*

Other coordination to date: Meeting and Field Visit *10/20/11 (Site distance & Access Control)*

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	GDOT	GDOT	GDOT	N/A	
$ Amount	$100,000.00	$186,000.00	$157,000.00	$613,811.11	N/A	$1,056,811.11
Date of Estimate	3/19/2007	2/2/2012	2/1/2012	8/22/2011	Click here to enter a date.	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

NOTE: Cost estimates for additional alternatives are absent due to criteria based decisions made prior to the development of the alternate cost estimates (pre-screened). See page 3 of the concept report for the discussion of the preferred alternative.

Alternative 1: No build: The accident history justified a safety project to be programmed.

Alternative 2: Signalize only
Rationale: Signalization was discussed with District Traffic Operations. The abundance of access within the functional area of the intersection likely contributes to the number of accidents, which is also noted as a concern within the TE report.

Alternative 3: Side street realignment, add turn lanes, and signalize
Rationale: Realigning the intersection to the south reduces the available sight distance. It also increases right of way impacts.

Alternative 4 : Roundabout
Rationale: Traffic volume is on the mainline is 42% higher than the side road. Therefore roundabout consideration is not recommended.

Alternative 5: Profile adjustment only
Rationale: The site distance is adequate. Adjusting the grade would cause logistical problem with detours. The need for pedestrian accommodations, auxiliary lanes and access management would still exist.

Comments:

Attachments:

1. Detailed Cost Estimates:
    a. Program Cost Revision
    b. Completed Fuel & Asphalt Price Adjustment forms
    c. Utilities
    d. C.E.S.
    e. Right-of-Way

2. Project Layout
3. Typical sections
4. *Summary of TE Stu*dy
5. Highway Safety Manual Crash Reduction Factor Calculations *(if applicable)*
6. Minutes of Concept Team Meetings
7. Capacity analysis
8. Traffic
9. Sight Distance

APPROVALS

Concur: _____
Director of Engineering

Approve: _____ 5-21-2012
Chief Engineer Date

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE PROJECT No. CSSFT-0008-00(457), Lee County
SR3/US19 @ CR 101/CENTURY ROAD
P.I. No.: 0008457

OFFICE Roadway Design

DATE 4/30/2012

FROM Andy Casey, PE, State Roadway Design Engineer

TO Ronald E. Wishon, State Project Review Engineer – Office of Engineering

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Shajan Joseph

MNGT R/W DATE 10/19/2012

MNGT LET DATE 9/15/2013

PROGRAMMED COST (TPro W/OUT INFLATION)		**LAST ESTIMATE UPDATE**
CONSTRUCTION	$600,000.00	DATE 1/3/2007
RIGHT OF WAY	15,000.00	DATE 1/3/2007
UTILITIES	$N/A	DATE N/A

REVISED COST ESTIMATES

CONSTRUCTION*	$**588,871.26**
RIGHT OF WAY	$186,000.00
UTILITIES	$157,000.00

* Cost contains 5% Engineering and Inspection and Fuel and Liquid AC Adjustments.

PROJECT COST SUMMARY

Construction Cost Estimate:	$498,997.07	(Detailed Estimate)
Engineering and Inspection:	$24,949.85	(Base Estimate x 5 %)
Construction Contingency:	$N/A	(Base Estimate 0 %) (The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel and Liquid AC Adjustment	$ 64,924.34	(From attached worksheet)
Construction Total:	**$588,871.26**	
Utility Cost Estimate:	$157,000.00	
Utility Contingency:	$N/A	30 % (From attached cost estimate)
Utility Total:	**$157,000.00**	(Reimbursable Costs)

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
GA POWER COMPANY	25,000.00
SUMTER EMC	125,000.00
BELLSOUTH/ATT GA	7,000.00
MEDIACOM	0.00
ALBANY WG&L	0.00
LEE COUNTY UTILITIES AUTHORITY	0.00

Attachments
c: Genetha Rice - Singleton, Assistant Director of Preconstruction
Angela Whitworth, Financial Management Administrator

PROJ. NO.	8457
P.I. NO.	0008457
DATE	2/2/2012

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Feb-12	$ 3.297
DIESEL		$ 3.818
LIQUID AC		$ 578.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)				**64660.86**	**$**	**64,660.86**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	924.80		
Monthly Asphalt Cement Price month project let (APL)			$	578.00		
Total Monthly Tonnage of asphalt cement (TMT)				186.45		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	1141	5.0%	57.05
25 mm SP	713	5.0%	35.65
19 mm SP	1875	5.0%	93.75
	3729		**186.45**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**263.48**	**$**	**263.48**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	924.80		
Monthly Asphalt Cement Price month project let (APL)			$	578.00		
Total Monthly Tonnage of asphalt cement (TMT)				0.759760402		

Bitum Tack Gals	gals/ton	tons
176.89	232.8234	0.7597604

PROJ. NO.	8457	CALL NO.	
P.I. NO.	0008457		
DATE	2/2/2012		

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				**0**	**$ -**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$	924.80	
Monthly Asphalt Cement Price month project let (APL)			$	578.00	
Total Monthly Tonnage of asphalt cement (TMT)				0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	**$**	**64,924.34**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: **CSSFT-0008-00(457)** OFFICE: **Tifton**
County **LEE** DATE: **February 1, 2012**
P.I. # **0008457**

Description: ***Intersection Improvement SR 3/US19 @ Century Road***

FROM Tim Warren, P.E., District Utilities Engineer

TO Shajan P. Joseph, P.E., Project Manager- **(VIA-EMAIL)**

SUBJECT **UPDATED- UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted based on the latest available plans.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
Albany WG&L	$0.00	$5,000.00	Site Visit / Available Drawings
Bellsouth /ATT	$7,000.00	$10,000.00	Site Visit / Available Drawings
Georgia Power Company (Distribution)	$25,000.00	$125,000.00	Site Visit / Available Drawings
Lee County Utilities Authourity **	$0.00	$24,000.00	Site Visit / Available Drawings
Mediacom	$0.00	$6,000.00	Site Visit / Available Drawings
Sumter EMC	$125,000.00	$175,000.00	Site Visit / Available Drawings
Total	$157,000.00	$345,000.00	

**** Indicates Potential Utility Aid Request from Local Gov't**

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact me or Bill Cooper, Assistant District Utilities Engineer at (229) 386-3288.

TW:BC:KC

c: Jeff Baker, P.E., State Utilities Engineer
Brent Thomas, District Preconstruction Engineer
Angela Robinson, State Financial Management Administrator

DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0008457

JOB NUMBER: *0008457* **FED/STATE PROJECT NUMBER** *0008457*

SPEC YEAR: *01*

DESCRIPTION: *US 19/SR 3 @ CENTURY ROAD*

ITEMS FOR JOB 0008457

ine Numbe	ITEM	QUANTITY	UNITS	PRICE	DESCRIPTION	AMOUNT
0005	150-1000	1.000	LS	$40,000.00	TRAFFIC CONTROL - 0008457	$40,000.00
0015	163-0232	1.760	AC	$467.33	TEMPORARY GRASSING 0008457	$822.51
0020	163-0240	16.000	TN	$190.97	MULCH 0008457	$3,055.53
0025	163-0300	1.000	EA	$1,342.48	CONSTRUCTION EXIT 0008457	$1,342.48
0040	165-0030	5000.000	LF	$0.57	MAINT OF TEMP SILT FENCE, TP C 0008457	$2,852.70
0045	165-0087	6.000	EA	$32.79	MAINT OF SILT CONTROL GATE, TP 3 0008457	$196.72
0050	165-0101	1.000	EA	$522.07	MAINT OF CONST EXIT 0008457	$522.07
0060	167-1000	2.000	EA	$244.27	WATER QUALITY MONITORING AND SAMPLING 0008457	$488.55
0065	171-0030	5000.000	LF	$2.89	TEMPORARY SILT FENCE, TYPE C 0008457	$14,453.85
0255	210-0100	1.000	LS	$40,000.00	GRADING COMPLETE - 0008457	$40,000.00
0085	310-5100	1374.110	SY	$14.93	GR AGGR BS CRS 10IN INCL MATL 0008457	$20,510.89
0095	402-3121	694.957	TN	$64.73	RECYL AC 25MM SP,GP1/2,BM&HL 0008457	$44,987.74
0100	402-3190	277.983	TN	$60.56	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL 0008457	$16,835.04
0275	402-4510	1369.407	TN	$72.22	RECYL AC 12.5 MM SP,GP2ONLY,INC P-MBM&HL	$98,892.34
0099	413-1000	176.890	GL	$3.16	BITUM TACK COAT 0008457	$558.32
0270	441-5002	350.000	LF	$12.18	CONC HEADER CURB, 6", TP 2	$4,261.34
0105	550-1150	500.000	LF	$31.95	STM DR PIPE 15",H 1-10 0008457	$15,973.34
0110	550-1180	500.000	LF	$28.53	STM DR PIPE 18",H 1-10 0008457	$14,262.98
0115	550-3318	12.000	EA	$657.55	SAFETY END SECTION 18",STD,4:1 0008457	$7,890.60
0120	615-1200	3600.000	LF	$9.81	DIRECTIONAL BORE - 0008457	$35,329.64
0125	636-1020	12.000	SF	$15.47	HWY SGN,TP1MAT,REFL SH TP3 0008457	$185.64
0130	636-2070	12.000	LF	$8.58	GALV STEEL POSTS, TP 7 0008457	$102.96
0135	636-5100	2.000	EA	$136.29	MILEPOST SIGNS 0008457	$272.59
0140	639-4004	4.000	EA	$5,749.64	STRAIN POLE, TP IV 0008457	$22,998.56
0145	647-1000	1.000	LS	$54,642.03	TRAF SIGNAL INSTALLATION NO - 0008457	$54,642.03
0150	647-2120	14.000	EA	$226.67	PULL BOX, PB-2 0008457	$3,173.33
0155	647-2130	1.000	EA	$427.83	PULL BOX, PB-3 0008457	$427.83
0160	647-6090	8.000	EA	$879.28	LOOP DETECTOR - 0008457	$7,034.25
0165	653-0120	10.000	EA	$60.00	THERM PVMT MARK, ARROW, TP 2 0008457	$600.00
0170	653-0130	4.000	EA	$122.00	THERM PVMT MARK, ARROW, TP 3 0008457	$488.00
0180	653-0210	8.000	EA	$86.42	THERM PVMT MARK, WORD , TP 1 0008457	$691.33
0185	653-1501	5000.000	LF	$0.33	THERMO SOLID TRAF ST 5 IN, WHI 0008457	$1,668.75
0190	653-1502	3600.000	LF	$0.38	THERMO SOLID TRAF ST, 5 IN YEL 0008457	$1,374.84
0195	653-1804	300.000	LF	$2.00	THERM SOLID TRAF STRIPE, 8",WH 0008457	$600.00
0200	653-3501	6000.000	GLF	$0.21	THERMO SKIP TRAF ST, 5 IN, WHI 0008457	$1,266.36
0205	653-3502	6000.000	GLF	$0.16	THERMO SKIP TRAF ST, 5 IN, YEL 0008457	$936.42
0210	682-1404	2300.000	LF	$0.62	CABLE, TP XHHW, AWG NO 10 0008457	$1,433.66
0215	682-6222	3600.000	LF	$5.17	CONDUIT, NONMETL, TP 2, 2 IN 0008457	$18,627.37
0220	682-6233	500.000	LF	$3.74	CONDUIT, NONMETL, TP 3, 2 IN 0008457	$1,869.67
0225	687-1000	1.000	LS	$10,000.00	TRAFFIC SIGNAL TIMING - 0008457	$10,000.00
0230	700-6910	3.530	AC	$840.45	PERMANENT GRASSING 0008457	$2,966.78
0235	700-7000	16.000	TN	$56.05	AGRICULTURAL LIME 0008457	$896.87
0240	700-7010	13.000	GL	$14.52	LIQUID LIME 0008457	$188.70
0265	700-8000	4.000	TN	$483.51	FERTILIZER MIXED GRADE	$1,934.05
0260	700-8100	530.000	LB	$2.60	FERTILIZER NITROGEN CONTENT	$1,380.44
					SUBTOTAL FOR :	**$498,997.07**

TOTALS FOR JOB 0008457

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DETAILED COST ESTIMATE

Georgia Department of Transportation

Job: 0008457

ITEMS COST:	$498,997.07
COST GROUP COST:	$0.00
ESTIMATED COST:	$498,997.07
CONTINGENCY PERCENT:	0.00
ENGINEERING AND INSPECTION:	0.05
ESTIMATED COST WITH CONTINGENCY AND E&I:	$523,946.92

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GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 2/2/2012 Project: CSSFT-0008-00(457)
Revised: County: Lee County
PI: 0008457

Description: SR 3/US19@CR 101/Century Rd
Project Termini: Intersection Improvement

Existing ROW: Varies
Required ROW: Varies

Parcels: 8

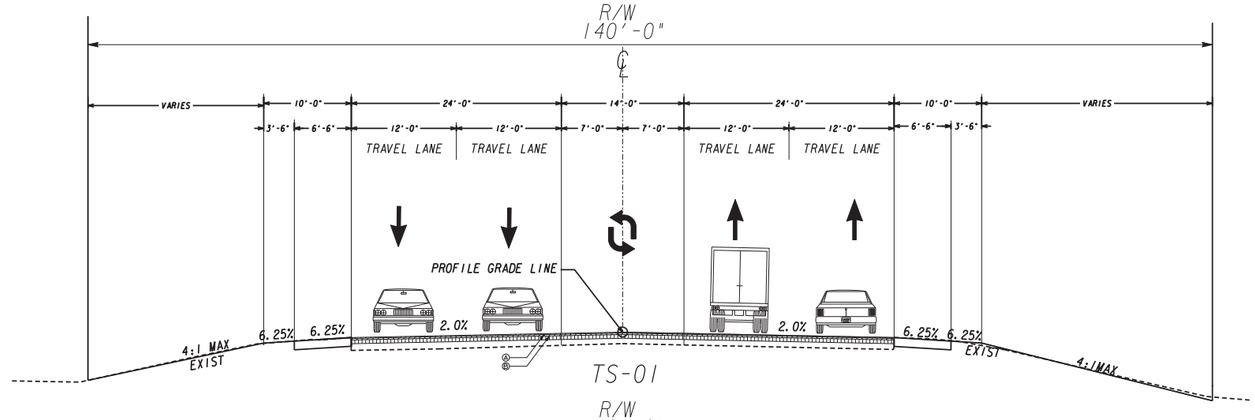
Land and Improvements		$9,948.00
Proximity Damage	*$0.00*	
Consequential Damage	*$0.00*	
Cost to Cures	*$0.00*	
Trade Fixtures	*$0.00*	
Improvements	*$5,000.00*	
Valuation Services		$8,000.00
Legal Services		$80,400.00
Relocation		$16,000.00
Demolition		$0.00
Administrative		$71,000.00
TOTAL ESTIMATED COSTS		$185,348.00
TOTAL ESTIMATED COSTS (ROUNDED)		***$186,000.00***

Preparation Credits	Hours	Signature

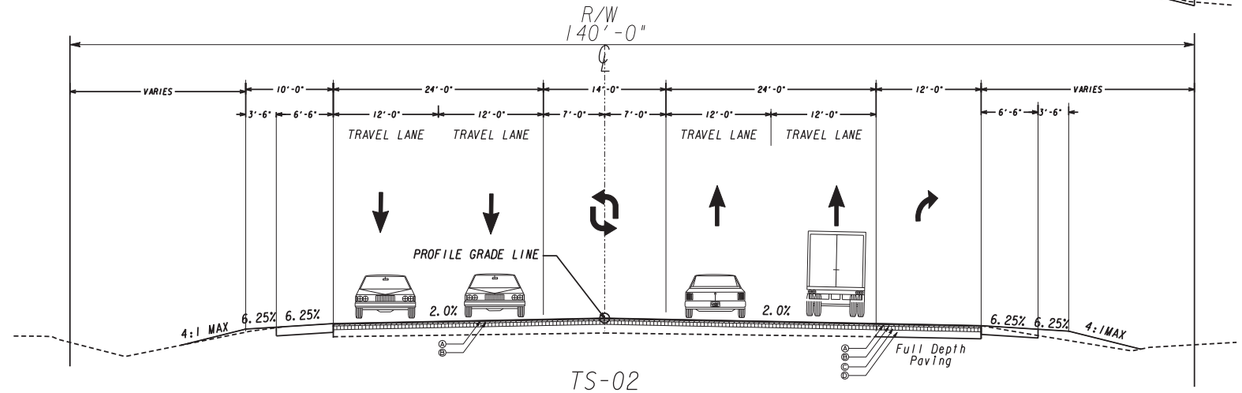
Prepared By: Lashone Alexander CG#: 2816999 2/(DATE)/2012
Approved By: Lashon Alexander CG#: 2816999 2/(DATE)/2012

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

STATE ROUTE 3 TYPICAL SECTIONS



TS-01



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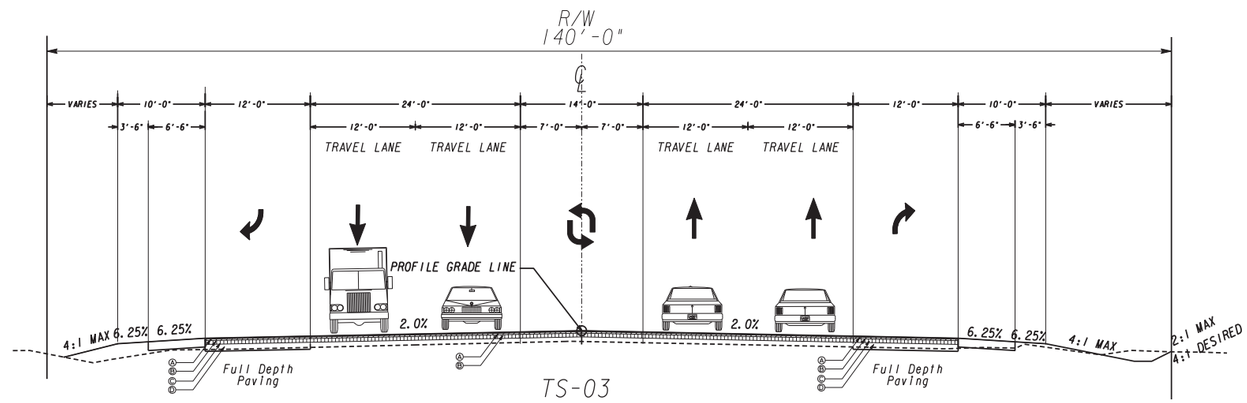


TS-03

REQUIRED BITUMINOUS PAVEMENT

NOTE: FULL DEPTH PAVING ONLY ON ADDED EXTERIOR TURN LANES

- Ⓐ ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS/SQ YD
- Ⓑ ASPHALTIC CONCRETE 19 mm SUPERPAVE, 220 LBS/SQ YD
- Ⓒ ASPHALTIC CONCRETE 25 mm SUPERPAVE, 550 LBS/SQ YD
- Ⓓ 10" GRADED AGGREGATE BASE COURSE, INCLUDING MATERIAL

GEORGIA
DEPARTMENT OF TRANSPORTATION

N. T. S.

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

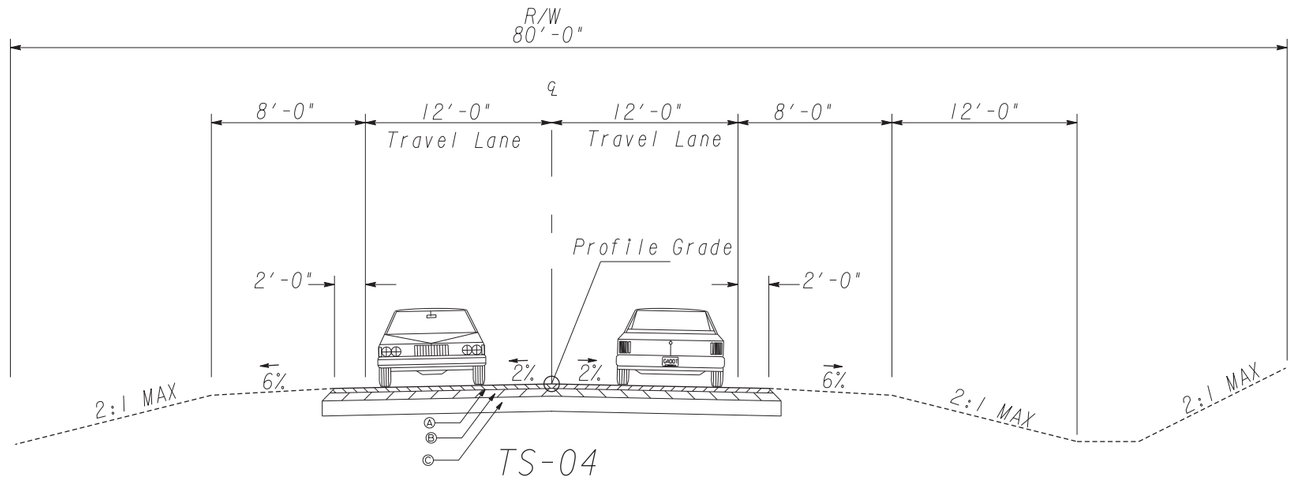
OFFICE: TRAFFIC OPERATIONS

TYPICAL SECTIONS

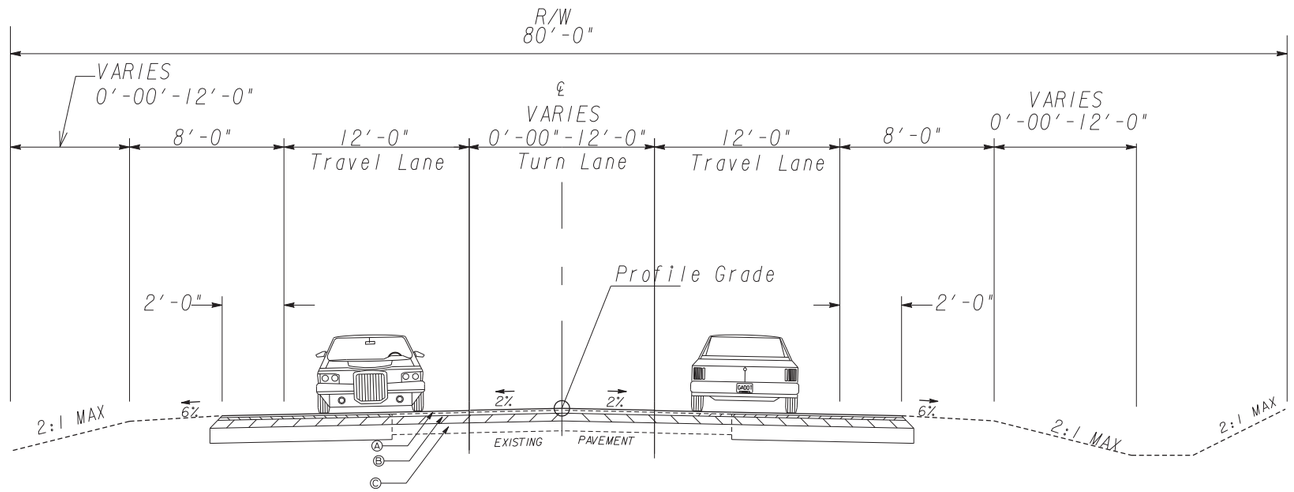
SR3/ US19 AND CR101/CENTURY ROAD
LEE COUNTY

DRAWING No.
5-1

CENTURY ROAD TYPICAL SECTIONS



TS-04



TS-05

REQUIRED BITUMINOUS PAVEMENT

Ⓐ ASPHALTIC CONCRETE 12.5 mm SUPERPAVE, 165 LBS/SQ YD
Ⓑ ASPHALTIC CONCRETE 19 mm SUPERPAVE, 220 LBS/SQ YD
Ⓒ 10" GRADED AGGREGATE BASE COURSE, INCLUDING MATERIAL

GEORGIA
DEPARTMENT OF TRANSPORTATION

N. T. S.

REVISION DATES		

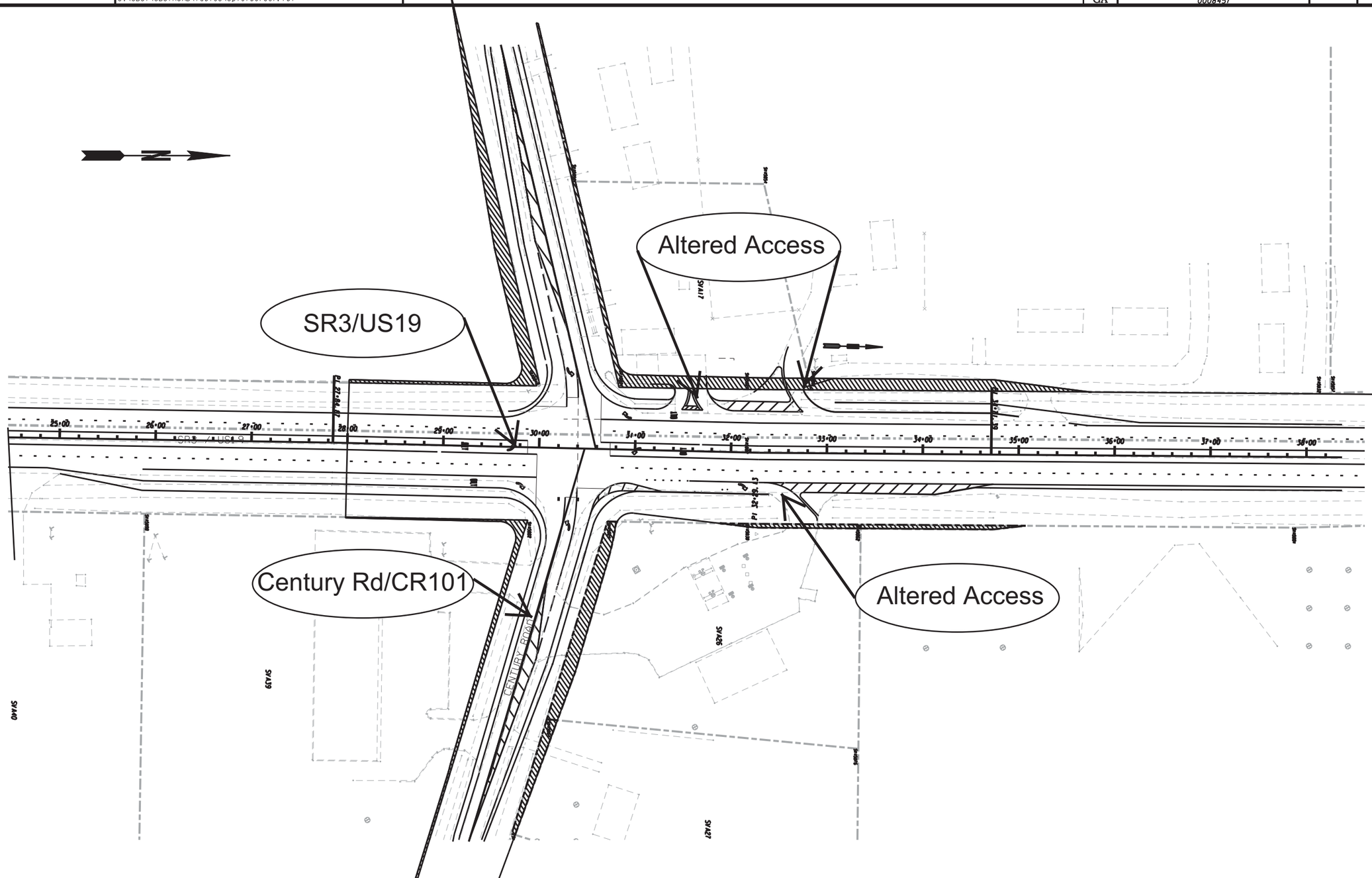
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: TRAFFIC OPERATIONS

TYPICAL SECTIONS

SR3/ US19 AND CR101/CENTURY ROAD
LEE COUNTY

DRAWING No.
5-2



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

GEORGIA
DEPARTMENT OF TRANSPORTATION

SCALE IN FEET
0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: TRAFFIC OPERATIONS

GENERAL LAYOUT

SR3/US19 @ CENTURY ROAD
LEE COUNTY

DRAWING No.
-- -

TRAFFIC ENGINEERING REPORT

FILE: SR 3/US19 @ Century Road

COUNTY: Lee **CITY:** Leesburg

REASON FOR INVESTIGATION:
On December 30, 2005, our office received a petition, signed by 1050 citizens, requesting that we conduct another traffic study of the intersection. Lee County made an official request on January 5, 2006 requesting that we conduct another Traffic Engineering Study and install a traffic signal.

On February 16, 2006, Senator Joseph Carter contacted Commissioner Linnenkohl stating "something must be done immediately". We have also had previous request from State Representative Ed Rynders, United States Representative Sanford Bishop, and State Senator Michael S. Meyer von Bremen.

TOPOGRAPHY:
SR 3/US 19 is a five-lane major arterial roadway with open ditches. SR 3/US 19 begins at the Florida state line and extends to Atlanta. In the subject study area, the route is primarily a connector from Albany to Americus. The roadway is composed of 4 12-foot travel lanes and a 14-foot two-way left turn lane. The center lane is striped as an exclusive left-turn lane on both the northbound and southbound approaches 150 feet from the intersection. The roadway becomes a 4-lane divided highway, with a grass median, just north of the intersection.

Commercial development is beginning to expand along the route from Southern Lee County north towards Leesburg.

Century Road is a two-lane local road that provides access to single-family homes. It has one 12-foot travel lane per direction

According to a Consultant Study conducted in 2003, Intersection sight distance was measured per AASHTO guidelines. Sight distance measurements are shown on the attachment labeled Appendix C, Existing Conditions Diagram - Figure 2. A sag vertical curve is located to the north of the intersection. The intersection sight distance was 680ft., looking north from a stopped position on the west approach, and 750 ft. looking north from the east approach.

VEHICLE VOLUMES:
The AADT for SR 3 / US 19 is estimated @ 15,590 V.P.D. There is no available AADT for Century Road. Turning movement counts were taken at the intersection on January 25th and April 5th and a fluctuation of side street volumes was noted. We also obtained 24 hour counts on both approaches of Century Road. These counts were taken from 1:00 P.M. on Monday April 10th to 1:00 P.M. Monday April 17th. A Stop sign delay and Gap study was also performed and the results are attached. (See attached count sheet)

EXISTING TRAFFIC CONTROL:
Intersection is currently controlled by a two-way stop requiring traffic to stop on Century Road. An intersection warning flasher was installed at the intersection in 2004. Intersection warning signs, with 45 MPH advisory signs, are also in place on US 19 in advance of the intersection.

Following a 2001 traffic study, additional pavement markings were installed in the right turn lane at the Citgo Station to prevent conflicts between traffic making right turns from Century Road and northbound traffic turning right into the store.

PEDESTRIAN MOVEMENTS:
Minor pedestrian activity was observed crossing US 19 north of the intersection. There is a Mobile Home Park located in the Northwest quadrant of the intersection and a Convenience Store in the Northeast quadrant. It appears the majority of the pedestrian activity is a result of traversing US 19 to and from the store. A pedestrian was killed in 2003 and 2005 while attempting to cross in this vicinity.

SPEED LIMITS:
The posted speed limit is 55 MPH on SR3/US19 and 35 MPH on Century Road as it approaches this intersection. However, the actual speeds on US 19 are slightly higher due to the rural location. The 85th percentile speed was measured at 61 MPH in December of 2005.

ACCIDENT HISTORY:
Accident records received from Lee County Sheriffs Office and Ga. State Patrol indicated there were twenty-three (23) accidents resulting in twenty-four (24) injuries and three (3) fatalities at this intersection from January 2001 to December 2005. Records also indicate there were six (6) right angle accidents, which could be correctable by a signal, between July 19, 2003 and July 31, 2004, which allowed the use of the reduced volumes for MUTCD Warrant 7.

Of the twenty-three total accidents, ten were right angle accidents that could be considered correctable by signalization. Eleven of the twenty-two accidents occurred during 2004 and 2005 and accounted for 8 injuries and 1 pedestrian fatality. (Accident summary and collision diagram are attached).

Another fatal accident occurred at the intersection on February 14, 2006. The accident involved a westbound vehicle that pulled into the path of a northbound vehicle and resulted in 2 injuries and 1 fatality. However, another passenger died at a later date.

On September 12, 2003, a pedestrian was struck and killed by a vehicle just north of the intersection while attempting to cross US 19 from the area of the Convenience Store.

OTHER INFORMATION:
The intersection has been studied numerous times during the past ten years. A level 2 Consultant Study was conducted in 2001. The study concluded that MUTCD warrants 9 and 11 were satisfied but it was recommended to postpone signalization until traffic volumes increase further. Additional pavement markings were installed as recommended following the study. It was also recommended the intersection be re-evaluated after 18-24 months.

Another Level 2 Consultant study was conducted at the intersection in December 2003. The study concluded the traffic volumes did not satisfy any of the traffic signal warrant requirements. It was concluded the majority of the accidents involved motorists attempting a left turn onto SR 3 from Century Road. The report recommended the installation of right turn lanes on Century Road to reduce delay.

Another study was conducted by our office in June of 2004 and it was concluded that an intersection warning beacon would be beneficial to the overall operation of the intersection. A permit was issued to Lee County and an intersection warning flasher was installed in November 2004.

ADJACENT SIGNALIZED INTERSECTIONS:

The closest signalized intersections are located State Route 133/Glendale Road, 1.55 miles south of Century Road and at State Route 32 Bypass, 2.81 miles north of Century Road on US 19/SR 3. (See attached diagram)

MUTCD SIGNAL WARRANT ANALYSIS:

(Based on January 25, 2006 Turning Movement Counts)

WARRANT	ANALYSIS RESULTS	HRS MET/REQUIRED
1A	Not Met	0/8
1B	Not Met	2/8
2	Not Met	0/4
3A	Not Met	0/4
3B	Not Met	0/1
7A	Not Met	0/8
7B	Not Met	5/8

(Based on April 5, 2006 Turning Movement Counts)

WARRANT	ANALYSIS RESULTS	HRS MET/REQUIRED
1A	Not Met	3/8
1B	Met	9/8
2	Met	9/4
3A	Not Met	0/4
3B	Met	1/1
7A	Not Met	6/8
7B	Met	9/8

Evaluation of 24 hour counts for week of April 10 to April 17:
Traffic counts were taken on both approaches of Century Road for the entire week. Counts were not taken simultaneously on US 19 as previous counts were sufficient to satisfy the mainline minimum volume warrant requirement. Assuming the mainline traffic volumes are sufficient to satisfy the minimum volume requirements, Warrant 7B was satisfied 4 of the 7 days studied. (See attached volume count sheets)

CONCLUSIONS:

The intersection failed to completely satisfy any of the MUTCD traffic signal warrants using the traffic counts obtained in our first count in January. Due to the history of the intersection and multiple previous requests, we continued to evaluate the intersection

and gather data. Using the traffic counts taken on April 5th, the volumes were sufficient to satisfy Warrant 1B for 9 hours. Warrant 3B (Peak Hour Volume) and Warrant 7 were

also satisfied. Since the volumes taken on the April count were significantly higher than the January count, we obtained 24 hour counts on Century Road, which satisfied MUTCD warrant requirement on four of the seven days studied.

Other alternatives to signalization were considered. Since the side street volumes were relatively low, consideration was given to restricting the intersection to a right turn in/right turn out configuration with a raised concrete island installed in the existing left turn lane. The estimated cost of the project exceeded $500,000.00. The use of a less expensive channelization device was also considered. Another concern associated with the lane restrictions is the effect it would have to motorist that currently cross or turn left onto US 19. If the change were implemented, the existing left turn and cross street traffic from Century Road would be forced to make a right turn, followed by a U-turn. We have concerns with the safety of vehicles making a U-turn on a 5-lane roadway.

Based on the previous implementation of other less restrictive traffic control measures and lack of improvement following the changes (Striping changes, Installation of an Intersection warning flasher, etc), and the increase in the accident frequency and severity during the past two years, the installation of a stop and go traffic signal would be the least cost effective method of operational improvement. Based on analysis using HCS200, Highway Capacity Software the current Level Of Service on Century can be improved from an "D" and "F", Eastbound and Westbound respectively, to a "C" in both directions while maintaining a Level Of Service of "A" on US 19.

During the study, several vehicles were observed making improper left turns into a mobile home park located north of the intersection. Vehicles were observed traveling north in the southbound left turn lane and eventually into the driveway.

RECOMMENDATIONS:
It is recommended a permit be issued to Lee County to allow the installation of a stop and go signal. It is recommended that approval be contingent on the existing southern driveway located on the west side of US 19 north of Century Road to the Mobile Home park be closed by the County.

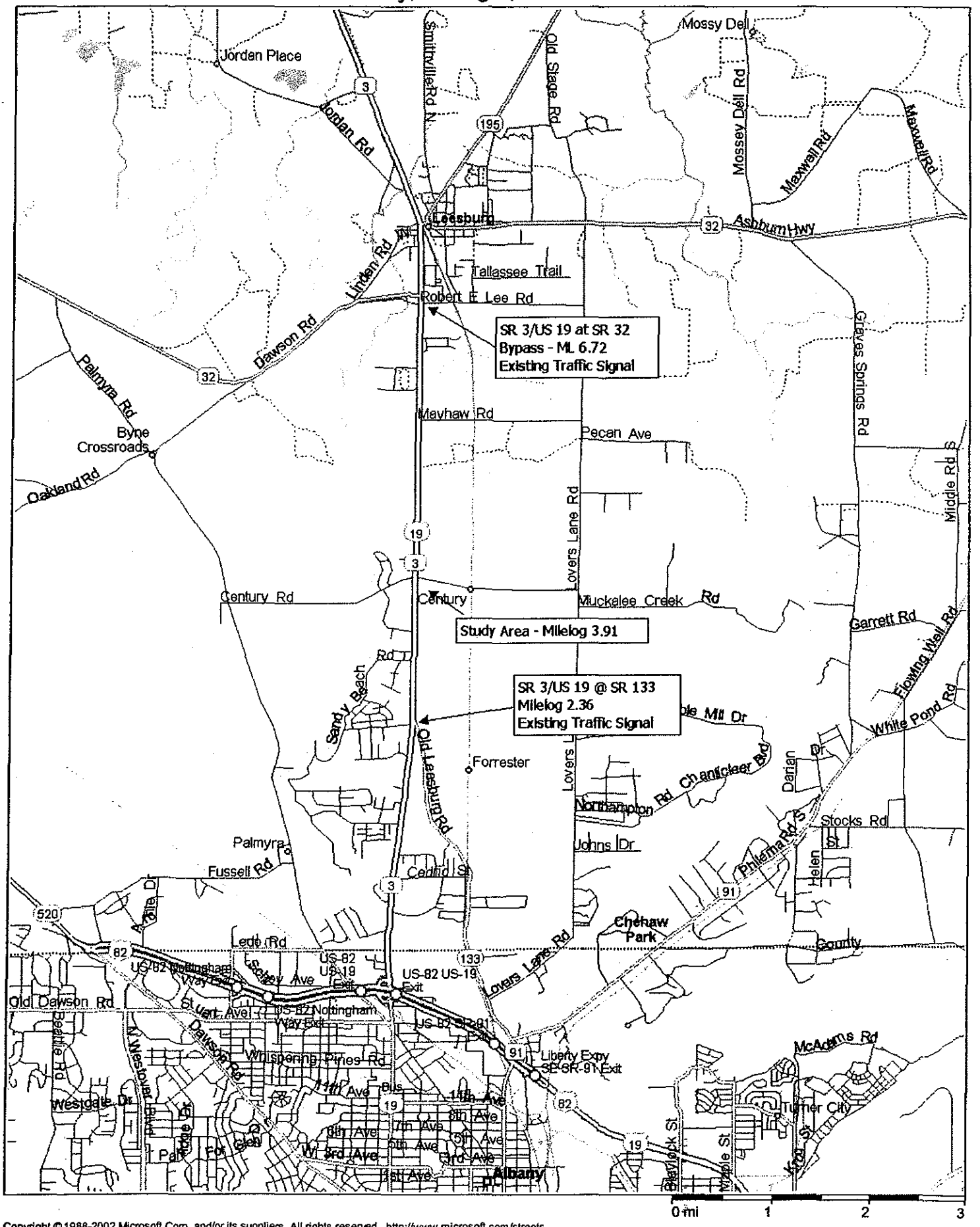
PREPARED BY: Jamey P. Day **DATE** 5-23-06
DISTRICT TRAFFIC OPERATIONS MANAGER

RECOMMENDED BY: _____ **DATE** 5-23-06
DISTRICT TRAFFIC ENGINEER

RECOMMENDED BY: _____ **DATE** _____
STATE TRAFFIC SAFETY AND DESIGN ENGINEER

APPROVAL BY: _____ **DATE** _____
DIRECTOR OF OPERATIONS

Century, Georgia, United States



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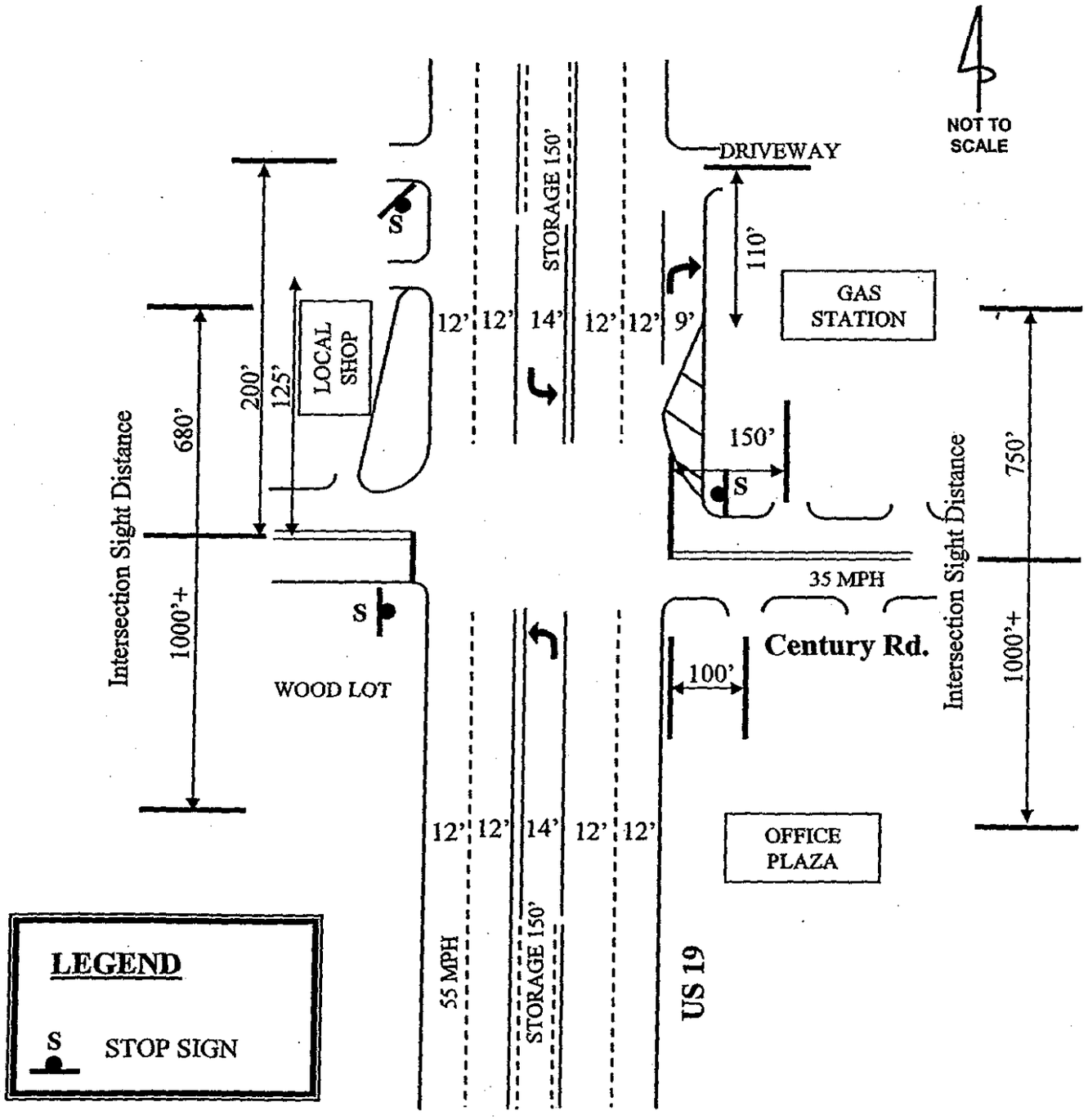
Appendix C
Existing Conditions Diagram – Figure 2



HCS2000: Unsignalized Intersections Release 4.1c

TWO-WAY STOP CONTROL SUMMARY

Analyst: Van Mason
Agency/Co.: GDOT
Date Performed: 4/05/06
Analysis Time Period: 17:00 to 18:00
Intersection: US 19 at Century Rd
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: 2006
Project ID:
East/West Street: Century Road
North/South Street: SR 3/US 19
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	76	1036	72	20	652	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	76	1036	72	20	652	8
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	TWLTL					
RT Channelized?						
Lanes	1	2	0	1	2	0
Configuration		L	T	TR	L	T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	64	24	24	64	8	40
Peak Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	64	24	24	64	8	40
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Median Storage	1					
Flared Approach: Exists?		No			No	
Storage						
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound	Eastbound

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	76	20		112			112	
C(m) (vph)	904	609		168			250	
v/c	0.08	0.03		0.67			0.45	
95% queue length	0.27	0.10		3.87			2.16	
Control Delay	9.3	11.1		61.2			30.6	
LOS	A	B		F			D	
Approach Delay				61.2			30.6	
Approach LOS				F			D	

HCS2000: Unsignalized Intersections Release 4.1c

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Van Mason
Agency/Co.: GDOT
Date Performed: 4/05/06
Analysis Time Period: 17:00 to 18:00
Intersection: US 19 at Century Rd
Jurisdiction: Lee County
Units: U. S. Customary
Analysis Year: 2006
Project ID:
East/West Street: Century Road
North/South Street: SR 3/US 19
Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	76	1036	72	20	652	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Peak-15 Minute Volume	19	259	18	5	163	2
Hourly Flow Rate, HFR	76	1036	72	20	652	8
Percent Heavy Vehicles	5	--	--	5	--	--
Median Type	TWLTL					
RT Channelized?						
Lanes	1	2	0	1	2	0

Configuration	L T TR	L T TR
Upstream Signal?	No	No

Minor Street Movements	7	8	9	10	11	12
	L T	R	L	T	R	
Volume	64	24	24	64	8	40
Peak Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Peak-15 Minute Volume	16	6	6	16	2	10
Hourly Flow Rate, HFR	64	24	24	64	8	40
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)	0			0		
Median Storage 1						
Flared Approach: Exists?	No			No		
Storage						
RT Channelized?						
Lanes	0 1 0			0 1 0		
Configuration	LTR			LTR		

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
t(c,base)	4.1	4.1	7.5	6.5	6.9	7.5	6.5	6.9
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	5	5	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100				0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.2	4.2	7.5	6.5	6.9	7.5	6.5	6.9
2-stage	4.2	4.2	6.5	5.5	6.9	6.5	5.5	6.9

Follow-Up Time Calculations

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	5	5	0	0	0	0	0	0
t(f)	2.3	2.3	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
Effective Green, g (sec)				
Cycle Length, C (sec)				
Rp (from Exhibit 16-11)				
Proportion vehicles arriving on green P				
g(q1)				
g(q2)				
g(q)				

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				

Max platooned flow, V(c,max)		
Min platooned flow, V(c,min)		
Duration of blocked period, t(p)		
Proportion time blocked, p	0.000	0.000

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5
Single-Stage Process

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	660	1108	1594	1924	554	1378	1956	330
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process

	7 Stage1	7 Stage2	8 Stage1	8 Stage2	10 Stage1	10 Stage2	11 Stage1	11 Stage2
V(c,x)	1224	370	1224	700	696	682	696	1260
s	3400		3400		3400		3400	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	554	330
Potential Capacity	481	672
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	481	672
Probability of Queue free St.	0.95	0.94

Step 2: LT from Major St.	4	1
Conflicting Flows	1108	660
Potential Capacity	609	904
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	609	904
Probability of Queue free St.	0.97	0.92
Maj L-Shared Prob Q free St.		

Step 3: TH from Minor St.	8	11
Conflicting Flows	1924	1956
Potential Capacity	68	65
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.89	0.89
Movement Capacity	60	58
Probability of Queue free St.	0.84	0.95

Step 4: LT from Minor St.	7	10
Conflicting Flows	1594	1378
Potential Capacity	73	106
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.84	0.75
Maj. L, Min T Adj. Imp Factor.	0.88	0.81
Cap. Adj. factor due to Impeding mvmnt	0.82	0.77
Movement Capacity	60	81

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows	1224	696
Potential Capacity	254	446
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.97
Movement Capacity	233	431
Probability of Queue free St.	0.90	0.98

Part 2 - Second Stage				
Conflicting Flows	700	1260		
Potential Capacity	444	244		
Pedestrian Impedance Factor	1.00	1.00		
Cap. Adj. factor due to Impeding mvmnt	0.97	0.92		
Movement Capacity	429	223		
Part 3 - Single Stage				
Conflicting Flows	1924	1956		
Potential Capacity	68	65		
Pedestrian Impedance Factor	1.00	1.00		
Cap. Adj. factor due to Impeding mvmnt	0.89	0.89		
Movement Capacity	60	58		
Result for 2 stage process:				
a	0.91	0.91		
y	0.59	2.57		
C t	154	148		
Probability of Queue free St.	0.84	0.95		
Step 4: LT from Minor St.	7	10		
Part 1 - First Stage				
Conflicting Flows	1224	696		
Potential Capacity	193	403		
Pedestrian Impedance Factor	1.00	1.00		
Cap. Adj. factor due to Impeding mvmnt	0.92	0.97		
Movement Capacity	177	390		
Part 2 - Second Stage				
Conflicting Flows	370	682		
Potential Capacity	628	411		
Pedestrian Impedance Factor	1.00	1.00		
Cap. Adj. factor due to Impeding mvmnt	0.89	0.78		
Movement Capacity	561	321		
Part 3 - Single Stage				
Conflicting Flows	1594	1378		
Potential Capacity	73	106		
Pedestrian Impedance Factor	1.00	1.00		
Maj. L, Min T Impedance factor	0.84	0.75		
Maj. L, Min T Adj. Imp Factor.	0.88	0.81		
Cap. Adj. factor due to Impeding mvmnt	0.82	0.77		
Movement Capacity	60	81		
Results for Two-stage process:				
a	0.91	0.91		
y	0.28	1.40		
C t	139	191		

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L T	R	L	T	R	
Volume (vph)	64	24	24	64	8	40
Movement Capacity (vph)		139	154	481	191	148	672
Shared Lane Capacity (vph)			168		250	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L T	R	L	T	R	
C sep	139	154	481	191	148	672
Volume	64	24	24	64	8	40
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh	168			250		
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L	L		LTR			LTR	
v (vph)	76	20		112			112	
C(m) (vph)	904	609		168			250	
v/c	0.08	0.03		0.67			0.45	
95% queue length	0.27	0.10		3.87			2.16	
Control Delay	9.3	11.1		61.2			30.6	
LOS	A	B		F			D	
Approach Delay				61.2			30.6	
Approach LOS				F			D	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.92	0.97
v(il), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(il), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		

P*(oj)		
d(M,LT), Delay for stream 1 or 4	9.3	11.1
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*Van Mason*	Intersection	*US 19 at Century Rd*
Agency/Co.	*GDOT*	Jurisdiction	*Lee County*
Date Performed	*4/05/06*	Analysis Year	*2006*
Analysis Time Period	*17:00 to 18:00*		
Project Description			
East/West Street: *Century Road*		North/South Street: *SR 3/US 19*	
Intersection Orientation: *North-South*		Study Period (hrs): *0.25*	

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	*76*	*1036*	*72*	*20*	*652*	*8*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*76*	*1036*	*72*	*20*	*652*	*8*
Percent Heavy Vehicles	*5*	--	--	*5*	--	--
Median Type	*Two Way Left Turn Lane*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*	*TR*	*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	*64*	*24*	*24*	*64*	*8*	*40*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR	*64*	*24*	*24*	*64*	*8*	*40*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (vph)	*76*	*20*		*112*			*112*	
C (m) (vph)	*904*	*609*		*168*			*250*	
v/c	*0.08*	*0.03*		*0.67*			*0.45*	
95% queue length	*0.27*	*0.10*		*3.87*			*2.16*	
Control Delay	*9.3*	*11.1*		*61.2*			*30.6*	
LOS	*A*	*B*		*F*			*D*	
Approach Delay	–	–	*61.2*			*30.6*		
Approach LOS	–	–	*F*			*D*		

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HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	Van Mason	Intersection	US 19 at Century Road
Agency or Co.	GDOT	Area Type	All other areas
Date Performed	4/05/06	Jurisdiction	Lee County
Time Period	17:00 to 18:00	Analysis Year	2006
		Project ID	SR 3/US 19 at Century Road

After Signalization

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	0	1	0	0	1	0	1	2	0	1	2	0
Lane group		LTR			LTR		L	TR		L	TR	
Volume, V (vph)	64	24	24	64	8	40	76	1036	72	20	652	8
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1		2.0			2.0		2.0	2.0		2.0	2.0	
Extension of effective green, e		2.0			2.0		2.0	2.0		2.0	2.0	
Arrival type, AT		3			3		3	3		3	3	
Unit extension, UE		3.0			3.0		3.0	3.0		3.0	3.0	
Filtering/metering, I		1.000			1.000		1.000	1.000		1.000	1.000	
Initial unmet demand, Q_b		0.0			0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width		12.0			12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B		0			0		0	0		0	0	
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	NS Perm	06	07	08
Timing	G = 10.1	G =	G =	G =	G =	G =	G =	G =
	Y = 5	Y =	Y =	Y =	Y = 5	Y =	Y =	Y =

Duration of Analysis, T = 0.25

Cycle Length, C = 60.7

Accident Summary

January 1, 2001 to December 31, 2005*

YEAR	# of Accidents	Injuries	Fatalities
2005	7	2	1*
2004	6	4	0
2003	7	4	1*
2002	3	3	0
2001	4	3	1
TOTAL:	23	24	3

NOTE:

**A fatal accident occurred at the intersection on February 14, 2006 and resulted in two fatalities and one injury.

*Pedestrian Fatality

Of the 23 accidents, 10 were right angle accidents that could be considered correctable by a signal. There was 6 right angle accidents (considered correctable by a signal) between July 19, 2003 and July 31, 2004 and were used to analyze MUTCD Signal Warrant Number 7 and allow consideration of the 56% volume.

ACCIDENT SUMMARY
January 2001 – December 2005
US 19/SR 3 @ Century Rd.
City of Leesburg
Lee County

D=DIR. OF TRAVEL		VM=VEH. MANEUVER		TYPE=TYPE ACCIDENT	
1	NORTH	1	TURNING LEFT	1	ANGLE
2	SOUTH	2	TURNING RIGHT	2	HEAD ON
3	EAST	3	U-TURN	3	REAR END
4	WEST	4	STOPPED	4	SIDESWIPE SAME DIR.
		5	STRAIGHT	5	SIDESWIPE OPP DIR.
		6	CHANGING LANES	6	HIT AND RUN
		7	BACKING	7	OTHER / SINGLE VEH.
		12	ENTERING/LEAVING DRIVEWAY		

SU=SURFACE CONDITION

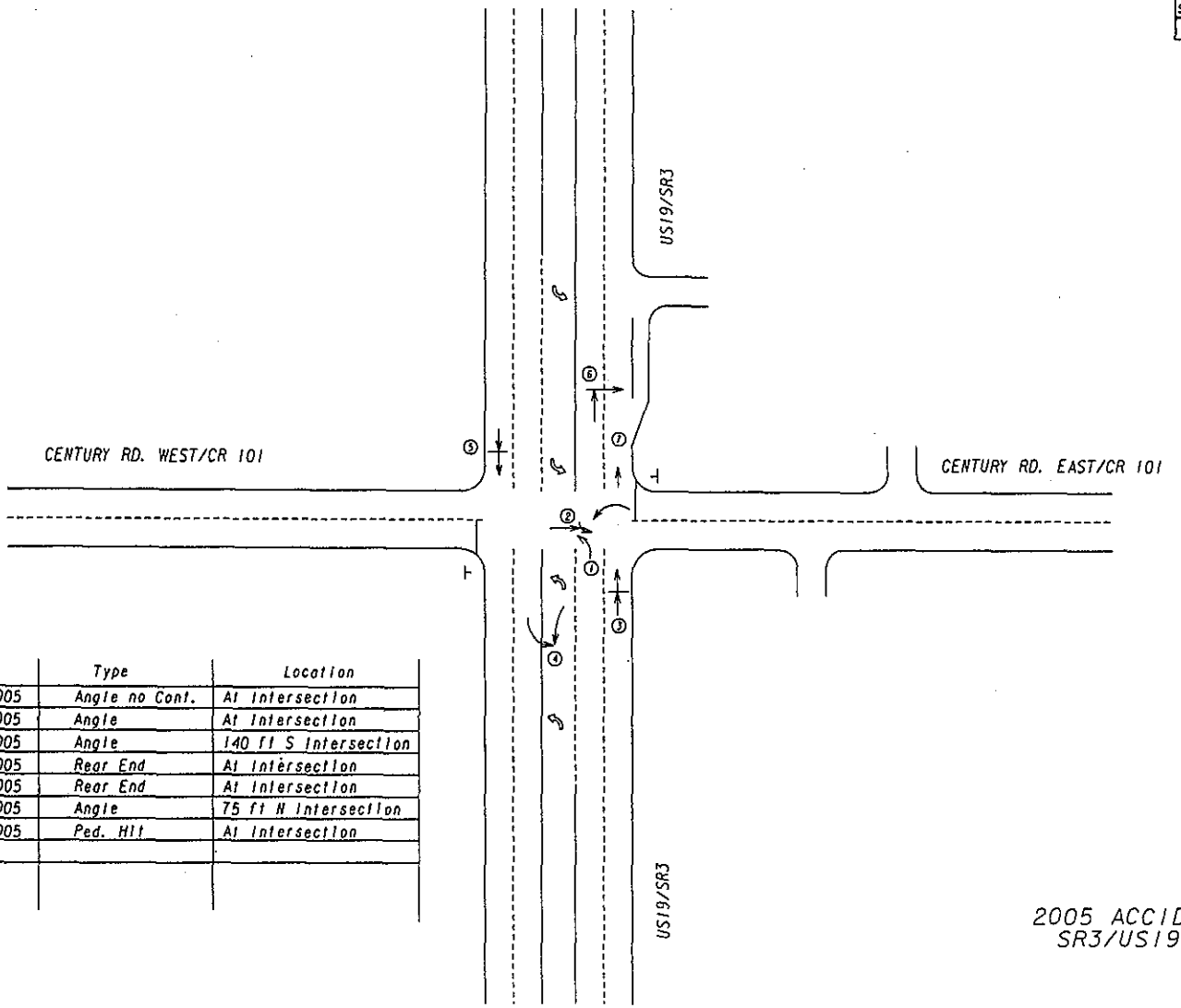
1	DRY
2	WET
3	SNOWY
4	ICY
5	OTHER

#	DATE	TIME	INJ	FAT	D1	VM1	D2	VM2	TYPE	SU	D3	VM3	D4	VM4
1	01-07-01	09:49	0	1	2	5	4	5	1	1				
2	02-18-01	13:08	4	0	4	5	2	5	1	1	3	4		
3	03-10-01	20:19	2	0	1	1	2	5	1	1				
4	10-20-01	22:32	1	0	4	1	2	5	4	1				
5	05-23-02	11:47	0	0	2	5	2	5	3	1				
6	09-13-02	15:32	2	0	4	5	4	4	3	1				
7	10-06-02	15:25	1	0	1	5	1	5	3	1				
8	07-19-03	21:45	1	0	4	5	1	5	1	1				
9	07-30-03	17:50	3	0	3	5	1	5	1	2				
10	08-19-03	15:40	0	0	4	1	2	5	1	1				
11	10-11-03	18:47	2	0	4	5	2	5	1	2				
*11A	9-13-03	21:44	0	1	2	5	4		7	1				
12	03-06-04	18:23	2	0	4	1	1	5	1	1				
13	04-08-04	10:02	2	0	1	1	2	5	1	2				
14	05-19-04	10:37	2	0	1	2	2	5	1	1				
15	07-31-04	18:25	0	0	4	5	2	5	1	1				
16	02-19-05	11:27	?	?	4	5	1	5	1	1				
17	04-07-05	07:39	0	0	3	5	2	1	1	2				

* occurred north of intersection at or near C-Store driveway

			INJ	FAT										
18	05-31-05	16:43	0	0	2	3	4	1	1	2				
19	09-01-05	15:59	0	0	1	5	1	5	3	1				
20	09-09-05	10:58	0	0	2	5	2	5	3	1				
21	11-16-05	13:29	2	0	4	5	1	5	1	1				
22	12-01-05	19:30	0	1	1	5			7	1				

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



Item No.	Accident No.	Date	Type	Location
01	05-02-02288	02-19-2005	Angle no Cont.	At Intersection
02	05-04-04447	04-07-2005	Angle	At Intersection
03	05-05-06985	05-31-2005	Angle	140 ft S Intersection
04	05-09-11620	09-01-2005	Rear End	At Intersection
05	05-09-12041	09-09-2005	Rear End	At Intersection
06	05-11-15452	11-16-2005	Angle	75 ft N Intersection
07	40-273-05	12-01-2005	Ped. Hit	At Intersection

2005 ACCIDENT DIAGRAM
SR3/US19 @ CENTURY

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
ACCIDENT DIAGRAM
SR3/US19 @ CENTURY

DGNSPECIFICATION
SHOWDATETIME

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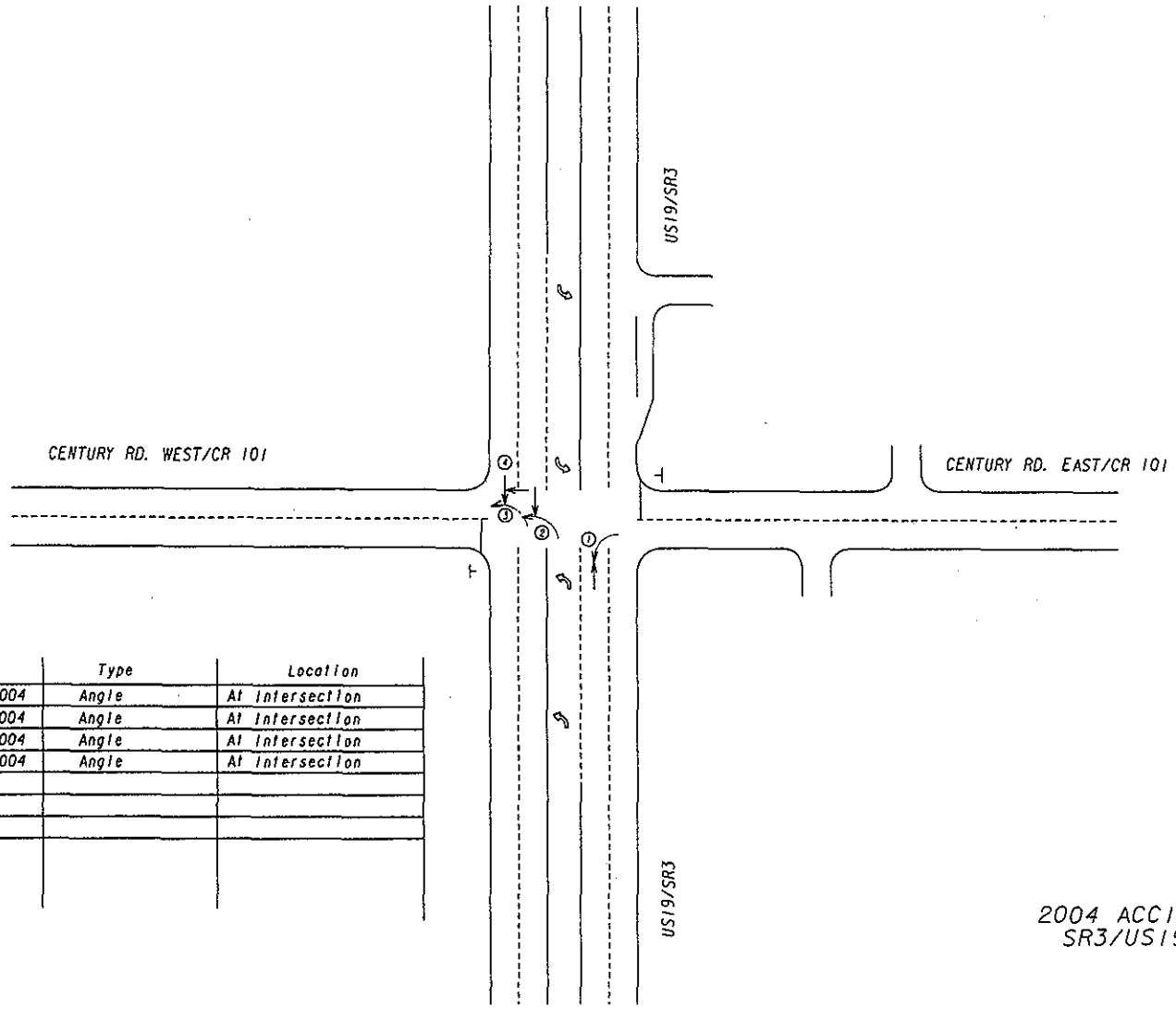
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



Item No.	Accident No.	Date	Type	Location
01	04-03-03509	03-06-2004	Angle	At Intersection
02	04-04-05294	04-08-2004	Angle	At Intersection
03	04-05-07535	05-19-2004	Angle	At Intersection
04	040711783	07-31-2004	Angle	At Intersection

2004 ACCIDENT DIAGRAM
SR3/US19 @ CENTURY

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
ACCIDENT DIAGRAM
SR3/US19 @ CENTURY

DGN=SPECIFICATION=====
SHOWDATETIME=====

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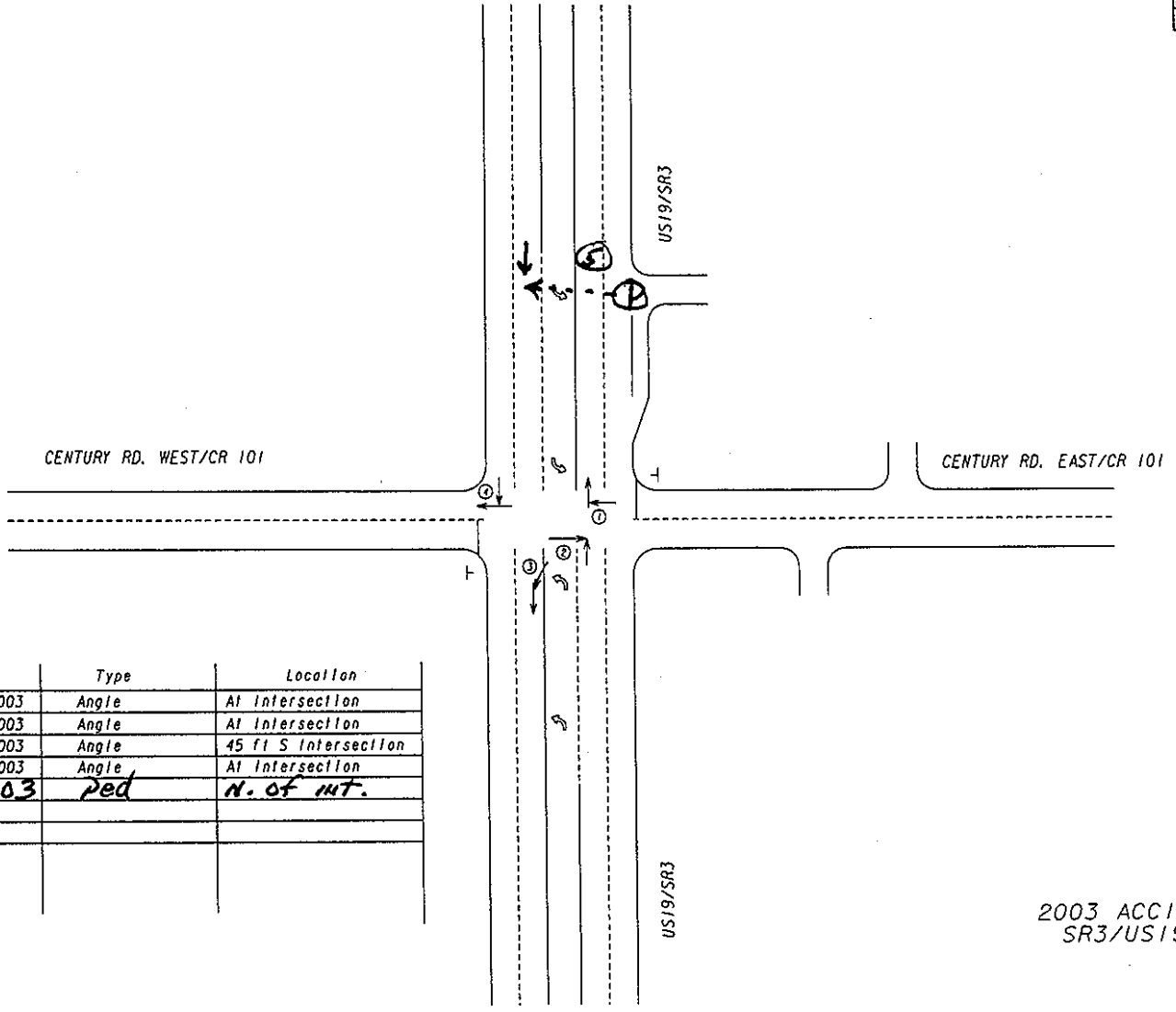
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



Item No.	Accident No.	Date	Type	Location
01	40-227-03	07-19-2003	Angle	At Intersection
02	40-241-03	07-30-2003	Angle	At Intersection
03	03-07-10618	08-19-2003	Angle	45 ft S Intersection
04	03-10-13075	10-11-2003	Angle	At Intersection
05		9-12-03	Ped	N. of int.

2003 ACCIDENT DIAGRAM
SR3/US19 @ CENTURY

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
ACCIDENT DIAGRAM
SR3/US19 @ CENTURY

DGNSPECIFICATION
SHOWDATETIME

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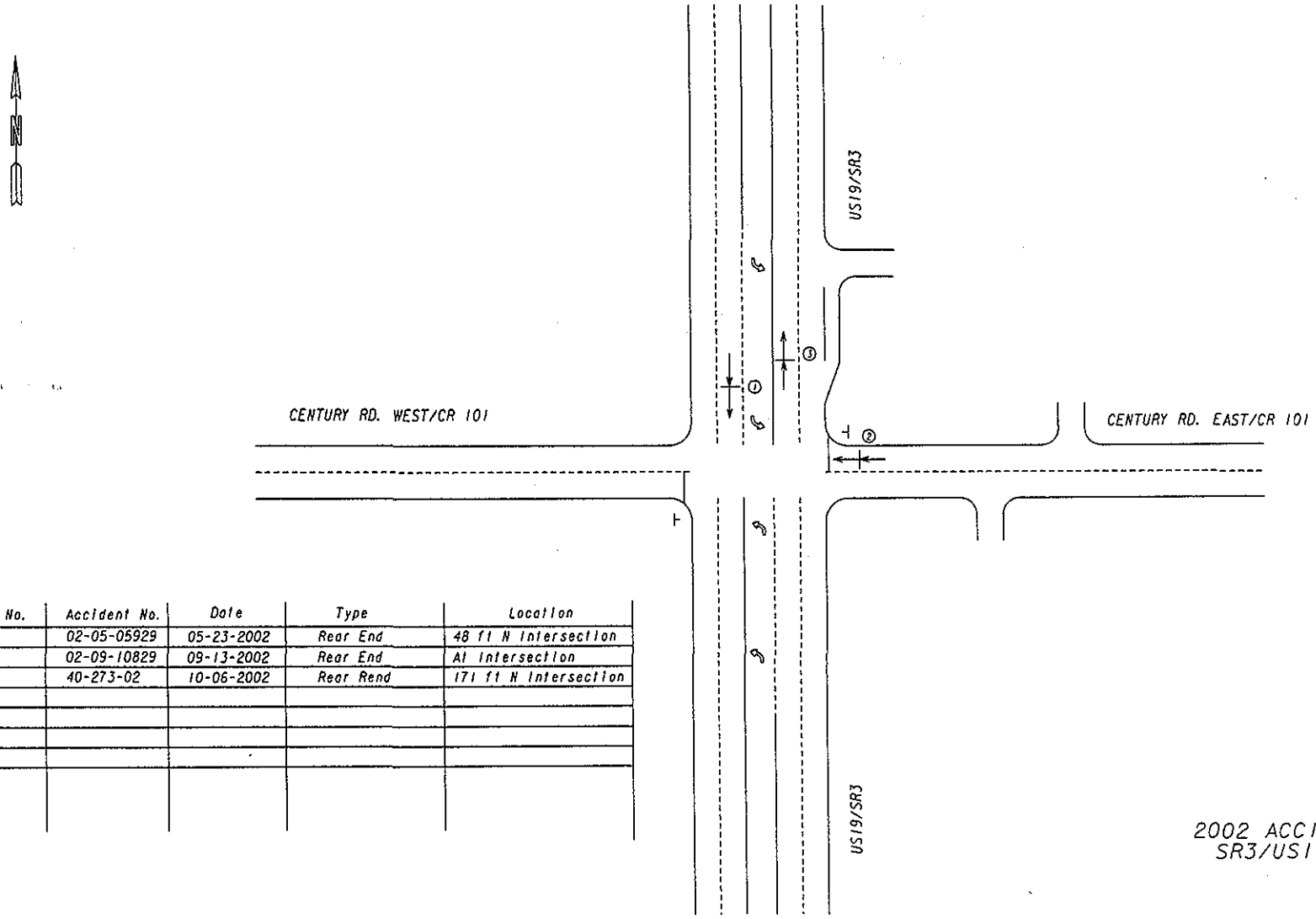
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



Item No.	Accident No.	Date	Type	Location
01	02-05-05929	05-23-2002	Rear End	48 ft N Intersection
02	02-09-10829	09-13-2002	Rear End	At Intersection
03	40-273-02	10-06-2002	Rear Rend	171 ft N Intersection

2002 ACCIDENT DIAGRAM
SR3/US19 @ CENTURY

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
ACCIDENT DIAGRAM
SR3/US19 @ CENTURY

DGN=SPECIFICATION=========== SHOWDATETIME======

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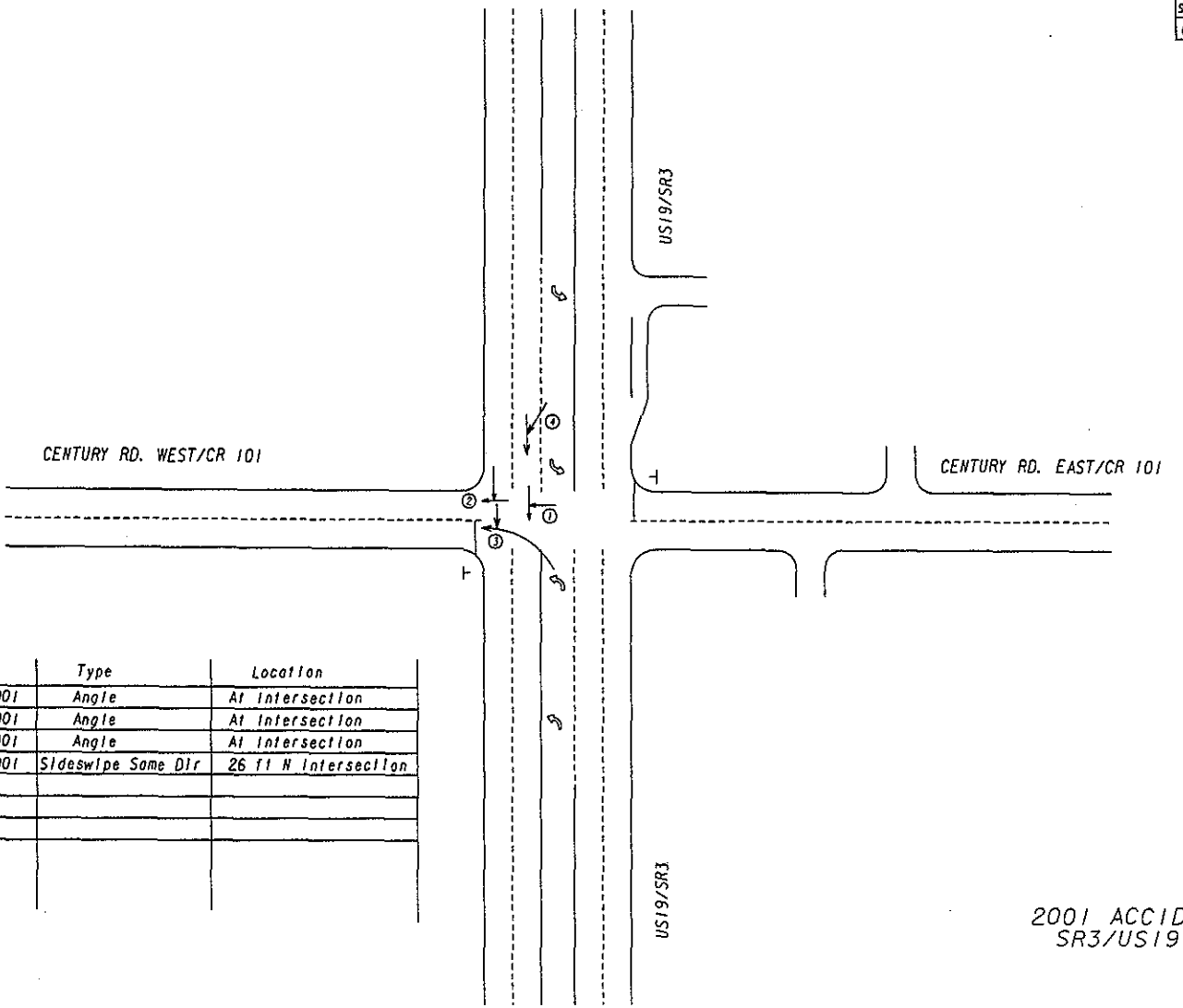
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			



Item No.	Accident No.	Date	Type	Location
01	40-09-01	01-07-2001	Angle	At Intersection
02	40-72-01	02-18-2001	Angle	At Intersection
03	0103002504	03-10-2001	Angle	At Intersection
04	40-248-01	10-20-2001	Sideswipe Same Dir	26 ft N Intersection

2001 ACCIDENT DIAGRAM
SR3/US19 @ CENTURY

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTATION
ACCIDENT DIAGRAM
SR3/US19 @ CENTURY

DGNSSPECIFICATION=========
SHOWDATETIME=====

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Signal Warrants Summary April 5, 2006

County LEE City

Day of Wk	Date Time	Main Street NB SR 3/US19 SB							Side Street Century West				Side Street Century East				Warrants			
		↑	→	↓	↓	←	↑	Total	←	↑	→	Total	←	↓	→	Total				
	6:00-7:00							0				0				0				
	4/5/2006																			
	7:00-8:00	22	785	33	5	783	12	1640	27	6	13	46	11	12	45	68		[redacted]B		7
	8:00-9:00	11	483	26	6	868	18	1412	69	23	17	109	15	33	58	106	1A	1B	7A	7
(WEDNESDAY)	9:00-10:00	16	392	24	2	524	12	970	55	15	9	79	13	17	64	94	[redacted]	1B	7A	7
	10:00-11:00							0				0				0				
	11:00-12:00	22	397	23	5	557	17	1021	35	17	8	60	8	14	31	53		1B		7
	12:00-1:00	3	465	10	27	540	34	1079	38	16	8	62	20	20	33	73		1B		7
	1:00-2:00							0				0				0				
April 5, 2006	2:00-3:00	28	654	45	4	481	7	1219	44	8	13	65	32	10	57	99	[redacted]	1B	7A	7
	3:00-4:00	35	523	39	20	886	27	1530	64	20	10	94	15	20	57	92	[redacted]	1B	7A	7
	4:00-5:00	35	687	41	10	759	26	1558	64	20	20	104	26	28	59	113	1A	1B	7A	7
	5:00-6:00	82	898	57	25	623	21	1706	48	20	19	87	36	20	78	134	1A	1B	7A	7
	6:00-7:00							0				0				0				
	7:00-8:00							0				0				0				
																	3hrs	9hrs	Chw	9

Eight-Hour Vehicular Volume	100%	80%	70%	56%	100%	80%	70%	56%		
(Major 2 of more .anes & minor 1 lane)		MAJOR				MINOR				
Condition A (Min. Veh. Volume)	600	480	420	336	150	120	105	84		
Condition B (Interruption of conti traf)	900	720	630	504	75	60	53	42		

N

GEORGIA DEPARTMENT OF TRANSPORTATION
TIFTON DISTRICT OFFICE

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

TRAFFIC OPERATIONS

File Name : SR3-US19 @ Century,2
Site Code : 00000000
Start Date : 04/05/2006
Page No : 1

Groups Printed- Unshifted

	US19/SR3 SOUTHBOUND				CENTURY WESTBOUND				US19/SR3 NORTHBOUND				CENTURY EASTBOUND				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. 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	1	116	0	0	0	2	5	0	8	93	12	0	8	1	2	0	248
07:15 AM	2	172	0	0	1	0	7	1	4	185	5	0	9	5	1	0	392
07:30 AM	6	241	3	0	5	3	9	0	11	253	5	0	9	3	2	0	550
07:45 AM	3	254	2	0	7	1	6	0	10	254	0	0	19	3	6	0	565
Total	12	783	5	0	13	6	27	1	33	785	22	0	45	12	11	0	1755
08:00 AM	7	250	0	0	13	4	18	2	6	196	3	0	11	9	8	0	527
08:15 AM	5	250	1	0	4	7	29	0	4	112	3	0	29	14	5	0	463
08:30 AM	4	210	4	0	0	6	10	0	8	90	5	0	12	2	0	0	351
08:45 AM	2	158	1	0	0	6	12	0	8	85	0	0	6	8	2	0	288
Total	18	868	6	0	17	23	69	2	26	483	11	0	58	33	15	0	1629
09:00 AM	3	148	1	1	4	2	8	0	6	90	7	0	14	2	4	0	290
09:15 AM	2	96	0	0	0	4	18	1	6	118	1	0	10	8	2	0	266
09:30 AM	1	152	0	1	3	5	15	1	5	90	0	0	18	3	1	0	295
09:45 AM	6	128	1	0	2	4	14	0	7	94	8	1	22	4	6	0	297
Total	12	524	2	2	9	15	55	2	24	392	16	1	64	17	13	0	1148
11:00 AM	4	115	2	0	0	2	10	0	5	109	7	0	14	0	4	0	272
11:15 AM	6	155	1	2	2	9	11	1	5	91	2	0	2	4	4	0	295
11:30 AM	1	158	1	0	4	4	6	0	7	93	3	0	6	4	0	0	287
11:45 AM	6	129	1	1	2	2	8	0	6	104	10	0	9	6	0	0	284
Total	17	557	5	3	8	17	35	1	23	397	22	0	31	14	8	0	1138
12:00 PM	4	108	0	0	4	4	10	1	12	129	5	0	13	4	2	0	296
12:15 PM	0	146	3	0	0	4	18	0	7	151	4	0	6	0	12	0	351
12:30 PM	5	114	0	0	0	4	4	0	7	110	9	0	10	4	0	0	267
12:45 PM	1	97	0	0	4	4	6	0	8	150	9	0	4	12	6	0	301
Total	10	465	3	0	8	16	38	1	34	540	27	0	33	20	20	0	1215
02:00 PM	2	109	0	0	4	0	16	0	11	121	9	0	11	4	14	0	301
02:15 PM	2	123	2	0	5	2	10	0	15	145	6	0	10	2	0	0	322
02:30 PM	2	117	0	0	4	6	0	0	10	193	4	0	12	2	10	0	360
02:45 PM	1	132	2	0	0	0	18	0	9	195	9	0	24	2	8	0	400
Total	7	481	4	0	13	8	44	0	45	654	28	0	57	10	32	0	1383
03:00 PM	4	175	1	1	0	2	14	0	6	140	5	0	16	4	4	0	372
03:15 PM	11	242	10	0	4	2	15	0	15	142	9	0	14	6	8	0	478
03:30 PM	10	264	5	0	6	8	21	1	10	118	9	0	14	2	1	0	469
03:45 PM	2	205	4	0	0	8	14	0	8	123	12	0	13	8	2	0	399
Total	27	886	20	1	10	20	64	1	39	523	35	0	57	20	15	0	1718
04:00 PM	4	188	1	2	4	4	12	0	9	153	6	0	9	6	6	0	404
04:15 PM	6	179	6	0	8	8	12	0	9	185	10	0	22	4	12	0	461
04:30 PM	6	238	2	0	2	2	22	0	10	157	9	0	20	10	2	0	480
04:45 PM	10	154	1	0	6	6	18	0	13	192	10	0	8	8	6	0	432
Total	26	759	10	2	20	20	64	0	41	687	35	0	59	28	26	0	1777
05:00 PM	9	160	8	0	7	6	8	0	20	171	17	0	24	6	4	0	440
05:15 PM	6	144	2	0	0	2	14	0	10	253	15	0	32	6	4	0	488
05:30 PM	2	163	5	0	6	6	16	0	18	259	19	0	10	2	16	0	522
05:45 PM	4	156	10	0	6	6	10	0	9	215	31	0	12	6	12	0	477
Total	21	623	25	0	19	20	48	0	57	898	82	0	78	20	36	0	1927
Grand Total	150	5946	80	8	117	145	444	8	322	5359	278	1	482	174	176	0	13690
Apprch %	2.4	96.2	1.3	0.1	16.4	20.3	62.2	1.1	5.4	89.9	4.7	0.0	57.9	20.9	21.2	0.0	
Total %	1.1	43.4	0.6	0.1	0.9	1.1	3.2	0.1	2.4	39.1	2.0	0.0	3.5	1.3	1.3	0.0	

GEORGIA DEPARTMENT OF TRANSPORTATION
TIFTON DISTRICT OFFICE
TRAFFIC OPERATIONS

File Name : SR3-US19 @ Century,2
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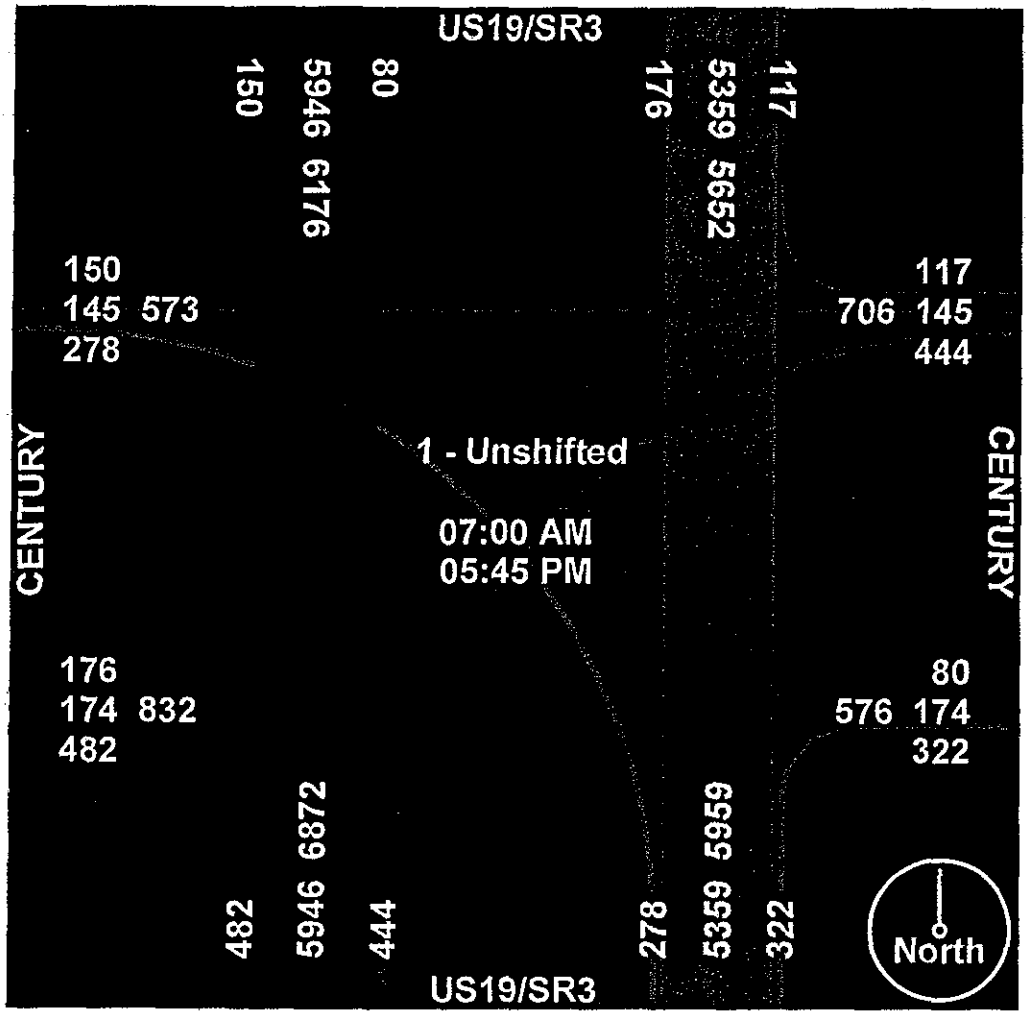

Georgia Department of Transportation

SR 3/ US 19 at Century Road

Lee County

Study Name :
Study Date : **04/07/06**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Northbound: **US19/SR3**
Number of Lanes: **2**
Approach Speed: **41**
Total Approach Volume: **5,959**

Southbound: **US19/SR3**
Number of Lanes: **2**
Approach Speed: **54**
Total Approach Volume: **6,176**

Minor Street Approaches

Eastbound: **CENTURY**
Number of Lanes: **1**
Total Approach Volume: **832**

Westbound: **CENTURY**
Number of Lanes: **1**
Total Approach Volume: **706**

Warrant Summary **(Rural values apply.)**

Warrant 1 - Eight Hour Vehicular Volumes ..... **Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 3 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Satisfied**
Required volumes reached for 9 hours, 8 are needed

Warrant 1 A&B - Combination of Warrants ..... **Not Satisfied**
Required volumes reached for 6 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Satisfied**
Number of hours (9) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour ..... **Satisfied**

Warrant 3A - Peak Hour Delay ..... **Not Satisfied**
Total approach volumes and delays on minor street do not exceed minimums for any hour.

Warrant 3B - Peak Hour Volumes ..... **Satisfied**
Volumes exceed minimums for at least one hour.

Warrant 4 - Pedestrian Volumes ..... **Not Satisfied**
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)

Warrant 5 - School Crossing ..... **Not Satisfied**
~~Number of gaps > .0 seconds (0) exceeds the number of minutes in the crossing period (0).~~

Warrant 6 - Coordinated Signal System ..... Not Evaluated

Warrant 7 - Crash Experience ..... **Satisfied**
Number of accidents (5) is more than minimum (5) and volume requirements are met.

Warrant 8 - Roadway Network ..... Not Evaluated

Georgia Department of Transportation

SR 3/ US 19 at Century Road

Lee County

Study Name :
Study Date : 04/07/06
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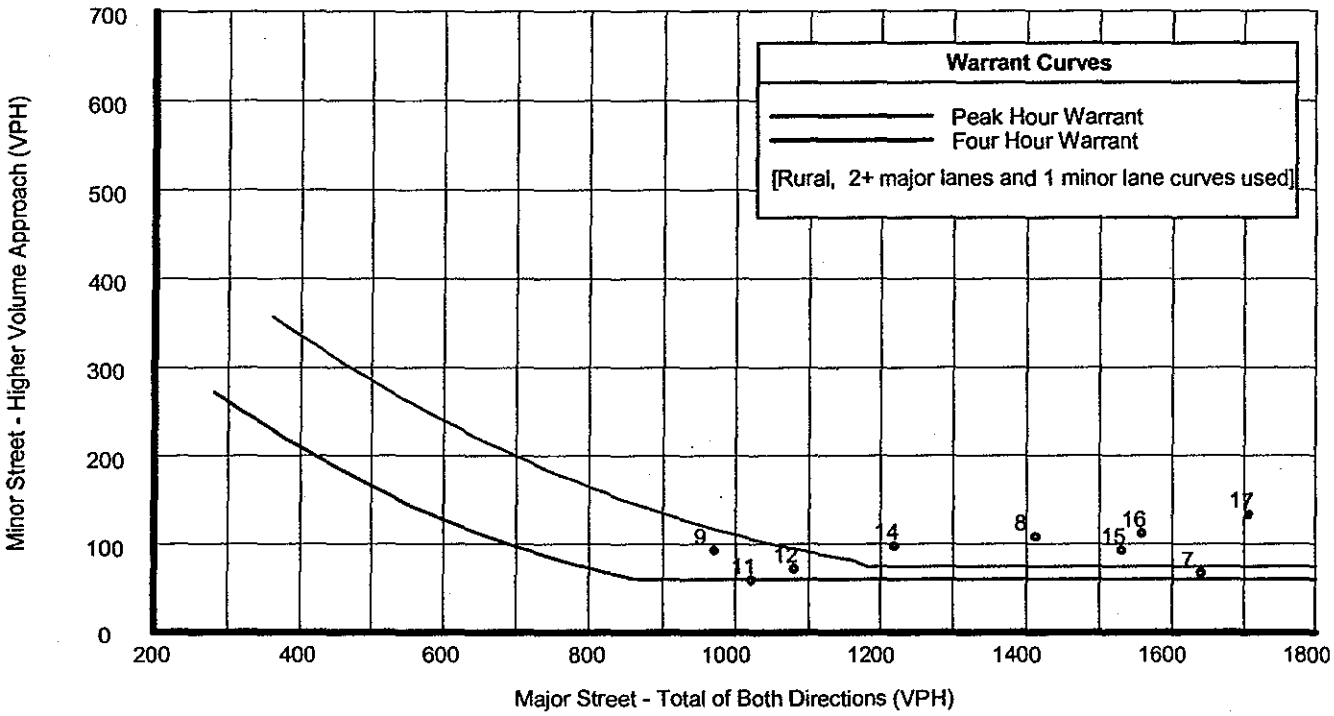
Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour	Major	Higher Minor		War-1A			War-1B			War-1A&B		
Begin	Total	Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	1,640	68	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
08:00	1,412	109	WB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
09:00	970	94	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	1,021	60	WB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
12:00	1,079	73	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	1,219	99	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
15:00	1,530	94	WB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
16:00	1,558	113	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	1,706	134	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

Century Rd. WB

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 6674	Begin: 04/10/2006 01:00 PM	End: 04/17/2006 01:00 PM
Street: Century Road	Lane: WB 2	Hours: 168:00
State: Ga	Oper: TS	Period: 60
City:	Posted: 45	Raw Count: 3944
County: Lee	AADT Factor: 1	AADT Count: 563

NC97

Date & Time Range	Count	Avg Speed	Temp	Wet/Dry	
04/10/2006 [01:00 PM-02:00 PM]	43	14 mph	121 F	Dry	
04/10/2006 [02:00 PM-03:00 PM]	34	18 mph	123 F	Dry	MON
04/10/2006 [03:00 PM-04:00 PM]	58	13 mph	121 F	Dry	4-10
04/10/2006 [04:00 PM-05:00 PM]	50	14 mph	113 F	Dry	
04/10/2006 [05:00 PM-06:00 PM]	47	15 mph	103 F	Dry	
04/10/2006 [06:00 PM-07:00 PM]	60	14 mph	93 F	Dry	
04/10/2006 [07:00 PM-08:00 PM]	31	14 mph	80 F	Dry	
04/10/2006 [08:00 PM-09:00 PM]	29	15 mph	74 F	Dry	
04/10/2006 [09:00 PM-10:00 PM]	20	15 mph	70 F	Dry	
04/10/2006 [10:00 PM-11:00 PM]	10	14 mph	68 F	Dry	
04/10/2006 [11:00 PM-12:00 AM]	7	12 mph	66 F	Dry	
04/11/2006 [12:00 AM-01:00 AM]	0	0 mph	66 F	Dry	
04/11/2006 [01:00 AM-02:00 AM]	1	15 mph	62 F	Dry	
04/11/2006 [02:00 AM-03:00 AM]	2	10 mph	60 F	Dry	
04/11/2006 [03:00 AM-04:00 AM]	2	45 mph	58 F	Dry	
04/11/2006 [04:00 AM-05:00 AM]	1	45 mph	56 F	Dry	
04/11/2006 [05:00 AM-06:00 AM]	3	13 mph	54 F	Dry	
04/11/2006 [06:00 AM-07:00 AM]	22	14 mph	54 F	Dry	
04/11/2006 [07:00 AM-08:00 AM]	42	14 mph	56 F	Dry	TUE
04/11/2006 [08:00 AM-09:00 AM]	41	14 mph	72 F	Dry	4-11
04/11/2006 [09:00 AM-10:00 AM]	26	14 mph	85 F	Dry	
04/11/2006 [10:00 AM-11:00 AM]	22	17 mph	101 F	Dry	
04/11/2006 [11:00 AM-12:00 PM]	29	16 mph	113 F	Dry	
04/11/2006 [12:00 PM-01:00 PM]	34	14 mph	121 F	Dry	
04/11/2006 [01:00 PM-02:00 PM]	26	15 mph	125 F	Dry	
04/11/2006 [02:00 PM-03:00 PM]	29	13 mph	126 F	Dry	
04/11/2006 [03:00 PM-04:00 PM]	41	13 mph	121 F	Dry	
04/11/2006 [04:00 PM-05:00 PM]	44	14 mph	113 F	Dry	
04/11/2006 [05:00 PM-06:00 PM]	49	15 mph	103 F	Dry	
04/11/2006 [06:00 PM-07:00 PM]	42	13 mph	95 F	Dry	
04/11/2006 [07:00 PM-08:00 PM]	30	14 mph	83 F	Dry	
04/11/2006 [08:00 PM-09:00 PM]	29	15 mph	76 F	Dry	
04/11/2006 [09:00 PM-10:00 PM]	21	13 mph	76 F	Dry	
04/11/2006 [10:00 PM-11:00 PM]	18	12 mph	74 F	Dry	
04/11/2006 [11:00 PM-12:00 AM]	4	15 mph	72 F	Dry	
04/12/2006 [12:00 AM-01:00 AM]	2	25 mph	70 F	Dry	
04/12/2006 [01:00 AM-02:00 AM]	0	0 mph	68 F	Dry	
04/12/2006 [02:00 AM-03:00 AM]	0	0 mph	66 F	Dry	
04/12/2006 [03:00 AM-04:00 AM]	2	12 mph	64 F	Dry	
04/12/2006 [04:00 AM-05:00 AM]	4	10 mph	62 F	Dry	
04/12/2006 [05:00 AM-06:00 AM]	4	13 mph	62 F	Dry	
04/12/2006 [06:00 AM-07:00 AM]	26	14 mph	60 F	Dry	
04/12/2006 [07:00 AM-08:00 AM]	54	15 mph	64 F	Dry	WED
04/12/2006 [08:00 AM-09:00 AM]	51	15 mph	76 F	Dry	4-12
04/12/2006 [09:00 AM-10:00 AM]	18	14 mph	91 F	Dry	
04/12/2006 [10:00 AM-11:00 AM]	33	13 mph	101 F	Dry	
04/12/2006 [11:00 AM-12:00 PM]	25	18 mph	109 F	Dry	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 6674	Begin: 04/10/2006 01:00 PM	End: 04/17/2006 01:00 PM
Street: Century Road	Lane: WB 2	Hours: 168:00
State: Ga	Oper: TS	Period: 60
City:	Posted: 45	Raw Count: 3944
County: Lee	AADT Factor: 1	AADT Count: 563

NC97 Date & Time Range	Count	Avg Speed	Temp	Wet/Dry	
04/12/2006 [12:00 PM-01:00 PM]	24	14 mph	117 F	Dry	
04/12/2006 [01:00 PM-02:00 PM]	27	14 mph	121 F	Dry	
04/12/2006 [02:00 PM-03:00 PM]	39	14 mph	111 F	Dry	
04/12/2006 [03:00 PM-04:00 PM]	35	18 mph	109 F	Dry	
04/12/2006 [04:00 PM-05:00 PM]	45	13 mph	101 F	Dry	
04/12/2006 [05:00 PM-06:00 PM]	57	16 mph	97 F	Dry	
04/12/2006 [06:00 PM-07:00 PM]	46	13 mph	95 F	Dry	
04/12/2006 [07:00 PM-08:00 PM]	25	16 mph	83 F	Dry	
04/12/2006 [08:00 PM-09:00 PM]	23	13 mph	76 F	Dry	
04/12/2006 [09:00 PM-10:00 PM]	14	14 mph	74 F	Dry	
04/12/2006 [10:00 PM-11:00 PM]	10	13 mph	70 F	Dry	
04/12/2006 [11:00 PM-12:00 AM]	1	15 mph	68 F	Dry	
04/13/2006 [12:00 AM-01:00 AM]	0	0 mph	70 F	Dry	
04/13/2006 [01:00 AM-02:00 AM]	3	10 mph	68 F	Dry	
04/13/2006 [02:00 AM-03:00 AM]	1	10 mph	66 F	Dry	
04/13/2006 [03:00 AM-04:00 AM]	0	0 mph	64 F	Dry	
04/13/2006 [04:00 AM-05:00 AM]	2	12 mph	62 F	Dry	
04/13/2006 [05:00 AM-06:00 AM]	3	17 mph	62 F	Dry	
04/13/2006 [06:00 AM-07:00 AM]	19	15 mph	60 F	Dry	
04/13/2006 [07:00 AM-08:00 AM]	43	14 mph	64 F	Dry	THUR
04/13/2006 [08:00 AM-09:00 AM]	48	13 mph	76 F	Dry	4-13
04/13/2006 [09:00 AM-10:00 AM]	28	13 mph	95 F	Dry	
04/13/2006 [10:00 AM-11:00 AM]	32	14 mph	107 F	Dry	
04/13/2006 [11:00 AM-12:00 PM]	38	15 mph	119 F	Dry	
04/13/2006 [12:00 PM-01:00 PM]	29	16 mph	123 F	Dry	
04/13/2006 [01:00 PM-02:00 PM]	33	14 mph	130 F	Dry	
04/13/2006 [02:00 PM-03:00 PM]	30	12 mph	130 F	Dry	
04/13/2006 [03:00 PM-04:00 PM]	43	14 mph	128 F	Dry	
04/13/2006 [04:00 PM-05:00 PM]	44	14 mph	123 F	Dry	
04/13/2006 [05:00 PM-06:00 PM]	44	14 mph	115 F	Dry	
04/13/2006 [06:00 PM-07:00 PM]	62	14 mph	101 F	Dry	
04/13/2006 [07:00 PM-08:00 PM]	32	13 mph	89 F	Dry	
04/13/2006 [08:00 PM-09:00 PM]	25	17 mph	83 F	Dry	
04/13/2006 [09:00 PM-10:00 PM]	22	18 mph	78 F	Dry	
04/13/2006 [10:00 PM-11:00 PM]	12	13 mph	76 F	Dry	
04/13/2006 [11:00 PM-12:00 AM]	6	17 mph	74 F	Dry	
04/14/2006 [12:00 AM-01:00 AM]	4	15 mph	72 F	Dry	
04/14/2006 [01:00 AM-02:00 AM]	0	0 mph	70 F	Dry	
04/14/2006 [02:00 AM-03:00 AM]	0	0 mph	70 F	Dry	
04/14/2006 [03:00 AM-04:00 AM]	3	12 mph	68 F	Dry	
04/14/2006 [04:00 AM-05:00 AM]	2	15 mph	68 F	Dry	
04/14/2006 [05:00 AM-06:00 AM]	3	13 mph	66 F	Dry	
04/14/2006 [06:00 AM-07:00 AM]	21	13 mph	66 F	Dry	
04/14/2006 [07:00 AM-08:00 AM]	31	14 mph	70 F	Dry	FRI
04/14/2006 [08:00 AM-09:00 AM]	39	14 mph	78 F	Dry	4-14
04/14/2006 [09:00 AM-10:00 AM]	25	13 mph	95 F	Dry	
04/14/2006 [10:00 AM-11:00 AM]	34	13 mph	107 F	Dry	

Date/Time/Volume/Average Speed/Temperature Report

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NC97 Date & Time Range	Count	Avg Speed	Temp	Wet/Dry	
04/14/2006 [11:00 AM-12:00 PM]	37	14 mph	119 F	Dry	
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04/14/2006 [01:00 PM-02:00 PM]	42	16 mph	132 F	Dry	
04/14/2006 [02:00 PM-03:00 PM]	38	15 mph	132 F	Dry	
04/14/2006 [03:00 PM-04:00 PM]	52	13 mph	130 F	Dry	
04/14/2006 [04:00 PM-05:00 PM]	48	16 mph	123 F	Dry	
04/14/2006 [05:00 PM-06:00 PM]	50	14 mph	113 F	Dry	
04/14/2006 [06:00 PM-07:00 PM]	41	16 mph	101 F	Dry	
04/14/2006 [07:00 PM-08:00 PM]	46	14 mph	91 F	Dry	
04/14/2006 [08:00 PM-09:00 PM]	30	13 mph	85 F	Dry	
04/14/2006 [09:00 PM-10:00 PM]	23	14 mph	83 F	Dry	
04/14/2006 [10:00 PM-11:00 PM]	23	14 mph	80 F	Dry	
04/14/2006 [11:00 PM-12:00 AM]	11	15 mph	78 F	Dry	
04/15/2006 [12:00 AM-01:00 AM]	6	18 mph	76 F	Dry	
04/15/2006 [01:00 AM-02:00 AM]	4	16 mph	76 F	Dry	
04/15/2006 [02:00 AM-03:00 AM]	4	15 mph	76 F	Dry	
04/15/2006 [03:00 AM-04:00 AM]	3	13 mph	72 F	Dry	
04/15/2006 [04:00 AM-05:00 AM]	0	0 mph	72 F	Dry	
04/15/2006 [05:00 AM-06:00 AM]	2	15 mph	70 F	Dry	
04/15/2006 [06:00 AM-07:00 AM]	9	15 mph	68 F	Dry	
04/15/2006 [07:00 AM-08:00 AM]	20	13 mph	70 F	Dry	SAT
04/15/2006 [08:00 AM-09:00 AM]	34	13 mph	82 F	Dry	
04/15/2006 [09:00 AM-10:00 AM]	26	13 mph	95 F	Dry	4-15
04/15/2006 [10:00 AM-11:00 AM]	39	14 mph	107 F	Dry	
04/15/2006 [11:00 AM-12:00 PM]	49	16 mph	121 F	Dry	
04/15/2006 [12:00 PM-01:00 PM]	46	13 mph	126 F	Dry	
04/15/2006 [01:00 PM-02:00 PM]	25	15 mph	130 F	Dry	
04/15/2006 [02:00 PM-03:00 PM]	33	14 mph	132 F	Dry	
04/15/2006 [03:00 PM-04:00 PM]	36	16 mph	130 F	Dry	
04/15/2006 [04:00 PM-05:00 PM]	38	16 mph	125 F	Dry	
04/15/2006 [05:00 PM-06:00 PM]	23	14 mph	117 F	Dry	
04/15/2006 [06:00 PM-07:00 PM]	39	14 mph	105 F	Dry	
04/15/2006 [07:00 PM-08:00 PM]	31	13 mph	93 F	Dry	
04/15/2006 [08:00 PM-09:00 PM]	18	14 mph	85 F	Dry	
04/15/2006 [09:00 PM-10:00 PM]	22	13 mph	83 F	Dry	
04/15/2006 [10:00 PM-11:00 PM]	22	14 mph	80 F	Dry	
04/15/2006 [11:00 PM-12:00 AM]	14	17 mph	78 F	Dry	
04/16/2006 [12:00 AM-01:00 AM]	5	12 mph	76 F	Dry	
04/16/2006 [01:00 AM-02:00 AM]	0	0 mph	76 F	Dry	
04/16/2006 [02:00 AM-03:00 AM]	1	10 mph	76 F	Dry	
04/16/2006 [03:00 AM-04:00 AM]	2	10 mph	74 F	Dry	
04/16/2006 [04:00 AM-05:00 AM]	1	15 mph	76 F	Dry	
04/16/2006 [05:00 AM-06:00 AM]	1	10 mph	76 F	Dry	
04/16/2006 [06:00 AM-07:00 AM]	8	12 mph	74 F	Dry	
04/16/2006 [07:00 AM-08:00 AM]	5	12 mph	74 F	Dry	SUN
04/16/2006 [08:00 AM-09:00 AM]	14	15 mph	85 F	Dry	4-16
04/16/2006 [09:00 AM-10:00 AM]	27	15 mph	95 F	Dry	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 6674	Begin: 04/10/2006 01:00 PM	End: 04/17/2006 01:00 PM
Street: Century Road	Lane: WB 2	Hours: 168:00
State: Ga	Oper: TS	Period: 60
City:	Posted: 45	Raw Count: 3944
County: Lee	AADT Factor: 1	AADT Count: 563

NC97 Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
04/16/2006 [10:00 AM-11:00 AM]	34	15 mph	107 F	Dry
04/16/2006 [11:00 AM-12:00 PM]	24	14 mph	119 F	Dry
04/16/2006 [12:00 PM-01:00 PM]	35	14 mph	125 F	Dry
04/16/2006 [01:00 PM-02:00 PM]	17	14 mph	130 F	Dry
04/16/2006 [02:00 PM-03:00 PM]	29	15 mph	132 F	Dry
04/16/2006 [03:00 PM-04:00 PM]	20	13 mph	128 F	Dry
04/16/2006 [04:00 PM-05:00 PM]	35	14 mph	121 F	Dry
04/16/2006 [05:00 PM-06:00 PM]	31	15 mph	115 F	Dry
04/16/2006 [06:00 PM-07:00 PM]	30	14 mph	103 F	Dry
04/16/2006 [07:00 PM-08:00 PM]	34	17 mph	91 F	Dry
04/16/2006 [08:00 PM-09:00 PM]	34	14 mph	85 F	Dry
04/16/2006 [09:00 PM-10:00 PM]	18	13 mph	83 F	Dry
04/16/2006 [10:00 PM-11:00 PM]	6	15 mph	80 F	Dry
04/16/2006 [11:00 PM-12:00 AM]	4	15 mph	78 F	Dry
04/17/2006 [12:00 AM-01:00 AM]	0	0 mph	76 F	Dry
04/17/2006 [01:00 AM-02:00 AM]	2	12 mph	76 F	Dry
04/17/2006 [02:00 AM-03:00 AM]	0	0 mph	76 F	Dry
04/17/2006 [03:00 AM-04:00 AM]	1	15 mph	74 F	Dry
04/17/2006 [04:00 AM-05:00 AM]	0	0 mph	76 F	Dry
04/17/2006 [05:00 AM-06:00 AM]	2	22 mph	76 F	Dry
04/17/2006 [06:00 AM-07:00 AM]	16	14 mph	76 F	Dry
04/17/2006 [07:00 AM-08:00 AM]	40	16 mph	76 F	Dry
04/17/2006 [08:00 AM-09:00 AM]	31	14 mph	82 F	Dry
04/17/2006 [09:00 AM-10:00 AM]	30	15 mph	82 F	Dry
04/17/2006 [10:00 AM-11:00 AM]	35	18 mph	89 F	Dry
04/17/2006 [11:00 AM-12:00 PM]	35	13 mph	99 F	Dry
04/17/2006 [12:00 PM-01:00 PM]	43	14 mph	117 F	Dry

Sun 4-17

GEORGIA DEPARTMENT OF TRANSPORTATION
TIFTON DISTRICT OFFICE
TRAFFIC OPS

SR3/US19@Century Rd.
Traffic Gap

File Name : SR3-US~1
Site Code : 00000000
Start Date : 03/22/2006
Page No : 1

Directions Printed: Direction 1

Start Time	Volume	2 - 3	4 - 5	6 - 7	8 - 9	10 - 11	12 - 13	14 - 15	16 - 17	18 - 19	20 - 21	22 - 23	24 - 25	26 - 27	28 - 29	>29	Int. Total	Average
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		
12:00 PM	0	10	9	7	1	1	2	1	3	0	1	0	0	0	0	0	35	4 - 5
12:15 PM	0	5	2	0	2	3	0	0	0	1	0	0	0	0	1	1	15	8 - 9
12:30 PM	0	3	1	4	3	2	2	2	0	0	0	0	0	0	0	0	17	8 - 9
12:45 PM	0	5	2	5	3	1	1	0	1	0	0	0	0	0	0	0	18	6 - 7
Total	0	23	14	16	9	7	5	3	4	1	1	0	0	0	1	1	85	4 - 5
Grand Total	0	23	14	16	9	7	5	3	4	1	1	0	0	0	1	1	85	4 - 5
Total %		27.1	16.5	18.8	10.6	8.2	5.9	3.5	4.7	1.2	1.2	0.0	0.0	0.0	1.2	1.2		

Peak Data Not Available

Signal Warrants Summary

January 25, 2006

County_____ City_____

Day of Wk	Date / Time	Main Street							Side Street				Side Street				Warrants	
		↑	→	↱	↳	←	↰	Total	↰	↑	↱	Total	↲	↓	↳	Total		
	1/25/2006																	
	6:00-7:00							0				0				0		
WEDNESDAY	7:00-8:00	12	751	43	3	754	18	1581	28	6	15	49	35	6	12	53	1B	7B
	8:00-9:00	16	441	29	6	847	16	1355	29	8	7	44	17	6	8	31		7B
	9:00-10:00	13	328	26	4	459	13	843	17	6	5	28	18	5	11	34		
	10:00-11:00							0				0				0		
	11:00-12:00	18	377	29	5	423	15	867	19	6	7	32	19	6	7	32		
	12:00-1:00	32	393	32	10	436	14	917	16	5	6	27	34	7	8	49		7B
	1:00-2:00							0				0				0		
	2:00-3:00	22	605	31	8	446	10	1122	16	4	10	30	25	6	8	39		
	3:00-4:00	35	587	32	10	794	16	1474	26	3	6	35	28	3	8	39		
	4:00-5:00	40	623	45	11	699	27	1445	26	5	7	38	28	8	10	46		7B
	5:00-6:00	47	798	52	12	665	13	1587	28	13	7	48	30	18	13	61	1B	7B
	6:00-7:00							0				0				0		
	7:00-8:00							0				0				0		
	Eight-Hour Vehicular Volume			100%		80%			70%	56%	100%	80%	70%	56%				
	(Major 2 of more .anes & minor 1 lane)					MAJOR						MINOR						
	Condition A (Min. Veh. Volume)			600		480			420	336	150	120	105	84				
	Condition B (Interruption of conti traf)			900		720			630	504	75	60	53	42				

N

GEORGIA DEPARTMENT OF TRANSPORTATION
TIFTON DISTRICT OFFICE

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

TRAFFIC OPERATIONS

File Name : SR19-US3 @ Century Rd.
Site Code : 00000000
Start Date : 01/25/2006
Page No : 1

Groups Printed- Unshifted

	US19 SOUTHBOUND				CENTURY WESTBOUND				US19 NORTHBOUND				CENTURY EASTBOUND				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. 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	5	127	1	0	1	2	4	0	6	103	2	0	8	3	1	0	263
07:15 AM	4	179	1	0	2	1	7	0	6	155	5	0	8	1	3	0	372
07:30 AM	4	212	0	0	5	1	6	0	19	252	5	0	5	1	3	0	513
07:45 AM	5	236	1	0	7	2	11	0	12	241	0	0	14	1	5	0	535
Total	18	754	3	0	15	6	28	0	43	751	12	0	35	6	12	0	1683
08:00 AM	3	213	2	0	5	2	8	0	11	186	6	0	6	2	4	0	448
08:15 AM	4	291	1	0	0	1	11	0	8	113	4	0	9	3	2	0	447
08:30 AM	6	206	2	0	0	4	4	0	5	75	2	0	2	0	2	0	308
08:45 AM	3	137	1	0	2	1	6	0	5	67	4	0	0	1	0	0	227
Total	16	847	6	0	7	8	29	0	29	441	16	0	17	6	8	0	1430
09:00 AM	3	118	2	0	2	1	2	0	8	71	3	0	4	2	3	0	219
09:15 AM	1	107	1	0	1	2	7	0	10	73	2	0	3	0	2	0	209
09:30 AM	4	129	0	0	1	2	2	0	4	81	1	0	3	2	3	0	232
09:45 AM	5	105	1	0	1	1	6	0	4	103	7	0	8	1	3	0	245
Total	13	459	4	0	5	6	17	0	26	328	13	0	18	5	11	0	905
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	4	90	2	0	4	1	7	0	8	84	2	0	2	1	3	0	208
11:15 AM	2	90	2	0	1	1	6	0	5	95	7	0	6	2	0	0	217
11:30 AM	5	129	1	0	1	2	2	0	6	114	3	0	4	2	2	0	271
11:45 AM	4	114	0	0	1	2	4	0	10	84	6	0	7	1	2	0	235
Total	15	423	5	0	7	6	19	0	29	377	18	0	19	6	7	0	931
12:00 PM	6	112	3	0	1	1	7	0	9	86	7	0	8	4	1	0	245
12:15 PM	5	102	2	0	3	1	1	0	5	101	9	0	6	0	4	0	239
12:30 PM	1	107	2	0	0	2	5	0	10	100	7	0	12	2	1	0	249
12:45 PM	2	115	3	0	2	1	3	0	8	106	9	0	8	1	2	0	260
Total	14	436	10	0	6	5	16	0	32	393	32	0	34	7	8	0	993
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	2	91	4	0	3	2	3	0	7	109	6	0	8	3	2	0	240
02:15 PM	2	129	1	0	2	1	6	0	10	142	7	0	9	3	3	0	315
02:30 PM	5	105	1	0	1	1	1	0	9	184	5	0	4	0	1	0	317
02:45 PM	1	121	2	0	4	0	6	0	5	170	4	0	4	0	2	0	319
Total	10	446	8	0	10	4	16	0	31	605	22	0	25	6	8	0	1191
03:00 PM	4	154	0	0	3	1	4	0	7	159	5	0	8	1	1	0	347
03:15 PM	6	237	2	0	1	1	7	0	9	152	11	0	4	0	1	0	431
03:30 PM	4	219	4	0	1	0	6	0	6	129	10	0	8	1	3	0	391
03:45 PM	2	184	4	0	1	1	9	0	10	147	9	0	8	1	3	0	379
Total	16	794	10	0	6	3	26	0	32	587	35	0	28	3	8	0	1548
04:00 PM	7	182	1	0	3	1	8	0	9	151	9	0	8	0	4	0	383
04:15 PM	6	173	2	0	2	1	4	0	11	151	11	0	7	1	2	0	371
04:30 PM	5	185	4	0	0	0	9	0	12	151	13	0	5	2	2	0	388
04:45 PM	9	159	4	0	2	3	5	0	13	170	7	0	8	5	2	0	387
Total	27	699	11	0	7	5	26	0	45	623	40	0	28	8	10	0	1529

GEORGIA DEPARTMENT OF TRANSPORTATION
TIFTON DISTRICT OFFICE
TRAFFIC OPERATIONS

File Name : SR19-US3 @ Century Rd.
Site Code : 00000000
Start Date : 01/25/2006
Page No : 2

Groups Printed- Unshifted

	US19 SOUTHBOUND				CENTURY WESTBOUND				US19 NORTHBOUND				CENTURY EASTBOUND				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. 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	
05:00 PM	5	164	3	0	1	4	6	0	14	169	7	0	4	4	1	0	382
05:15 PM	4	180	1	0	3	3	7	0	12	212	11	0	6	5	5	0	449
05:30 PM	2	180	6	0	2	1	5	0	17	218	15	0	9	6	3	0	464
05:45 PM	2	141	2	0	1	5	10	0	9	199	14	0	11	3	4	0	401
Total	13	665	12	0	7	13	28	0	52	798	47	0	30	18	13	0	1696
Grand Total	142	5523	69	0	70	56	205	0	319	4903	235	0	234	65	85	0	11906
Apprch %	2.5	96.3	1.2	0.0	21.1	16.9	61.9	0.0	5.8	89.8	4.3	0.0	60.9	16.9	22.1	0.0	
Total %	1.2	46.4	0.6	0.0	0.6	0.5	1.7	0.0	2.7	41.2	2.0	0.0	2.0	0.5	0.7	0.0	

Georgia Department of Transportation

SR 3/ US 19 at Century Road

Lee County

Study Name :
Study Date : 05/10/06
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: **US19**
Number of Lanes: **2**
Approach Speed: **61**
Total Approach Volume: **5,457**

Southbound: **US19**
Number of Lanes: **2**
Approach Speed: **61**
Total Approach Volume: **5,734**

Minor Street Approaches

Eastbound: **CENTURY**
Number of Lanes: **1**

Total Approach Volume: **384**

Westbound: **CENTURY**
Number of Lanes: **1**

Total Approach Volume: **331**

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes ..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic ..... **Not Satisfied**
Required volumes reached for 2 hours, 8 are needed

Warrant 1 A&B - Combination of Warrants ..... **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes ..... **Not Satisfied**
Number of hours (1) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour ..... **Not Satisfied**

Warrant 3A - Peak Hour Delay ..... **Not Satisfied**
Total approach volumes and delays on minor street do not exceed minimums for any hour.

Warrant 3B - Peak Hour Volumes ..... **Not Satisfied**
Volumes do not exceed minimums for any hour.

Warrant 4 - Pedestrian Volumes ..... **Not Satisfied**
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)

Warrant 5 - School Crossing ..... **Not Satisfied**
Number of gaps > .0 seconds (0) exceeds the number of minutes in the crossing period (0).

Warrant 6 - Coordinated Signal System ..... Not Evaluated

Warrant 7 - Crash Experience ..... **Not Satisfied**
Number of accidents (5) meet minimum (5) but volumes do not.

Warrant 8 - Roadway Network ..... Not Evaluated

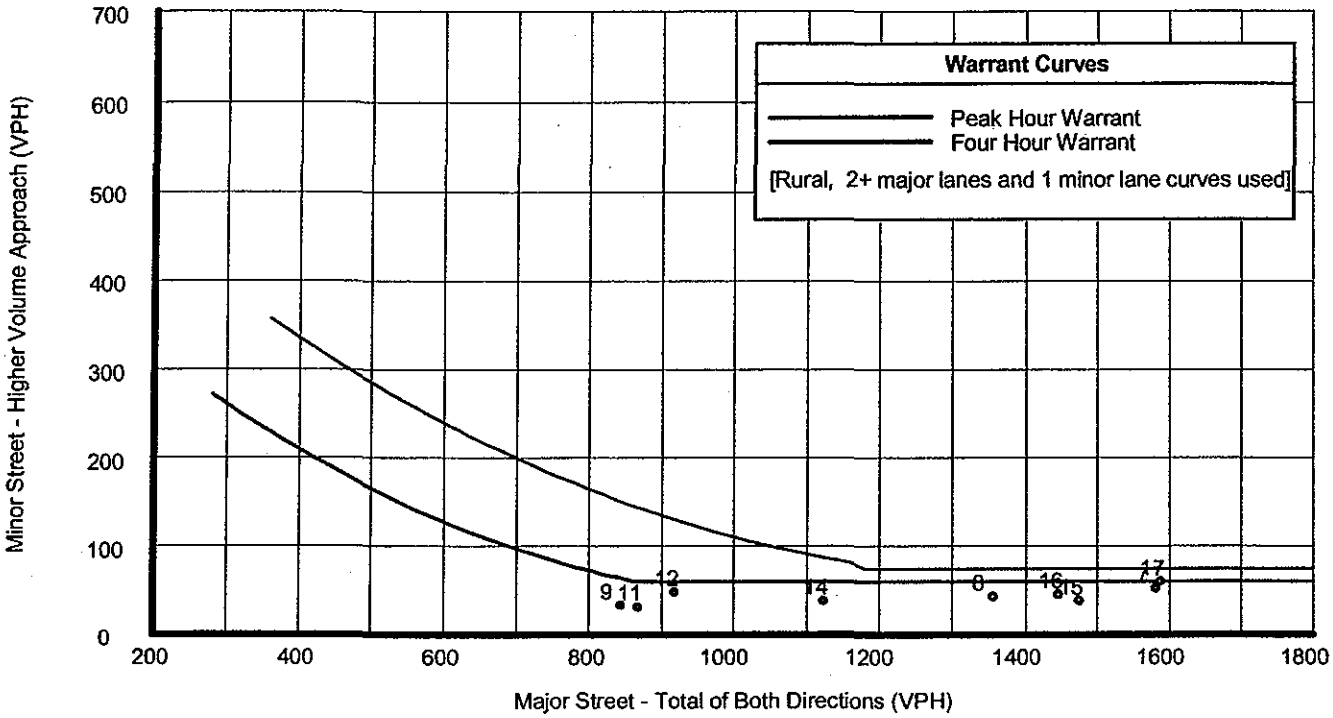
Georgia Department of Transportation

SR 3/ US 19 at Century Road

Lee County

Study Name :
Study Date : 05/10/06
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour	Major	Higher Minor		War-1A			War-1B			War-1A&B		
Begin	Total	Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	1,581	53	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
08:00	1,355	44	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
09:00	843	34	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	867	32	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
12:00	917	49	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	1,122	39	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
15:00	1,474	39	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
16:00	1,445	46	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	1,587	61	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
18:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

Century Rd. EB

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 6678	Begin: 04/10/2006 01:00 PM	End: 04/17/2006 01:00 PM
Street: Century Road	Lane: EB 2	Hours: 168:00
State: Ga	Oper: TS	Period: 60
City:	Posted: 45	Raw Count: 5206
County: Lee	AADT Factor: 1	AADT Count: 744

NC97 Date & Time Range	Count	Avg Speed	Temp	Wet/Dry	
04/10/2006 [01:00 PM-02:00 PM]	36	15 mph	119 F	Dry	
04/10/2006 [02:00 PM-03:00 PM]	- 71	14 mph	121 F	Dry	MON 4-10 (P.M.)
04/10/2006 [03:00 PM-04:00 PM]	- 66	17 mph	121 F	Dry	
04/10/2006 [04:00 PM-05:00 PM]	- 58	16 mph	113 F	Dry	
04/10/2006 [05:00 PM-06:00 PM]	- 74	15 mph	105 F	Dry	
04/10/2006 [06:00 PM-07:00 PM]	- 60	13 mph	95 F	Dry	
04/10/2006 [07:00 PM-08:00 PM]	37	14 mph	83 F	Dry	
04/10/2006 [08:00 PM-09:00 PM]	31	15 mph	76 F	Dry	
04/10/2006 [09:00 PM-10:00 PM]	- 60	14 mph	74 F	Dry	
04/10/2006 [10:00 PM-11:00 PM]	18	12 mph	70 F	Dry	
04/10/2006 [11:00 PM-12:00 AM]	4	12 mph	70 F	Dry	
04/11/2006 [12:00 AM-01:00 AM]	1	12 mph	68 F	Dry	
04/11/2006 [01:00 AM-02:00 AM]	0	0 mph	64 F	Dry	TUE 4-11
04/11/2006 [02:00 AM-03:00 AM]	0	0 mph	62 F	Dry	
04/11/2006 [03:00 AM-04:00 AM]	0	0 mph	62 F	Dry	
04/11/2006 [04:00 AM-05:00 AM]	3	10 mph	58 F	Dry	
04/11/2006 [05:00 AM-06:00 AM]	8	15 mph	58 F	Dry	
04/11/2006 [06:00 AM-07:00 AM]	24	18 mph	56 F	Dry	
04/11/2006 [07:00 AM-08:00 AM]	- 72	12 mph	58 F	Dry	
04/11/2006 [08:00 AM-09:00 AM]	38	13 mph	72 F	Dry	
04/11/2006 [09:00 AM-10:00 AM]	34	13 mph	85 F	Dry	
04/11/2006 [10:00 AM-11:00 AM]	- 44	16 mph	97 F	Dry	
04/11/2006 [11:00 AM-12:00 PM]	38	14 mph	107 F	Dry	
04/11/2006 [12:00 PM-01:00 PM]	- 42	15 mph	119 F	Dry	1B not 9hrs
04/11/2006 [01:00 PM-02:00 PM]	36	13 mph	123 F	Dry	
04/11/2006 [02:00 PM-03:00 PM]	- 45	14 mph	123 F	Dry	
04/11/2006 [03:00 PM-04:00 PM]	- 48	14 mph	119 F	Dry	
04/11/2006 [04:00 PM-05:00 PM]	- 59	12 mph	111 F	Dry	
04/11/2006 [05:00 PM-06:00 PM]	- 46	15 mph	103 F	Dry	
04/11/2006 [06:00 PM-07:00 PM]	- 71	14 mph	95 F	Dry	
04/11/2006 [07:00 PM-08:00 PM]	29	13 mph	85 F	Dry	
04/11/2006 [08:00 PM-09:00 PM]	28	14 mph	80 F	Dry	
04/11/2006 [09:00 PM-10:00 PM]	- 69	13 mph	76 F	Dry	
04/11/2006 [10:00 PM-11:00 PM]	25	14 mph	76 F	Dry	
04/11/2006 [11:00 PM-12:00 AM]	7	12 mph	72 F	Dry	
04/12/2006 [12:00 AM-01:00 AM]	6	13 mph	70 F	Dry	
04/12/2006 [01:00 AM-02:00 AM]	1	20 mph	68 F	Dry	WED 4-12
04/12/2006 [02:00 AM-03:00 AM]	0	0 mph	66 F	Dry	
04/12/2006 [03:00 AM-04:00 AM]	0	0 mph	66 F	Dry	
04/12/2006 [04:00 AM-05:00 AM]	4	14 mph	64 F	Dry	
04/12/2006 [05:00 AM-06:00 AM]	5	16 mph	64 F	Dry	
04/12/2006 [06:00 AM-07:00 AM]	36	16 mph	62 F	Dry	
04/12/2006 [07:00 AM-08:00 AM]	- 67	14 mph	64 F	Dry	
04/12/2006 [08:00 AM-09:00 AM]	- 43	17 mph	76 F	Dry	
04/12/2006 [09:00 AM-10:00 AM]	- 42	15 mph	89 F	Dry	
04/12/2006 [10:00 AM-11:00 AM]	14	15 mph	101 F	Dry	
04/12/2006 [11:00 AM-12:00 PM]	33	13 mph	107 F	Dry	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 6678	Begin: 04/10/2006 01:00 PM	End: 04/17/2006 01:00 PM
Street: Century Road	Lane: EB 2	Hours: 168:00
State: Ga	Oper: TS	Period: 60
City:	Posted: 45	Raw Count: 5206
County: Lee	AADT Factor: 1	AADT Count: 744

NC97 Date & Time Range	Count	Avg Speed	Temp	Wet/Dry	
04/12/2006 [12:00 PM-01:00 PM]	37	15 mph	115 F	Dry	
04/12/2006 [01:00 PM-02:00 PM]	34	13 mph	121 F	Dry	
04/12/2006 [02:00 PM-03:00 PM]	~ 44	13 mph	109 F	Dry	
04/12/2006 [03:00 PM-04:00 PM]	37	16 mph	107 F	Dry	
04/12/2006 [04:00 PM-05:00 PM]	~ 45	13 mph	101 F	Dry	IB not shown
04/12/2006 [05:00 PM-06:00 PM]	~ 53	14 mph	97 F	Dry	
04/12/2006 [06:00 PM-07:00 PM]	~ 51	14 mph	95 F	Dry	
04/12/2006 [07:00 PM-08:00 PM]	41	13 mph	85 F	Dry	
04/12/2006 [08:00 PM-09:00 PM]	31	14 mph	78 F	Dry	
04/12/2006 [09:00 PM-10:00 PM]	~ 70	15 mph	76 F	Dry	
04/12/2006 [10:00 PM-11:00 PM]	20	13 mph	72 F	Dry	
04/12/2006 [11:00 PM-12:00 AM]	3	13 mph	70 F	Dry	
04/13/2006 [12:00 AM-01:00 AM]	1	13 mph	70 F	Dry	
04/13/2006 [01:00 AM-02:00 AM]	2	15 mph	68 F	Dry	THUR 4-13
04/13/2006 [02:00 AM-03:00 AM]	0	0 mph	68 F	Dry	
04/13/2006 [03:00 AM-04:00 AM]	0	0 mph	66 F	Dry	
04/13/2006 [04:00 AM-05:00 AM]	3	15 mph	64 F	Dry	
04/13/2006 [05:00 AM-06:00 AM]	9	14 mph	64 F	Dry	
04/13/2006 [06:00 AM-07:00 AM]	25	16 mph	62 F	Dry	
04/13/2006 [07:00 AM-08:00 AM]	~ 62	15 mph	66 F	Dry	
04/13/2006 [08:00 AM-09:00 AM]	~ 51	14 mph	76 F	Dry	
04/13/2006 [09:00 AM-10:00 AM]	41	15 mph	93 F	Dry	
04/13/2006 [10:00 AM-11:00 AM]	24	19 mph	107 F	Dry	
04/13/2006 [11:00 AM-12:00 PM]	~ 42	14 mph	119 F	Dry	IB not shown
04/13/2006 [12:00 PM-01:00 PM]	41	14 mph	125 F	Dry	
04/13/2006 [01:00 PM-02:00 PM]	~ 43	14 mph	128 F	Dry	
04/13/2006 [02:00 PM-03:00 PM]	~ 53	14 mph	132 F	Dry	
04/13/2006 [03:00 PM-04:00 PM]	~ 52	16 mph	130 F	Dry	
04/13/2006 [04:00 PM-05:00 PM]	~ 50	14 mph	123 F	Dry	
04/13/2006 [05:00 PM-06:00 PM]	~ 77	14 mph	117 F	Dry	
04/13/2006 [06:00 PM-07:00 PM]	~ 56	15 mph	103 F	Dry	
04/13/2006 [07:00 PM-08:00 PM]	28	13 mph	91 F	Dry	
04/13/2006 [08:00 PM-09:00 PM]	37	14 mph	85 F	Dry	
04/13/2006 [09:00 PM-10:00 PM]	~ 58	14 mph	80 F	Dry	
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04/14/2006 [12:00 AM-01:00 AM]	6	14 mph	74 F	Dry	
04/14/2006 [01:00 AM-02:00 AM]	1	10 mph	72 F	Dry	FRI 4-14
04/14/2006 [02:00 AM-03:00 AM]	4	10 mph	70 F	Dry	
04/14/2006 [03:00 AM-04:00 AM]	1	10 mph	70 F	Dry	
04/14/2006 [04:00 AM-05:00 AM]	4	15 mph	68 F	Dry	
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04/14/2006 [06:00 AM-07:00 AM]	24	17 mph	66 F	Dry	
04/14/2006 [07:00 AM-08:00 AM]	41	15 mph	70 F	Dry	
04/14/2006 [08:00 AM-09:00 AM]	~ 48	15 mph	78 F	Dry	
04/14/2006 [09:00 AM-10:00 AM]	~ 42	14 mph	95 F	Dry	
04/14/2006 [10:00 AM-11:00 AM]	40	16 mph	107 F	Dry	

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 6678	Begin: 04/10/2006 01:00 PM	End: 04/17/2006 01:00 PM
Street: Century Road	Lane: EB 2	Hours: 168:00
State: Ga	Oper: TS	Period: 60
City:	Posted: 45	Raw Count: 5206
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NC97 Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
04/14/2006 [11:00 AM-12:00 PM]	45	12 mph	119 F	Dry
04/14/2006 [12:00 PM-01:00 PM]	47	14 mph	126 F	Dry
04/14/2006 [01:00 PM-02:00 PM]	60	14 mph	134 F	Dry
04/14/2006 [02:00 PM-03:00 PM]	54	14 mph	136 F	Dry
04/14/2006 [03:00 PM-04:00 PM]	61	14 mph	132 F	Dry
04/14/2006 [04:00 PM-05:00 PM]	58	13 mph	126 F	Dry
04/14/2006 [05:00 PM-06:00 PM]	57	13 mph	117 F	Dry
04/14/2006 [06:00 PM-07:00 PM]	64	16 mph	105 F	Dry
04/14/2006 [07:00 PM-08:00 PM]	41	13 mph	95 F	Dry
04/14/2006 [08:00 PM-09:00 PM]	25	14 mph	89 F	Dry
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04/15/2006 [02:00 AM-03:00 AM]	1	25 mph	76 F	Dry
04/15/2006 [03:00 AM-04:00 AM]	4	15 mph	76 F	Dry
04/15/2006 [04:00 AM-05:00 AM]	4	12 mph	72 F	Dry
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04/15/2006 [12:00 PM-01:00 PM]	45	14 mph	126 F	Dry
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04/16/2006 [02:00 AM-03:00 AM]	4	11 mph	78 F	Dry
04/16/2006 [03:00 AM-04:00 AM]	3	22 mph	76 F	Dry
04/16/2006 [04:00 AM-05:00 AM]	3	15 mph	76 F	Dry
04/16/2006 [05:00 AM-06:00 AM]	3	15 mph	76 F	Dry
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04/16/2006 [07:00 AM-08:00 AM]	22	13 mph	76 F	Dry
04/16/2006 [08:00 AM-09:00 AM]	22	13 mph	87 F	Dry
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IB not 11 hrs

SAT 4-15

7 hrs

SUN 4-16

Date/Time/Volume/Average Speed/Temperature Report

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04/17/2006 [12:00 AM-01:00 AM]	5	17 mph	78 F	Dry
04/17/2006 [01:00 AM-02:00 AM]	2	10 mph	76 F	Dry
04/17/2006 [02:00 AM-03:00 AM]	0	0 mph	76 F	Dry
04/17/2006 [03:00 AM-04:00 AM]	1	0 mph	76 F	Dry
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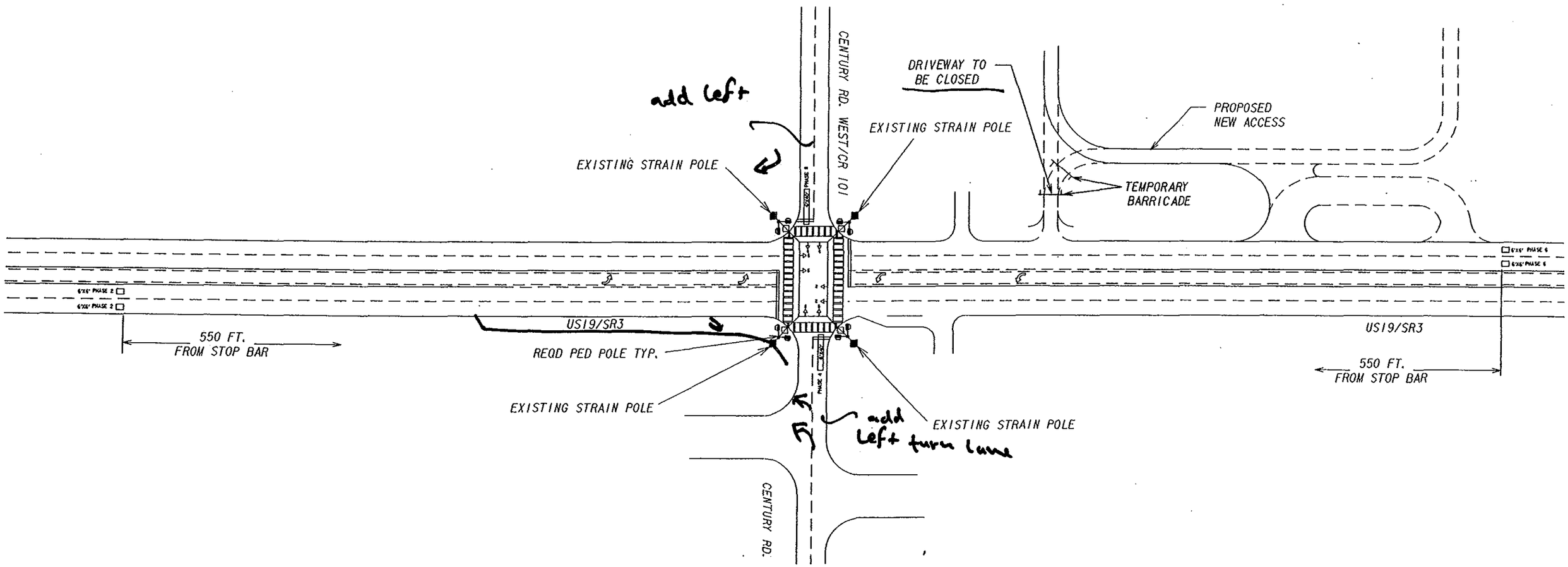
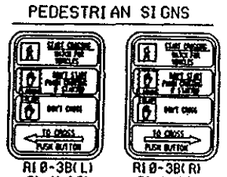
04/17/2006 [12:00 PM-01:00 PM]	41	14 mph	119 F	Dry

MON 4-17 A.M

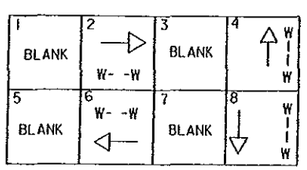
STATE	PROJECT NUMBER	SHEET NO.
GA.		



PEDESTRIAN SIGNS

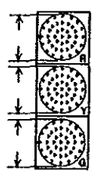


R10-3B(L) 9" X 12" R10-3B(R) 9" X 12"



PHASING DIAGRAM

TYP. 12" DISPLAYS



2,4,6,8

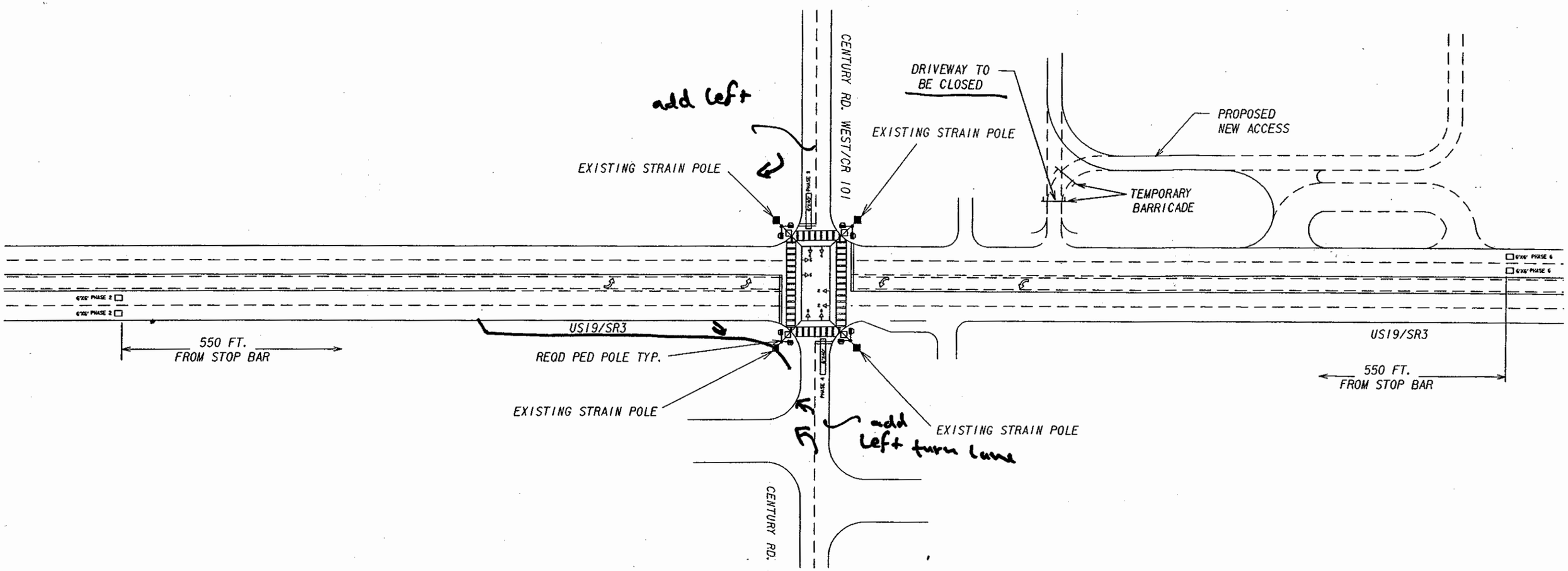
PEDESTRIAN SIGNAL
P2,P4,P6,P8

SCALE IN FEET
0 40 80 160

DATE	REVISIONS	DATE	REVISIONS

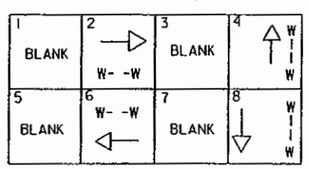
GEORGIA
DEPARTMENT OF TRANSPORTATI
CONSTRUCTION PLAN

STATE	PROJECT NUMBER	SHEET NO.
GA.		



PEDESTRIAN SIGNS

R10-3B(L) 9" X 12" R10-3B(R) 9" X 12"



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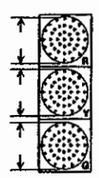
TYP. 12" DISPLAYS



2,4,6,8

PEDESTRIAN SIGNAL
P2,P4,P6,P8

SCALE IN FEET
0 40 80 160

DATE	REVISIONS	DATE	REVISIONS

GEORGIA
DEPARTMENT OF TRANSPORTAT
CONSTRUCTION PLA

HIGHWAY SAFETY MANUAL (HSM) ANALYSIS for CONCEPT REPORTS/REVISED CONCEPT REPORTS

This Concept Report for PI# 0008457 includes an HSM predicted average crash frequency analysis for the design year ADT using the Manual's Predictive Method. The HSM uses AADT with the Predictive Method while this analysis uses ADT since AADT is typically not available for GDOT projects. The Predictive Method analysis is based on Safety Performance Functions (SPF) for individual roadway segments and intersections that provide the crash frequency. The HSM often provides information on crash frequency distribution by collision type and severity. Some SPFs include HSM Crash Modification Factors (CMF) that adjust the SPF crash frequency to account for differences between HSM base conditions and project specific conditions such as geometric design features. The HSM includes local calibration factors to further refine predictive average crash frequency. These local factors have not yet been developed by GDOT.

Project Segments and Intersection Types analyzed

Segment				Intersection	
ID #	**Type**	**Sta. Begin**	**Sta. End**	**ID #**	**Type**
n/a	n/a	n/a	n/a	1	Urban arterial

The total predicted average of yearly crashes per the Highway Safety Manual method for the proposed intersection is 2.1 crashes per year. The base model has a total prediction average of 3.5 yearly crashes. The prediction for the proposed intersection is 40% less than the base condition due to left turn lanes and right turn lanes included within this intersection, and upgrading from stop control to a traffic signal.

HSM Predictive Method for Urban/Suburban Multi-Lane Divided Roadway Intersections

		Urban Intersection Base Crash Frequency – Excluding Vehicle and Pedestrian/Bicycle (crashes/year)	Left Turn Lanes (base cond. = none)	Unsignalized – CMF_{2i} = 1.00 Signalized Permissive Left Turn (base cond. = permissive left turn)	Right Turn Lanes (base cond. = none)	Unsignalized – CMF_{4i} = 1.00 Signalized Right Turn On Red (base cond. = allowed)	Lighting (base cond. = none)	Red Light Cameras (base cond. = none)	Urban Intersection Adjusted Crash frequency – Excluding Vehicle and Pedestrian/Bicycle (crashes/year)	Vehicle-Pedestrian (crashes/year)	Vehicle-Bike (crashes/year)	Total Predicted Average Crash Frequency for Roadway Segment (crashes/year)
Intersection ID #	Analysis Condition	$N_{spf\ int}$	CMF_{1i}	CMF_{2i}	CMF_{3i}	CMF_{4i}	CMF_{5i}	CMF_{6i}	N_{bi}	N_{pedi}	N_{bikei}	$N_{predicted\ int}$
Total	Base	3.442	1.00	1.00	1.00	1.00	1.00	1.00	3.442	0.003	0.052	3.5
	Proposed	2.001	0.66	1.00	0.92	1.00	1.00	1.00	2.094	0.004	0.031	2.1

Concept Team Meeting Minutes

CSSFT-0008-00(457), Lee County
SR 3/US 19 @ CR 101/Century Road
P.I. No.: 0008457
Date of meeting: 06/09/2010
Time of meeting: 9:30 am

Concept Team Meeting Attendees	
Name	**Organization**
Cynthia Burney	GDOT, TMC Traffic Operations
Sue Anne Decker	GDOT, TMC Traffic Operations
Al Womack	Sumter EMC
Darin G. Purvis	GDOT, District 4 Engineering Services
Donna Garrison	GDOT, District 4 Engineering Services
Tony Cravey	GDOT, Area 5 Engineer
Eddie Mullis	Ga. Power
Bill Cooper	GDOT, District 4 Utilities
Dennis Carter	GDOT, District 4 Environmentalist
Kim Bradford	GDOT, District 4 Right of Way
Geno Hasty	GDOT, District 4 Traffic Operations
Van Mason	GDOT, District 4 Traffic Operations
David Jones	Mediacom
Terry Hutcheson	Mediacom
Joe Cowan	GDOT, District 4 Construction
Brent Thomas	GDOT, District 4 Preconstruction
Bob Alexander	Lee County
George Walls	ALBANY Water,Gas,and Light
Chris Boswell	Lee County Utility Authority
Jim Russell	at&t Engineering
Linnon Nesbitt	GDOT, TMC Traffic Operations

The Concept Team Meeting was held on June 09, 2010. Cynthia Burney opened the meeting at 9:30 a.m. by welcoming the attendees and asking everyone for introductions.

Cynthia Burney presented the project concept. The project is designed in English units.

The proposed safety project is located US 19/SR 3 @ Century Rd in Lee County. The need exists because the crashes, injury, and fatality rates along this portion of SR 3 exceeds the statewide average for similar facilities. The intersection has been found to have safety improvement

opportunities such as improving lane configurations, increasing sight distance, improving pedestrian accommodations, and providing a traffic signal. The purpose of this project is to make safety improvements to reduce crashes at the intersections, by improving lane configurations, increasing sight distance, improving pedestrian accommodations, and providing a traffic signal. The length of the project is from Mile Post 3.6 to Mile Post 4.2 along SR3/US19 (0.6 miles) and from Mile Post 1.79 to Mile Post 2.29 along CR101/Century Road (0.5 miles). The functional classification of SR3/US19 is Rural Principle Arterial. The project is 100% in Lee County, and 100% in the 2nd Congressional District.

The traffic count on SR3/US19 for the year 2011 is 9475 vehicles per day and 13100 vehicles per day for the year 2022. The traffic count CR101/ Century Rd for the year 2011 is 800 vehicles per day and 1000 vehicles per day for the year 2022.

The existing typical section for SR3/US19 is a rural section with two 12-foot lanes, a 14-foot left turn lane in each direction, and grassed shoulders. The existing typical section for CR101/ Century Rd is one lane in each direction with grass shoulders.

A traffic signal is proposed. The approved traffic engineering study noted five fatal crashes from 2001 to 2006, and that traffic volumes met warrant 1B–8 hour vehicle volumes, warrant 2–4 hour volumes, and warrant 7 – crash experience. The T.E. Study recommends a traffic signal installation and safety project.

No design exceptions or variances are anticipated. The drainage design will be rural and erosion control plans will be included in the final plans.

There are no right-of-way displacements anticipated. Miters at the intersection and permanent easements are anticipated. The preliminary right of way cost is estimated at $20,000.

The other alternates considered are no build, add traffic signal only, side street realignment, add turn lanes and a traffic signal, and a roundabout.

The construction of the project will be staged under traffic.

There are no other known projects in the area.

The floor was then opened for questions.

Dennis Carter, District 4 Environmentalist, was attending for Sam Pugh, Office of Environmental Services. Dennis stated he anticipated a PCE and not a 404. The gas station's underground storage tanks pose a possible waste hazard. There are no endangered species, or Historical, Archeological, church, or cemetery impacts anticipated.

Bill Cooper, District 4 Utilities, asked if the existing strain poles would be used or if the poles would be joint use. He stated that Georgia Power and Sumter EMC have existing poles at the intersection. Cynthia Burney responded that joint use poles will be used where possible.

Chris Boswell, Lee County Utility Authority, stated there was an existing 12" water main located near the back side of the ditch along the west side of SR3/US19. The existing cover for the pipe has been noted to be a depth of 4 feet. This pipe runs beneath Century Rd.

Jim Russell, at&t Engineering, stated that a fiber cable is existing on the east side on SR3/US 19. It is 3-foot off the back of the right-of-way and has a 36" cover.

Al Womack, Sumter EMC, expressed concern over the lack of sight distance. When they deliver 50 foot poles, it causes his trucks to be routed away from the intersection, the most direct route of travel in many cases. This re-routing commonly adds up to 30 miles to their delivery and service calls.

Van Mason, District 4 Traffic Operations, asked if the signal would still be warranted if the sight distance issues is corrected. Cynthia Burney, TMC Traffic Operations, restated that the traffic signal was being installed due to crash history.

Bob Alexander, representing Lee County, stated that the County is in support of the signal installation. He also stated that Lee County has the desire to extend Century Road and that increased truck traffic is expected.

Brent Thomas, District 4 Preconstruction, expressed concerned with the access adjacent to the intersection at Darrel Ealum's commercial/retail property. He stated that maintenance forces have added a header curb to direct traffic flow and prevent vehicles from traveling across the intersection to enter the property.

Joe Cowan, District 4 Construction, requested that the construction contingencies be increase from 5% to 10%. He also stated that if the Project Manager decided to lower the intersection 1 foot, to increase sight distance, it would require a detour, and an acceptable detour would be difficult to find. Filling the sags would be a better solution. Cynthia Burney, TMC Traffic Operations, stated that she would not lower the profile for constructability ease.

Van Mason, District 4 Traffic Operations, expressed concerns of having to install retaining walls if the sag in the road is raised.

Joe Cowan, District 4 Construction, stated that filling in the sags would be easy to stage, but could require work affecting the cross drains, stream buffers, right of way, and easements.

Linnon Nesbitt, TMC Traffic Operations, expressed concerned about possible roadway base issue on the South approach to the intersection near station 27+80. There appears to be a dip in the road on the northbound approach to the project intersection. Lee County was not aware of the issue.

Brent Thomas, District 4 Preconstruction, noted that full depth pavement is probably needed, and even though this project is exempt from a Soil Survey and Pavement Evaluation, it's probably a good idea to request them anyway.

Joe Cowan, District 4 Construction, agreed that a core cut would be a good idea. He also questioned if the traffic signal would need advance flashers. Cynthia Burney, TMC Traffic Operations, stated that when the sight distance was improved the flashers would not be needed. Additionally, Van Mason, District 4 Traffic Operations, pointed out that this is not the first signal on this corridor. So flashers would probably not be needed.

Bob Alexander, Lee County, expects residential growth on Century Road and increased truck traffic on SR 3/US 19. He also noted that speeding was a concern and that the County requested the Sherriff's Office to patrol and run radar.

Al Womack, Sumter EMC, stated land east of the intersection on Century Road stands to be re-zoned from agricultural land to industrial. He also stated that Georgia Power and Sumter EMC have two substations in the area of the re-zoning.

Bob Alexander, Lee County, reemphasized that growth was expected and welcomed in the area around the intersection. The new signal would help.

Lanes, Volumes, Timings

Am

3: Century Rd. & SR 3/US 19

6/23/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	15	75	45	5	20	35	1260	40	10	1185	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	250		0	0		250	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.908			0.961			0.995			0.996	
Flt Protected		0.991			0.969		0.950			0.950		
Satd. Flow (prot)	0	1676	0	0	1735	0	1770	3522	0	1770	3525	0
Flt Permitted		0.947			0.819		0.160			0.139		
Satd. Flow (perm)	0	1602	0	0	1466	0	298	3522	0	259	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			22			8			7	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1414			1210			600			613	
Travel Time (s)		27.5			23.6			9.1			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	16	82	49	5	22	38	1370	43	11	1288	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	0	76	0	38	1413	0	11	1321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	22.0	22.0	0.0	22.0	22.0	0.0	58.0	58.0	0.0	58.0	58.0	0.0
Total Split (%)	27.5%	27.5%	0.0%	27.5%	27.5%	0.0%	72.5%	72.5%	0.0%	72.5%	72.5%	0.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		54.0	54.0		54.0	54.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		18.0			18.0		54.0	54.0		54.0	54.0	
Actuated g/C Ratio		0.22			0.22		0.68	0.68		0.68	0.68	
v/c Ratio		0.28			0.22		0.19	0.59		0.06	0.55	
Control Delay		12.3			21.1		7.6	8.3		5.5	7.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.3			21.1		7.6	8.3		5.5	7.8	
LOS		B			C		A	A		A	A	
Approach Delay		12.3			21.1			8.3			7.8	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		15			22		6	171		2	153	
Queue Length 95th (ft)		57			57		19	224		7	201	
Internal Link Dist (ft)		1334			1130			520			533	
Turn Bay Length (ft)												
Base Capacity (vph)		424			347		201	2380		175	2382	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.22		0.19	0.59		0.06	0.55	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 50

Control Type: Pretimed

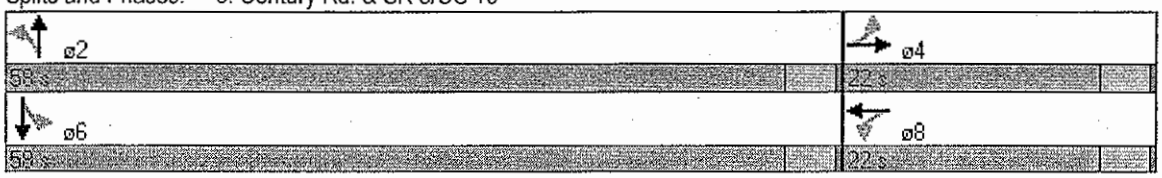
Maximum v/c Ratio: 0.59

Intersection Signal Delay: 8.5 Intersection LOS: A

Intersection Capacity Utilization 53.4% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Century Rd. & SR 3/US 19



Lanes, Volumes, Timings
3: Century Rd. & SR 3/US 19

PM

6/23/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	15	55	35	10	20	75	1375	90	20	1070	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	250		0	0		250	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.907			0.958			0.991			0.995	
Flt Protected		0.994			0.974		0.950			0.950		
Satd. Flow (prot)	0	1679	0	0	1738	0	1770	3507	0	1770	3522	0
Flt Permitted		0.968			0.831		0.197			0.110		
Satd. Flow (perm)	0	1635	0	0	1483	0	367	3507	0	205	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60			22			20			10	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1414			1210			600			613	
Travel Time (s)		27.5			23.6			9.1			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	16	60	38	11	22	82	1495	98	22	1163	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	71	0	82	1593	0	22	1201	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	75.0%	75.0%	0.0%	75.0%	75.0%	0.0%
Maximum Green (s)	16.0	16.0		16.0	16.0		56.0	56.0		56.0	56.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		16.0			16.0		56.0	56.0		56.0	56.0	
Actuated g/C Ratio		0.20			0.20		0.70	0.70		0.70	0.70	
v/c Ratio		0.23			0.23		0.32	0.65		0.15	0.49	
Control Delay		13.5			22.2		8.7	8.0		6.9	6.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		13.5			22.2		8.7	8.0		6.9	6.2	
LOS		B			C		A	A		A	A	
Approach Delay		13.5			22.2			8.1			6.2	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		11			20		13	188		3	118	
Queue Length 95th (ft)		48			56		37	248		12	156	
Internal Link Dist (ft)		1334			1130			520			533	
Turn Bay Length (ft)												
Base Capacity (vph)		375			314		257	2461		144	2468	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.23			0.23		0.32	0.65		0.15	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Pretimed

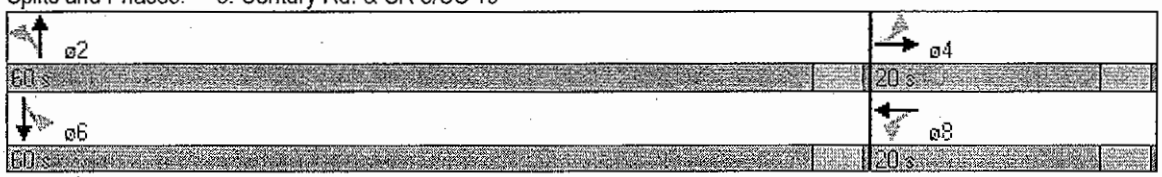
Maximum v/c Ratio: 0.65

Intersection Signal Delay: 7.8 Intersection LOS: A

Intersection Capacity Utilization 64.6% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Century Rd. & SR 3/US 19



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	15	75	45	5	20	35	1260	40	10	1185	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	250		0	0		250	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.908			0.961			0.995			0.996	
Flt Protected		0.991			0.969		0.950			0.950		
Satd. Flow (prot)	0	1676	0	0	1735	0	1770	3522	0	1770	3525	0
Flt Permitted		0.943			0.631		0.188			0.168		
Satd. Flow (perm)	0	1595	0	0	1130	0	350	3522	0	313	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			22			8			7	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1414			1210			600			613	
Travel Time (s)		27.5			23.6			9.1			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	16	82	49	5	22	38	1370	43	11	1288	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	0	76	0	38	1413	0	11	1321	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	22.0	22.0	0.0	22.0	22.0	0.0	58.0	58.0	0.0	58.0	58.0	0.0
Total Split (%)	27.5%	27.5%	0.0%	27.5%	27.5%	0.0%	72.5%	72.5%	0.0%	72.5%	72.5%	0.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		54.0	54.0		54.0	54.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.3			8.3		59.9	59.9		59.9	59.9	
Actuated g/C Ratio		0.11			0.11		0.81	0.81		0.81	0.81	
v/c Ratio		0.47			0.52		0.13	0.49		0.04	0.46	
Control Delay		18.3			35.3		3.8	3.7		3.0	3.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		18.3			35.3		3.8	3.7		3.0	3.5	
LOS		B			D		A	A		A	A	
Approach Delay		18.3			35.3			3.7			3.5	
Approach LOS		B			D			A			A	
Queue Length 50th (ft)		16			23		3	85		1	76	
Queue Length 95th (ft)		59			60		13	157		5	141	
Internal Link Dist (ft)		1334			1130			520			533	
Turn Bay Length (ft)												
Base Capacity (vph)		453			294		285	2872		255	2874	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.26			0.26		0.13	0.49		0.04	0.46	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 73.5

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

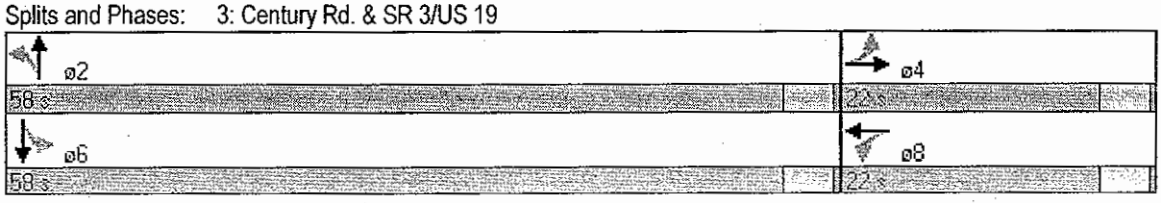
Maximum v/c Ratio: 0.52

Intersection Signal Delay: 5.0 Intersection LOS: A

Intersection Capacity Utilization 53.4% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 3: Century Rd. & SR 3/US 19



Lanes, Volumes, Timings
3: Century Rd. & SR 3/US 19

Pm

6/23/2009

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	15	55	35	10	20	75	1375	90	20	1070	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	250		0	0		250	0		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.907			0.958			0.991			0.995	
Flt Protected		0.994			0.974		0.950			0.950		
Satd. Flow (prot)	0	1679	0	0	1738	0	1770	3507	0	1770	3522	0
Flt Permitted		0.967			0.778		0.219			0.135		
Satd. Flow (perm)	0	1634	0	0	1388	0	408	3507	0	251	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60			22			20			10	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1414			1210			600			613	
Travel Time (s)		27.5			23.6			9.1			9.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	16	60	38	11	22	82	1495	98	22	1163	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	71	0	82	1593	0	22	1201	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Total Split (s)	20.0	20.0	0.0	20.0	20.0	0.0	60.0	60.0	0.0	60.0	60.0	0.0
Total Split (%)	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%	75.0%	75.0%	0.0%	75.0%	75.0%	0.0%
Maximum Green (s)	16.0	16.0		16.0	16.0		56.0	56.0		56.0	56.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5		0.5	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.2			8.2		63.8	63.8		63.8	63.8	
Actuated g/C Ratio		0.11			0.11		0.83	0.83		0.83	0.83	
v/c Ratio		0.38			0.43		0.24	0.55		0.11	0.41	
Control Delay		18.2			31.0		4.7	3.9		3.8	3.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		18.2			31.0		4.7	3.9		3.8	3.0	
LOS		B			C		A	A		A	A	
Approach Delay		18.2			31.0			4.0			3.1	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)		12			22		7	103		2	65	
Queue Length 95th (ft)		49			57		27	188		9	118	
Internal Link Dist (ft)		1334			1130			520			533	
Turn Bay Length (ft)												
Base Capacity (vph)		387			306		337	2900		207	2911	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.22			0.23		0.24	0.55		0.11	0.41	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 77.3

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

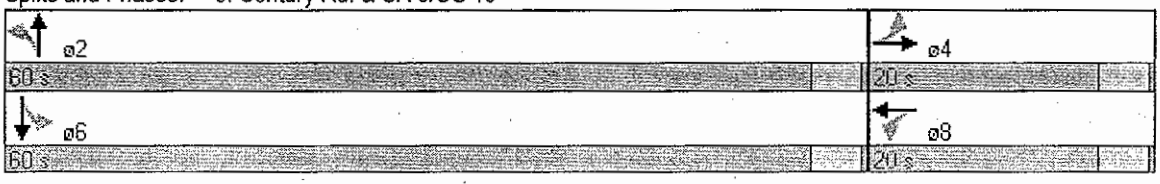
Maximum v/c Ratio: 0.55

Intersection Signal Delay: 4.6 Intersection LOS: A

Intersection Capacity Utilization 64.6% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Century Rd. & SR 3/US 19



Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE CSSFT-0008-00(457), Lee County
P.I. # 0008457

OFFICE Planning

DATE August 2, 2011

FROM Cindy VanDyke, State Transportation Planning Administrator

TO Russell McMurry, Division Director of Engineering
Attention: Linnon Nesbitt

SUBJECT Updated Design Traffic for US 19/SR 3 @ CR 101/Century Rd.

Updated design traffic for the above project is attached in the pdf file 0008457Lee.pdf.

If you have any questions concerning this information, please contact Rhonda Niles @ 404-631-1924.

CLV/RFN

SHEET 1 OF 1

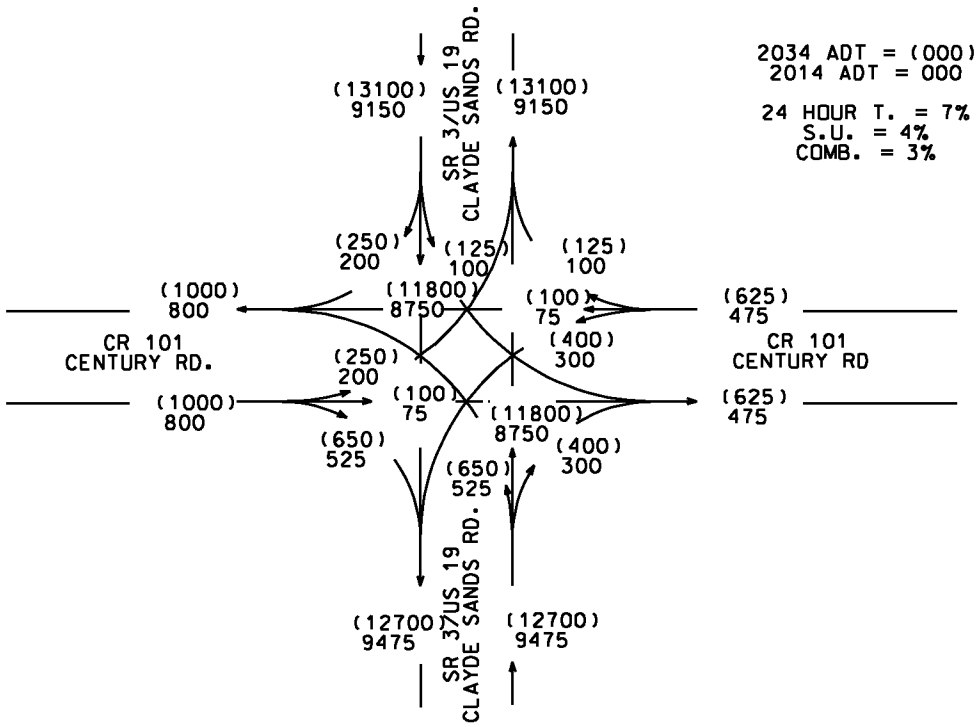
LEE COUNTY

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

2034 ADT = (000)
2014 ADT = 000

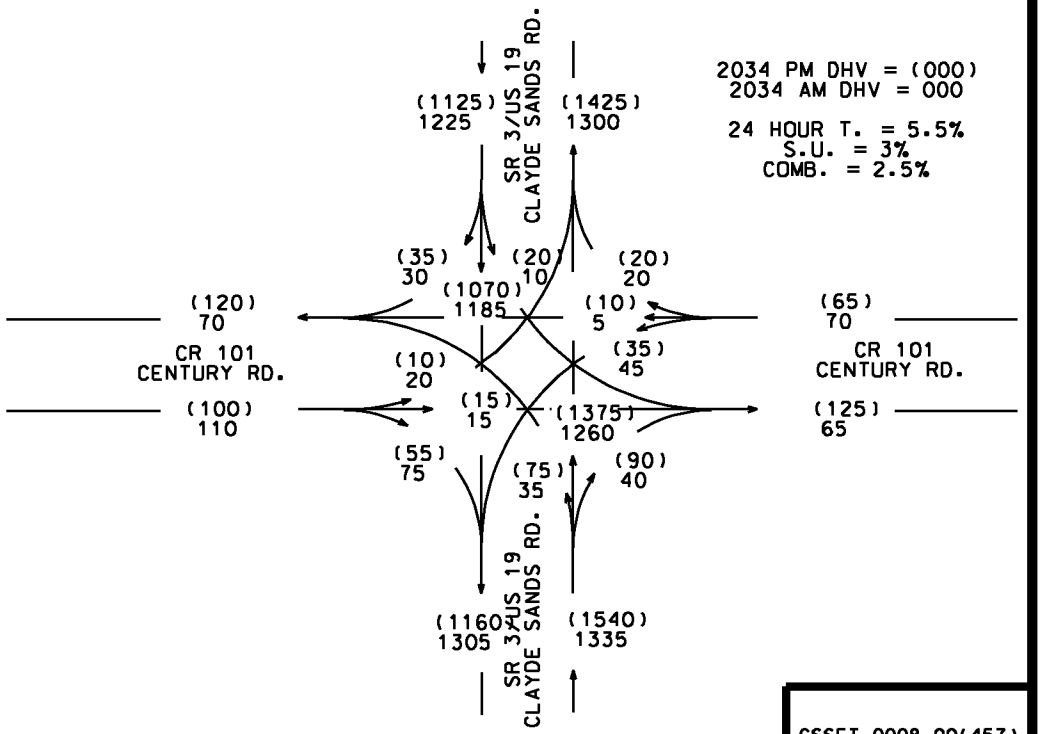
24 HOUR T. = 7%
S.U. = 4%
COMB. = 3%

N



2034 PM DHV = (000)
2034 AM DHV = 000

24 HOUR T. = 5.5%
S.U. = 3%
COMB. = 2.5%



CSSFT-0008-00(457)
P.I. # 0008457
LEE COUNTY

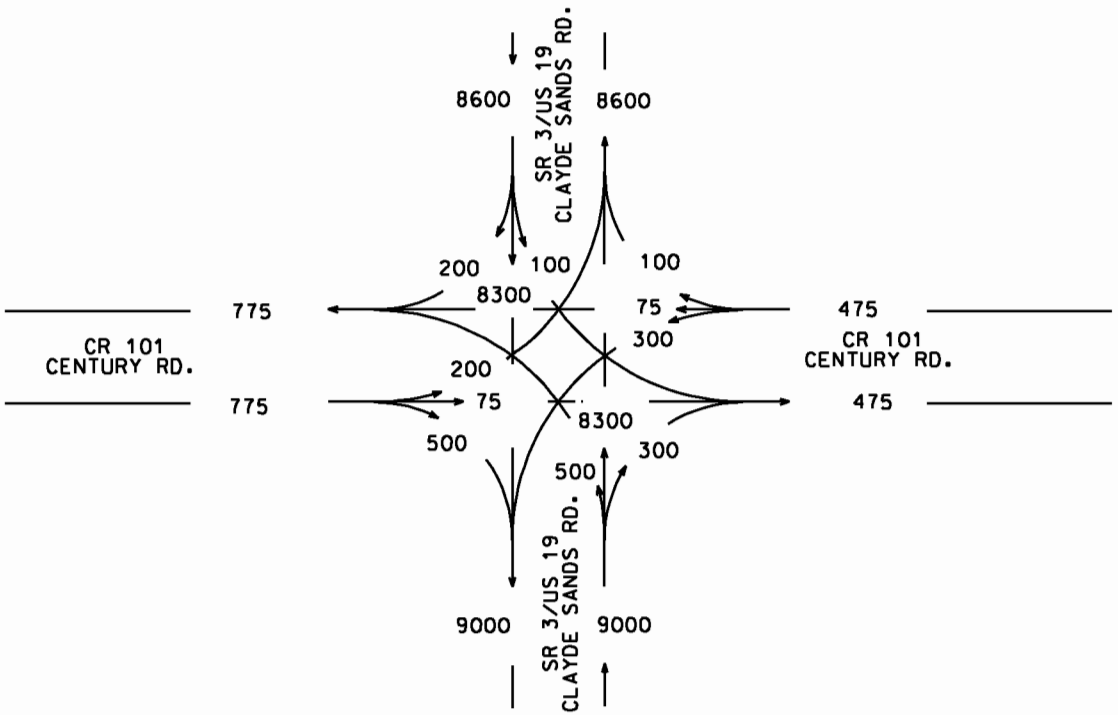
SR 1/US 19 @
CR 101/CENTURY RD.

RFN
08-11

SHEET 1 OF 1

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

LEE COUNTY



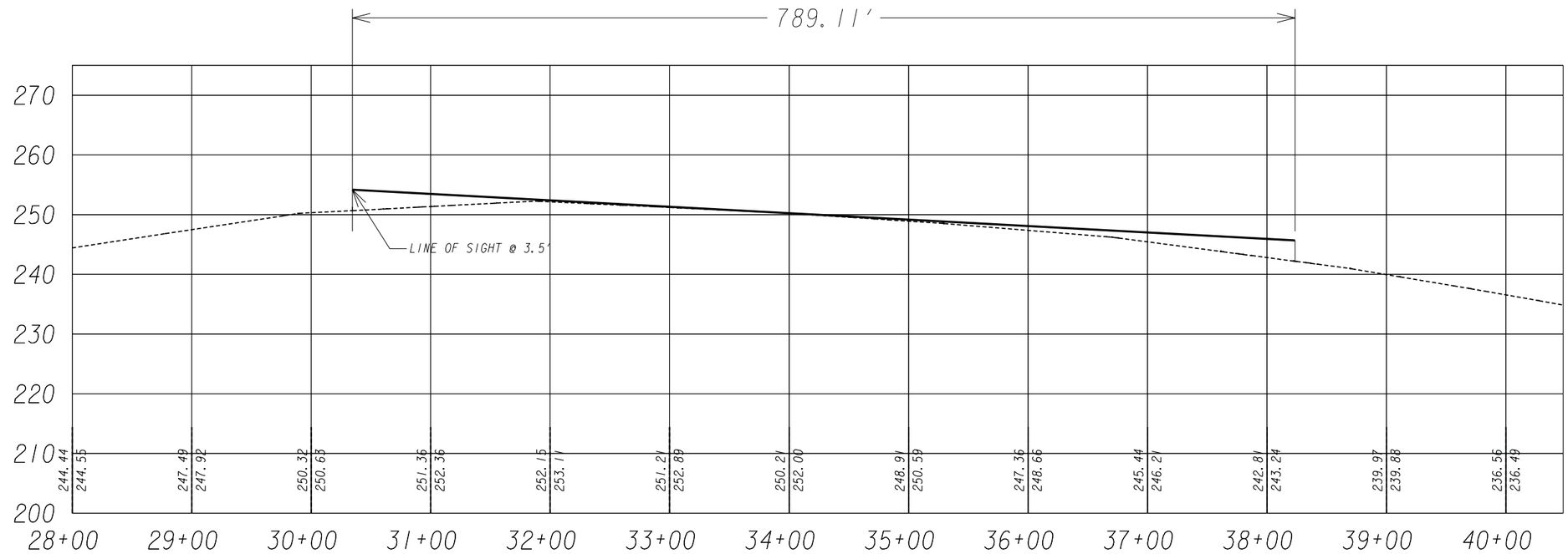
CSSFT-0008-00(457)
P.I. # 0008457
LEE COUNTY

SR 1/US 19 @
CR 101/CENTURY RD.

2008 EXISTING ADT

RFN
08-11

INTERSECTION SIGHT DISTANCE
CASE B2



POSTED SPEED LIMIT	MINIMUM CASE B2 SIGHT DISTANCE
55 mph	525'
60 mph	573'
65 mph	621'
70 mph	669'

SCALE IN FEET
0 50 100 200

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: ROADWAY DESIGN

MAINLINE PROFILE

SR3/US19 @ CENTURY ROAD
LEE COUNTY

DRAWING No.
15-