ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0008717
CSSTP-0008-00(717)
Thomas County
SR 35/US 319 @ SR 35 Connector

OFFICE Design Policy & Support

DATE September 30, 2010

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 Adminstrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Kathy Zahul, State Traffic Engineer
Angela Alexander, State Transportation Planning Administrator
Bobby Hilliard, State Program Delivery Engineer
Angela Robinson, Financial Management Administrator
Jeff Baker, State Utilities Engineer
Tim Warren, District Utilities Engineer
Brent Thomas, District Preconstruction Engineer
Joe Sheffield, District Engineer
Ralph Griffin, Project Manager/District Design Engineer
BOARD MEMBER - 4th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

Project Number: CSSTP-0008-00(717)
County: Thomas
P. I. Number: 0008717
Federal Route Number: 319
State Route Number: SR 35/US 319 Conn.

Reconstruction/Rehabilitation: Signal and Striping

Submitted for approval:

DATE 6-21-10 — Office Head (Project Manager's Office)

DATE 6-15-10 — Project Manager

Recommendation for approval:

DATE _____ — State Design Policy Engineer

DATE 07/07/10 — GENETHA RICE-SINGLETON / for * — Program Control Administrator

DATE 07/28/10 — GLENN BOWMAN / for * — State Environmental Administrator

DATE 07/05/10 — KATHY ZAHUL / for * — State Traffic ~~Operations~~ Engineer

DATE 07/14/10 — RON WISHON / for * — Project Review Engineer

DATE 6-21-10 — District Engineer

DATE _____ — N/A — State Bridge Design Engineer (if applicable)

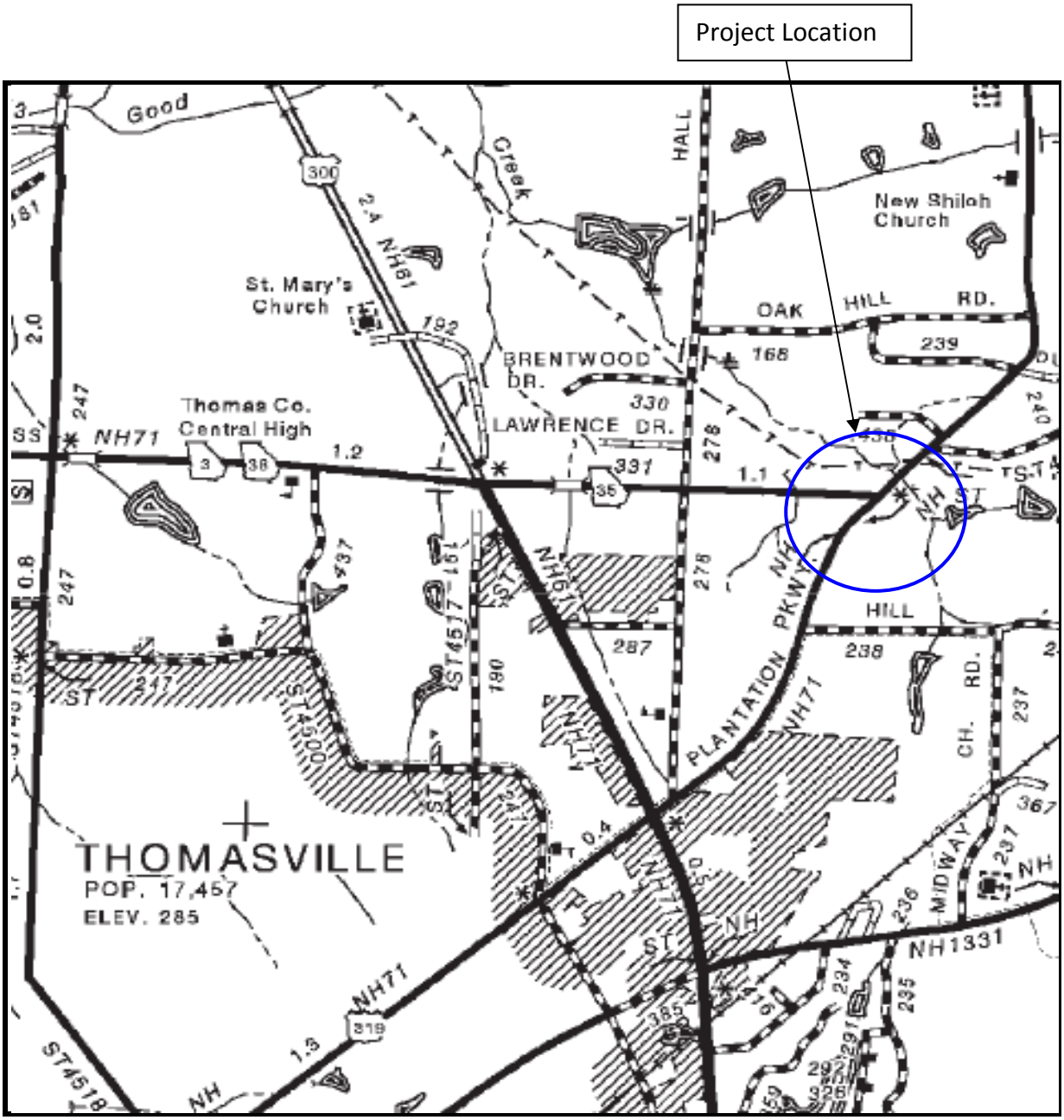
DATE _____ — State Transportation Financial Management Administrator

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

DATE 7/6/10 — State Transportation Planning Administrator

* RECOMMENDATION ON FILE

Location Map



Need and Purpose:

Project Description

Project Number CSSTP-0008-00(717) will add a signal and restripe the intersection of SR35/US319 @ SR35 Connector. The current intersection has no signal.

Route Characteristics

Both SR35/US319 and the SR35 are functionally classified as urban principal arterials and on a designated school bus route. Neither of these routes are parts of local nor statewide bicycle networks. The posted speed limit along each of these roadways is 45 miles per hour.

Traffic Counts

The existing (Year 2009) Annual Average Daily Traffic (AADT) along SR35/US319 and SR35 Connector are 9,210 and 4,920, respectively. The design year (Year 2015) Annual Average Daily Traffic (AADT) along SR35/US319 and SR35 Connector are 11,000 and 5,765, respectively. The future year (Year 2035) Annual Average Daily Traffic (AADT) along SR35/US319 and SR35 Connector are 15,377 and 8,214 respectively.

Social Economic Characteristics

Of the 45,778 residents of Thomas County, the ethnic groups consist of 61.2% White, 37.1% African American, 2.0% Hispanic, and 0.5% Asian. The median household income in Thomas County is $39,665.00 (2007 dollars). The land parcels surrounding the project are primarily agricultural.

Accident Data

For the years 2005 through 2007 (the most recent years for which complete accident data is available) the accident rates and injury rates on SR35 have exceeded the state average for a similar facility. There were no fatalities for the years 2006 and 2007; however, there was one

fatality in 2005.

Conclusion

Providing a signal and restriping this intersection will provide a better traveling environment. This project will reduce crash frequency and severity of this corridor and benefit all communities in the project area.

Description of the proposed project:

The project will add a signal and restripe the existing pavement on SR35/US319 @ SR35 Connector. The intersection has no current signal. The project is in Thomas County north of Thomasville, GA and has a proposed project length of 0.34 miles long. This project is located in Thomas County in the 13th land District, Land Lot No. 56, 102, and 128, and is in Ga. Militia District 637.

Is the project located in a PM 2.5 Non-attainment area? _____Yes___X___No

Is this project located in an Ozone Non-attainment area? _____Yes___X___No

PDP Classification: Major_____ Minor____X_____

Federal Oversight: Full Oversight ( ) Exempt (X) State Funded ( ) or Other ( )

Functional Classification: Urban Minor Arterial

U. S. Route Number(s): 319 State Route Number(s): 35

Traffic (AADT):

SR 35 Conn.: Base Year: (2015): 5,765 Design Year: (2035): 8,214
SR 35/US 319: Base Year: (2015): 11,000 Design Year: (2035): 15,377

Existing design features:

- Typical Section: 2-12' Lane in each direction; 12' RT turn Lane; 26' Paved Median
- Posted speed 45 mph Minimum radius for curve: None
- Maximum super-elevation rate for curve: None

- Maximum grade: 2.879 %
- Width of right-of-way: 100 ft.
- Major structures: None
- Major interchanges or intersections along the project: SR 35 Connector
- Existing length of roadway segment and the beginning mile logs for each county segment.0.24 miles on SR 35 from Milepost 13.70 to 13.94 and .10 miles on US 319.
- If an expansion or add-on to an existing ITS system (such as NaviGAtor), identify physical limits of field device location and/or brief explanation of new features. N/A

Proposed Design Features:

- Proposed typical section(s): 2-12' Lane in each direction; 12' RT turn Lane; 26' Paved Median
- Proposed Design Speed Mainline ___45____mph
- Proposed Maximum grade Mainline__2.879___%
- Maximum grade allowable ___7%_____%
- Proposed Maximum grade Side Street ___1.205__%
- Maximum grade allowable ____N/A____%
- Proposed Maximum grade driveway __10___%
- Proposed Maximum degree of curve __None___
- Maximum degree allowable __6°00'____
- Maximum superelevation rate __N/A____
- Right-of-Way:
    - Width: Varies 100 ft. to 139 ft._____
    - Easements: Temporary (X) Permanent ( ) Utility ( ) Other ( ).
    - Type of access control: Full ( ) Partial ( ) By Permit (X) Other ( ).
    - Number of parcels: _____1_____ Number of displacements: ___0___
        - Business: _____0_____
        - Residences: _____0_____
        - Mobile homes: _____0_____
        - Other: _____0_____
- Structures:
    - Bridges: None
- Retaining walls None
- Major intersections, interchanges, median openings and signal locations. **SR 35 Connector.**
- For ITS projects identify physical limits of field device location, location of any control centers and/or brief explanation of new features. N/A
- Transportation Management Plan Anticipated: Yes ( ) No (X)

- Design Exceptions to controlling criteria anticipated:

	YES	NO	UNDETERMINED
HORIZONTAL ALIGNMENT:	( )	(X)	( )
LANE WIDTH:	( )	(X)	( )
SHOULDER WIDTH:	( )	(X)	( )
VERTICAL GRADES:	( )	(X)	( )
CROSS SLOPES:	( )	(X)	( )
STOPPING SIGHT DISTANCE:	( )	(X)	( )
SUPERELEVATION RATES:	( )	(X)	( )
VERTICAL ALIGNMENT:	( )	(X)	( )
SPEED DESIGN:	( )	(X)	( )
VERTICAL CLEARANCE:	( )	(X)	( )
BRIDGE WIDTH:	( )	(X)	( )
BRIDGE STRUCTURAL CAPACITY:	( )	(X)	( )
LATERAL OFFSET TO OBSTRUCTION:	( )	(X)	( )

- Design Variances: None anticipated
- Environmental concerns – None anticipated
- Anticipated Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X) No ( )
  - Categorical exclusion anticipated (X).
  - Environmental Assessment/Finding of No Significant Impact anticipated (FONSI) (NO).
  - Environmental Impact Statement (EIS) (NO).
- Utility involvements: (Communications, Power, Gas.)
- VE Study Anticipated Yes ( ) No (X)
- Benefit/Cost Ratio _N/A__

Project Cost Estimate and Funding Responsibilities:

	PE	ROW	UTILITY	CST	MITIGATION
By Whom	GDOT	GDOT	UTILITY OWNER	GDOT	GDOT
$ Amount	40,000.00	18,200.00	378,000.00	243,311.10	0.00

Project Activities Responsibilities:

- Design: __GDOT_____
- Right-of-Way Acquisition: ___GDOT_____
- Right-of-Way funding (real property): __GDOT_____
- Relocation of Utilities: __Utility Owners_____
- Letting to contract: _____GDOT_____
- Supervision of construction: __GDOT_____
- Providing material pits: ___N/A_____
- Providing detours: _____N/A_____

- Environmental Studies/Documents/Permits: GDOT
- Environmental Mitigation: GDOT

Coordination

- Initial Concept Meeting date and brief summary. N/A
- Concept meeting date and brief summary. **This Concept Meeting was held on February 11, 2010 at the District Shop meeting room.**
- P A R meetings, dates and results.
- FEMA, USCG, and/or TVA. None
- Public involvement. None
- Local government comments. None
- Other projects in the area. None
- Railroads. None
- Other coordination to date.

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: BEGIN: November 2010 END: May 2012.
- Time to complete preliminary construction plans: BEGIN: November 2010 END: September 2011.
- Time to complete right-of-way plans: BEGIN: December 2011 END: May 2012.
- Time to complete the Section 404 Permit: BEGIN: November 2012 END November 2013.
- Time to complete final construction plans: BEGIN: November 2012 END: November 2013.
- Time to complete to purchase right-of-way: BEGIN: November 2012 END: November 2013.
- List other major items that will affect the project schedule: None

Other alternates considered: N/A

Comments: SEE MINUTES

Attachments:

1. Detailed Cost Estimates:
    a. Construction including Engineering and Inspection
    b. Fuel Adjustments
    c. Right-of-Way
    d. Utilities
2. Sketch location map
3. Typical sections
4. Accident summaries
5. Traffic diagrams
6. Traffic Engineering Study
7. Minutes of Concept meetings
8. Sign-In Sheet
9. Local Government Responsibilities
10. Preliminary Plan Layout

Concur: _____
Director of Engineering

Approve: _____ Date: 9/24/10
Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: PROJECT No. CSSTP-0008-00(717), THOMAS COUNTY
STATE ROUTE 35/ US 319 @
STATE ROUTE 35 CONN
P.I. No. 0008717

OFFICE: Tifton, GA

DATE: 6/15/2010

FROM RALPH S. GRIFFIN

TO Ronald E. Wishon Acting Project Review Engineer

SUBJECT REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER RALPH S. GRIFFIN

MNGT LET DATE: N/A

MNGT R/W DATE: N/A

PROGRAMMED COST (TPro W/OUT INFLATION)		**LAST ESTIMATE UPDATE**
CONSTRUCTION	$111,000.00	DATE 8/31/2007
RIGHT OF WAY	$ 18,200.00	DATE: 6/15/2010
UTILITIES	$ 0.00	DATE: N/A

REVISED COST ESTIMATES

CONSTRUCTION*	$ 243,311.10
RIGHT OF WAY	$ 0.00
UTILITIES**	$ 0.00

* Costs contain 5% Engineering and Inspection and 0% Construction Contingencies and Fuel and Liquid AC Adjustments.

** Costs contain 0% contingency.

REASON FOR COST INCREASE Concept Report

CONTINGENCY SUMMARY

Construction Cost Estimate:	$225,331.21	(Base Estimate)
Engineering and Inspection:	$11,266.56	(Base Estimate x 5 %)
Construction Contingency:	$0	(Base Estimate x 0 %) (The Construction Contingency is based on the Project Improvement Type in TPro.)
Total Fuel Adjustment	$ 2,115.53	(From attached worksheet)
Total Liquid AC Adjustment	$ 4,597.80	(From attached worksheet)
Construction Total:	$243,311.10	
Utility Cost Estimate:	$ N/A	
Utility Contingency:	$ N/A __ %	
Utility Total:	$ N/A	

REIMBURSABLE UTILITY COST

Utility Owner	Reimbursable Costs
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Attachments

c: Genetha Rice - Singleton, Assistant Director of Preconstruction

JOB ESTIMATE REPORT

JOB NUMBER : 0008717-LATEST SPEC YEAR: 01
DESCRIPTION: INTERSECTION IMPROVEMENT @ SR 35/US 319 CONNECTOR

ITEMS FOR JOB 0008717-LATEST

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - TRAF CONTROL LUMP SUM	1.000	8800.00	8800.00
0010	150-7010		EA	TEMP CURB CT, WHEELCHR RMPS	6.000	866.89	5201.35
0015	210-0100		LS	GRADING COMPLETE - GRADE AND COMPLETE LUMP SUM	1.000	54700.00	54700.00
0020	310-5100		SY	GR AGGR BS CRS 10IN INCL MATL	695.000	17.66	12278.03
0025	402-3110		TN	RECY ASPH 9.5 MMSP,GP1OR2,INCL B M & HL	23.000	80.54	1852.62
0030	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	92.000	86.05	7916.97
0035	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	37.000	96.29	3563.06
0040	413-1000		GL	BITUM TACK COAT	40.000	4.12	165.18
0045	441-0756		SY	CONC MEDIAN, 8 IN	179.000	58.01	10383.98
0046	634-1200		EA	RIGHT OF WAY MARKERS	2.000	126.44	252.89
0050	163-0232		AC	TEMPORARY GRASSING	1.000	402.36	402.36
0055	163-0240		TN	MULCH	3.000	213.22	639.68
0060	163-0300		EA	CONSTRUCTION EXIT	2.000	1036.45	2072.91
0065	165-0030		LF	MAINT OF TEMP SILT FENCE, TP C	500.000	0.77	385.73
0070	165-0101		EA	MAINT OF CONST EXIT	2.000	340.36	680.73
0075	171-0030		LF	TEMPORARY SILT FENCE, TYPE C	1000.000	2.32	2323.61
0080	700-6910		AC	PERMANENT GRASSING	1.000	594.55	594.56
0085	700-7000		TN	AGRICULTURAL LIME	1.000	72.64	72.65
0090	700-7010		GL	LIQUID LIME	2.000	14.97	29.96
0095	700-8000		TN	FERTILIZER MIXED GRADE	1.000	493.82	493.83
0100	700-8100		LB	FERTILIZER NITROGEN CONTENT	50.000	2.95	148.00
0105	636-1029		SF	HWY SGN,TP2 MATL,REFL SH TP 3	33.000	16.74	552.68
0110	636-1033		SF	HWY SIGNS, TP1MAT,REFL SH TP 9	32.000	18.43	589.83
0115	636-2070		LF	GALV STEEL POSTS, TP 7	182.000	8.28	1508.52
0116	639-4004		EA	STRAIN POLE, TP IV	4.000	8000.00	32000.00
0120	647-1000		LS	TRAF SIGNAL INSTALLATION NO - TRAF SIGNAL LUMP SUM	1.000	60000.00	60000.00
0125	653-0120		EA	THERM PVMT MARK, ARROW, TP 2	18.000	77.86	1401.52
0130	653-0210		EA	THERM PVMT MARK, WORD , TP 1	3.000	110.22	330.66
0135	653-1501		LF	THERMO SOLID TRAF ST 5 IN, WHI	3628.000	0.48	1762.81
0140	653-1502		LF	THERMO SOLID TRAF ST, 5 IN YEL	3664.000	0.55	2032.75
0145	653-1704		LF	THERM SOLID TRAF STRIPE,24",WH	135.000	4.46	602.94
0150	653-1804		LF	THERM SOLID TRAF STRIPE, 8",WH	1489.000	2.08	3101.56
0155	653-3501		GLF	THERMO SKIP TRAF ST, 5 IN, WHI	3259.000	0.35	1170.27
0160	653-3502		GLF	THERMO SKIP TRAF ST, 5 IN, YEL	419.000	0.41	172.71
0165	653-6004		SY	THERM TRAF STRIPING, WHITE	1694.000	3.29	5574.80
0170	653-6006		SY	THERM TRAF STRIPING, YELLOW	144.000	3.77	544.22
0175	654-1001		EA	RAISED PVMT MARKERS TP 1	39.000	4.65	181.67
0180	654-1003		EA	RAISED PVMT MARKERS TP 3	26.000	4.59	119.47
0185	654-1010		EA	RAISED PVMT MARKERS TP 10	18.000	40.37	726.72
ITEM TOTAL							225331.21

Date 6/22/2010

P.I. Number **8717** County **THOMAS**

Project Number **CSSTP-0008-00(717)**

Special Provision, Section 109-Measurement and Payment

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

ENTER FPL DIESEL	2.926
ENTER FPM DIESEL	6.584

ENTER FPL UNLEADED	2.608
ENTER FPM UNLEADED	5.868

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

INCREASE ADJUSTMENT
125.00%

INCREASE ADJUSTMENT
125.00%

ROADWAY ITEMS	QUANTITY	DIESEL FACTOR	GALLONS DIESEL	UNLEADED FACTOR	GALLONS UNLEADED	REMARKS
Excavations paid as specified by Sections 205 **(CUBIC YARD)**		0.29		0.15		
Excavations paid as specified by Sections 206 **(CUBIC YARD)**		0.29		0.15		
GAB paid as specified by the ton under Section 310 **(TON)**	182.000	0.29	52.78	0.24	43.68	
Hot Mix Asphalt paid as specified by the ton under Sections 400 **(TON)**		2.90		0.71		
Hot Mix Asphalt paid as specified by the ton under Sections 402 **(TON)**	152.000	2.90	440.80	0.71	107.92	
PCC Pavement paid as specified by the square yard under Section 430 **(SY)**		0.25		0.20		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS
Bridge Excavation (CY) Section 211				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Class __Concrete (CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Superstru Con Class__(CY) Section 500				8.00		1.50		
Concrete Handrail (LF) Section 500				8.00		1.50		
Concrete Barrier (LF) Section 500				8.00		1.50		

BRIDGE ITEMS	Quantity	Unit Price	QF/1000	Diesel Factor	Gallons Diesel	Unleaded Factor	Gallons Unleaded	REMARKS

Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
Stru Steel Plan Quantity (LB) Section 501				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
PSC Beams_____ (LF) Section 507				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Stru Reinf Plan Quantity(LB) Section 511				8.00		1.50		
Bar Reinf Steel (LB) Section 511				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Piling___inch (LF) Section 520				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Drilled Caisson,___ (LF) Section 524				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		
Pile Encasement,___(LF) Section 547				8.00		1.50		

SUM QF DIESEL=	**493.58**	**SUM QF UNLEADED=**	**151.60**

DIESEL PRICE ADJUSTMENT($)	**$1,660.85**
UNLEADED PRICE ADJUSTMENT($)	**$454.68**

ASPHALT CEMENT PRICE ADJUSTMENT
(BITUMINOUS TACK COAT 125% MAX)

APPLICABLE TO CONTRACTS/PROJECTS CONTAINING THE 413 SPECIFICATION, SECTION 413.5.01 ADJUSTMENTS
ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 493 **ENTER APM** 1109.25

125.00%	INCREASE ADJUSTMENT

L.I.N.	TYPE	TACK (GALLONS)	TACK (TONS)	REMARKS
413-1000	PG 67-22	40	0.1718	

TMT = 0.1718

PRICE ADJUSTMENT($)	$101.64

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX

ENTER APL 493 **ENTER APM** 1109.25

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

125.00%	INCREASE ADJUSTMENT

L.I.N. / Spec Number	MIX TYPE	HMA	JMF AC%	AC	REMARKS
			5.00		
402-3110	9.5 mm SP TP1	23	5.00	1.15	
402-3190	19 mm SP	37	5.00	1.85	
402-3121	25 mm SP	92	5.00	4.60	
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			5.00		
			TMT =	7.60	

PRICE ADJUSTMENT($)	$4,496.16

ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

APPLICABLE TO CONTRACTS CONTAINING THE 413 SPEC. SECTION 413.5.01 ADJUSTMENTS ASPHALT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT

http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

ENTER APL 493 ENTER APM 1109.25

125.00%	INCREASE ADJUSTMENT

Use this side for Asphalt Emulsion Only

L.I.N.	TYPE	ASPHALT EMULSION (GALLONS)

TMT =

REMARKS:

Use this side for Asphalt Cement Only

L.I.N.	TYPE	TACK (GALLONS)

TMT =

REMARKS:

MONTHLY PRICE ADJUSTMENT($)	

ADJUSTMENT SUMMARY

FUEL PRICE ADJUSTMENT *(ENGLISH 125% MAX)*

DIESEL PRICE ADJUSTMENT($) $1,660.85

UNLEADED PRICE ADJUSTMENT($) $454.68

ASPHALT CEMENT PRICE ADJUSTMENT (BITUMINOUS TACK COAT 125% MAX) $101.64

400 / 402 ASPHALT CEMENT PRICE ADJUSTMENT 125% MAX $4,496.16

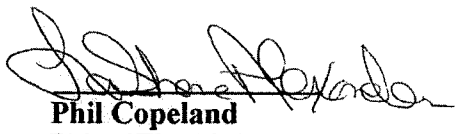
ASPHALT CEMENT PRICE ADJUSTMENT FOR BITUMINOUS TACK COAT(Surface Treatment 125% MAX)

REMARKS:

TOTAL ADJUSTMENTS	$6,713.33

DWM 10/08

Preliminary Right of Way Cost Estimate



Phil Copeland
Right of Way Administrator
By: LaShone Alexander

Date: June 15, 2010
Project: CSSTP-0008-00(717)Thomas County — **P.I. Number:** 0008717
Existing/Required R/W: Varies/Varies — **No. Parcels:** 1
Project Termini : Signal and Striping @ SR 35/US 329 Conn
Project Description: Intersection Improvement

Land:			
Commercial, Agricultural, Residential R/W:			
0.023 acres @ $ 100,000/acre		$	2,300
Improvements : Misc, Site Improvements			5,000
Relocation: Commercial (0)		$	0
Residential (0)		$	0,000
Damage : Proximity	$ 0,000		
Consequential	0,000		
Cost to Cure	0,000	$	0,000
Net Cost		$	7,300

Net Cost		$	7,300
Scheduling Contingency	55 %		4,015
Adm/Court Cost	60		6,789
		$	18,104

Total Cost $18,200

Note: The Market Appreciation (40%) is not included in the updated Preliminary Cost Estimate.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

D-4 DESIGN MAY 19 2010

Project No: **CSSTP-0008-00(717)**
County **THOMAS**
P.I. # **0008717**

OFFICE: **Tifton**
DATE: **May 18, 2010**

Description: ***SR 35/US 319 @ SR 35 CONN***

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

TO Ralph Griffin, Project Manager

SUBJECT **UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted without a design concept.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
Bellsouth	**$0.00**	**$50,000.00**	**Site Visit / Available Drawings**
Meag	**$0.00**	**$160,000.00**	**Site Visit / Available Drawings**
Georgia Power Trans.	**$0.00**	**$90,000.00**	**Site Visit / Available Drawings**
City Of Thomasville	**$0.00**	**$78,000.00**	**Site Visit / Available Drawings**
Total	**$ 0.00**	**$378,000.00**	

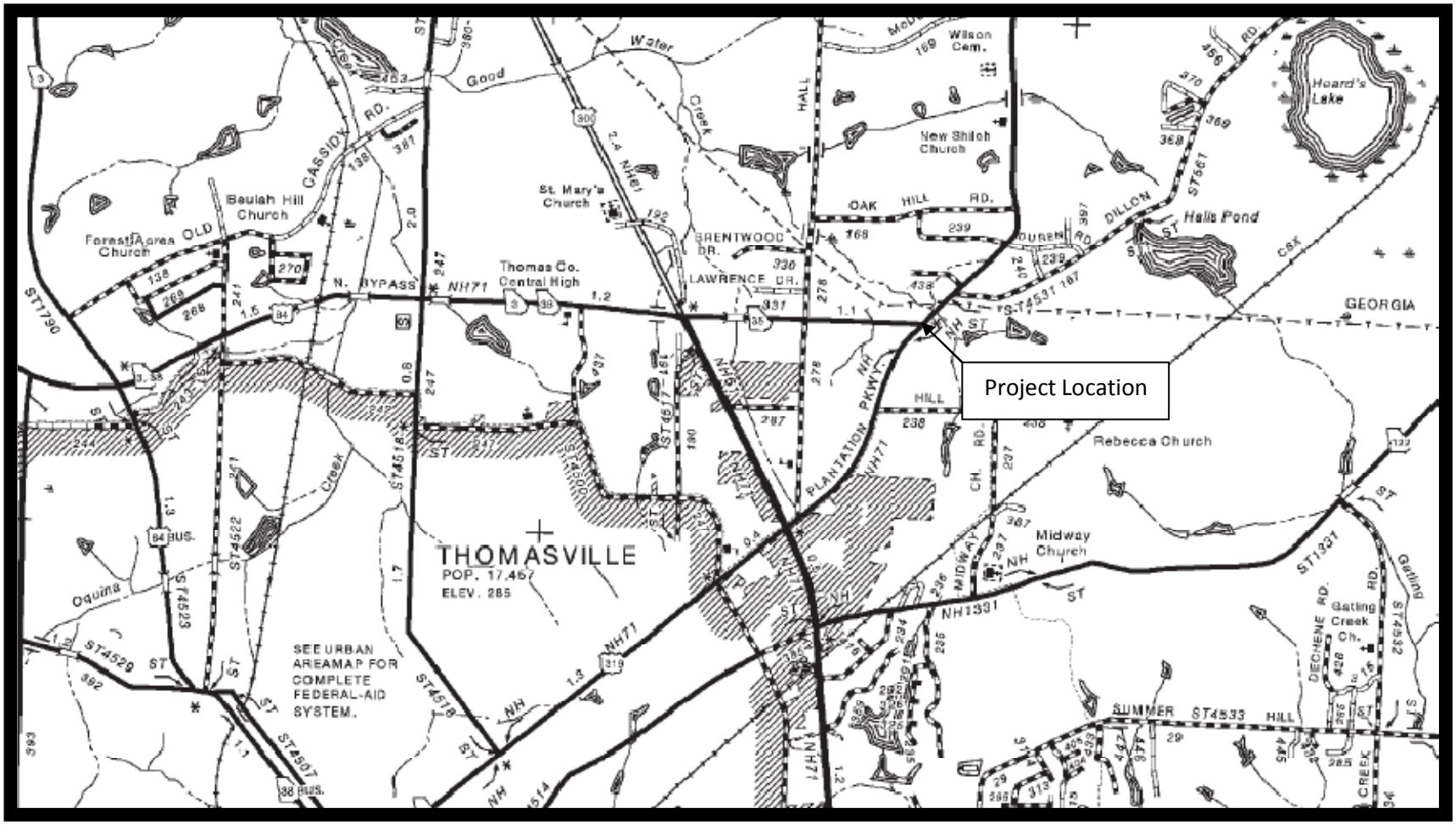
**** Indicates Potential Utility Aid Request from Local Gov't**

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

TW:BC:KC:ec

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

Thomasville, Georgia, United States



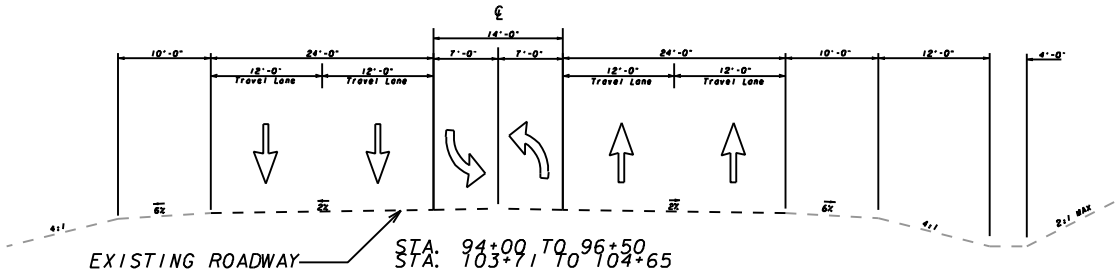
Location Map: 0008717

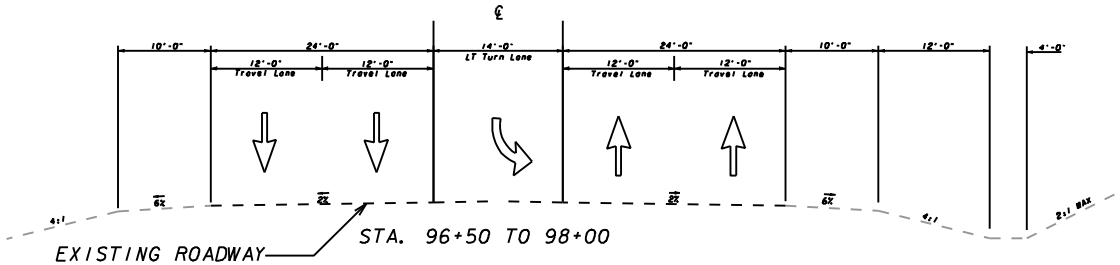
CSSTP-0008-00(717)

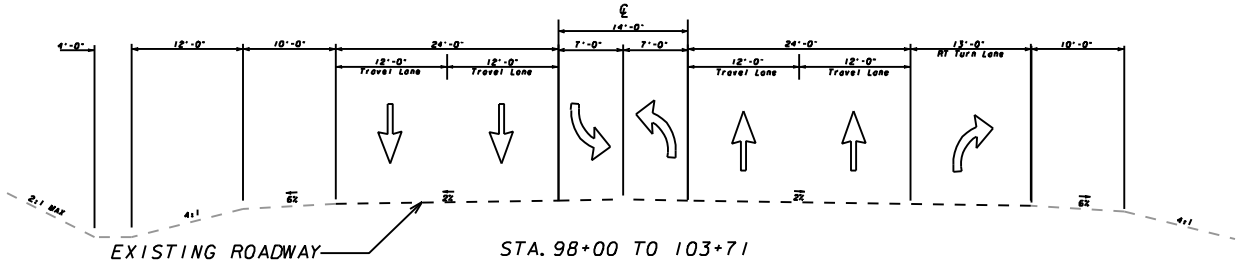
SR 35/ US 319 @ SR 35 CONN

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	CSSTP-0008-00(717)		

TYPICAL SECTIONS
US 319/SR 35



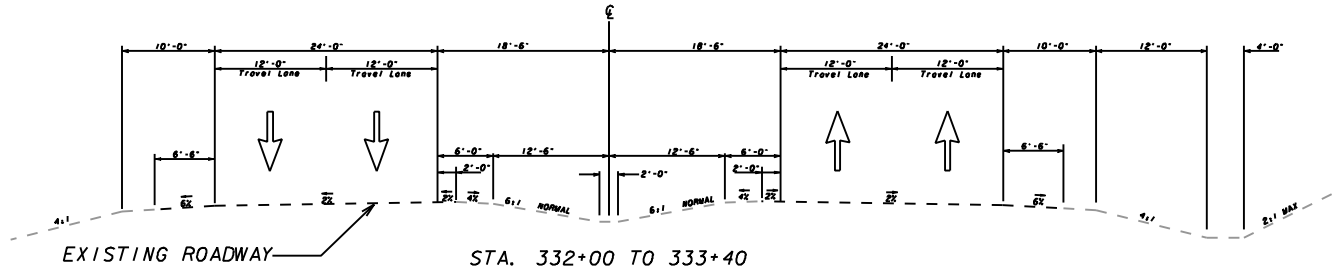




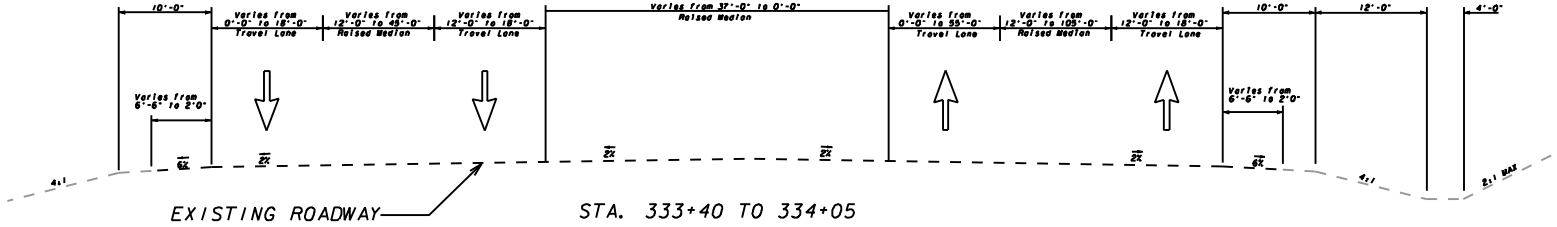
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	CSSTP-0008-00(717)		

TYPICAL SECTIONS

SR 35



STA. 332+00 TO 333+40



STA. 333+40 TO 334+05

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QUERY SUMMARY

For Year(s): 2005,2006,2007

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Vehicles	No. Injuries	No. Fatalities
2005	Thomas	State Route	003500	13.50	14.00	2	4	8	1
					2005 SubTotal	2	4	8	1
2006	Thomas	State Route	003500	13.50	14.00	0	0	0	0
					2006 SubTotal	0	0	0	0
2007	Thomas	State Route	003500	13.50	14.00	7	15	0	0
					2007 SubTotal	7	15	0	0
					All Year(s)Total	**9**	**19**	**8**	**1**

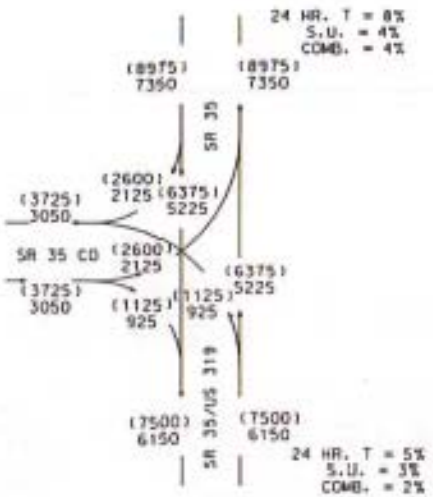
SHEET 1 OF 1

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

THOMAS COUNTY

N

2035 ADT = (000)
2015 ADT = 000



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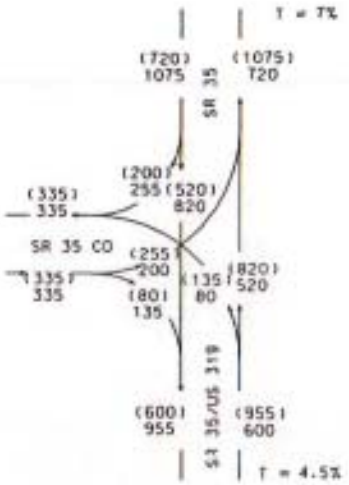
2035 DHV AM = 000



CSSTP-0008-00(717)
P.I. NO. 0008717
THOMAS COUNTY

SR 35/US 319
@ SR 35 CONN

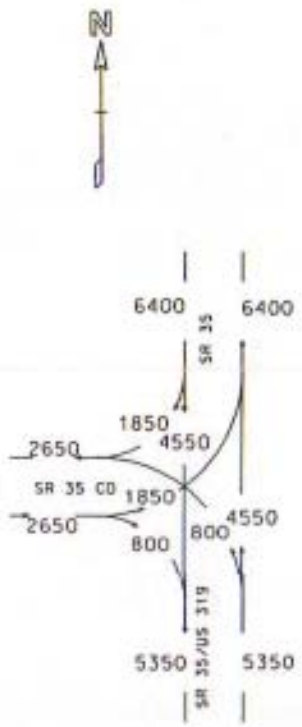
THOMAS COUNTY

RFN
12/2008

SHEET 1 OF 1

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

THOMAS COUNTY



CSSTP-0008-00(717)
P.I. NO. 0008717
THOMAS COUNTY

SR 35/US 319
@ SR 35 CONN

THOMAS COUNTY

EXISTING 2008

RFN
12/2008

Traffic Signal Warrant Analysis
TE Study Level 2
US 319/SR 35 at SR 35 Connector
Thomas County
M.P. 13.84
Work Order #86

DISTRICT 4
COPY

Department of Transportation
State of Georgia
December 2006

Prepared by:
Carter Burgess

1718 Peachtree Street NW
Suite 461
Atlanta, Georgia 30309
Phone (404) 249-7550
Fax (404) 249-7705
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STUDY LOCATION

The intersection of State Route (SR) 35/US 319 at SR 35 Connector in Thomas County has been examined for signalization needs. The study intersection is located approximately one mile northeast of the city limits of Thomasville, GA. At the study location, the north and west legs of the intersection are designated as US 319/SR 35 and the south leg is signed as SR 35 Connector. US 319/SR 35 serves as a bypass around the City of Thomasville for through traffic and SR 35 Connector provides direct access to downtown Thomasville. (Please refer to the site location map in Appendix A.)

REASON FOR INVESTIGATION

The Georgia Department of Transportation (GDOT) District 4 Traffic Engineer has requested that the intersection of US 319/SR 35 at SR 35 Connector be investigated to determine if signalization, safety, or other operational improvements are warranted.

TOPOGRAPHY

The south leg of the study intersection, SR 35 Connector, is a five-lane urban principal arterial with two 12-foot lanes in each direction and a 14-foot wide center two-way left turn lane. At the study intersection, 100-feet of dedicated northbound left turn storage is provided via the center two-way left turn lane. Curb and gutter are not provided along either side of the roadway. A 5-foot paved shoulder is provided on each side of SR 35 Connector within the study area.

The north leg of the study intersection, US 319/SR 35, also consists of five lanes with two 12-foot lanes in each direction and a 14-foot wide center two-way left turn lane. A channelized, free-flowing right turn lane is provided at the study intersection with 400-feet storage. Curb and gutter are not provided along either side of the roadway. A paved 5-foot shoulder is provided on each side of US 319/SR 35 within the study area.

The west leg of the intersection, US 319/SR 35, is a four-lane urban principal arterial route with a 40-foot wide grass median. Travel lanes are 12-feet in width with an 8-foot outside shoulder provided on both sides of the roadway. The eastbound approach to the study intersection consists of a single left turn and right turn lane. The right turn lane is channelized and raised pavement markers exist along the channelization islands. Curb and gutter are not provided along either side of the roadway.

Intersection sight distance was measured using a driver's eye height of 42" and a vehicle height of 42" per AASHTO guidelines. Sight distance measurements are shown on the existing conditions drawing in Appendix C.

The land in the immediate vicinity of the study area is vacant. A mini-storage facility is located south of the study intersection on the east side of SR 35 Connector.

EXISTING TRAFFIC CONTROL

The north/south movement from US 319/SR 35 to SR 35 Connector has the right of way and therefore no traffic control devices regulate the through movement. The eastbound US 319/SR 35 left turn movement is controlled by a stop sign (R1-1) and the right turn movement is controlled by a yield sign (R1-2). Stop ahead warning signs (R3-1A) and three sets of rumble strips are provided on the eastbound approach in advance of the study intersection to alert drivers of the stop condition.

VEHICLE VOLUME HISTORY

The most current vehicle volumes for US 319/SR 35 and SR 35 Connector are reflected in Table 1. These traffic volumes were obtained by researching the annual average daily traffic (AADT) recorded by GDOT Count Stations located in Thomas County. The data shown reflects AADT volumes at these count locations during the years 2002-2004. Traffic Count (TC) Station 74 is located on SR 35 Connector approximately 0.8 mile south of the study intersection. The two stations located on US 319/SR 35 with the closest proximity to the study intersection are TC Station 76 (2.75 miles to the north) and TC Station 317 (.4 mile to the west).

Table 1
GDOT Count Station AADT

TC	Location	AADT		
		2002	**2003**	**2004**
74	SR 35 Connector (south leg)	9,844	10,410	9,320
76	US 319/SR 35 (north leg)	8,273	8,330	8,700
317	US 319/SR 35 (west leg)	3,527	3,760	4,500

Twenty-four hour approach tube counts were also collected at the intersection for the purpose of conducting the signal warrant analysis. Table 2 shows the approach volumes recorded in May 2006.

Table 2
Daily Intersection Approach Volumes by Direction

Approach Direction	Daily Approach Volumes
Northbound SR 35 Connector	7,148
Southbound US 319/SR 35	6,736
Eastbound US 319/SR 35	2,372

Please refer to the traffic count data in Appendix I.

QUEUE DELAY

A queue delay study was performed for the eastbound US 319/SR 35 approach. The total approach stop delay was calculated for the AM (7:00 to 9:00 AM), Midday (11:00 AM to 1:00 PM) and PM (4:00 to 6:00 PM) peak periods. (Approach delay was determined from the intersection delay study as shown in Appendix I.) Analysis indicated the greatest vehicle delay was during the PM peak period for a total of 1.6 vehicle hours, with an average delay per vehicle of 31.7 seconds.

VEHICULAR SPEEDS

Within the study area, the posted speed limit on US 319/SR 35 is 45 mph for the north leg and 55 mph on the west leg. SR 35 Connector (the south leg) has a posted speed limit of 45 mph.

PEDESTRIAN MOVEMENTS

There are no sidewalks or other pedestrian accommodations provided at the study intersection. No pedestrians or evidence of pedestrian activity were observed during the field visit.

PARKING

On-street parking is not permitted along the approaches of the study intersection. No off-street parking occurs in the vicinity of the study intersection.

CRASH HISTORY

Crash data was received from GDOT's Office of Traffic Safety & Design for the years 2003, 2004, and 2005 for the intersection of US 319/SR 35 at SR 35 Connector. An analysis of the crash data revealed that two accidents occurred in 2003, one accident occurred in 2004, and two accidents occurred in 2005 at the study intersection. The accidents that occurred in 2003 consisted of an angle collision and one rear-end collision. An angle collision is a type of crash considered correctable by a traffic signal. This crash involved an eastbound vehicle and a southbound vehicle and resulted in a fatality. In 2004, another angle collision occurred involving an eastbound vehicle and a southbound vehicle. The accidents that occurred in 2005 consisted of an off-road collision and an angle type collision that was prevented only when the non-turning vehicle veered off the road and into guardrail. Please refer to collision diagrams in Appendix F.

ADJACENT SIGNALIZED INTERSECTIONS

The intersection of US 319/SR 35 and Hall Road is signalized and is located approximately 0.55 miles west of the study intersection. There are no other signalized intersections within one mile of the study intersection.

MUTCD SIGNAL WARRANT ANALYSIS

A traffic signal warrant analysis was performed for the intersection of US 319/SR 35 at SR 35 using the criteria provided in the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHWA), 2003. According to the MUTCD, the investigation of the need for traffic signal control shall include an analysis of the applicable factors contained in the following traffic signal warrants and other factors related to existing operations and safety at the study location:

- Warrant 1 – Eight-Hour Peak Volume
- Warrant 2 – Four-Hour Vehicular Volume
- Warrant 3 – Peak Hour
- Warrant 4 – Pedestrian Volume
- Warrant 5 – School Crossing
- Warrant 6 – Coordinated Signal System
- Warrant 7 – Crash Experience
- Warrant 8 – Roadway Network

A traffic control signal should not be installed unless one or more of the above warrants are met. However, the satisfaction of a traffic signal warrant or warrants should not in itself require the installation of a traffic control signal.

This traffic signal warrant analysis evaluated actual traffic conditions to determine if they satisfy the minimum warrants established by the MUTCD. Additionally, it should be noted that Warrants 1, 2, and 3 are vehicular volume warrants and are based on mainline traffic volumes, minor street traffic volumes, the number of travel lanes, and mainline traffic speed. The results of the MUTCD signal warrant analysis are summarized in Table 3. A detailed analysis of the signal warrants is summarized in Appendix G.

The warrant analysis was performed with the right turn volume reductions for the minor approaches being applied. In terms of the proper allocation or reduction for right turning volumes during warrant analysis, the procedure outlined in *NCHRP Report 457*, specifically Figure 2-11 (Minor-road right-turn volume reduction warrant check), was used as a guideline. Reductions made to the right turn volumes are summarized in Appendix I.

Table 3 Signal Warrant Analysis Results		
Warrant	**Criteria Satisfied**	**Hrs. Met / Required**
1A	**Met**	8/8
1B	**Met**	13/8
1C	**Met**	N/A
2	**Met**	10/4
3A	Not Met	8/1
3B	**Met**	6/1
4	N/A	N/A
5	N/A	N/A
6	N/A	N/A
7	Not Met	1/5 ACCIDENTS
8	N/A	N/A

As Table 3 shows, five of the MUTCD signal warrants were satisfied.

INTERSECTION CAPACITY ANALYSIS

The capacity and level of service (LOS) for the intersection of US 319/SR 35 at SR 35 Connector was based on analysis procedures provided in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 2000. The capacity was examined for unsignalized conditions. The results of the intersection capacity analysis are summarized in Table 4 and Appendix H, and peak hour turning movement counts used in the analysis are shown in Appendix E.

Table 4 Unsignalized Intersection LOS for US 319/SR 335 at SR 35 Connector						
Approach	**Weekday AM Peak Hour**		**Weekday Midday Peak Hour**		**Weekday PM Peak Hour**	
	LOS	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**
US 319/SR 35 EB LT	C	20.6	B	12.7	C	18.8
US 319/SR 35 EB RT	B	10.9	A	9.4	A	9.5
SR 35 Connector NB LT	A	8.8	A	8.0	A	8.1

The capacity analysis results show that all movements operate at LOS C conditions or better during all peak hours of the day. (Refer to the LOS analysis results in Appendix H.)

The intersection was also examined under signalized conditions. The results indicate that a signalized intersection would operate at LOS A conditions during all peak periods.

CONCLUSIONS

The following conclusions are based on the collected data, signal warrant and intersection capacity analyses, and field observations:

- An examination of traffic volumes indicates that five of the MUTCD signal warrant criteria were satisfied at this intersection.
- Unsignalized LOS during the peak hours is LOS C or better.
- An examination of collision experience at the intersection indicates that the MUTCD signal warrant criterion for collisions is not satisfied at this intersection.

RECOMMENDATIONS

Based on an analysis of traffic data, crash experience, intersection operations, and potential signalization needs the following actions are recommended:

- Install a traffic signal with pedestrian accommodations.
- Install raised islands at existing channelized right turn locations.

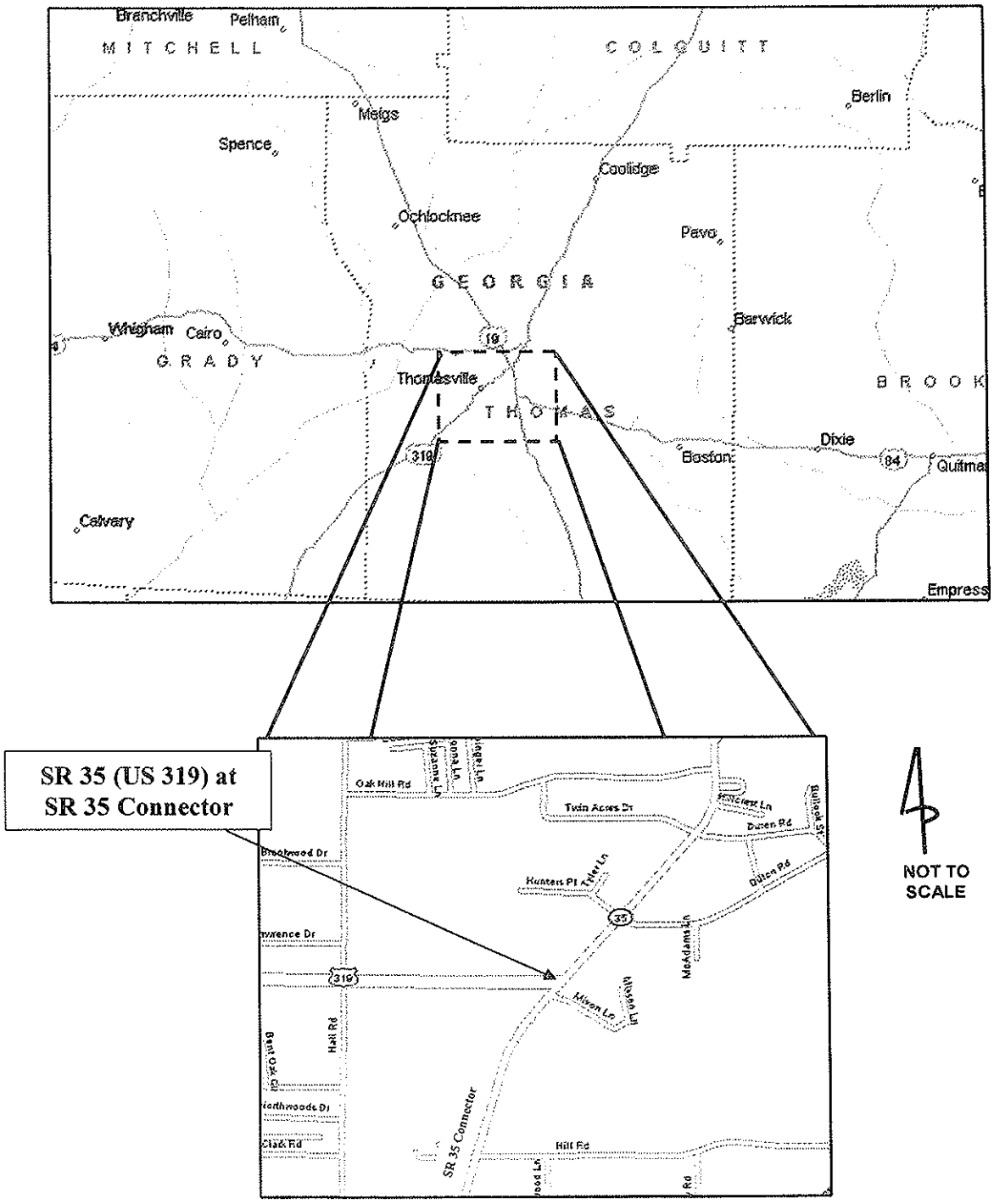
PREPARED BY: David A. Kasko DATE 12-21-06
Carter and Burgess

RECOMMENDED BY: _____ DATE 2/12/07
District Traffic Engineer

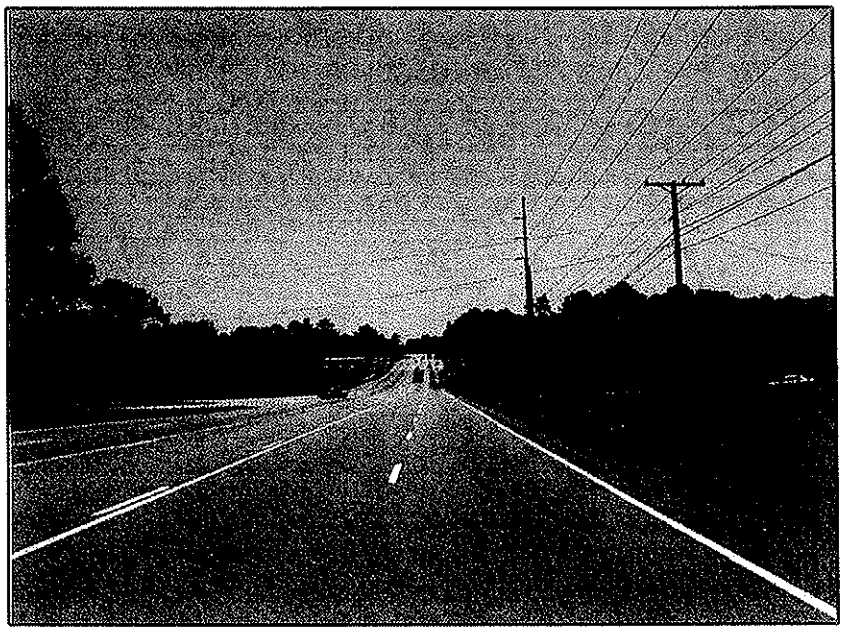
RECOMMENDED BY: _____ DATE _____
State Traffic Safety and Design Engineer

APPROVED BY: _____ DATE _____
Director of Operations

Appendix A
Location Map – Figure 1



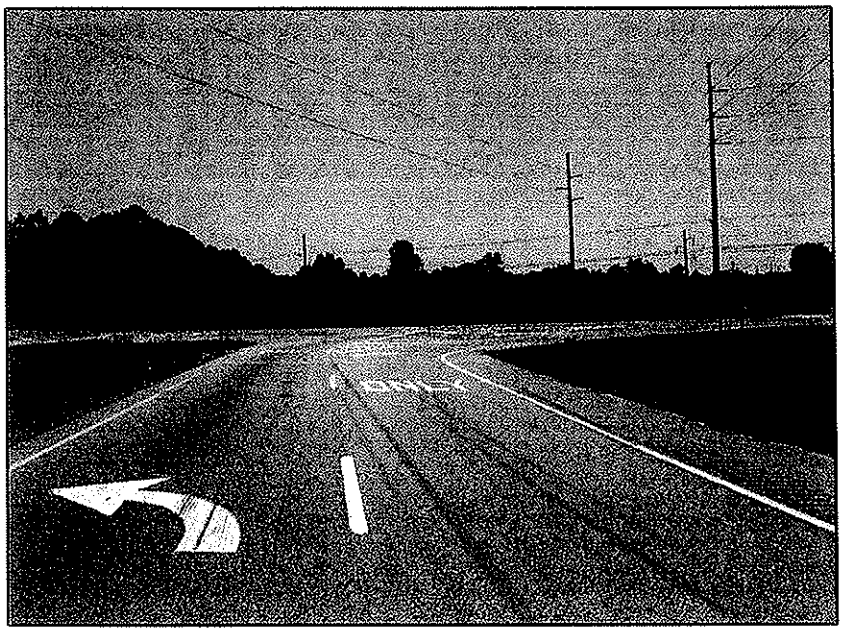
Appendix B
Photos of Study Intersection



US 319/SR 35 at SR 35 Connector
(Northbound Approach)

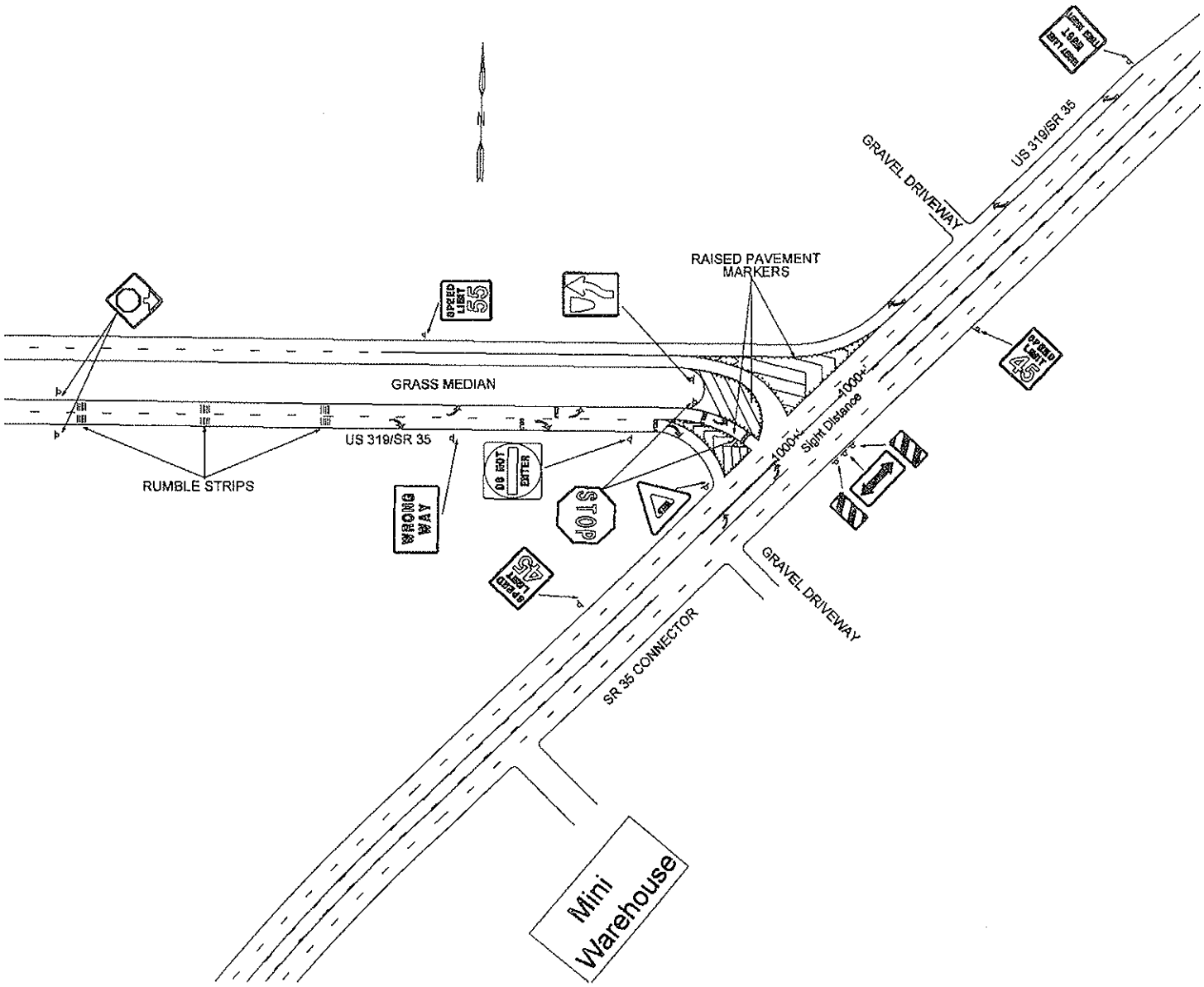
US 319/SR 35 at SR 35 Connector
(Southbound Approach)

Appendix B
Photos of Study Intersection

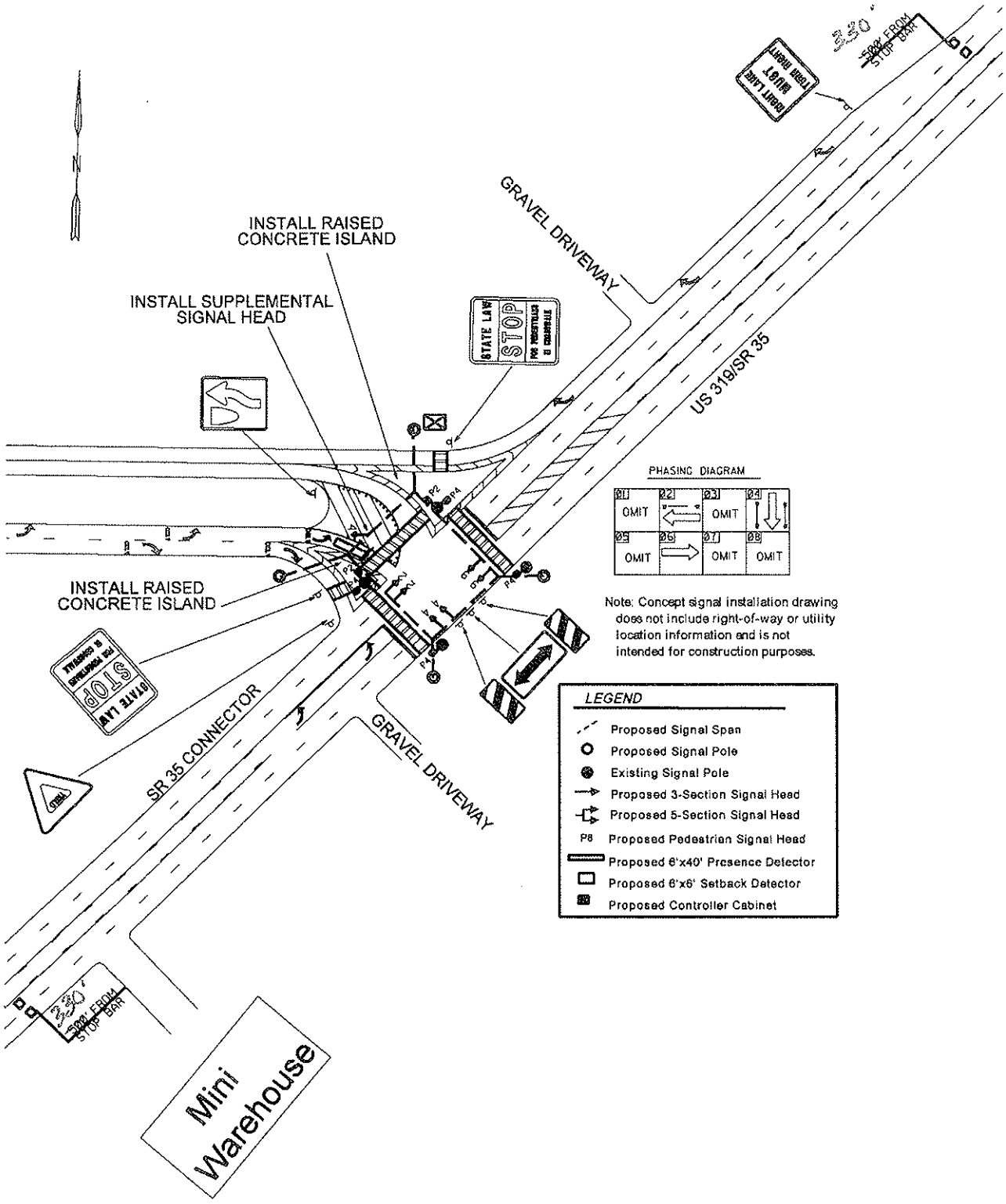


US 319/SR 35 at SR 35 Connector
(Eastbound Approach)

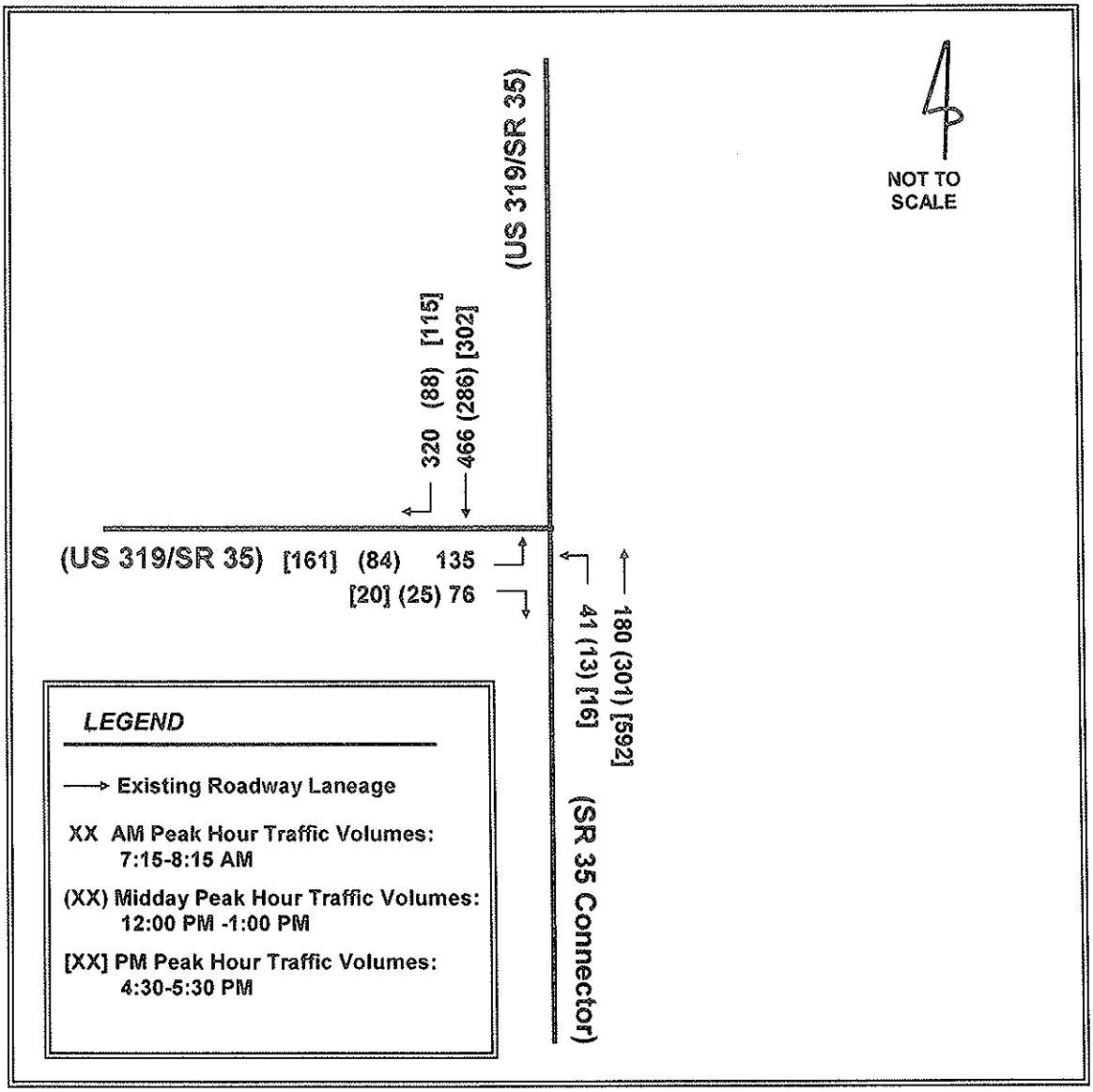
Appendix C
Existing Conditions Diagram – Figure 2



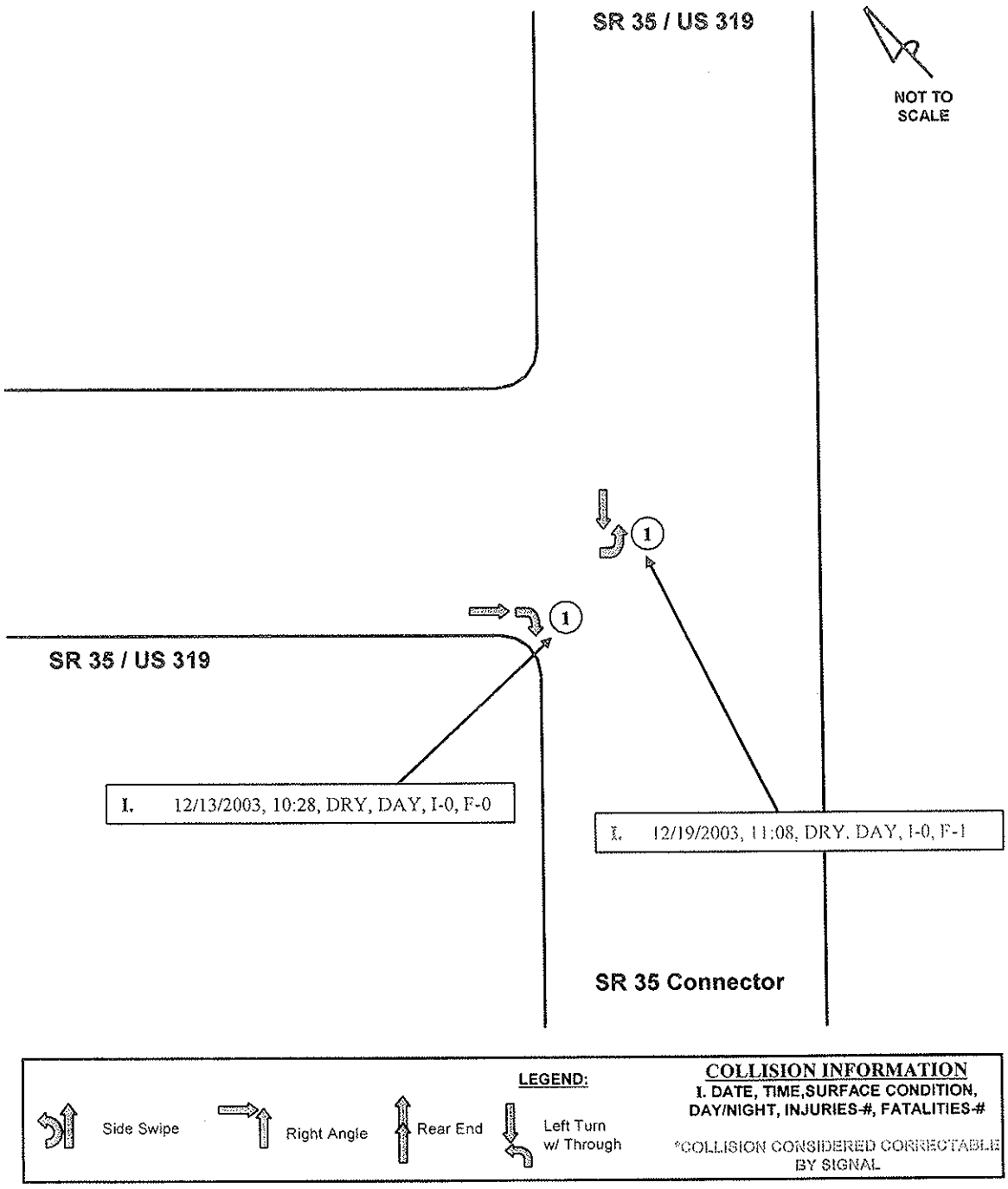
Appendix D
Proposed Conditions Diagram – Figure 3



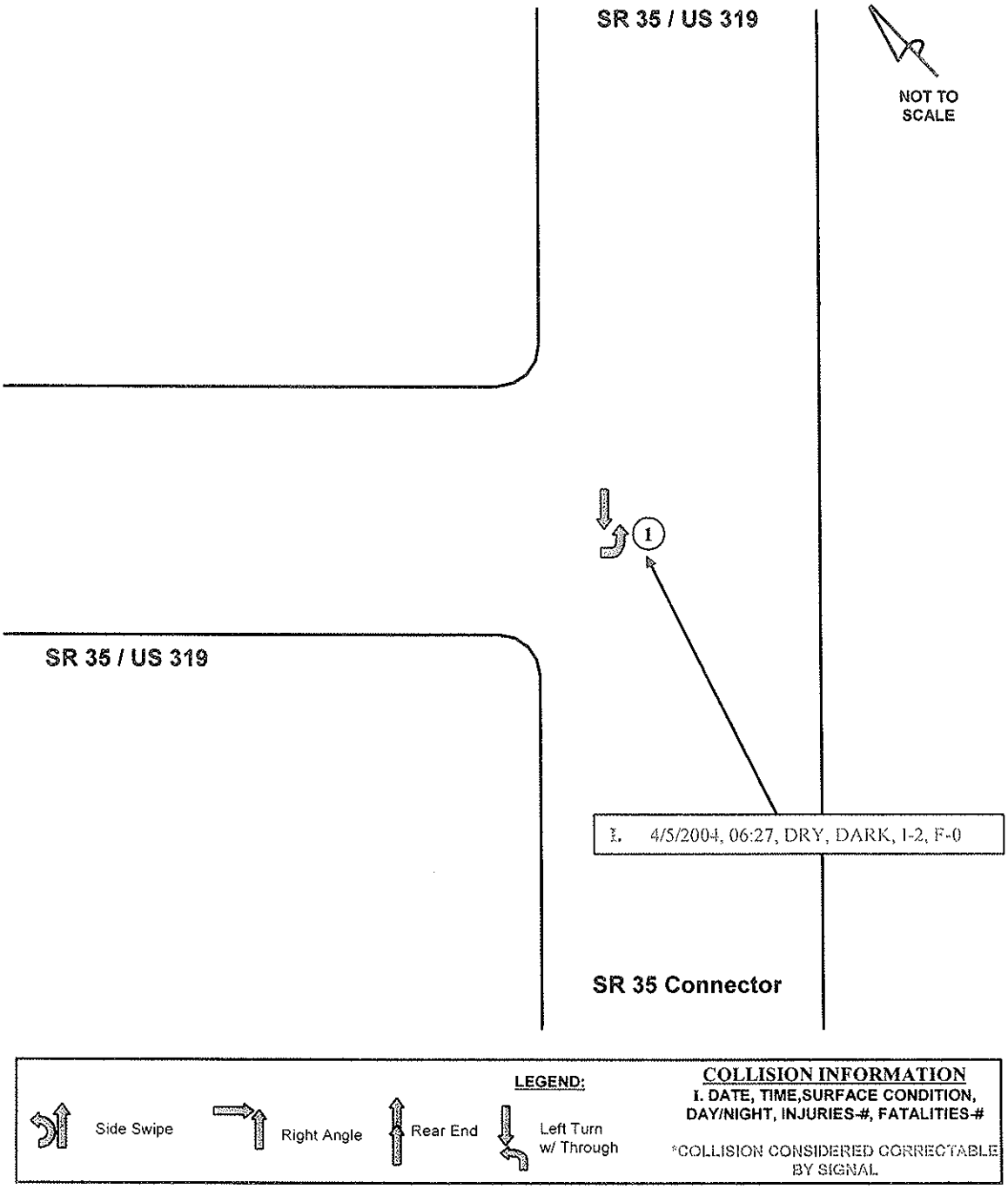
Appendix E
Peak Hour Turning Movement Counts – Figure 4



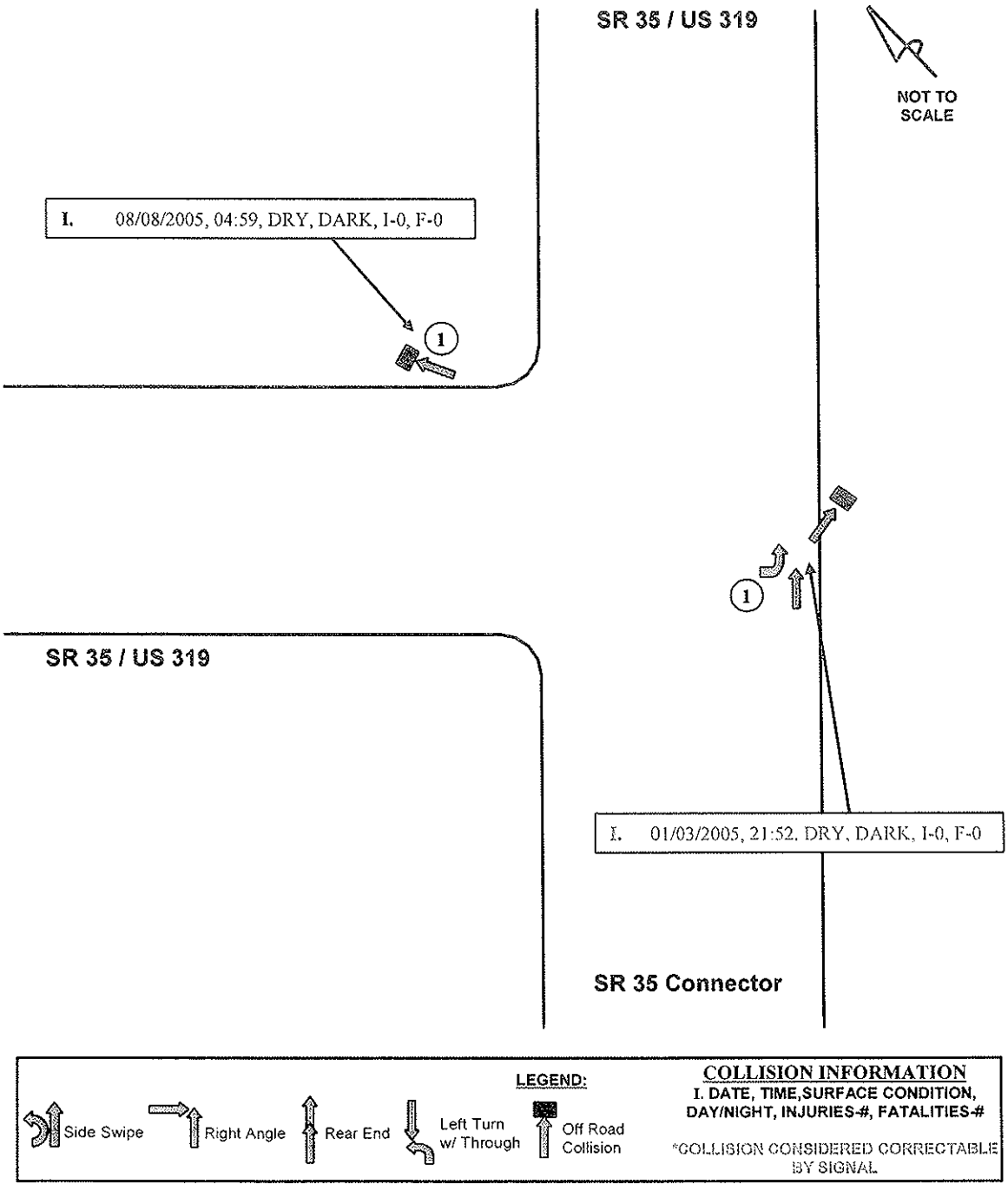
Appendix F
Collision Diagram – Figure 5
Jan. 2003 - Dec. 2003



Collision Diagram – Figure 6
Jan. 2004 - Dec. 2004



Collision Diagram – Figure 7
Jan. 2005 - Dec. 2005



Appendix G
Signal Warrant Summary
(See Attached)

SR 35/US 319 at SR 35 Connector

Volume adjustment for SR 35/US 319 EB approach

	Turning Movement Volume			Turning Movement Percent			Volume	Calculated Turning Movement Volume			Right Turn Reduction	Adjusted Volume
Time	LT	TH	RT	LT	TH	RT		LT	TH	RT		
0:00	-	-	-	64.0%	0.0%	36.0%	15	10	0	5	5	10
1:00	-	-	-	64.0%	0.0%	36.0%	8	5	0	3	3	5
2:00	-	-	-	64.0%	0.0%	36.0%	15	10	0	5	5	10
3:00	-	-	-	64.0%	0.0%	36.0%	17	11	0	6	6	11
4:00	-	-	-	64.0%	0.0%	36.0%	22	14	0	8	8	14
5:00	-	-	-	64.0%	0.0%	36.0%	26	17	0	9	9	17
6:00	-	-	-	64.0%	0.0%	36.0%	77	49	0	28	28	49
7:00	135	0	76	64.0%	0.0%	36.0%	178	114	0	64	64	114
8:00	-	-		64.0%	0.0%	36.0%	132	84	0	48	48	84
9:00	-	-	-	70.5%	0.0%	29.5%	122	86	0	36	36	86
10:00	-	-	-	70.5%	0.0%	29.5%	76	54	0	22	22	54
11:00	-	-	-	77.1%	0.0%	22.9%	98	76	0	22	22	76
12:00	84	0	25	77.1%	0.0%	22.9%	116	89	0	27	27	89
13:00	-	-	-	77.1%	0.0%	22.9%	138	106	0	32	32	106
14:00	-	-	-	83.0%	0.0%	17.0%	185	154	0	31	31	154
15:00	-	-	-	83.0%	0.0%	17.0%	264	219	0	45	45	219
16:00	-	-	-	89.0%	0.0%	11.0%	169	150	0	19	19	150
17:00	161	0	20	89.0%	0.0%	11.0%	162	144	0	18	18	144
18:00	-	-	-	89.0%	0.0%	11.0%	167	149	0	18	18	149
19:00	-	-	-	89.0%	0.0%	11.0%	139	124	0	15	15	124
20:00	-	-	-	89.0%	0.0%	11.0%	87	77	0	10	10	77
21:00	-	-	-	89.0%	0.0%	11.0%	77	68	0	9	9	68
22:00	-	-	-	89.0%	0.0%	11.0%	47	42	0	5	5	42
23:00	-	-	-	89.0%	0.0%	11.0%	35	31	0	4	4	31

NOTE: This table adjusts side street approach volume through reduction of right turn volume for signal warrant analysis based on criteria in NCHRP report 457, pages 26 and 27.

Existing EASTBOUND Intersection Delay
Based on Intersection Delay Study Conducted on May 16, 2006

Time Start	Time Stop	Number of Total Vehicles Stopped	Average Total Delay	Average Hourly Delay	Vehicle-Hours Delay	Vehicle-Hours Delay Total
7:00	7:15	24	14.50		0.097	
7:15	7:30	28	16.90		0.131	
7:30	7:45	45	19.56		0.244	
7:45	8:00	74	32.16	**23.9**	0.661	**1.134**
8:00	8:15	63	27.17	**25.9**	0.476	**1.513**
8:15	8:30	18	14.00	**26.1**	0.070	**1.451**
8:30	8:45	22	21.96	**27.3**	0.134	**1.341**
8:45	9:00	23	18.83	**22.9**	0.120	**0.800**
11:00	11:15	24	13.17		0.088	
11:15	11:30	23	17.22		0.110	
11:30	11:45	23	9.79		0.063	
11:45	12:00	22	13.59	**13.4**	0.083	**0.343**
12:00	12:15	31	18.10	**15.0**	0.156	**0.411**
12:15	12:30	26	16.81	**14.9**	0.121	**0.423**
12:30	12:45	28	15.68	**16.2**	0.122	**0.482**
12:45	13:00	24	15.96	**16.7**	0.106	**0.506**
4:00	4:15	46	21.41		0.274	**0.623**
4:15	4:30	22	22.00		0.134	**0.636**
4:30	4:45	40	20.05		0.223	**0.737**
4:45	5:00	49	31.41	**24.3**	0.428	**1.058**
5:00	5:15	33	22.88	**24.9**	0.210	**0.994**
5:15	5:30	59	40.86	**30.4**	0.670	**1.530**
5:30	5:45	42	26.00	**31.7**	0.303	**1.610**
5:45	6:00	26	17.19	**29.4**	0.124	**1.307**

Denotes Peak Hour

Signal Warrant - With Right Turn Reduction 07/24/06
17:00:24

WARRANTS/TEAPAC[Ver 2.02.12] - MUTCD Warrant Analysis

Conditions Used for Warrant Analysis	2003 MUTCD
Intersection # 0 SR 35/US 319 at SR 35 Connecto	
Major Street Direction	NorthSouth
Number of Lanes in North-South direction	2
Number of Lanes in East-West direction	1
Approach speed on major street is greater than 40 mph	Yes
Isolated community has population less than 10,000	No
Signal will not seriously disrupt progressive traffic flow	Yes
Trials of other remedies have failed to improve conditions	Yes
Number of accidents correctable by a signal	1
Peak hour stop sign delay for worst minor approach (veh-hours)	2
Number of accidents correctable by a multi-way stop	1
Peak hour average delay for all minor approaches (sec/veh)	27

WARRANTS/TEAPAC[Ver 2.02.12] - Warrant Analysis for Traffic Signal

Warrant 1A Analysis - 8-Hour Minimum Vehicular Volume

Start Time	1500	1400	1600	1800	1700	1900	700	1300	Req.
Minor Volume	219	154	150	149	144	124	114	106	105
Major Volume	907	893	986	891	1037	775	1060	799	420
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8

Number of 1-hour periods meeting the warrant	8
Signal will not seriously disrupt progressive traffic flow	Yes

>> WARRANT 1A IS MET <<

Warrant 1B Analysis - 8-Hour Interruption of Continuous Traffic

Start Time	1500	1400	1600	1800	1700	1900	700	1300	Req.
Minor Volume	219	154	150	149	144	124	114	106	53
Major Volume	907	893	986	891	1037	775	1060	799	630
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8

Number of 1-hour periods meeting the warrant	13
Signal will not seriously disrupt progressive traffic flow	Yes

>> WARRANT 1B IS MET <<

Signal Warrant - With Right Turn Reduction 07/24/06
17:00:24

WARRANTS/TEAPAC[Ver 2.02.12] - Warrant Analysis for Traffic Signal

Warrant 1A Analysis (80%) - 8-Hour Minimum Vehicular Volume

Start Time	1500	1400	1600	1800	1700	1900	700	1300	Req.
Minor Volume	219	154	150	149	144	124	114	106	84
Major Volume	907	893	986	891	1037	775	1060	799	336
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8

Number of 1-hour periods meeting the warrant (56% allowed) 11

Warrant 1B Analysis (80%) - 8-Hour Interruption of Continuous Traf

Start Time	1500	1400	1600	1800	1700	1900	700	1300	Req.
Minor Volume	219	154	150	149	144	124	114	106	42
Major Volume	907	893	986	891	1037	775	1060	799	504
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	8

Number of 1-hour periods meeting the warrant (56% allowed) 15

Warrant 1C Analysis - 8-Hour Combination of Warrants

80% of Warrants 1A and 1B are met (56% allowed)	Yes
Signal will not seriously disrupt progressive traffic flow	Yes
Trials of other remedies have failed to reduce delays	Yes

>> WARRANT 1C IS MET <<

Warrant 2 Analysis - 4-Hour Vehicular Volume

Start Time	1500	1400	1600	1800	1700	1900	700	1300	Req.
Minor Volume	219	154	150	149	144	124	114	106	-
Minor Reqrmt	65	66	61	66	60	81	60	75	<--
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	4

Number of 1-hour periods meeting the warrant 10
Signal will not seriously disrupt progressive traffic flow Yes

>> WARRANT 2 IS MET <<

Signal Warrant - With Right Turn Reduction 07/24/06 17:00:24

WARRANTS/TEAPAC[Ver 2.02.12] - Warrant Analysis for Traffic Signal

Warrant 3A Analysis - Peak Hour Delay

Start Time	1500	1400	1600	1800	1700	1900	700	1300	Req.

				2 - with RT reduction					
Minor Volume	219	154	150	149	144	124	114	106	100
Total Volume	1126	1047	1136	1040	1181	899	1174	905	650
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	1

Number of 1-hour periods meeting the warrant	8
Signal will not seriously disrupt progressive traffic flow	Yes
Delay for worst minor approach (must be at least 4 veh-hours)	2

>> WARRANT 3A IS NOT MET <<

Warrant 3B Analysis - Peak Hour Volume

Start Time	1500	1400	1600	1800	1700	700	1900	1300	Req.
Minor Volume	219	154	150	149	144	114	124	106	-
Minor Reqrmt	129	132	113	133	103	98	169	160	<--
Warrant Met?	Yes	Yes	Yes	Yes	Yes	Yes	No	No	1

Number of 1-hour periods meeting the warrant	6
Signal will not seriously disrupt progressive traffic flow	Yes

>> WARRANT 3B IS MET <<

Warrant 7 Analysis - Crash Experience

80% of Warrant 1A or 1B is met	Yes
Signal will not seriously disrupt progressive traffic flow	Yes
Trials of other remedies have failed to reduce accidents	Yes
Number of correctable accidents (must be 5 or more per year)	1

>> WARRANT 7 IS NOT MET <<

Summary of MUTCD Traffic Signal Warrant Analysis

Warrant 1A 8-Hour Minimum Vehicular Volume	MET
Warrant 1B 8-Hour Interruption of Continuous Traffic	MET
Warrant 1C 8-Hour Combination of Warrants	MET
Warrant 2 4-Hour Vehicular Volume	MET
Warrant 3A Peak Hour Delay	NOT MET
Warrant 3B Peak Hour Volume	MET
Warrant 7 Crash Experience	NOT MET

>> Traffic Signal Warrant is MET <<

Appendix H
Capacity Analysis Results
(See Attached)

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	135	76	41	180	466	320
Peak Hour Factor	0.70	0.70	0.76	0.76	0.87	0.87
Hourly flow rate (vph)	193	109	54	237	536	368
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	762	268	536			
vC1, stage 1 conf vol	536					
vC2, stage 2 conf vol	226					
vCu, unblocked vol	762	268	536			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.6	3.4	2.3			
p0 queue free %	54	85	95			
cM capacity (veh/h)	421	718	1001			

Direction, Lane #	EB 1	EB 2	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	193	109	54	118	118	268	268	368
Volume Left	193	0	54	0	0	0	0	0
Volume Right	0	109	0	0	0	0	0	368
cSH	421	718	1001	1700	1700	1700	1700	1700
Volume to Capacity	0.46	0.15	0.05	0.07	0.07	0.16	0.16	0.22
Queue Length 95th (ft)	59	13	4	0	0	0	0	0
Control Delay (s)	20.6	10.9	8.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B	A					
Approach Delay (s)	17.1		1.6			0.0		
Approach LOS	C							

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	33.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	84	25	13	301	286	88
Peak Hour Factor	0.88	0.88	0.96	0.96	0.93	0.93
Hourly flow rate (vph)	95	28	14	314	308	95
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	491	154	308			
vC1, stage 1 conf vol	308					
vC2, stage 2 conf vol	184					
vCu, unblocked vol	491	154	308			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.6	3.4	2.3			
p0 queue free %	83	97	99			
cM capacity (veh/h)	566	852	1221			

Direction, Lane #	EB 1	EB 2	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	95	28	14	157	157	154	154	95
Volume Left	95	0	14	0	0	0	0	0
Volume Right	0	28	0	0	0	0	0	95
cSH	566	852	1221	1700	1700	1700	1700	1700
Volume to Capacity	0.17	0.03	0.01	0.09	0.09	0.09	0.09	0.06
Queue Length 95th (ft)	15	3	1	0	0	0	0	0
Control Delay (s)	12.7	9.4	8.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B	A	A					
Approach Delay (s)	11.9		0.3			0.0		
Approach LOS	B							

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	161	20	16	592	302	115
Peak Hour Factor	0.77	0.77	0.92	0.92	0.87	0.87
Hourly flow rate (vph)	209	26	17	643	347	132
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	704	174	347			
vC1, stage 1 conf vol	347					
vC2, stage 2 conf vol	357					
vCu, unblocked vol	704	174	347			
tC, single (s)	6.9	7.0	4.2			
tC, 2 stage (s)	5.9					
tF (s)	3.6	3.4	2.3			
p0 queue free %	55	97	99			
cM capacity (veh/h)	467	827	1180			

Direction, Lane #	EB 1	EB 2	NE 1	NE 2	NE 3	SW 1	SW 2	SW 3
Volume Total	209	26	17	322	322	174	174	132
Volume Left	209	0	17	0	0	0	0	0
Volume Right	0	26	0	0	0	0	0	132
cSH	467	827	1180	1700	1700	1700	1700	1700
Volume to Capacity	0.45	0.03	0.01	0.19	0.19	0.10	0.10	0.08
Queue Length 95th (ft)	57	2	1	0	0	0	0	0
Control Delay (s)	18.8	9.5	8.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	A	A					
Approach Delay (s)	17.8		0.2			0.0		
Approach LOS	C							

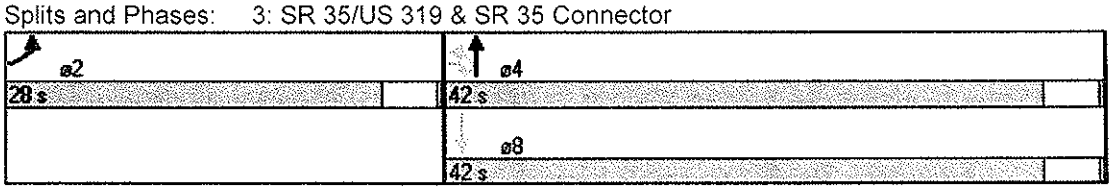
Intersection Summary			
Average Delay	3.1		
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1703	1524	1703	3406	3406	1524
Flt Permitted	0.950		0.429			
Satd. Flow (perm)	1703	1524	769	3406	3406	1524
Satd. Flow (RTOR)		109				368
Volume (vph)	135	76	41	180	466	320
Lane Group Flow (vph)	193	109	54	237	536	368
Turn Type		custom	Perm			Free
Protected Phases	2			4		
Permitted Phases		4	4		8	Free
Total Split (s)	28.0	42.0	42.0	42.0	42.0	0.0
Act Effct Green (s)	24.1	12.1	12.1	12.1	12.1	44.2
Actuated g/C Ratio	0.55	0.27	0.27	0.27	0.27	1.00
v/c Ratio	0.21	0.22	0.26	0.26	0.58	0.24
Control Delay	6.7	4.4	15.6	12.9	16.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	4.4	15.6	12.9	16.3	0.4
LOS	A	A	B	B	B	A
Approach Delay	5.9			13.4	9.8	
Approach LOS	A			B	A	
Queue Length 50th (ft)	21	0	11	24	60	0
Queue Length 95th (ft)	43	13	26	36	91	0
Internal Link Dist (ft)	1450			1116	909	
Turn Bay Length (ft)			175			400
Base Capacity (vph)	929	877	417	1849	1849	1524
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	0.21	0.12	0.13	0.13	0.29	0.24

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 44.2
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 33.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: SR 35/US 319 & SR 35 Connector

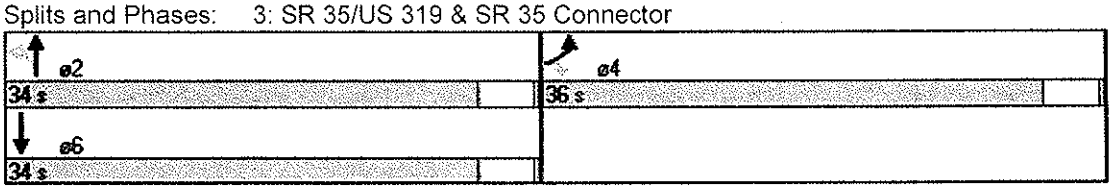


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1703	1524	1703	3406	3406	1524
Flt Permitted	0.950		0.564			
Satd. Flow (perm)	1703	1524	1011	3406	3406	1524
Satd. Flow (RTOR)		28				95
Volume (vph)	84	25	13	301	286	88
Lane Group Flow (vph)	95	28	14	314	308	95
Turn Type		Perm	Perm			Free
Protected Phases	4			2	6	
Permitted Phases		4	2			Free
Total Split (s)	36.0	36.0	34.0	34.0	34.0	0.0
Act Effct Green (s)	10.7	10.7	32.1	32.1	32.1	52.4
Actuated g/C Ratio	0.20	0.20	0.61	0.61	0.61	1.00
v/c Ratio	0.28	0.09	0.02	0.15	0.15	0.06
Control Delay	8.1	3.4	5.1	4.3	4.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	3.4	5.1	4.3	4.3	0.1
LOS	A	A	A	A	A	A
Approach Delay	7.0			4.4	3.3	
Approach LOS	A			A	A	
Queue Length 50th (ft)	14	0	1	11	11	0
Queue Length 95th (ft)	19	6	5	23	23	0
Internal Link Dist (ft)	1450			1065	834	
Turn Bay Length (ft)			175			400
Base Capacity (vph)	824	752	749	2522	2522	1524
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	0.12	0.04	0.02	0.12	0.12	0.06

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 52.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.28
Intersection Signal Delay: 4.3 Intersection LOS: A
Intersection Capacity Utilization 22.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: SR 35/US 319 & SR 35 Connector

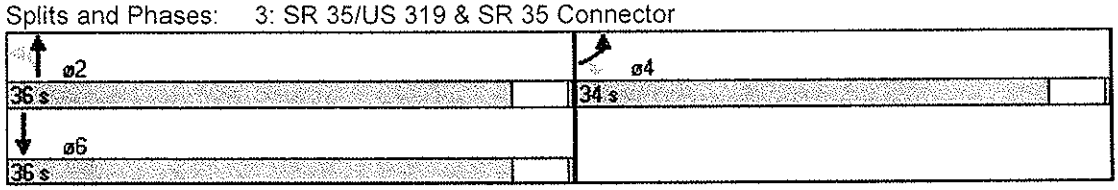


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Satd. Flow (prot)	1703	1524	1703	3406	3406	1524
Flt Permitted	0.950		0.539			
Satd. Flow (perm)	1703	1524	966	3406	3406	1524
Satd. Flow (RTOR)		26				132
Volume (vph)	161	20	16	592	302	115
Lane Group Flow (vph)	209	26	17	643	347	132
Turn Type		Perm	Perm			Free
Protected Phases	4			2	6	
Permitted Phases		4	2			Free
Total Split (s)	34.0	34.0	36.0	36.0	36.0	0.0
Act Effct Green (s)	10.4	10.4	21.0	21.0	21.0	37.4
Actuated g/C Ratio	0.26	0.26	0.56	0.56	0.56	1.00
v/c Ratio	0.47	0.06	0.03	0.34	0.18	0.09
Control Delay	11.8	4.4	6.1	6.4	5.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	4.4	6.1	6.4	5.7	0.1
LOS	B	A	A	A	A	A
Approach Delay	11.0			6.4	4.2	
Approach LOS	B			A	A	
Queue Length 50th (ft)	25	0	1	31	15	0
Queue Length 95th (ft)	55	8	8	73	37	0
Internal Link Dist (ft)	1450			1002	834	
Turn Bay Length (ft)			175			400
Base Capacity (vph)	888	807	688	2425	2425	1524
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	0.24	0.03	0.02	0.27	0.14	0.09

Intersection Summary

Cycle Length: 70
Actuated Cycle Length: 37.4
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 6.4 Intersection LOS: A
Intersection Capacity Utilization 32.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: SR 35/US 319 & SR 35 Connector



Appendix I
Traffic Count Data
(See Attached)

Georgia Traffic, Inc.
Professional Traffic Studies
www.Georgia-Traffic.com
Tel: 770-926-5949, Fax: 1-484-423-2499

File Name : 24420001-ANP
Site Code : 24420001
Start Date : 5/16/2006
Page No : 1

Groups Printed- Cars, Buses & Trucks

	SR 35 Conn North Bound					SR 35 Conn South Bound					US 319-SR 35 EB Appr. East Bound					West Bound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	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	32	0	0	33	0	75	78	0	153	23	0	2	0	25	0	0	0	0	0	211
07:15 AM	6	44	0	0	50	0	95	100	0	195	23	0	4	0	27	0	0	0	0	0	272
07:30 AM	25	48	0	0	73	0	124	102	0	226	24	0	21	0	45	0	0	0	0	0	344
07:45 AM	9	45	0	0	54	0	138	76	0	214	42	0	33	0	75	0	0	0	0	0	343
Total	41	169	0	0	210	0	432	356	0	788	112	0	60	0	172	0	0	0	0	0	1170
08:00 AM	1	43	0	0	44	0	109	42	0	151	46	0	18	0	64	0	0	0	0	0	259
08:15 AM	1	58	0	0	59	0	90	37	0	127	13	0	4	0	17	0	0	0	0	0	203
08:30 AM	2	70	0	0	72	0	82	33	0	115	22	0	1	0	23	0	0	0	0	0	210
08:45 AM	1	68	0	0	69	0	71	31	0	102	20	0	1	0	21	0	0	0	0	0	192
Total	5	239	0	0	244	0	352	143	0	495	101	0	24	0	125	0	0	0	0	0	864
*** BREAK ***																					
11:00 AM	2	57	2	0	61	0	48	10	0	58	20	0	4	0	24	0	6	0	0	6	149
11:15 AM	5	69	0	0	74	0	55	17	0	72	21	0	3	0	24	0	0	0	0	0	170
11:30 AM	3	65	0	0	68	0	65	27	0	92	20	0	2	0	22	0	0	0	0	0	182
11:45 AM	2	64	0	0	66	0	74	21	0	95	18	0	4	0	22	0	0	0	0	0	183
Total	12	255	2	0	269	0	242	75	0	317	79	0	13	0	92	0	6	0	0	6	684
12:00 PM	3	77	0	0	80	0	72	26	0	98	24	0	7	0	31	0	0	0	0	0	209
12:15 PM	4	68	0	0	72	0	69	19	0	88	19	0	6	0	25	0	0	0	0	0	185
12:30 PM	3	79	0	0	82	0	66	21	0	87	23	0	5	0	28	0	0	0	0	0	197
12:45 PM	3	77	0	0	80	0	79	22	0	101	18	0	7	0	25	0	0	0	0	0	206
Total	13	301	0	0	314	0	286	88	0	374	84	0	25	0	109	0	0	0	0	0	797
*** BREAK ***																					
04:00 PM	8	117	0	0	125	0	69	31	0	100	35	0	11	0	46	0	0	0	0	0	271
04:15 PM	4	123	0	0	127	0	81	27	0	108	20	0	2	0	22	0	0	0	0	0	257
04:30 PM	2	135	0	0	137	0	83	25	0	108	31	0	9	0	40	0	0	0	0	0	285
04:45 PM	4	144	0	0	148	0	69	27	0	96	45	0	4	0	49	0	0	0	0	0	293
Total	18	519	0	0	537	0	302	110	0	412	131	0	26	0	157	0	0	0	0	0	1106
05:00 PM	6	152	0	0	158	0	63	30	0	93	30	0	3	0	33	0	0	0	0	0	284
05:15 PM	4	161	0	0	165	0	87	33	0	120	55	0	4	0	59	0	0	0	0	0	344
05:30 PM	2	135	0	0	137	0	71	31	0	102	40	0	2	0	42	0	0	0	0	0	281
05:45 PM	7	123	0	0	130	0	63	24	0	87	25	0	1	0	26	0	0	0	0	0	243
Total	19	571	0	0	590	0	284	118	0	402	150	0	10	0	160	0	0	0	0	0	1152
Grand Total	108	2054	2	0	2164	0	1898	890	0	2788	657	0	158	0	815	0	6	0	0	6	5773
Apprch %	5.0	94.9	0.1	0.0		0.0	68.1	31.9	0.0		80.6	0.0	19.4	0.0		0.0	100.0	0.0	0.0		
Total %	1.9	35.6	0.0	0.0	37.5	0.0	32.9	15.4	0.0	48.3	11.4	0.0	2.7	0.0	14.1	0.0	0.1	0.0	0.0	0.1	

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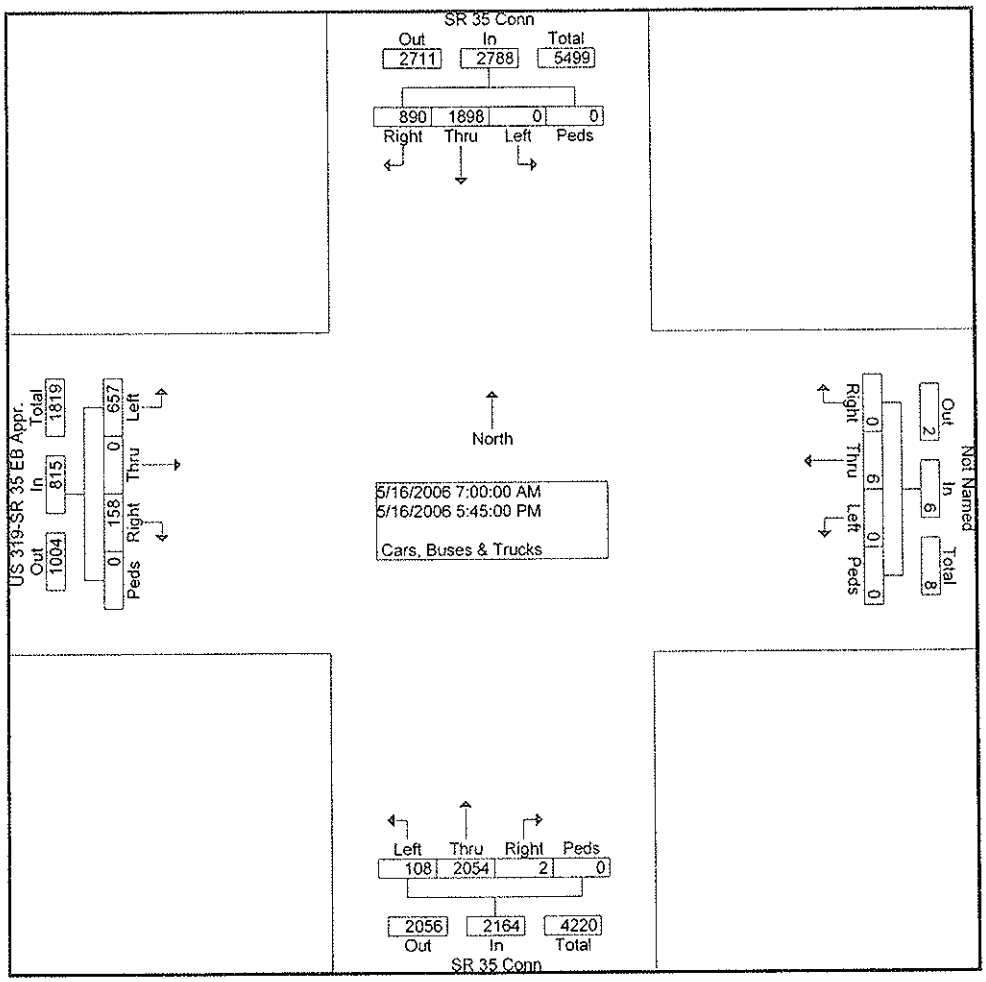
File Name : 24420001-ANP
Site Code : 24420001
Start Date : 5/16/2006
Page No : 2



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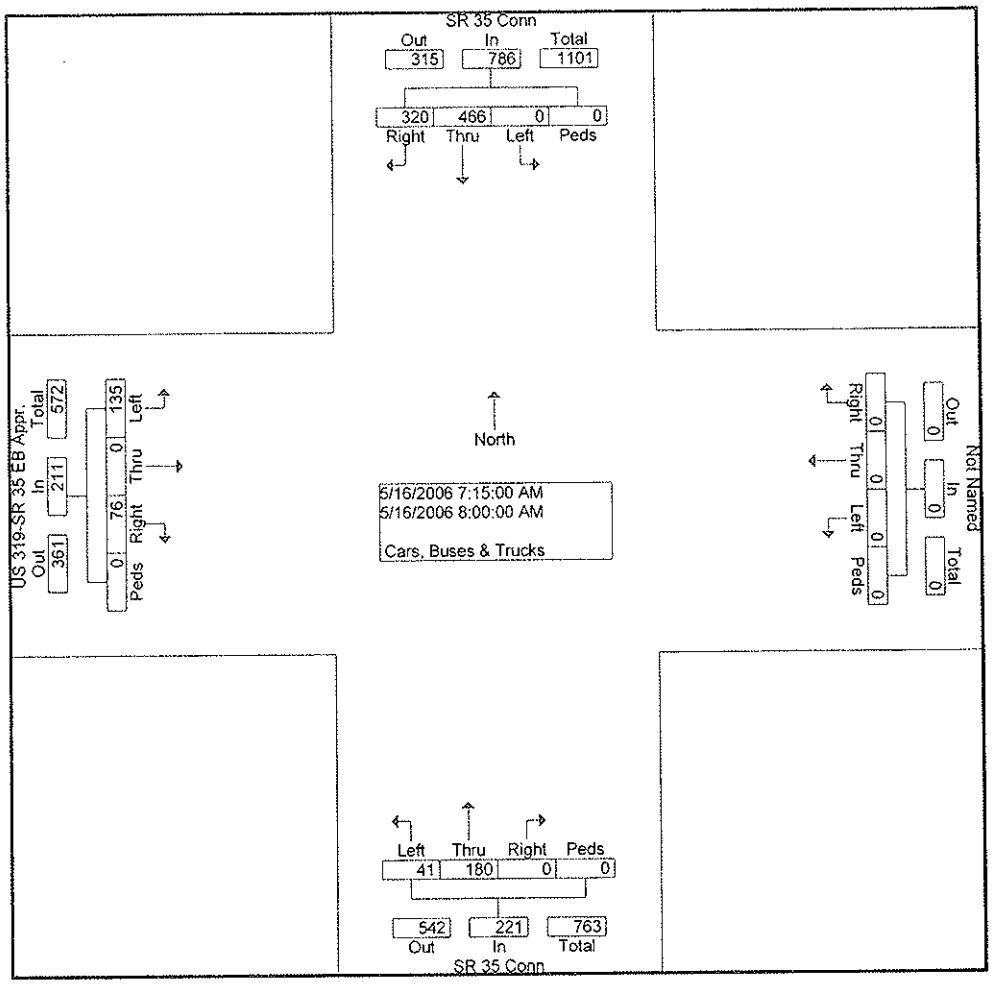
File Name : 24420001-ANP
Site Code : 24420001
Start Date : 5/16/2006

	SR 35 Conn North Bound					SR 35 Conn South Bound					US 319-SR 35 EB Appr. East Bound					West Bound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	41	180	0	0	221	0	466	320	0	786	135	0	76	0	211	0	0	0	0	0	1218
Percent	18.6	81.4	0.0	0.0		0.0	59.3	40.7	0.0		64.0	0.0	36.0	0.0		0.0	0.0	0.0	0.0		
07:30 Volume	25	48	0	0	73	0	124	102	0	226	24	0	21	0	45	0	0	0	0	0	344
Peak Factor																					0.885
High Int.	07:30 AM					07:30 AM					07:45 AM					6:45:00 AM					
Volume	25	48	0	0	73	0	124	102	0	226	42	0	33	0	75						
Peak Factor					0.757					0.869					0.703						



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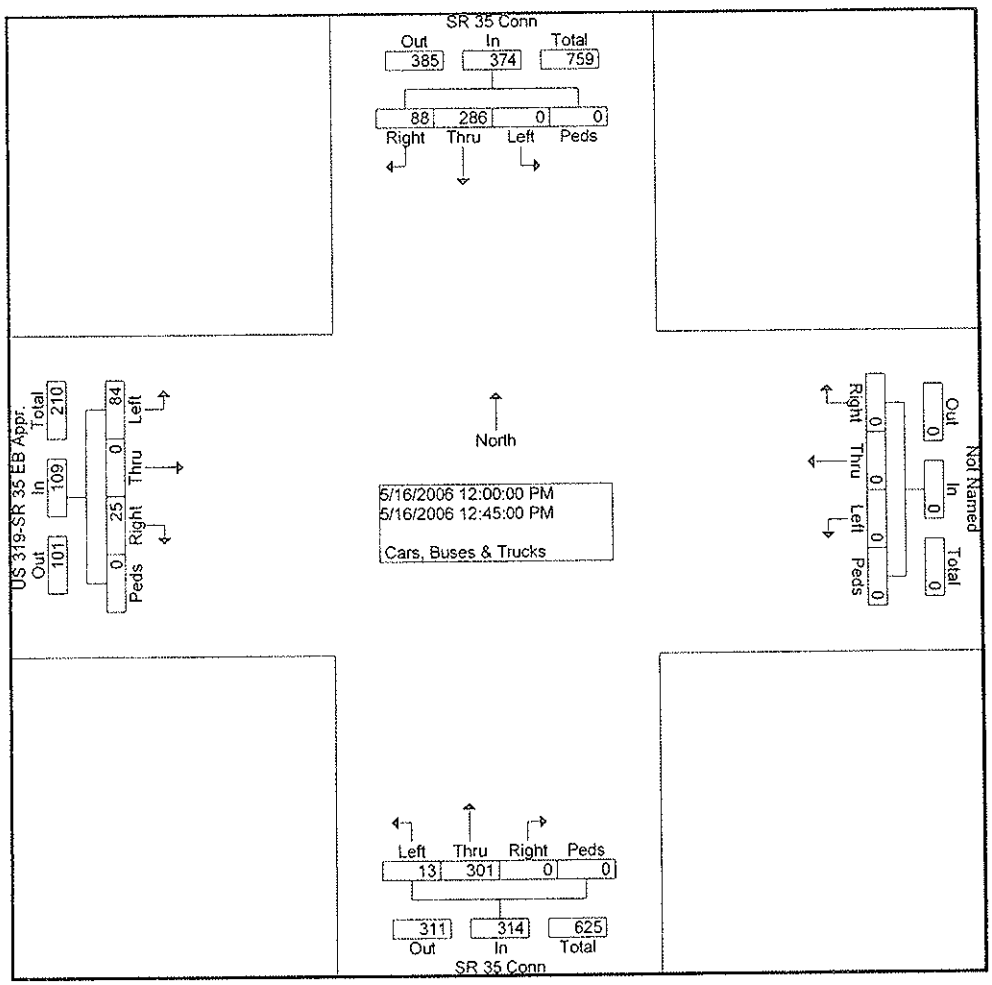
File Name : 24420001-ANP
Site Code : 24420001
Start Date : 5/16/2006
Page No : 4

	SR 35 Conn North Bound					SR 35 Conn South Bound					US 319-SR 35 EB Appr. East Bound					West Bound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	13	301	0	0	314	0	286	88	0	374	84	0	25	0	109	0	0	0	0	0	797
Percent	4.1	95.9	0.0	0.0		0.0	76.5	23.5	0.0		77.1	0.0	22.9	0.0		0.0	0.0	0.0	0.0		
12:00 Volume	3	77	0	0	80	0	72	26	0	98	24	0	7	0	31	0	0	0	0	0	209
Peak Factor																					0.953
High Int.	12:30 PM					12:45 PM					12:00 PM										
Volume	3	79	0	0	82	0	79	22	0	101	24	0	7	0	31						
Peak Factor					0.957					0.926					0.879						



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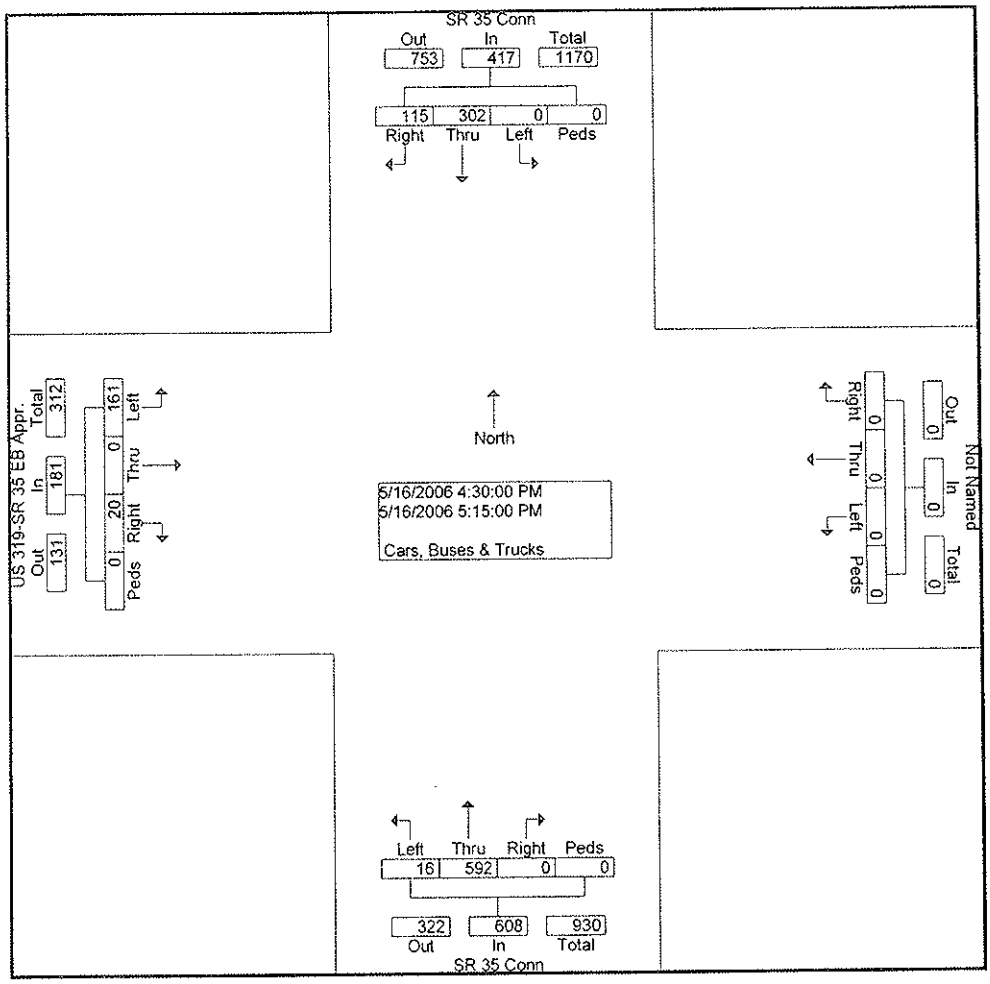
File Name : 24420001-ANP
Site Code : 24420001
Start Date : 5/16/2006
Page No : 5

	SR 35 Conn North Bound					SR 35 Conn South Bound					US 319-SR 35 EB Appr. East Bound					West Bound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	16	592	0	0	608	0	302	115	0	417	161	0	20	0	181	0	0	0	0	0	1206
Percent	2.6	97.4	0.0	0.0		0.0	72.4	27.6	0.0		89.0	0.0	11.0	0.0		0.0	0.0	0.0	0.0		
05:15 Volume	4	161	0	0	165	0	87	33	0	120	55	0	4	0	59	0	0	0	0	0	344
Peak Factor																					0.876
High Int.	05:15 PM					05:15 PM					05:15 PM										
Volume	4	161	0	0	165	0	87	33	0	120	55	0	4	0	59						
Peak Factor					0.921					0.869					0.767						



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Site Code: 000024420011
Station ID:
SR-35, Conn. SB appr.
@ US-319/SR-35
Latitude: 0' 0.000 Undefined

Start Time	16-May-06 Tue	Channel 1 Morning	Channel 1 Afternoon	Hour Totals Morning	Hour Totals Afternoon	Channel 2 Morning	Channel 2 Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		15	102			0	0				
12:15		30	94			0	0				
12:30		19	91			0	0				
12:45		12	106	76	393	0	0	0	0	76	393
01:00		12	95			0	0				
01:15		15	84			0	0				
01:30		9	88			0	0				
01:45		8	99	44	366	0	0	0	0	44	366
02:00		8	87			0	0				
02:15		6	78			0	0				
02:30		10	81			0	0				
02:45		6	99	30	345	0	0	0	0	30	345
03:00		11	82			0	0				
03:15		6	93			0	0				
03:30		4	104			0	0				
03:45		8	87	29	366	0	0	0	0	29	366
04:00		11	102			0	0				
04:15		19	112			0	0				
04:30		30	115			0	0				
04:45		21	103	81	432	0	0	0	0	81	432
05:00		34	99			0	0				
05:15		26	118			0	0				
05:30		37	111			0	0				
05:45		54	94	151	422	0	0	0	0	151	422
06:00		88	75			0	0				
06:15		73	81			0	0				
06:30		122	79			0	0				
06:45		148	65	431	300	0	0	0	0	431	300
07:00		161	76			0	0				
07:15		203	54			0	0				
07:30		225	59			0	0				
07:45		221	51	810	240	0	0	0	0	810	240
08:00		162	46			0	0				
08:15		133	63			0	0				
08:30		118	61			0	0				
08:45		104	47	517	217	0	0	0	0	517	217
09:00		91	52			0	0				
09:15		96	49			0	0				
09:30		101	35			0	0				
09:45		112	37	400	173	0	0	0	0	400	173
10:00		105	42			0	0				
10:15		96	35			0	0				
10:30		87	27			0	0				
10:45		82	23	370	127	0	0	0	0	370	127
11:00		81	19			0	0				
11:15		65	21			0	0				
11:30		91	17			0	0				
11:45		103	19	340	76	0	0	0	0	340	76
Total		3279	3457			0	0			3279	3457
Percent		48.7%	51.3%			0.0%	0.0%			48.7%	51.3%
Grand Total		3279	3457			0	0			3279	3457
Percent		48.7%	51.3%			0.0%	0.0%			48.7%	51.3%
ADT	Not Calculated										

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Site Code: 000024420012
Station ID:
SR-35 Conn, NB Appr.
@ US -319/SR-35
Latitude: 0' 0.000 Undefined

Start Time	16-May-06 Tue	Channel 1 Morning	Channel 1 Afternoon	Hour Totals Morning	Hour Totals Afternoon	Channel 2 Morning	Channel 2 Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		21	102			0	0				
12:15		29	95			0	0				
12:30		18	84			0	0				
12:45		22	97	90	378	0	0	0	0	90	378
01:00		17	104			0	0				
01:15		11	107			0	0				
01:30		3	105			0	0				
01:45		4	117	35	433	0	0	0	0	35	433
02:00		2	127			0	0				
02:15		2	136			0	0				
02:30		1	152			0	0				
02:45		1	133	6	548	0	0	0	0	6	548
03:00		0	122			0	0				
03:15		3	137			0	0				
03:30		1	143			0	0				
03:45		4	139	8	541	0	0	0	0	8	541
04:00		4	132			0	0				
04:15		9	131			0	0				
04:30		18	143			0	0				
04:45		22	148	53	554	0	0	0	0	53	554
05:00		25	157			0	0				
05:15		19	169			0	0				
05:30		29	148			0	0				
05:45		32	141	105	615	0	0	0	0	105	615
06:00		25	157			0	0				
06:15		23	143			0	0				
06:30		37	156			0	0				
06:45		48	135	133	591	0	0	0	0	133	591
07:00		54	141			0	0				
07:15		61	132			0	0				
07:30		72	137			0	0				
07:45		63	125	250	535	0	0	0	0	250	535
08:00		55	116			0	0				
08:15		61	94			0	0				
08:30		78	104			0	0				
08:45		73	83	267	397	0	0	0	0	267	397
09:00		65	97			0	0				
09:15		71	72			0	0				
09:30		82	67			0	0				
09:45		73	84	291	320	0	0	0	0	291	320
10:00		87	61			0	0				
10:15		94	47			0	0				
10:30		108	32			0	0				
10:45		115	27	404	167	0	0	0	0	404	167
11:00		103	10			0	0				
11:15		85	15			0	0				
11:30		96	11			0	0				
11:45		91	16	375	52	0	0	0	0	375	52
Total		2017	5131			0	0			2017	5131
Percent		28.2%	71.8%			0.0%	0.0%			28.2%	71.8%
Grand Total		2017	5131			0	0			2017	5131
Percent		28.2%	71.8%			0.0%	0.0%			28.2%	71.8%
ADT	Not Calculated										

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Site Code: 000024420013
Station ID:
US 319/SR 35 EB Appr.
@ SR 35 Conn
Latitude: 0' 0.000 Undefined

Start	16-May-06	Channel 1		Hour Totals		Channel 2		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	29			0	0				
12:15		4	28			0	0				
12:30		3	31			0	0				
12:45		4	28	15	116	0	0	0	0	15	116
01:00		5	33			0	0				
01:15		2	35			0	0				
01:30		1	38			0	0				
01:45		0	32	8	138	0	0	0	0	8	138
02:00		5	46			0	0				
02:15		8	43			0	0				
02:30		0	49			0	0				
02:45		2	47	15	185	0	0	0	0	15	185
03:00		4	55			0	0				
03:15		1	77			0	0				
03:30		6	68			0	0				
03:45		6	64	17	264	0	0	0	0	17	264
04:00		3	49			0	0				
04:15		3	24			0	0				
04:30		10	45			0	0				
04:45		6	51	22	169	0	0	0	0	22	169
05:00		5	35			0	0				
05:15		5	54			0	0				
05:30		7	46			0	0				
05:45		9	27	26	162	0	0	0	0	26	162
06:00		5	36			0	0				
06:15		15	45			0	0				
06:30		29	44			0	0				
06:45		28	42	77	167	0	0	0	0	77	167
07:00		27	31			0	0				
07:15		23	40			0	0				
07:30		49	32			0	0				
07:45		79	36	178	139	0	0	0	0	178	139
08:00		67	21			0	0				
08:15		19	25			0	0				
08:30		24	19			0	0				
08:45		22	22	132	87	0	0	0	0	132	87
09:00		30	23			0	0				
09:15		41	20			0	0				
09:30		17	16			0	0				
09:45		34	18	122	77	0	0	0	0	122	77
10:00		21	13			0	0				
10:15		18	14			0	0				
10:30		23	11			0	0				
10:45		14	9	76	47	0	0	0	0	76	47
11:00		25	11			0	0				
11:15		28	10			0	0				
11:30		23	4			0	0				
11:45		22	10	98	35	0	0	0	0	98	35
Total		786	1586			0	0			786	1586
Percent		33.1%	66.9%			0.0%	0.0%			33.1%	66.9%
Grand Total		786	1586			0	0			786	1586
Percent		33.1%	66.9%			0.0%	0.0%			33.1%	66.9%
ADT	Not Calculated										

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US 319 - SR 35 EB Appr.
@ SR 35

File Name : 24420002-D-A
Site Code : 24420002
Start Date : 5/16/2006

6:54:00 AM - 7:09:00 AM	Lane 1
Total Vehicle Count:	22
Delayed Vehicle Count:	22
Through Vehicle Count:	0
Average Stopped Time:	14.55
Maximum Stopped Time:	30
Min. Secs. for Delay:	0
Average Queue:	0.38
Queue Density:	1.34
Maximum Queue:	3

7:09:00 AM - 7:24:00 AM	Lane 1
Total Vehicle Count:	23
Delayed Vehicle Count:	23
Through Vehicle Count:	0
Average Stopped Time:	19.09
Maximum Stopped Time:	40
Min. Secs. for Delay:	0
Average Queue:	0.48
Queue Density:	1.54
Maximum Queue:	4

7:24:00 AM - 7:39:00 AM	Lane 1
Total Vehicle Count:	24
Delayed Vehicle Count:	24
Through Vehicle Count:	0
Average Stopped Time:	26.96
Maximum Stopped Time:	92
Min. Secs. for Delay:	0
Average Queue:	0.81
Queue Density:	1.62
Maximum Queue:	4

7:39:00 AM - 7:54:00 AM	Lane 1
Total Vehicle Count:	42
Delayed Vehicle Count:	42
Through Vehicle Count:	0
Average Stopped Time:	43.57
Maximum Stopped Time:	93
Min. Secs. for Delay:	0
Average Queue:	2.08
Queue Density:	3.33
Maximum Queue:	8

7:54:00 AM - 8:09:00 AM	Lane 1
Total Vehicle Count:	45
Delayed Vehicle Count:	45
Through Vehicle Count:	0
Average Stopped Time:	32.73
Maximum Stopped Time:	85
Min. Secs. for Delay:	0
Average Queue:	1.85
Queue Density:	3.34
Maximum Queue:	9

8:09:00 AM - 8:24:00 AM	Lane 1
Total Vehicle Count:	14
Delayed Vehicle Count:	14
Through Vehicle Count:	0
Average Stopped Time:	15.21
Maximum Stopped Time:	35
Min. Secs. for Delay:	0
Average Queue:	0.32
Queue Density:	1.31
Maximum Queue:	3

8:24:00 AM - 8:39:00 AM	Lane 1
Total Vehicle Count:	21
Delayed Vehicle Count:	21
Through Vehicle Count:	0
Average Stopped Time:	22.86
Maximum Stopped Time:	81
Min. Secs. for Delay:	0
Average Queue:	0.54
Queue Density:	1.56
Maximum Queue:	4

8:39:00 AM - 8:55:00 AM	Lane 1
Total Vehicle Count:	22
Delayed Vehicle Count:	22
Through Vehicle Count:	0
Average Stopped Time:	19.55
Maximum Stopped Time:	52
Min. Secs. for Delay:	0
Average Queue:	0.54
Queue Density:	1.66
Maximum Queue:	4

6:54:00 AM - 7:09:00 AM	Lane 2
Total Vehicle Count:	2
Delayed Vehicle Count:	2
Through Vehicle Count:	0
Average Stopped Time:	14.00
Maximum Stopped Time:	19
Min. Secs. for Delay:	0
Average Queue:	0.07
Queue Density:	1.00
Maximum Queue:	1

7:09:00 AM - 7:24:00 AM	Lane 2
Total Vehicle Count:	5
Delayed Vehicle Count:	5
Through Vehicle Count:	0
Average Stopped Time:	6.80
Maximum Stopped Time:	13
Min. Secs. for Delay:	0
Average Queue:	0.04
Queue Density:	1.00
Maximum Queue:	1

7:24:00 AM - 7:39:00 AM	Lane 2
Total Vehicle Count:	21
Delayed Vehicle Count:	21
Through Vehicle Count:	0
Average Stopped Time:	11.10
Maximum Stopped Time:	27
Min. Secs. for Delay:	0
Average Queue:	0.31
Queue Density:	1.20
Maximum Queue:	3

7:39:00 AM - 7:54:00 AM	Lane 2
Total Vehicle Count:	32
Delayed Vehicle Count:	32
Through Vehicle Count:	0
Average Stopped Time:	17.19
Maximum Stopped Time:	38
Min. Secs. for Delay:	0
Average Queue:	0.66
Queue Density:	1.93
Maximum Queue:	6

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7:54:00 AM - 8:09:00 AM	Lane 2
Total Vehicle Count:	18
Delayed Vehicle Count:	18
Through Vehicle Count:	0
Average Stopped Time:	13.28
Maximum Stopped Time:	38
Min. Secs. for Delay:	0
Average Queue:	0.33
Queue Density:	1.35
Maximum Queue:	3

8:09:00 AM - 8:24:00 AM	Lane 2
Total Vehicle Count:	4
Delayed Vehicle Count:	4
Through Vehicle Count:	0
Average Stopped Time:	9.75
Maximum Stopped Time:	17
Min. Secs. for Delay:	0
Average Queue:	0.09
Queue Density:	1.00
Maximum Queue:	1

8:24:00 AM - 8:39:00 AM	Lane 2
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	3.00
Maximum Stopped Time:	3
Min. Secs. for Delay:	0
Average Queue:	0.67
Queue Density:	1.00
Maximum Queue:	1

8:39:00 AM - 8:55:00 AM	Lane 2
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	3.00
Maximum Stopped Time:	3
Min. Secs. for Delay:	0
Average Queue:	0.67
Queue Density:	1.00
Maximum Queue:	1

6:54:00 AM - 8:55:00 AM	Lane 1	Lane 2
Total Vehicle Count:	213	84
Delayed Vehicle Count:	213	84
Through Vehicle Count:	0	0
Average Stopped Time:	27.38	13.440
Maximum Stopped Time:	93	38
Min. Secs. for Delay:	0	0
Average Queue:	0.81	0.177
Queue Density:	2.20	1.476
Maximum Queue:	9	6

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US 319 - SR 35 EB Appr.
@ Sr 35

File Name : 24420002-D-N
Site Code : 24420002
Start Date : 5/16/2006

10:56:00 AM - 11:11:00 AM	EB L
Total Vehicle Count:	20
Delayed Vehicle Count:	20
Through Vehicle Count:	0
Average Stopped Time:	14.35
Maximum Stopped Time:	29
Min. Secs. for Delay:	0
Average Queue:	0.32
Queue Density:	1.53
Maximum Queue:	3

11:11:00 AM - 11:26:00 AM	EB L
Total Vehicle Count:	20
Delayed Vehicle Count:	20
Through Vehicle Count:	0
Average Stopped Time:	18.85
Maximum Stopped Time:	73
Min. Secs. for Delay:	0
Average Queue:	0.42
Queue Density:	1.22
Maximum Queue:	3

11:26:00 AM - 11:41:00 AM	EB L
Total Vehicle Count:	21
Delayed Vehicle Count:	21
Through Vehicle Count:	0
Average Stopped Time:	10.29
Maximum Stopped Time:	23
Min. Secs. for Delay:	0
Average Queue:	0.25
Queue Density:	1.13
Maximum Queue:	2

11:41:00 AM - 11:56:00 AM	EB L
Total Vehicle Count:	18
Delayed Vehicle Count:	18
Through Vehicle Count:	0
Average Stopped Time:	14.89
Maximum Stopped Time:	50
Min. Secs. for Delay:	0
Average Queue:	0.32
Queue Density:	1.24
Maximum Queue:	3

11:56:00 AM - 12:11:00 PM	EB L
Total Vehicle Count:	24
Delayed Vehicle Count:	24
Through Vehicle Count:	0
Average Stopped Time:	21.50
Maximum Stopped Time:	82
Min. Secs. for Delay:	0
Average Queue:	0.62
Queue Density:	1.62
Maximum Queue:	4

12:11:00 PM - 12:26:00 PM	EB L
Total Vehicle Count:	20
Delayed Vehicle Count:	20
Through Vehicle Count:	0
Average Stopped Time:	18.90
Maximum Stopped Time:	47
Min. Secs. for Delay:	0
Average Queue:	0.43
Queue Density:	1.46
Maximum Queue:	3

12:26:00 PM - 12:41:00 PM	EB L
Total Vehicle Count:	22
Delayed Vehicle Count:	22
Through Vehicle Count:	0
Average Stopped Time:	17.91
Maximum Stopped Time:	35
Min. Secs. for Delay:	0
Average Queue:	0.45
Queue Density:	1.57
Maximum Queue:	4

12:41:00 PM - 12:56:00 PM	EB L
Total Vehicle Count:	18
Delayed Vehicle Count:	18
Through Vehicle Count:	0
Average Stopped Time:	18.22
Maximum Stopped Time:	89
Min. Secs. for Delay:	0
Average Queue:	0.39
Queue Density:	1.40
Maximum Queue:	5

10:56:00 AM - 11:11:00 AM	EB R
Total Vehicle Count:	4
Delayed Vehicle Count:	4
Through Vehicle Count:	0
Average Stopped Time:	7.25
Maximum Stopped Time:	19
Min. Secs. for Delay:	0
Average Queue:	0.06
Queue Density:	1.00
Maximum Queue:	1

11:11:00 AM - 11:26:00 AM	EB R
Total Vehicle Count:	3
Delayed Vehicle Count:	3
Through Vehicle Count:	0
Average Stopped Time:	6.33
Maximum Stopped Time:	15
Min. Secs. for Delay:	0
Average Queue:	0.08
Queue Density:	1.00
Maximum Queue:	1

11:26:00 AM - 11:41:00 AM	EB R
Total Vehicle Count:	2
Delayed Vehicle Count:	2
Through Vehicle Count:	0
Average Stopped Time:	4.50
Maximum Stopped Time:	8
Min. Secs. for Delay:	0
Average Queue:	0.08
Queue Density:	1.00
Maximum Queue:	1

11:41:00 AM - 11:56:00 AM	EB R
Total Vehicle Count:	4
Delayed Vehicle Count:	4
Through Vehicle Count:	0
Average Stopped Time:	7.75
Maximum Stopped Time:	13
Min. Secs. for Delay:	0
Average Queue:	0.07
Queue Density:	1.00
Maximum Queue:	1

11:56:00 AM - 12:11:00 PM	EB R
Total Vehicle Count:	7
Delayed Vehicle Count:	7
Through Vehicle Count:	0
Average Stopped Time:	6.43
Maximum Stopped Time:	11
Min. Secs. for Delay:	0
Average Queue:	0.06
Queue Density:	1.26
Maximum Queue:	2

12:11:00 PM - 12:26:00 PM	EB R
Total Vehicle Count:	6
Delayed Vehicle Count:	6
Through Vehicle Count:	0
Average Stopped Time:	9.83
Maximum Stopped Time:	12
Min. Secs. for Delay:	0
Average Queue:	0.28
Queue Density:	1.71
Maximum Queue:	4

12:26:00 PM - 12:41:00 PM	EB R
Total Vehicle Count:	6
Delayed Vehicle Count:	6
Through Vehicle Count:	0
Average Stopped Time:	7.50
Maximum Stopped Time:	12
Min. Secs. for Delay:	0
Average Queue:	0.07
Queue Density:	1.00
Maximum Queue:	1

12:41:00 PM - 12:56:00 PM	EB R
Total Vehicle Count:	6
Delayed Vehicle Count:	6
Through Vehicle Count:	0
Average Stopped Time:	9.17
Maximum Stopped Time:	15
Min. Secs. for Delay:	0
Average Queue:	0.12
Queue Density:	1.23
Maximum Queue:	2

10:56:00 AM - 12:56:00 PM	EB L	EB R
Total Vehicle Count:	163	38
Delayed Vehicle Count:	163	38
Through Vehicle Count:	0	0
Average Stopped Time:	16.96	7.684
Maximum Stopped Time:	89	19
Min. Secs. for Delay:	0	0
Average Queue:	0.38	0.042
Queue Density:	1.41	1.173
Maximum Queue:	5	4

Georgia Traffic, Inc.
Professional Traffic Studies
www.Georgia-Traffic.com
Tel: 770-926-5949, Fax: 1-484-423-2499

US 319 - SR 35 EB Appr.
@ SR 35

File Name : 24420002-D-P
Site Code : 24420002
Start Date : 5/16/2006

3:51:00 PM - 4:06:00 PM	EB L
Total Vehicle Count:	35
Delayed Vehicle Count:	35
Through Vehicle Count:	0
Average Stopped Time:	25.80
Maximum Stopped Time:	85
Min. Secs. for Delay:	0
Average Queue:	0.98
Queue Density:	1.99
Maximum Queue:	5

4:06:00 PM - 4:21:00 PM	EB L
Total Vehicle Count:	20
Delayed Vehicle Count:	20
Through Vehicle Count:	0
Average Stopped Time:	23.40
Maximum Stopped Time:	78
Min. Secs. for Delay:	0
Average Queue:	0.56
Queue Density:	1.70
Maximum Queue:	4

4:21:00 PM - 4:36:00 PM	EB L
Total Vehicle Count:	31
Delayed Vehicle Count:	31
Through Vehicle Count:	0
Average Stopped Time:	23.45
Maximum Stopped Time:	66
Min. Secs. for Delay:	0
Average Queue:	0.80
Queue Density:	2.20
Maximum Queue:	7

4:36:00 PM - 4:51:00 PM	EB L
Total Vehicle Count:	45
Delayed Vehicle Count:	45
Through Vehicle Count:	0
Average Stopped Time:	33.18
Maximum Stopped Time:	103
Min. Secs. for Delay:	0
Average Queue:	1.58
Queue Density:	2.48
Maximum Queue:	6

4:51:00 PM - 5:06:00 PM	EB L
Total Vehicle Count:	30
Delayed Vehicle Count:	30
Through Vehicle Count:	0
Average Stopped Time:	24.30
Maximum Stopped Time:	117
Min. Secs. for Delay:	0
Average Queue:	0.88
Queue Density:	1.67
Maximum Queue:	4

5:06:00 PM - 5:21:00 PM	EB L
Total Vehicle Count:	55
Delayed Vehicle Count:	55
Through Vehicle Count:	0
Average Stopped Time:	43.05
Maximum Stopped Time:	112
Min. Secs. for Delay:	0
Average Queue:	2.61
Queue Density:	3.63
Maximum Queue:	11

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5:21:00 PM - 5:36:00 PM	EB L
Total Vehicle Count:	40
Delayed Vehicle Count:	40
Through Vehicle Count:	0
Average Stopped Time:	26.70
Maximum Stopped Time:	92
Min. Secs. for Delay:	0
Average Queue:	1.17
Queue Density:	2.06
Maximum Queue:	6

5:36:00 PM - 5:51:00 PM	EB L
Total Vehicle Count:	25
Delayed Vehicle Count:	25
Through Vehicle Count:	0
Average Stopped Time:	17.36
Maximum Stopped Time:	58
Min. Secs. for Delay:	0
Average Queue:	0.51
Queue Density:	1.47
Maximum Queue:	3

5:51:00 PM - 5:54:00 PM	EB L
Total Vehicle Count:	7
Delayed Vehicle Count:	7
Through Vehicle Count:	0
Average Stopped Time:	2.57
Maximum Stopped Time:	3
Min. Secs. for Delay:	0
Average Queue:	0.25
Queue Density:	2.29
Maximum Queue:	4

3:51:00 PM - 4:06:00 PM	EB R
Total Vehicle Count:	11
Delayed Vehicle Count:	11
Through Vehicle Count:	0
Average Stopped Time:	7.45
Maximum Stopped Time:	13
Min. Secs. for Delay:	0
Average Queue:	0.10
Queue Density:	1.21
Maximum Queue:	3

4:06:00 PM - 4:21:00 PM	EB R
Total Vehicle Count:	2
Delayed Vehicle Count:	2
Through Vehicle Count:	0
Average Stopped Time:	8.00
Maximum Stopped Time:	8
Min. Secs. for Delay:	0
Average Queue:	0.06
Queue Density:	1.00
Maximum Queue:	1

4:21:00 PM - 4:36:00 PM	EB R
Total Vehicle Count:	9
Delayed Vehicle Count:	9
Through Vehicle Count:	0
Average Stopped Time:	8.33
Maximum Stopped Time:	22
Min. Secs. for Delay:	0
Average Queue:	0.08
Queue Density:	1.17
Maximum Queue:	2

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4:36:00 PM - 4:51:00 PM	EB R
Total Vehicle Count:	4
Delayed Vehicle Count:	4
Through Vehicle Count:	0
Average Stopped Time:	11.50
Maximum Stopped Time:	16
Min. Secs. for Delay:	0
Average Queue:	0.09
Queue Density:	1.05
Maximum Queue:	2

4:51:00 PM - 5:06:00 PM	EB R
Total Vehicle Count:	3
Delayed Vehicle Count:	3
Through Vehicle Count:	0
Average Stopped Time:	8.67
Maximum Stopped Time:	13
Min. Secs. for Delay:	0
Average Queue:	0.13
Queue Density:	1.00
Maximum Queue:	1

5:06:00 PM - 5:21:00 PM	EB R
Total Vehicle Count:	4
Delayed Vehicle Count:	4
Through Vehicle Count:	0
Average Stopped Time:	10.75
Maximum Stopped Time:	17
Min. Secs. for Delay:	0
Average Queue:	0.06
Queue Density:	1.00
Maximum Queue:	1

5:21:00 PM - 5:36:00 PM	EB R
Total Vehicle Count:	2
Delayed Vehicle Count:	2
Through Vehicle Count:	0
Average Stopped Time:	12.00
Maximum Stopped Time:	15
Min. Secs. for Delay:	0
Average Queue:	0.07
Queue Density:	1.00
Maximum Queue:	1

5:36:00 PM - 5:54:00 PM	EB R
Total Vehicle Count:	1
Delayed Vehicle Count:	1
Through Vehicle Count:	0
Average Stopped Time:	13.00
Maximum Stopped Time:	13
Min. Secs. for Delay:	0
Average Queue:	0.92
Queue Density:	1.00
Maximum Queue:	1

3:51:00 PM - 5:54:00 PM	EB L	EB R
Total Vehicle Count:	288	36
Delayed Vehicle Count:	288	36
Through Vehicle Count:	0	0
Average Stopped Time:	28.50	9.028
Maximum Stopped Time:	117	22
Min. Secs. for Delay:	0	0
Average Queue:	1.12	0.050
Queue Density:	2.34	1.095
Maximum Queue:	11	3

Concept Meeting Minutes
February 11, 2010

Project No.: CSSTP-0008-00(717), Thomas County
PI No.: 0008717
Description: Signal and Striping @ SR 35/US 319 Connector

A concept meeting was held on February 11, 2010. The meeting was requested and conducted by Ralph S. Griffin, District Design Engineer and GDOT Project Manager. The meeting was held at the GDOT District Shop in the training room and began at 10:00 am. A sign-in sheet was passed around and will be made as part of the minutes. The meeting began with an introduction of representatives present for the meeting.

Basil Dahman, District Design Squad Leader, read the need and purpose of the project.

Ralph S. Griffin, District Design Engineer and Project Manager, stated that the traffic counts and accident summary didn't match, and the correct accident summary would be incorporated into the concept report.

Dennis Carter, District Environmentalist, stated that a 404 Wetland Permit would be needed. Mr. Carter stated that a Historical/Archeological and Ecology study will be required. He also stated that a PCE may be needed and there may be a need for permits for right of way.

Geno Hasty, District Traffic Operations Manager, recommended shifting left turn lane and widen the lanes for future development. The permit has been approved.

Bill Cooper, Assistant District Utilities Engineer, stated that there was utilities in the area (Mediacom, City Net, BellSouth, City of Thomasville, water and electrical).

Russell Wilson, Georgia Power Representative, stated that there were 3 transmission lines crossing in this area (Georgia Power Transmission, Georgia Transmission Corporation, and MEAG).

Joe Cowan, District Construction Engineer, inquired if additional right of way would be needed on the east side for future development and the type of development that would go there. Mr. Tony Wooten, Thomas County Public Works Representative, stated that it would be light commercial and residential, but the county didn't have any future development for 319.

Tony Wooten, Thomas County Public Works Representative, inquired if the lanes would remain the same size. Mr. Brent Thomas, District Preconstruction Engineer, stated that the lanes would

stay the same size, just be restriped. Mr. Wooten inquired if the new signal would create some gaps for turning on Dillon Road. Mr. Geno Hasty, District Traffic Operations Manager, stated that the new signal would operate independently, but the timing would also, be based off the timing at the signal on 319.

Brent Thomas, District Preconstruction Engineer, recommended constructing the left turn lane and hatching it out for future development.

Geno Hasty, District Traffic Operations Manager, also recommended providing the lane for future development.

Joe Cowan, District Construction Engineer, inquired about the direction the school buses would be coming from for turning purposes.

Scott James, Thomas County Schools Representative, stated that the buses would come from the North in the morning and afternoon.

Joe Cowan, District Engineer, stated that a supplemental agreement wouldn't be necessary then.

David Dole and Jeremy Carter, City of Thomasville Representatives, stated that their transmissions were on the opposite side of 319. They have water and gas meters and 6 valves.

Shane Pridgen, District Planning and Programming Engineer, had no comments.

Michael Atkinson, Area 4- Moultrie Office Representative, had no comments.

At this time, the meeting was opened to view the preliminary plans and comments or suggestions.

The meeting adjourned around 10:40 am.

SIGN IN SHEET

PROJECT NO.: CSSTP-0008-00(717)
P. I. NO.: 0008717
COUNTY: THOMAS
DATE: February 11, 2010
TIME: 10:00 am

NAME	AGENCY	PHONE NO.
Michael Atkinson	GDOT - Area 4 - Moultrie	(229) 309-0343
Geno Hasty	GDOT - Traffic OPS	(229) 386-3435
JOE COWAN	GDOT - DIST CONST	229 386 3304
Bill Cooper	GDOT - Dist Utilities	229-386-3288
SHAE BRADFORD	GDOT - DISTRICT 4 - DESIGN	229-386-3025
Basil Dahman	GDOT - District 4 - Design Squad Leader	229-386-3467
Antonio Graves	GDOT - District 4 - Design	229-386-3058
Scott James	Thomas Co. Schools	229 225 4380
Russell Wilson	Georgia Power Co.	229-392-6326
Dennis Carter	Dist. Environmentalist	229-386-3046
Sandy Griffin	GDOT PM	229-386-36[illegible]
Shane Pridgen	GDOT Planning	229-386-3045
Brent A. Thomas	GDOT Preconstruction	229-386-3300
Tony Woolen	Thomas County Public Works	229-226-4389
David Ode	City of Thomasville	229 224-4818
Jeremy Carter	City of Thomasville	229-227-4053

Gerald M. Ross, P.E., Commissioner/Chief Engineer

DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

April 14, 2009

Mr. Josh Herring
Commission Chairman, Thomas County
P.O. Box 920
Thomasville, GA 31799

Dear Chairman Herring:

Subject: Department Project Notification - Local Government Responsibilities

Project No.: CSSTP-0008-00(717) Thomas Co. PI# 0008717
SR 35/US 319 @ SR 35 CONN

The Office of Financial Management has added the subject project to the Department's Construction Work Program.

In an effort to improve project delivery, the Department's policy for projects identified by the Department and generated by a State Highway System need will no longer require upfront Local Government commitments nor require Local Governments to bear costs for third parties. These projects will be classified as "Department Projects" hereon. The Department will assume the eligible costs for all utilities and railroads holding a property interest.

However, utility adjustment / relocation costs associated with any utility that was originally installed within a public right of way shall remain the responsibility of each respective utility owner (Official Code of Georgia Annotated 32-6-171). Please ensure that adequate funding is budgeted for the adjustment / relocation of such utility facilities owned by your Local Government (including any associated Authority's facilities). The Department's District Utilities Office will coordinate with you to determine the potential impacts to your facilities.

Also, in an effort to improve project coordination, the Department strongly urges all Local Governments and associated Authorities that own utility facilities to include such relocation work into the project.

We hope this policy will eliminate some of the uncertainties for Local Governments when making early commitments for often unknown costs; and the scheduled delivery of each project will be more reliable.

If you have any questions, feel free to call me at (404) 631-1290 or Joe Sheffield, District Engineer in Tifton at your convenience.

Sincerely yours,

Angela O. Whitworth

Angela O. Whitworth
Office of Financial Management Administrator

AOW:RR:kp

cc: Joe Sheffield - District 4 Engineer
cc: Tim Warren - District 4 Utilities Engineer
cc: Jeff Baker - State Utilities Engineer
cc: Ralph Griffin - Project Manager, District 4

DATE&&&	TIME&&&			STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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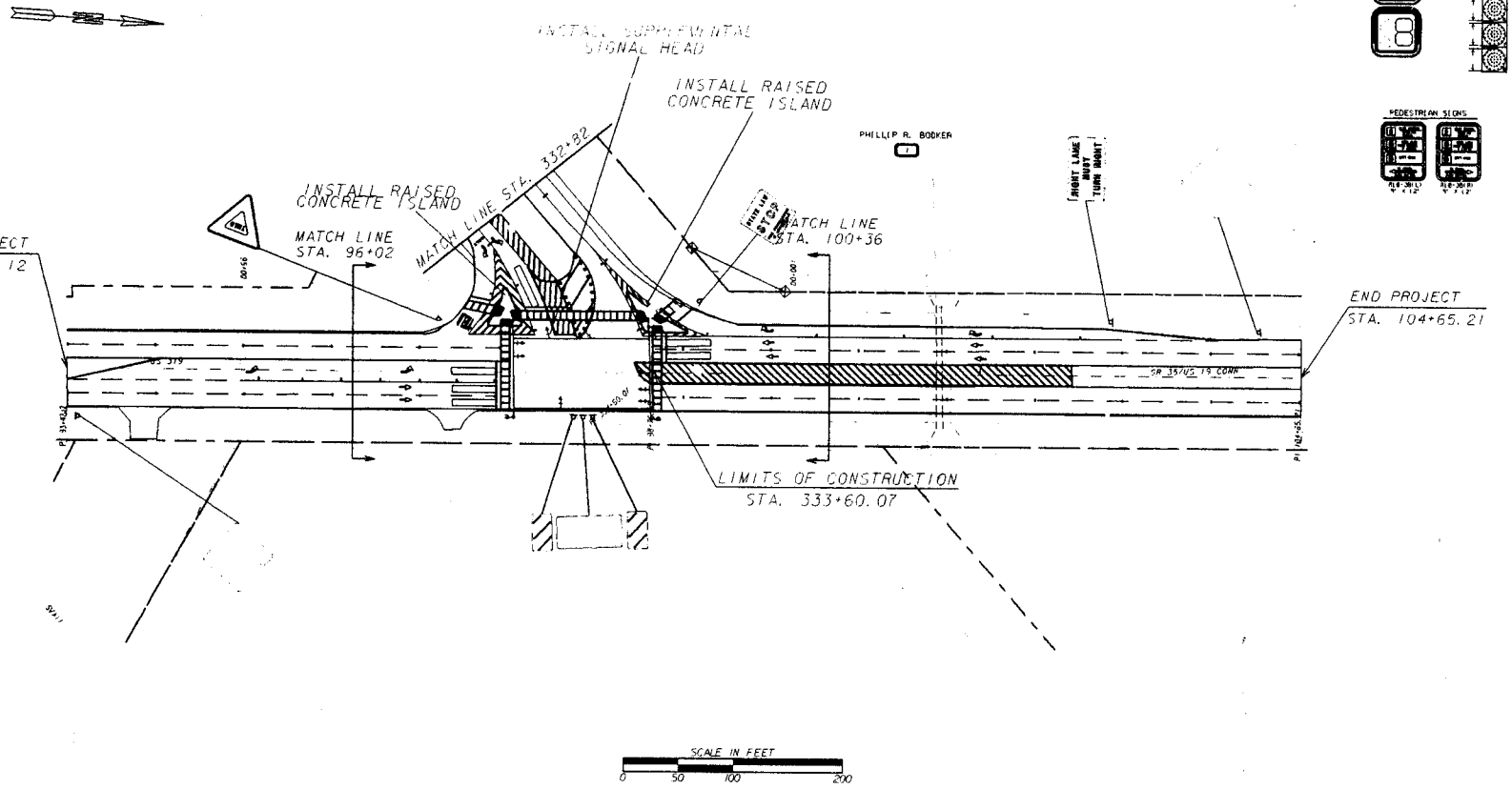
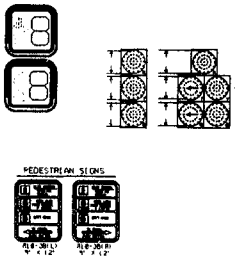




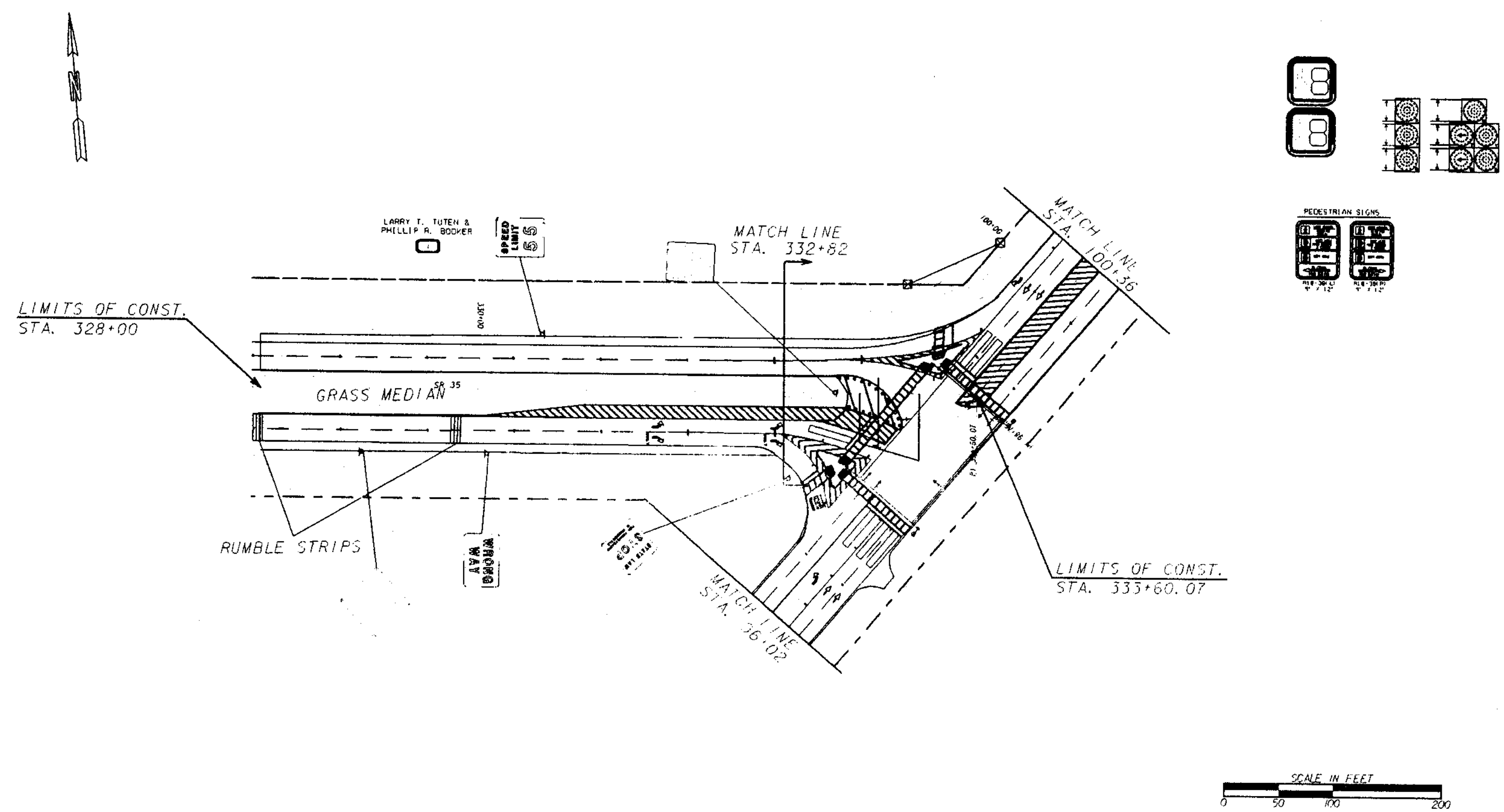
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: DISTRICT 4

SIGNING & MARKING PLAN

DRAWING No. 26-1

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	CSSTP-0008-00(717)		



REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: DISTRICT 4

SIGNING & MARKING PLAN

DRAWING No. 26-2