

Road Safety Audit: Telegraph Road (US-24) from Newport to SR 40/King Avenue

From I-95 SB/May Creek Street to Middle School Road

Kingsland, GA (Camden County)

Report Finalized: March 11th, 2025





Executive Summary

The Georgia Department of Transportation (GDOT) identified the State Route (SR) 40/King Avenue corridor from I-95 SB/May Creek Street to Middle School Road as a corridor to be examined for a Road Safety Audit (RSA). The Federal Highway Administration defines an RSA as a formal safety performance evaluation of an existing or future road or intersection by an independent audit team. The team is multidisciplinary and considers all road users during the safety audit. **Table 1** shows the details of the RSA and **Table 2** lists the top recommendations that resulted from the RSA. **Table 3** provides an Analysis Matrix to identify the definition of terms used in the top recommendations list.

Table 1. RSA Details

Details	
SR 40/King Avenue corridor from I-95 SB/May Creek Street to Middle School Road	
Camden County	
Urban	
GDOT	
April 20 th , 2023	
The RSA team included the following staff: • Michael Turpeau (Atkins) – RSA Team Lead • Max Malloy (Atkins) – RSA Secretary • Travis Brewer (Atkins) • Ronald Knezevich (GDOT TMC) • Keli Roberts (GDOT TMC) • Andy Westberry (GDOT D5) • Joseph Capello (GDOT D5) • Jason Mobley (GDOT Utilities) • Greg Morris (FHWA) • Jim Tolson (Arcadis) • Donnie Boyd (GDOT D5) • Katie Proctor (GDOT D5) • Katie Proctor (GDOT D5) • Kiara Ahmed (GDOT D5) • John Devine (Georgia Bikes) • Jonathan Martinez (GDOT D5) • Justin Bristol (Georgia Bikes) • Samantha Swartz (Kinglsand PD) • Edlin Regis (GDOT Utilities)	





Table 2. Top Recommendations

#	Recommendations	Safety Benefit	Timeframe	Cost/Effort	Responsible Agency
Install a Raised Concrete Median along the corridor from JSJ Road to Middle School Road		High	Long	High	OTO Safety
2	Perform a Road Diet (2 EB Lanes, 2 WB Lanes) from east of Truss Plant Road to BP Gas Station Entrance	High	Long	High	OTO Safety
3	Convert Gross Rd / Haddock Rd, I-95 NB / Boone St, and I-95 SB / May Creek St from Protected Permissive Left Turns to Protected Only Left Turns by Time of Day.		Low	Low	D5 Maintenance

Table 3. Analysis Matrix

Safety Benefit Timeframe		Cost/Effort
Low	Short Term	Low
Minimal safety impact for roadway users	4 to 6 months	\$0 to \$20,000; Expected to be completed by GDOT maintenance crews or local agencies
Moderate	Intermediate	Moderate
Some impact on safety for roadway users	7 to 24 months	\$20,000 to \$200,000; Likely to be utilized as a Quick Response Project by GDOT District office
High	Long Term	High
Offers great potential to improve safety for roadway users	Longer than 24 months	Above \$200,000; Requires GDOT programmed project with full Plan Development Process





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1. Introduction

On April 20, 2023, a field review of the SR 40/King Avenue corridor from I-95 SB/May Creek Street to Middle School Road by Atkins traffic engineers, GDOT and Camden County staff. Meetings were then held on preceding and proceeding dates of April 17, 2023, and April 24, 2023, to discuss pre-existing concerns in the Pre-RSA meeting and findings in the Post-RSA meeting. For a complete list of participants, refer to **Appendix A**. The goal of the field review was to complete an RSA of the SR 40/King Avenue corridor and proactively address findings along the corridor within the study limits. This report will cover the existing conditions of the corridor, findings/observations from the field review, and recommendations for improvements along the corridor.

1.1. What is a Road Safety Audit?

An RSA is a formal safety performance evaluation of an existing or future road or intersection by an independent and multidisciplinary team. RSAs provide GDOT with an innovative approach to analyze safety concerns and collaboratively develop cost-effective solutions. Specifically, RSAs identify, and address safety concerns related to emphasis areas that include intersections, roadway departure, and non-motorized road users. Significant reductions in fatal and serious injury crashes can be achieved by addressing safety concerns related to these emphasis areas and implementing proven safety countermeasures. **Figure 1** displays the typical eight-step process associated with an RSA.



Figure 1. The 8-Step RSA Process

SR 40/King Avenue was identified as a location for an RSA due to the crash history and use as a principal arterial within Camden County. The corridor is approximately 1.49 miles long. The roadway transitions from being a six-lane roadway with a raised median at the western limits to a five-lane roadway including a Two-Way Left Turn Lane (TWLTL) at the eastern limits. Within the study limits of the corridor, there are five signalized intersections and seven unsignalized minor streets along with multiple driveways. South of the corridor has a railroad line that runs parallel next to it which limits the number of crossing locations to roadways on the other side, and due to the railroad, this Road Safety Audit potentially impacting intersections on the opposite sides of the railroad crossings, this study will also analyze five unsignalized intersections on Boone Street which runs parallel with the railroad line and SR 40/King Avenue. The corridor serves between 19,237 vehicles to 30,454 vehicles per day according to traffic counts obtained in March of 2023 as part of this study. Within the study limits, an average of 114.86 crashes per year were reported between 2013 through February of 2023 per the Georgia Electronic Accident Reporting System (GEARS) and Numetric.

An RSA team requires an independent group of qualified professionals and local citizens. GDOT selected Atkins to lead the RSA team in identifying practices and preparing recommendations to improve conditions along SR 40/King Avenue. The formal daytime inspection was performed by all attending parties on April 20, 2023, and a debriefing meeting was held on April 24, 2023, to discuss all findings and proposed recommendations. A nighttime inspection was performed by Atkins on April 19, 2023, to identify any field observations that may be present during low-light conditions. This report has been prepared to present these findings and recommendations so the maintaining agencies can develop projects to improve conditions along the identified section of the SR 40/King Avenue.





2. Study Area

2.1. Background

SR 40/King Avenue is a state route located in Camden County, Georgia. The study limits of SR 40/King Avenue begin at I-95 SB/May Creek Street and then continues east to end at Middle School Road. The roadway is under the jurisdiction of GDOT and it is a hurricane evacuation corridor. **Figure 2** depicts an aerial map of the corridor.

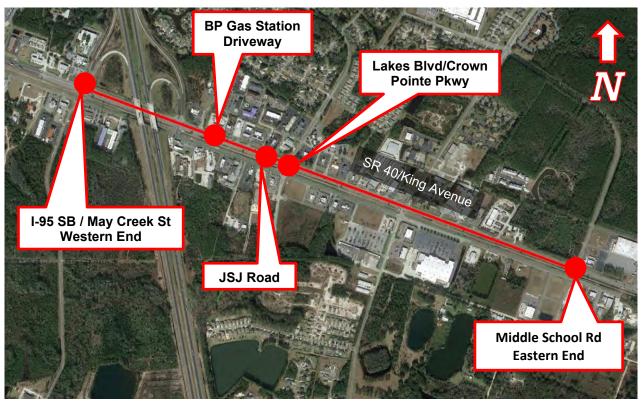


Figure 2. Aerial Map of SR 40/King Avenue RSA Corridor

The SR 40/King Avenue corridor is a principal arterial route. The study limits are east of the downtown area of Kingsland and can be used to travel west further into the city or east towards St Marys and the Kings Bay Base. Within the study limits the corridor connects with I-95 where this interchange is the second north of the Florida state line. Between the I-95 SB Ramps/May Creek Street and the BP Gas Station Driveway, the corridor is a six-lane roadway with a raised concrete median. At the BP Gas Station Driveway, the outside eastbound lane merges in to make the roadway two lanes eastbound and three lanes westbound with the raised concrete median until JSJ Road. East of JSJ Road the median ends have a Two-Way Left Turn Lane (TWLTL) or dedicated left turn lanes instead. Then at the intersection of Lakes Boulevard/Crown Pointe Parkway, the roadway transitions to only have two westbound lanes making it a five-lane roadway with a TWLTL which it maintains through the remainder of the study limits. SR 40/King Avenue is relatively flat and straight throughout the study limits. The posted speed limit throughout the corridor is 45 Miles Per Hour (MPH). The primary road users for the study limits are passenger vehicles with trucks making up approximately 2.0 % of the corridor's traffic according to the 48-hour counts obtained as part of this study. Pedestrians were noted along the corridor and recorded traveling the corridor within the traffic counts obtained as a part of this study as well as reflected in the crash data.





The roadways of SR 40/King Avenue and Boone Street run parallel with each other approximately 110 feet apart with an active railroad line directly in between. SR 40/King Avenue is a higher volume road than Boone Street in part due to its connectivity to I-95 at the interchange. Because of the railroad both roadways have no developments or businesses on their respective railroad side and have limited access points connecting them with May Creek Street as the study western limit being the westernmost connecting intersection and Middle School Road as the study eastern limit being the easternmost connecting intersection. In total, there are five roadways that connect SR 40/King Avenue and Boone Street at intersections which are signalized for SR 40/King Avenue and stop controlled on all approaches except for the southbound approach (the approach coming off the railroad tracks) for Boone Street. Due to developing space on the southern side of SR 40/King Avenue being limited by the railroad, multiple developments are also along the southern side of Boone Street with travel between those locations needing to use the limited access locations. **Figure 3** depicts an aerial map of the Right of Way of the corridor.



Figure 3. Right Of Way of SR 40/King Avenue RSA Corridor

2.2. GDOT Programmed Projects

The current programmed projects pulled from the GDOT GeoPI website are listed in Table 4.

Table 4. SR 40 Programmed Projects

Project ID	Program Year	Project Location	Project Description
M004900	2016*	SR 40 from East of Henrietta St to Kings Bay Rd	Resurfacing
0015396	2024	Boone Street; May Creek Dr & Keith Dixon Way @ 3 Locations	Ped/Bike Facilities

^{*}Work Completed 04/17/2017





2.3. Existing Safety Features

GDOT and local agencies have already implemented several measures to improve safety on this corridor. These measures, described in **Table 5**, have effectively addressed potential safety concerns.

Table 5. Existing Safety Features

Table 5. Existing Sa	Benefits	Details
Description		Details
Railroad Safety Arms and Flashers	Alerts drivers and physically prevents vehicles from crossing the roadway when the railroad crossing is in use by a train.	
Railroad Illuminated Message Box	Sign that illuminates message to prevent specific maneuvers when adjacent railway crossing is active	
Raised Concrete / Grass Median	Physically separates two sides of a roadway limiting the number of conflict points at intersections/driveways as well as providing refuge for pedestrian midblock crossings.	NORS





Description	Benefits	Details
Guardrail	Structures alongside the road to physically prevent vehicles from departing the roadway and hitting roadside hazards.	
Grade Crossing and Intersection Advance Warning (W10-2) Sign	Indicated intersection ahead with active adjacent railroad crossing.	THE HEAD OF THE PARTY OF THE PA
Overhead Guide Signage	Gives advanced indication to the usage of specific lanes and directions for specific routes.	





3. Crash Analysis

3.1. Summary of Crashes

To perform a comprehensive safety analysis, historical traffic crash data for the most recent period from January 1, 2013, through February 28, 2023, were collected from GEARS. Crash data were mapped spatially based upon the geographic information system coordinates associated with each record, and each crash was ultimately allocated to the appropriate segment or intersection along the corridor based upon location. **Table 6** summarizes the breakdown of the crashes into either the corridor's segments or intersections as well as the corridor's total crashes in terms of Fatal crashes (K), Severe Injury crashes (A), Visible Injury crashes (B), Complaint of Injury crashes (C), and Property Damage Only crashes (O).

Table 6. SR 40 Segment & Intersection Crash Breakdown

Location			Traffic (Crashes		
Location	K	Α	В	С	0	Total
Intersections	1	0	3	8	48	60
Segments	6	21	76	203	801	1,107
Total	7	21	79	211	849	1,167
Intersection Crash Rate (26,676 AADT)	0.062	0.216	0.781	2.085	8.227	11.369

Table 7 and **Table 8** summarize crash data specific to each segment and intersection along the study corridor, including the approximate traffic crash rates. AADTs were applied to each segment and entering vehicles were assigned to each intersection based upon traffic counts collected as a part of this study. Further details regarding the distribution of crash severity, type, time, pavement condition, and Manner of Collision can be found in **Appendix B**. A map depicting the intersections and segments is represented in **Figure 4** below.



Figure 4. Summary of Intersections and Segments





Table 7. Summary of SR 40 Corridor Segment Traffic Crash Data (2013 – February 2023)

	Segment Description			Crashes				Crashe	s	
From	То	Length AADT		or Rates	K	Α	В	C	0	Total
I-95 SB / May	I-95 NB / Boone		26 174	Crashes	0	0	0	0	10	10
Creek St	St	0.28	26,174	Rates	0.0	0.0	0.0	0.0	36.8	36.8
I-95 NB / Boone	BP Gas Station	0.13	28,150	Crashes	0	0	0	0	5	5
St	Driveway	0.13	20,130	Rates	0.0	0.0	0.0	0.0	36.8	36.8
BP Gas Station	JSJ Rd	0.12	27,920	Crashes	0	0	2	2	14	18
Driveway	333 Nu	0.12	27,320	Rates	0.0	0.0	16.1	16.1	112.6	144.8
JSJ Rd	Gardenia	0.04	27,058	Crashes	0	0	0	0	0	0
J33 Na	Blossom Rd	0.04	27,030	Rates	0.0	0.0	0.0	0.0	0.0	0.0
Gardenia	Lakes Blvd /			Crashes	0	0	0	0	1	1
Blossom Rd	Crown Pointe Pkwy	0.05	27,058	Rates	0.0	0.0	0.0	0.0	19.9	19.9
Lakes Blvd /				Crashes	0	0	0	0	1	1
Crown Pointe Pkwy	Queen St	0.07	25,813	Rates	0.0	0.0	0.0	0.0	14.9	14.9
				Crashes	0	0	0	0	0	0
Queen St	Tiffany St	0.04	26,208	Rates	0.0	0.0	0.0	0.0	0.0	0.0
Tiffany St	Victoriana Rd	0.06	26,376	Crashes	0	0	0	0	0	0
Tillally St	VICTORIARIA KU	0.06	20,370	Rates	0.0	0.0	0.0	0.0	0.0	0.0
Victoriana Rd	Gross Rd /	0.19	26,390	Crashes	1	0	1	1	8	11
Victorialia Ku	Haddock Rd	0.19	20,330	Rates	5.4	0.0	5.4	5.4	43.0	59.1
Gross Rd /	J Nolan Wells	0.28	26,444	Crashes	0	0	0	2	4	6
Haddock Rd	J Notall Wells	0.26	20,444	Rates	0.0	0.0	0.0	7.3	14.6	21.8
J Nolan Wells	Middle School	0.24	25,847	Crashes	0	0	0	3	5	8
J Wolali Wells	Rd	0.24	23,047	Rates	0.0	0.0	0.0	13.0	21.7	34.8
				Crashes	1	0	3	8	48	60
	r Segments	1.50	26,676	Total Rate	0.7	0.0	2.0	5.4	32.3	40.4

^{*}Traffic crash rates in crashes per 100M vehicle miles traveled

Within the segment from Victoriana Road and Gross Road/Haddock Road, there was a fatal crash which involved a southbound vehicle that stopped at the stop sign of a driveway but still entered the roadway in the path of a westbound motorcycle. The motorcycle attempted to stop but, in the process, overturned and ejected the rider who impacted the side of the southbound vehicle resulting in the rider's fatality.





Table 8. Summary of SR 40 Corridor Intersection Traffic Crash Data (2013 – February 2023)

Table 0	. Summary of SR 4					- ALG (20	.5 1 60		Crashes		
	Intersection Desc	ription	Traffic '	Volume	Crashes				ash Rate	*	
	Minor	Signal	Major	Minor	or Rates	K	Α	В	С	0	Total
	I-95 SB / May				Crashes	3	2	16	30	138	189
	Creek St	Yes	22,433	7,979	Rates	0.027	0.018	0.142	0.266	1.223	1.675
	LOE ND / Daana Ct	Vaa	20 107	F 422	Crashes	0	6	19	37	151	213
	I-95 NB / Boone St	Yes	28,187	5,422	Rates	0.0	0.048	0.152	0.297	1.211	1.708
	BP Gas Station	No	28,319	988	Crashes	0	0	0	7	22	29
	Driveway	INO	20,319	900	Rates	0.0	0.0	0.0	0.064	0.202	0.267
	JSJ Rd	No	27,846	612	Crashes	0	2	3	4	22	31
	131 KG	INO	27,040	012	Rates	0.0	0.019	0.028	0.038	0.208	0.294
	Gardenia Blossom	No	27,846	345	Crashes	0	1	0	1	3	5
ne	Rd	110	27,040	343	Rates	0.0	0.010	0.0	0.010	0.029	0.048
Ven	Lakes Blvd /				Crashes	0	1	8	26	89	124
SR 40 / King Avenue	Crown Pointe Pkwy	Yes	25,594	7,528	Rates	0.0	0.008	0.065	0.211	0.724	1.001
×	Queen St	No	25,927	590	Crashes	0	0	1	3	8	12
40	Queen st	INO	25,927	590	Rates	0.0	0.0	0.010	0.030	0.081	0.122
SR	Tiffany St	No	26,210	248	Crashes	0	0	1	1	3	5
	Tillally 5t	INO	20,210	240	Rates	0.0	0.0	0.010	0.010	0.030	0.051
	Victoriana Rd	No	26,578	931	Crashes	0	0	1	3	9	13
		140	20,370	331	Rates	0.0	0.0	0.010	0.030	0.088	0.127
	Gross Rd /	Yes	26,289	7,795	Crashes	2	6	10	44	155	217
	Haddock Rd	163	20,203	7,733	Rates	0.016	0.047	0.079	0.348	1.225	1.716
	J Nolan Wells	No	25,964	612	Crashes	0	0	0	3	9	12
				011	Rates	0.0	0.0	0.0	0.030	0.091	0.122
	Middle School Rd	Yes	27,614	5,818	Crashes	0	1	7	23	87	118
				-,	Rates	0.0	0.008	0.056	0.185	0.701	0.951
	May Creek St	No	4,688	5,116	Crashes	0	0	2	2	23	27
			,	-, -	Rates	0.0	0.0	0.055	0.055	0.632	0.742
+:	Boone St (I-95 NB)	No	4,628	2,506	Crashes	0	0	0	3	9	12
iree	, ,		,	,	Rates	0.0	0.0	0.0	0.113	0.340	0.453
e St	Crown Pointe	No	6,434	3,079	Crashes	0	0	1	8	22	31
Boone Street	Pkwy		,	,	Rates	0.0	0.0	0.028	0.227	0.623	0.878
- B	Haddock Rd	No	3,470	8,576	Crashes	1	2	7	7	48	65
					Rates	0.022	0.045	0.157	0.157	1.073	1.454
	Middle School Rd	No	3,063	2,383	Crashes	0	0	0	1	3	4
	Wilder School Na No 3,003 2,		,	Rates	0.0	0.0	0.0	0.049	0.148	0.198	
	All C				Crashes	6	21	76	203	801	1,107
	All Corridor Intersections			Total Rate	0.062	0.216	0.781	2.085	8.227	11.369	

^{*}Traffic crash rates in crashes per 1M entering vehicles





Table 9. Georgia Summary of Urban Principle Arterial Crash Rates (2013-2021)

Crash	Crashes					Year	·				
Severity	or Rates	2013	2014	2015	2016	2017	2018	2019	2020	2021	Average
Fatal	Crashes	134	150	167	200	177	210	205	232	250	191.7
ratai	Rates	1.18	1.15	1.24	1.47	1.24	1.46	1.41	1.7	1.84	1.41
Injury	Crashes	16,014	17,544	18,610	19,782	21,195	20,248	19,931	16,131	19,876	18,815
iiijuiy	Rates	141	134	138	145	149	141	137	118	146	138.8
PDO	Crashes	53,025	59,303	59,620	65,358	66,298	63,027	61,201	47,603	53,633	58,785
PDO	Rates	466	454	444	482	465	439	421	349	394	435
Total	Crashes	69,173	76,997	78,397	85,340	87,670	83,485	81,337	63,966	73,759	77,792
iotai	Rates	608	589	583	628	615	581	559	469	542	574.9

The first of the three fatal crashes to occur at SR 40/King Avenue and the I-95 SB Ramps/May Creek Street involved a westbound heavy vehicle that was traveling straight through the intersection after the light had changed to red. At this time an eastbound vehicle was turning left under a protected phase and was hit by the westbound vehicle. The collision resulted in the fatality of one individual in the eastbound vehicle as well as the severe injury of a second occupant of the eastbound vehicle.

The second fatal crash at SR 40/King Avenue and the I-95 SB Ramps/May Creek Street involved a westbound vehicle turning left on a permissive phase in front of an eastbound through moving vehicle. The eastbound vehicle struck the westbound vehicle on its passenger side door which resulted in the fatality of the person riding in the passenger seat of the westbound vehicle as well as the visible injury of the westbound driver.

The third fatal crash at SR 40/King Avenue and the I-95 SB Ramps/May Creek Street was a pedestrian crash where two pedestrians in dark conditions were crossing the east leg of the intersection in the crosswalk. The pedestrians had entered into the crosswalk out of phase, but it was determined that the pedestrian signal equipment was not functioning at the time. As the pedestrians were in the intersection an eastbound vehicle with a green light failed to observe the two pedestrians striking them both resulting in the fatality of one of them and the severe injury of the other.

The first fatal crash at the intersection of Gross Road/Haddock Road with SR 40/King Avenue involved a westbound vehicle that turned left on a permissive phase in front of an eastbound vehicle. The eastbound vehicle hit the westbound vehicle on its passenger side door which results in the fatality of the elderly individual riding in the westbound passenger seat as well as complaint of injuries from the eastbound driver as well as westbound driver.

The second fatal crash at the same intersection occurred when a westbound vehicle misjudged the gap in front of an eastbound through moving motorcycle. The motorcyclist had to lay down their motorcycle in an attempt to stop which ejected the rider and resulted in their fatality.

The final fatal crash occurred at the intersection of Boone Street and Haddock Road involving an eastbound vehicle that failed to stop or slow for the stop sign hitting a northbound vehicle causing both vehicles to depart the roadway and the eastbound vehicle to overturn which resulted in the fatality of a passenger in the eastbound vehicle.

Traffic crashes along the corridor were primarily intersection-based, primarily at the five signalized intersection making up 73.78 % (861 of the 1,167) of the corridor's total crashes. Table 10 below lists the breakdown of corridor's crashes by their crash types with respective severities and what percentage of the total each crash type amounts to.

Table 9 above shows crash rate per 100 million Vehicle Miles which when compared to Table 8's 1 million Vehicle Miles shows that the fatality rate on this corridor is notably higher than the states average.





Table 10. Corridor Crashes by Manner of Collision (2013 – February 2023)

Crash Type	К	Α	В	С	0	Total	Percentage
Single Vehicle	0	0	4	4	19	27	2.3%
Left Turn – Angle	4	12	36	60	112	224	19.2%
Angle	2	5	19	34	157	217	18.6%
Sideswipe – Same Direction	0	1	3	10	116	130	11.1%
Sideswipe – Opposite Direction	0	0	0	0	2	2	0.2%
Rear End	0	2	14	103	437	556	47.6%
Head On	0	0	2	0	4	6	0.5%
Pedestrian	1	0	1	0	0	2	0.2%
Bicycle	0	1	0	0	1	2	0.2%
Animal	0	0	0	0	1	1	0.1%
Total	7	21	79	211	849	1167	100%

As can be seen within the table above, the primary crash type is rear end collisions making up 47.6% (556 of 1,167) of the corridor's crashes with the second most common crash type being left turn – angle crashes making up 19.2% (224 of the 1,167). It also deserves noting that the left turn – angle crashes accounted for 57.1% (4 of the 7) of the corridor's fatal crashes and 57.1% (12 of the 21) of the corridor's severe injury (A) crashes.

The seven fatal crashes along the corridor have been covered above but will be readdressed in their respective segment or intersection crash tables. The twenty-one severe injury crashes (A) within the study limits will be addressed in the same manner along with each of the pedestrian and bicycle crashes that are not covered within the fatal or severe injury crashes.

Figure 5 below represents a summary of the segment crashes compared with the driveway density in the respective segment. Prior studies have shown that when the driveway density increases the number of crashes will as well due to the compounding of conflict points created from the driveways. The results below follow the trend of increased segment crashes in the segments with increased driveway density. The deviations from the trend are due in part to the adjacent signalized intersection such as in the segment between the two I-95 ramp intersections, the presence of a median separating the two sides of the roadway like in the segment between the I-95 NB ramps, and the BP Gas Station Driveway, and the draw that some businesses have causing increased movements into and out of specific driveways as opposed to others.





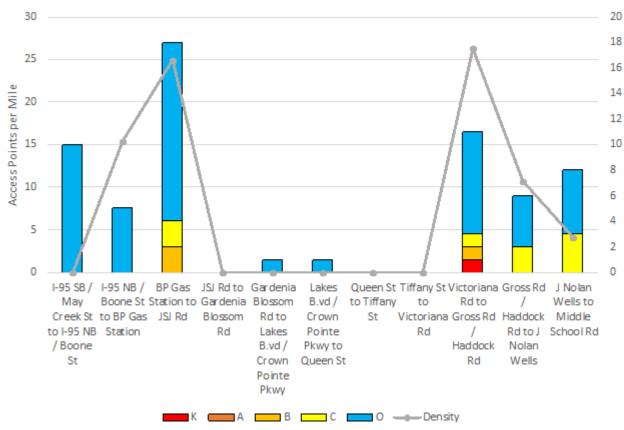


Figure 5. Corridor Segment Crashes vs Driveway Density



3.2. Notable Locations of Crashes

3.2.1. I-95 SB / May Creek Street

Table 11. SR 40/King Avenue at I-95 SB/May Creek Street Intersection Crashes (Jan 1, 2013 – Feb 28, 2023)

2023)				rash Severit	·V		
Crash Type	Direction(s)	K	A	В	C	0	Total
	SB		•			1	1
Single Vehicle	EB			1		1	2
	WB			1			1
	SB LT x NB					1	1
Left Turn – Angle	EB LT x WB	1	2	10	15	23	51
	WB LT x EB	1		1	1	10	13
	NB x EB					3	3
Angle	SB x EB				2	4	6
	SB x WB					6	6
	NB					4	4
Cidacuina Cama Direction	SB				1	2	3
Sideswipe-Same Direction	EB				1	9	10
	WB			1		4	5
	NB		•	,	2	10	12
Door End	SB				1	27	28
Rear End	EB				4	21	25
	WB				3	12	15
Head On - Left Turn	EB x WB			2			2
Pedestrian		1					1
Total		3	2	16	30	138	189

The first severe injury crash at this intersection involved an eastbound vehicle turning left on a permissive phase into the path of a westbound through moving motorcycle. The westbound motorcycle struck the eastbound vehicle which ejected the two riders resulting in their severe injuries.

The second severe injury crash occurred when an eastbound vehicle failed to observe a westbound through moving vehicle before turning in front of it. The two vehicles struck each other resulting in a visible injury to the eastbound driver and a severe injury to the westbound elderly driver.

As mentioned previously, the first fatal crash involved a westbound heavy vehicle was traveling straight through the intersection after the light had changed to red. At this time an eastbound vehicle was turning left under a protected phase and was hit by the westbound vehicle. The collision resulted in the fatality of one individual in the eastbound vehicle as well as the severe injury of a second occupant of the eastbound vehicle.

The second fatal crash involved a westbound vehicle turning left on a permissive phase in front of an eastbound through moving vehicle. The eastbound vehicle struck the westbound vehicle on its passenger side door which resulted in the fatality of the person riding in the passenger seat of the westbound vehicle as well as the visible injury of the westbound driver.

The third fatal and only pedestrian crash at the intersection was a pedestrian crash where two pedestrians in dark conditions were crossing the east leg of the intersection in the crosswalk. The pedestrians had entered the crosswalk out of phase, but it was determined that the pedestrian signal equipment was not functioning at the time. As the pedestrians were in the intersection an eastbound vehicle with a green light failed to observe the two pedestrians striking them both resulting in the fatality of one of them and the severe injury of the other.





Collision Diagram

COUNTY: Camden

LOCATION: Intersection of SR 40/King Avenue at I-95 SB/May Creek Street

PERIOD: 01/01/2013 TO 02/28/2023

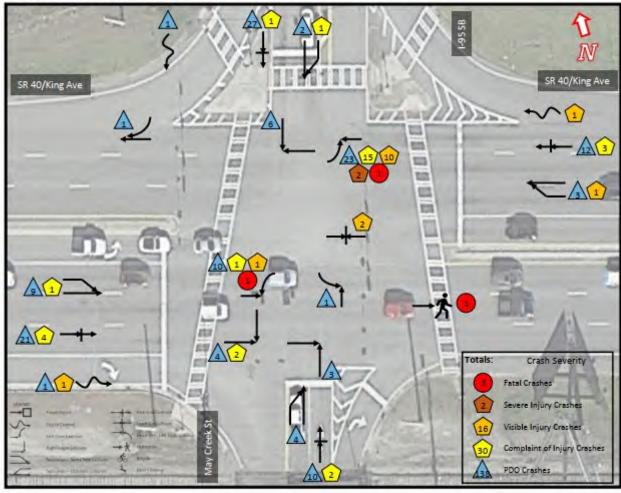


Figure 6. SR 40 at I-95 SB/May Creek Street Collision Diagram





3.2.2. I-95 SB / May Creek Street to I-95 NB / Boone Street

Table 12. SR 40 from May Creek Street to I-95 NB / Boone Street Segment Crashes

Crach Type	Direction(s)		Crash Severity					
Crash Type	Direction(s)	K	А	В	С	0	Total	
Cidoswino Como Direction	EB					6	6	
Sideswipe-Same Direction	WB					3	3	
Rear End	WB					1	1	
Total						10	10	



Figure 7. SR 40 from I-95 SB/May Creek St to I-95 NB/Boone St Segment





3.2.3. I-95 NB / Boone Street

Table 13. SR 40 at I-95 NB/Boone St Intersection Crashes

Crash Type	Direction(s)		C	rash Severit	ty		Total
Crash Type	Direction(s)	K	А	В	С	0	TOLAT
	NB					2	2
Single Vehicle	SB					1	1
	WB					2	2
	NB LT x SB					2	2
Left Turn – Angle	EB LT x WB		3	10	19	21	53
	WB LT x EB		2	5	3	6	16
	NB x EB		1			2	3
Angle	SB x EB					2	2
	SB x WB				1	3	4
	NB					5	5
Sideswipe-Same Direction	SB				1	6	7
Sideswipe-Same Direction	EB				1	8	9
	WB			1		8	9
Sideswipe-Opposite Direction	NB x SB					1	1
	NB					8	8
Rear End	SB			3	2	28	33
Real Ellu	EB				3	20	23
	WB				7	24	31
Head On	NB x SB					1	1
Bicycle						1	1
Total			6	19	37	151	213

The first severe injury crash at this intersection occurred when a westbound vehicle ran the red light hitting an eastbound vehicle turning left on a protected phase. The westbound vehicle struck the rear passenger side of the eastbound vehicle causing severe injury to the individual sitting in the rear passenger seat.

The second severe injury crash involved an eastbound vehicle turning left on a permissive phase striking a westbound vehicle on its driver-side door which caused severe injury to the westbound driver.

The third severe injury crash occurred when an eastbound motorcycle in the eastbound left turn lane changed lanes into the leftmost through lane to pass the vehicle in front of it and ultimately turn left from the through lane on a permissive phase. At this time a westbound motorcycle was traveling straight through the intersection and collided with the eastbound left turning motorcycle. The collision ejected the westbound rider resulting in severe injury.

The fourth severe injury crash occurred when a westbound vehicle turned left on a permissive phase into the path of an eastbound vehicle. The two vehicles struck each other head on resulting in severe injuries for one of the westbound vehicle's passengers and the eastbound vehicle's driver.

The fifth severe injury crash involved a westbound vehicle whose driver reported having their line of sight to the eastbound through lanes obstructed by the queue of eastbound left turning vehicle. The westbound vehicle turned left on the permissive phase as an eastbound vehicle was traveling through the intersection causing the collision which resulted in a visible injury to the eastbound driver and severe injury to the westbound driver.





The sixth severe injury crash occurred when an eastbound vehicle ran a red light for unknown reasons striking a northbound vehicle on its driver side door resulting in visible injury to both drivers and a severe injury to the northbound vehicle's passenger.

Collision Diagram

COUNTY: Camden
LOCATION: Intersection of SR 40/King Avenue at I-95 NB/Boone Street

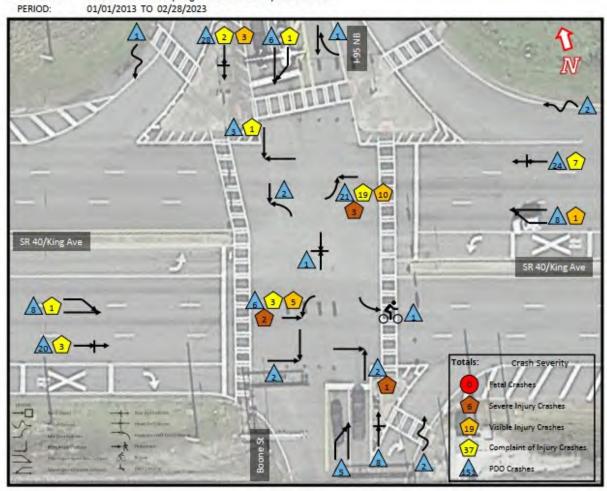


Figure 8. SR 40 at I-95 NB / Boone Street Collision Diagram



3.2.4. I-95 NB / Boone Street to BP Gas Station Driveway

Table 14. SR 40 from I-95 NB / Boone St to BP Gas Station Driveway Segment Crashes

Crash Type	Direction(s)		C	rash Severi	ty		Total
Crash Type	Direction(s)	K	Α	В	С	0	TOLAT
Angle	SB x WB					3	3
Sideswipe-Same Direction	WB					1	1
Rear End	EB					1	1
Total						5	5



Figure 9. SR 40 from I-95 NB / Boone St to BP Gas Station Driveway Segment





3.2.5. **BP Gas Station Driveway**

Table 15. SR 40 at BP Gas Station Driveway Intersection Crashes

Crash Tuna	Direction(s)		(Crash Severi	ty		Total
Crash Type	Direction(s)	K	А	В	С	0	TOLAT
	SB					1	1
Single Vehicle	EB					1	1
	WB				1		1
Left Turn – Angle	EB LT x WB				1	1	2
Anglo	NB x EB					6	6
Angle	SB x WB				3	5	8
Cidocuino Como Direction	EB					2	2
Sideswipe-Same Direction	WB				2	3	5
Door End	EB			,	,	2	2
Rear End	WB					1	1
Total					7	22	29

Collision Diagram

COUNTY: Camden

Intersection of SR 40/King Avenue at BP Gas Station Driveway 01/01/2013 TO 02/28/2023 LOCATION:

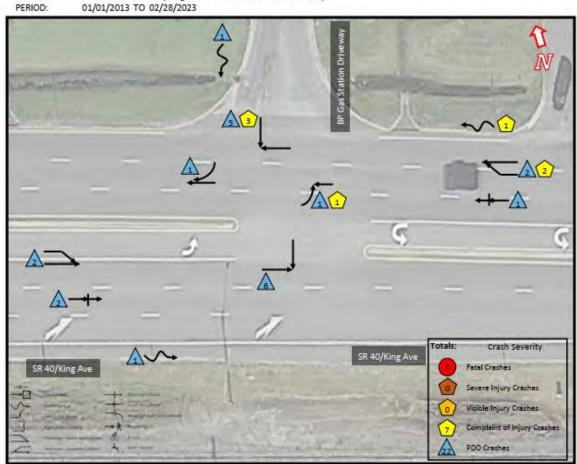


Figure 10. SR 40 at BP Gas Station Driveway Collision Diagram





3.2.6. BP Gas Station Driveway to JSJ Road

Table 16. SR 40 from BP Gas Station Driveway to JSJ Road Segment Crashes

Crash Type	Direction(s)		C	Crash Severi	ty		Total
Crasii Type	Direction(s)	K	А	В	С	0	TOLAT
Single Vehicle	EB			1			1
Single verilcle	WB					1	1
Angle	SB x WB			1	1	4	6
Sidoswina Sama Direction	EB					2	2
Sideswipe-Same Direction	WB					4	4
Rear End	SB					1	1
Keai Eilu	WB				1	2	3
Total				2	2	14	18



Figure 11. SR 40 from BP Gas Station Driveway to JSJ Rd





3.2.7. **JSJ Road**

COUNTY:

LOCATION:

Camden

Intersection of SR 40/King Avenue at JSJ Road

Table 17. SR 40 at JSJ Road Intersection Crashes

Crash Type	Direction(s)		Crash Severity				
	Direction(s)	K	А	В	С	0	Total
Left Turn – Angle	EB LT x WB		1	1	2	2	6
AI -	NB x EB					2	2
Angle	SB x WB		1	2	2	9	14
Cid-suite Cours Discretion	EB					2	2
Sideswipe-Same Direction	WB					2 2 2	3
Door End	SB					1	1
Rear End	EB					3	3
Total			2	3	4	22	31

The first severe injury crash involved an eastbound vehicle that turned left into a westbound motorcycle with the resulting collision causing the rider to be ejected and suffer severe injuries.

The second severe injury crash that occurred at this intersection involved a southbound vehicle that was intending to turn right into the outside westbound lane. As the southbound vehicle began its movement the outside lane was open but at this same time a westbound vehicle in the middle lane changed lanes in the intersection into the outside lane causing the southbound vehicle to strike the westbound vehicle with the force of the impact causing the westbound vehicle to cross over the center median and enter the eastbound lanes resulting in the severe injury of the westbound driver.

Collision Diagram

PERIOD: 01/01/2013 TO 02/28/2023

SR 40/King Ave

SR 40/King Ave

Fatal Crashs
Severity
Fatal Crashes
Severe Injury Crashes
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Figure 12. SR 40 at JSJ Road Collision Diagram





3.2.8. Gardenia Blossom Road

Table 18. SR 40 at Gardenia Blossom Road Intersection Crashes

Crash Type	Direction(s)		Crash Severity				
	Direction(s)	K	А	В	С	0	Total
Single Vehicle	WB					1	1
Left Turn – Angle	EB LT x WB		1				1
Angle	SB x WB				1		1
Sideswipe-Same Direction	WB					1	1
Rear End	SB					1	1
Total			1		1	3	5

The one severe injury to occur at this intersection was similar to a crash at the previous intersection where an eastbound vehicle turned left striking a westbound motorcycle causing the rider to be ejected and suffer severe injuries.

Collision Diagram

COUNTY: Camden
LOCATION: Intersection of SR 40/King Avenue at Gardenia Blossom Road

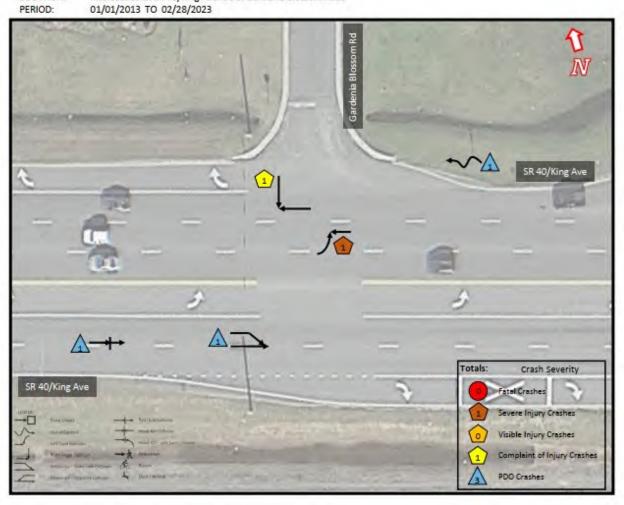


Figure 13. SR 40 at Gardenia Blossom Road Collision Diagram





3.2.9. Gardenia Blossom Road to Lakes Boulevard/Crown Pointe Parkway

Table 19. SR 40 from Gardenia Blossom Road to Lakes Boulevard/Crown Pointe Parkway Crashes

Crash Type	Direction(s)		Crash Severity				
Crash Type	Direction(s)	K	Α	В	С	0	Total
Rear End	WB					1	1
Total						1	1



Figure 14. SR 40 from Gardenia Blossom Road to Lakes Boulevard/Crown Pointe Parkway





3.2.10. Lakes Boulevard/Crown Pointe Parkway

Table 20. SR 40 at Lakes Boulevard/Crown Pointe Parkway Crashes

Crash Tuna	Direction(s)		Crash Severity				
Crash Type	Direction(s)	K	А	В	С	0	Total
Single Vehicle	EB				1	1	2
	NB LT x SB					1	1
Left Turn – Angle	SB LT x NB					1	1
Left fuffi – Aligie	EB LT x WB			1	3	6	10
	WB LT x EB			2	1	5	8
	NB x EB		1	1	2	5	9
Angle	SB x EB				1	1	2
	SB x WB				1	1 1 1 6 5 5 1 3 3 5 3 18 18 18	4
	NB				•	3	3
Sideswipe-Same Direction	EB					5	5
	WB					3	3
	SB			1	3	18	22
Rear End	EB			1	8	18	27
	WB			2	6	18	26
Head On	NB x SB					1	1
Total			1	8	26	89	124

The one severe injury crash at this intersection was caused by an eastbound vehicle that failed to stop at a red light striking a northbound right turning vehicle with the collision resulting in severe injuries to both drivers.





Collision Diagram

COUNTY: LOCATION: Intersection of SR 40/King Avenue at Lakes Boulevard/Crown Pointe Parkway
PERIOD: 01/01/2013 TO 02/28/2023

SR 40/King Ave

Figure 15. SR 40 at Lakes Boulevard/Crown Pointe Parkway Collision Diagram





3.2.11. Lakes Boulevard/Crown Pointe Parkway to Queen Street

Table 21. SR 40 from Lakes Boulevard/Crown Pointe Parkway to Queen Street Crashes

Crash Type	Direction(s)		Crash Severity				
Crash Type	Direction(s)	K	А	В	С	0	Total
Sideswipe-Same Direction	EB					1	1
Total						1	1



Figure 16. SR 40 from Lakes Boulevard/Crown Pointe Parkway to Queen Street





3.2.12. Queen Street

Table 22. SR 40 at Queen Street Intersection Crashes

Crash Type	Direction(s)		Total				
	Direction(s)	K	А	В	С	0	Total
Left Turn – Angle	EB LT x WB	0	0	0	0	1	1
Angle	SB x WB	0	0	1	3	3	7
Sideswipe-Same Direction	EB	0	0	0	0	1	1
	WB	0	0	0	0	1	1
Dani Find	SB	0	0	0	0	1	1
Rear End	WB	0	0	0	0	1	1
Total		0	0	1	3	8	12

Collision Diagram

COUNTY: Camden

LOCATION: Intersection of SR 40/King Avenue at Queen Street

PERIOD: 01/01/2013 TO 02/28/2023

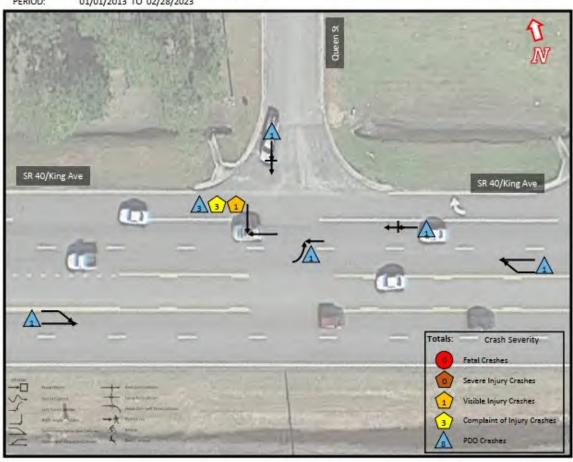


Figure 17. SR 40 at Queen Street Collision Diagram





3.2.13. Tiffany Street

Table 23. SR 40 at Tiffany Street Intersection Crashes

Crash Type	Direction(s)		Crash Severity					
	Direction(s)	K	А	В	С	0	Total	
Left Turn – Angle	SB LT x NB			1	1	1	3	
Anglo	NB x EB					1	1	
Angle	SB x WB					1	1	
Total				1	1	3	5	

Collision Diagram

 COUNTY:
 Camden

 LOCATION:
 Intersection of SR 40/King Avenue at Tiffany Street

 PERIOD:
 01/01/2013 TO 02/28/2023

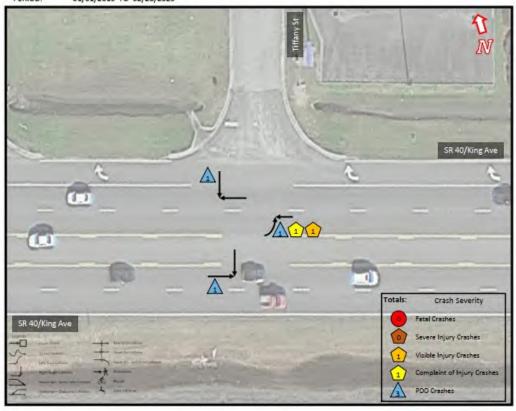


Figure 18. SR 40 at Tiffany Street Collision Diagram



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3.2.14. Victoriana Road

Table 24. SR 40 at Victoriana Road Intersection Crashes

Crash Type	Direction(s)		C	rash Severit	y		Total
Crash Type	Direction(s)	K	А	В	С	0	TOLAI
Left Turn – Angle	EB LT x WB					1	1
Anala	NB x EB			1	1		2
Angle	SB x WB					3	3
Cidoswino Como Direction	EB					1	1
Sideswipe-Same Direction	WB				1		1
	SB					2	2
Rear End	EB				1		1
	WB					2	2
Total				1	3	9	13

Collision Diagram

COUNTY: Camden LOCATION:

Intersection of SR 40/King Avenue at Victoriana Road

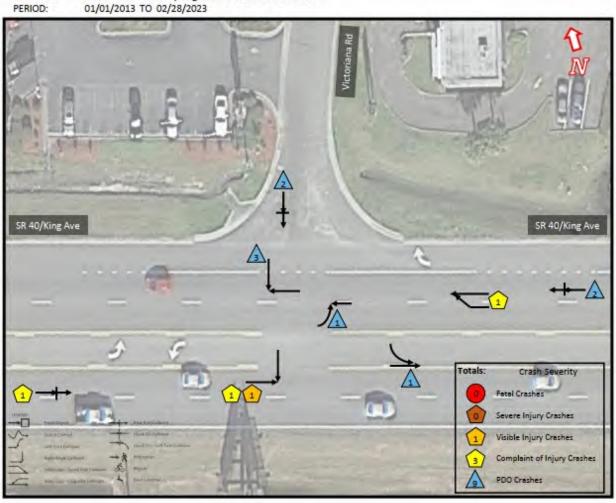


Figure 19. SR 40 at Victoriana Road Collision Diagram





3.2.15. Victoriana Road to Gross Road/Haddock Road

Table 25. SR 40 from Victoriana Road to Gross Road/Haddock Road Intersection Crashes

Crash Type	Direction(s)		Crash Severity					
Crash Type	Direction(s)	K	А	В	С	0	Total	
Angle	SB x WB	1				2	3	
Sidoswino Samo Direction	EB					1	1	
Sideswipe-Same Direction	WB					1	1	
Rear End	EB			1		3	4	
Rear End	WB				1	1	2	
Total		1		1	1	8	11	

Within the segment from Victoriana Road and Gross Road/Haddock Road, there was a fatal crash which involved a southbound vehicle that stopped at the stop sign of a driveway but still entered the roadway in the path of a westbound motorcycle. The motorcycle attempted to stop but, in the process, overturned and ejected the rider who impacted the side of the southbound vehicle resulting in the rider's fatality.



Figure 20. SR 40 from Victoriana Road to Gross Road/Haddock Road





3.2.16. Gross Road/Haddock Road

Table 26. SR 40 at Gross Road/Haddock Road Intersection Crashes

Crach Type	Direction(s)		(Crash Severi	ty		Total
Crash Type	Direction(s)	K	А	В	С	0	TOLAI
	NB LT x SB					2	2
Left Turn – Angle	SB LT x NB				1		1
Left fulfi – Aligie	EB LT x WB		1	1	2	5	9
	WB LT x EB	2	1	2	4	8	17
	NB x EB					1	1
Anglo	NB x WB			2	1	5	8
Angle	SB x EB			2		2	4
	SB x WB		1			6	7
	SB			1	1	1	3
Sideswipe-Same Direction	EB					5	5
	WB		1			6	7
	NB				2	4	6
Door End	SB				5	20	25
Rear End	EB		1		9	24	34
	WB		1	1	19	65	86
Head On	EB x WB	_				1	1
Pedestrian				1			1
Total		2	6	10	44	155	217

The first severe injury crash at this intersection involved an eastbound vehicle misjudging the gap and turning left on a permissive phase in front of a westbound vehicle. The two vehicles collided and the westbound driver who was not wearing a seatbelt at the time of the crash suffered a severe injury from impacting the windshield.

The second severe injury crash occurred when a westbound vehicle misjudged the gap turning left on a permissive phase in front of an eastbound vehicle. The eastbound and westbound vehicles struck each other head on after which a second eastbound vehicle following the first also struck the westbound vehicle. The crashes resulted in multiple injuries including severe injuries to the westbound driver and passenger.

The first fatal crash at the intersection involved a westbound vehicle that turned left on a permissive phase in front of an eastbound vehicle. The eastbound vehicle hit the westbound vehicle on its passenger side door which results in the fatality of the elderly individual riding in the westbound passenger seat as well as complaint of injuries from the eastbound driver as well as the westbound driver.

The second fatal crash occurred when a westbound vehicle misjudged the gap in front of an eastbound motorcycle. The motorcyclist had to lay down their motorcycle in an attempt to stop which ejected the rider and resulted in their fatality.

The third severe injury crash involved a southbound vehicle with a red light that failed to yield while turning right and struck a westbound vehicle with the collision resulting in severe injuries to the southbound driver and passenger.

The fourth severe injury crash occurred when a westbound vehicle traveling at a high rate of speed and about to run a red light sideswiped another westbound vehicle that was stopped at the red light. The collision and aftermath resulted in the severe injury of the speeding driver and a complaint of injury from a passenger in the stopped vehicle.

The fifth severe injury crash involved two eastbound vehicles. The leading vehicle had come to traffic stopped at the light and had come to a full stop. The tailing vehicle for unknown reasons did not attempt to stop or slow but struck the stopped vehicle at full speed. The collision resulted in the severe injury of the tailing driver.





The sixth and final severe injury crash involved two westbound vehicles and similarly to before, the leading vehicle had come to a stop but the tailing vehicle failed to observe the stopped traffic. The tailing vehicle struck the stopped leading vehicle at full speed resulting in injuries to both drivers including the severe injury of the leading driver.

There was one pedestrian crash that occurred at the intersection when an eastbound vehicle turned left on a permissive phase just as a pedestrian entered the crosswalk on the north leg with a "Walk" indication. The vehicle struck the pedestrian resulting in their visible injury.

Collision Diagram

COUNTY
LOCATION: Intersection of SR 40/King Avenue at Gross Road/Haddock Road
01/01/2013 TO 02/28/2023

SR 40/King Ave

SR 40/King Ave

Fatal Crashs
Severity
Fatal Crashs
Severity
Fatal Crashs
Severity
Fatal Crashs
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Fa

Figure 21. SR 40 at Gross Road/Haddock Road Collision Diagram





3.2.17. Gross Road/Haddock Road to J Nolan Wells

Table 27. SR 40 from Gross Road/Haddock Road to J Nolan Wells

Crash Type	Direction(s)		Crash Severity					
Crash Type	Direction(s)	K	А	В	С	0	Total	
Door End	EB				1		1	
Rear End	WB				1	3	4	
Head On	EB x WB					1	1	
Total					2	4	6	



Figure 22. SR 40 from Gross Road/Haddock Road to J Nolan Wells





3.2.18. J Nolan Wells

Table 28. SR 40 at J Nolan Wells Intersection Crashes

Crash Type	Direction(s)		Crash Severity					
Crasii Type	Direction(s)	K	А	В	С	0	Total	
Single Vehicle	EB				1		1	
Angle	SB x WB					2	2	
Door End	SB					2	2	
Rear End	WB				2	5	7	
Total					3	9	12	

Collision Diagram

COUNTY: Camden
LOCATION: Intersection of SR 40/King Avenue at J Nolan Wells
PERIOD: 01/01/2013 TO 02/28/2023

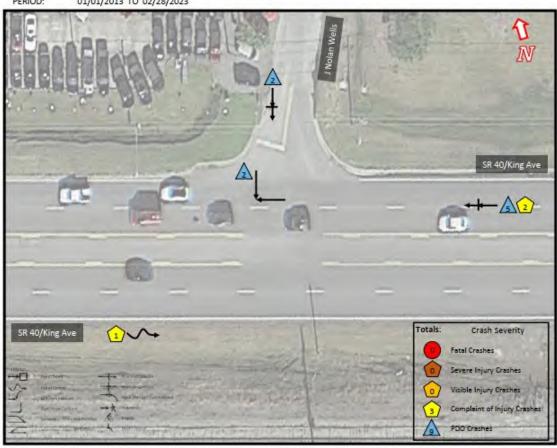


Figure 23. SR 40 at J Nolan Wells Collision Diagram





3.2.19. J Nolan Wells to Middle School Road

Table 29. SR 40 from J Nolan Wells to Middle School Road Crashes

Crash Type	Direction(s)		Crash Severity					
Crasii Type	Direction(s)	K	А	В	С	0	Total	
Single Vehicle	EB				1		1	
Sideswipe-Same Direction	WB					1	1	
Doon Fred	EB				1		1	
Rear End	WB				1	4	5	
Total					3	5	8	



Figure 24. SR 40 from J Nolan Wells to Middle School Road





3.2.20. Middle School Road

Table 30. SR 40 at Middle School Road Intersection Crashes

Crash Type	Direction(s)		(Crash Severit	ту		Total
Crasii Type	Direction(s)	K	А	В	С	0	TOLAT
Single Vehicle	SB					1	1
Single vehicle	WB					3	3
	SB LT x NB			1		3	4
Left Turn – Angle	EB LT x WB			1	2	4	7
	WB LT x EB		1		3	1	5
	NB x EB					2	2
Angle	NB x WB					1	1
Aligie	SB x EB				1		1
	SB x WB					5	5
	NB					1	1
Sideswipe-Same Direction	EB					3	3
	WB				2	6	8
	NB					1	1
Rear End	SB					2	2
Real Ellu	EB			2	9	26	37
	WB			3	6	27	36
Animal						1	1
Total	·		1	7	23	87	118

One severe injury crash occurred at this intersection when a westbound vehicle turned left on a permissive phase striking an eastbound vehicle. The collision sent the eastbound vehicle off the roadway where it impacted nearby railroad equipment all resulting in the severe injuries of the eastbound driver and passenger.





Collision Diagram

Camden

COUNTY: LOCATION: PERIOD: Intersection of SR 40/King Avenue at Middle School Road 01/01/2013 TO 02/28/2023

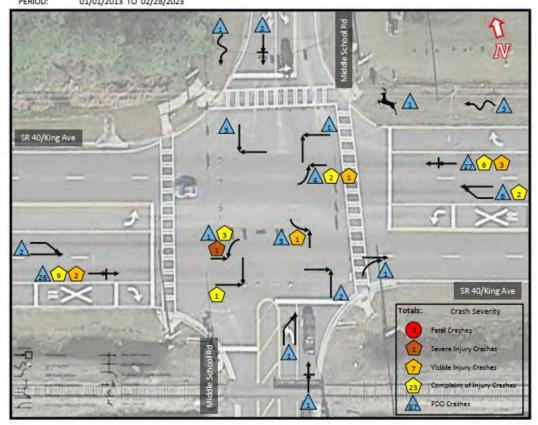


Figure 25. SR 40 at Middle School Road Collision Diagram





3.2.21. Boone Street at May Creek Street

Table 31. Boone Street at May Creek Street Intersection Crashes

Crach Type	Direction(s)		(Crash Severi	ty		Total
Crash Type	Direction(s)	K	А	В	С	0	TOLAT
	NB			1			1
Single Vehicle	SB					1	1
	WB					1	1
Left Turn – Angle	EB LT x WB					2	2
Left Tufff – Aligie	WB LT x EB					1	1
	NB x EB					1	1
Anglo	NB x WB					4	4
Angle	SB x EB				1	3	4
	SB x WB			1	1	1	3
Sideswipe-Same Direction	NB					1	1
Sideswipe-Opposite Direction	NB x SB					1	1
	NB					1	1
Rear End	EB					3	3
	WB					3	3
Total				2	2	23	27

Collision Diagram

 COUNTY:
 Camden

 LOCATION:
 Intersection of Boone Street at May Creek Street

 PERIOD:
 01/01/2013 TO 02/28/2023

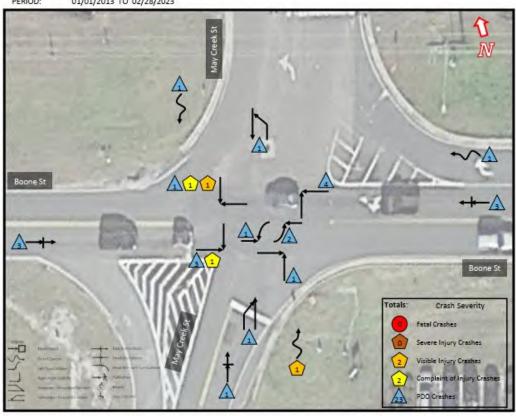


Figure 26. Boone Street at May Creek Street Collision Diagram





Camden

3.2.22. Boone Street at Boone Street (I-95 NB)

Table 32. Boone Street at Boone Street (I-95 NB) Intersection Crashes

Crash Type	Direction(s)		Crash Severity						
Crash Type	Direction(s)	K	А	В	С	0	Total		
	NB x EB				1	2	3		
Anglo	NB x WB					2	2		
Angle	SB x EB				1	1	2		
	SB x WB				1	1	2		
	NB					1	1		
Rear End	EB					1	1		
	WB					1	1		
Total					3	9	12		

Collision Diagram

COUNTY: LOCATION: PERIOD: Intersection of Boone Street at Boone Street (I-95 NB Ramps) 01/01/2013 TO 02/28/2023

Figure 27. Boone Street at Boone Street (I-95 NB) Collision Diagram





3.2.23. Boone Street at Crown Pointe Parkway

Table 33. Boone Street at Crown Pointe Parkway Intersection Crashes

Consile Tour	Diversities (a)		C	Crash Severit	У		Total
Crash Type	Direction(s)	K	Α	В	С	0	Total
	NB LT x SB				1		1
Left Turn – Angle	SB LT x NB					1	1
	WB LT x EB					1	1
	NB x EB				1		1
Angle	NB x WB				1	6	7
	SB x WB			1	3	10	14
Sideswipe-Same Direction	SB					1	1
Total				1	8	22	31

Collision Diagram

COUNTY: Camden
LOCATION: Intersection of Boone Street at Crown Pointe Parkway
PERIOD: 01/01/2013 TO 02/28/2023

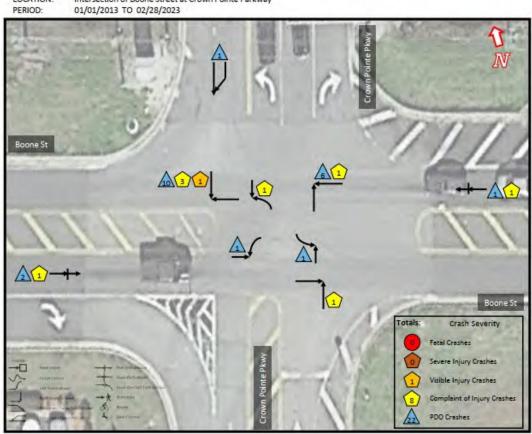


Figure 28. Boone Street at Crown Pointe Parkway Collision Diagram





3.2.24. Boone Street at Haddock Road

Table 34. Boone Street at Haddock Road Intersection Crashes

Crach Type	Direction(s)		C	Crash Severit	:у		Total
Crash Type	Direction(s)	K	А	В	С	0	TOLAT
Single Vehicle	SB					1	1
Loft Turn Angle	NB LT x SB				1	1	2
Left Turn – Angle	SB LT x NB					1	1
	NB x EB	1		1		2	4
Anglo	NB x WB					3	3
Angle	SB x EB				1	6	7
	SB x WB		1	6	3	23	33
Sideswipe-Same Direction	NB			•	,	1	1
Door End	NB				2	7	9
Rear End	EB					3	3
Bicycle			1				1
Total		1	2	7	7	48	65

The fatal crash at this intersection occurred when an eastbound vehicle that failed to stop or slow for the stop sign hitting a northbound vehicle causing both vehicles to depart the roadway and the eastbound vehicle to overturn which resulted in the fatality of a passenger in the eastbound vehicle.

The first severe injury crash at the intersection involved a westbound vehicle that came to a stop but did not appropriately yield to a southbound vehicle. The westbound vehicle struck the southbound vehicle on its driver side door resulting in the severe injury of the southbound driver.

The second severe injury crash occurred when an eastbound came to a stop at the intersection awaiting their turn to go. When it came the turn of the eastbound vehicle to go, the driver failed to notice a northbound bicyclist in the west leg crosswalk. The eastbound vehicle pulled forward striking the bicyclist knocking them to the ground where the rider's head hit the pavement resulting in their severe injury.





Collision Diagram

 COUNTY:
 Camden

 LOCATION:
 Intersection of Boone Street at Haddock Road

 PERIOD:
 01/01/2013 TO 02/28/2023

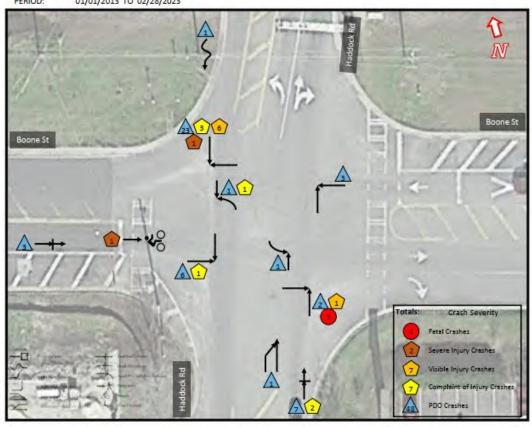


Figure 29. Boone Street at Haddock Road Collision Diagram





3.2.25. Boone Street at Middle School Road

Table 35. Boone Street at Middle School Road Intersection Crashes

Crash Type	Direction(s)	Crash Severity					Total	
Crash Type	Direction(s)	K	А	В	С	0	Total	
Door End	EB				1	2	3	
Rear End	WB					1	1	
Total					1	3	4	

Collision Diagram

COUNTY: Camden
LOCATION: Intersection of Boone Street at Middle School Road
PERIOD: 01/01/2013 TO 02/28/2023



Figure 30. Boone Street at Middle School Road Collision Diagram



ATKINS

4. Field Observations/Recommendations

To provide a comprehensive safety analysis of the SR 40 / King Avenue corridor, it was divided between its primary intersections. Findings and recommendations present across the entire length of the study corridor, and not specific to any one location, were also analyzed as the overall corridor. **Figure 31** depicts the breakdown of the locations for this analysis as follows:

- 1. Overall Corridor
- 2. I-95 SB / May Creek St
- 3. I-95 NB / Boone St
- 4. BP Gas Station
- 5. JSJ Rd
- 6. Gardenia Blossom Rd
- 7. Lakes Blvd / Crown Pointe Pkwy
- 8. Queen St
- 9. Tiffany St
- 10. Victoriana Rd
- 11. Gross Rd / Haddock Rd
- 12. J Nolan Wells
- 13. Middle School Rd
- 14. Boone St at May Creek St
- 15. Boone St at Boone St (I-95 NB)
- 16. Boone St at Crown Pointe Pkwy
- 17. Boone St at Haddock Rd
- 18. Boone St at Middle School Rd

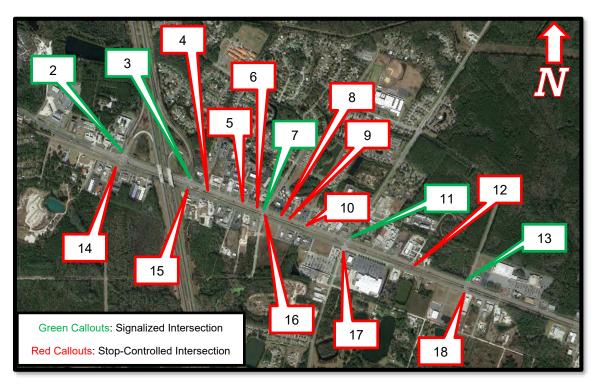


Figure 31. Primary Intersections of SR 40 / King Avenue

Field Observations observed during the RSA will be listed for each intersection and segment. Safety recommendations will be provided for each intersection and segment as well.





4.1. Overall Corridor

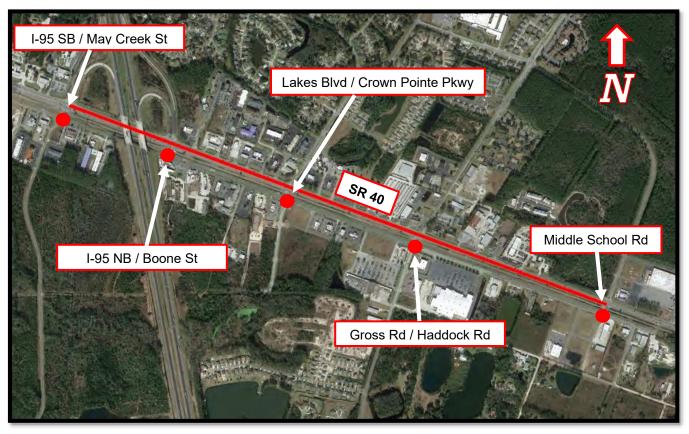


Figure 32. Overall Corridor of SR 40/King Avenue

This section focuses on concerns predominant throughout the whole study corridor and are not specific to an individual intersection.

4.1.1. Field Observations

Table 36. Overall Corridor Field Observations/Comments

#	Location	Field Observation/Comment			
1	Overall Corridor	There is a Raised Concrete Median along the SR 40 corridor from I-95/May Creek St to JSJ Road but not from JSJ Road to Middle School Road			
2	Overall Corridor	There are no retroreflective backplates and supplemental signal heads at the signalized ntersections except for 1inch retroreflective backplates at Middle School Road			
3	Overall Corridor	There are 3 lanes in each direction from I-95/May Creek St to Lakes Blvd/Crown Pointe Pkwy and only 2 lanes in each direction from Lakes Blvd/Crown Pointe Pkwy to Middle School Road			
4	Overall Corridor	Multiple faded pavement markings along mainline and side streets from Gross Rd/Haddock Rd to JSJ Rd (crosswalks, stop bars, lane lines, etc.)			
5	Overall Corridor	There are multiple locations along the corridor that are dark at night			
6	Overall Corridor	There is a long undivided series of right turning lanes from Gross Rd/Haddock Rd to JSJ Rd			







Figure 33. Near Middle School Road Where the Corridor is Dark at Night



Figure 34. The Existing Signal Heads at Lakes Crown Blvd Missing Backplates





4.1.2. Safety Recommendations

Table 37. Overall Corridor Recommendations

	ble 31. Sverali Gottido: Neconimendations						
#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsible Agency	Field Observation Addressed	
1	Install a Raised Concrete Median along the corridor from JSJ Road to Middle School Road	High	Long	\$750,000	OTO Safety	1	
2	Install retroreflective backplates and supplemental signal heads (Near side right and far side left) at all signalized intersections	Moderate	Intermedi ate	\$250,000	D5 Traffic Ops	2	
3	Reconfigure Lanes (reduce to 2 EB Lanes, 2 WB Lanes) from east of Truss Plant Road to BP Gas Station Entrance	Moderate	Intermedi ate	\$200,000	OTO Safety	3	
4	Refresh faded pavement markings along mainline and side streets (crosswalks, stop bars, lane lines, etc.)	Moderate	Short	Low	D5 Maintenance	4	
5	Install Lighting along the corridor	Moderate	Intermedi ate	High	OTO Safety	5	
6	Stripe out right turning lanes from JSJ Rd to Gross Rd/Haddock Rd	Moderate	Short	Low	D5 Maintenance	6	
7	Convert all major approaches at Signalized intersections from Protected Permissive Left Turns to Protected Only Left Turns by Time of Day	Moderate	Short	Low	D5 Maintenance	-	





4.2. I-95 SB / May Creek St



Figure 35. SR 40 at I-95 SB / May Creek St Intersection

This section refers to the intersection of SR 40 at I-95 SB / May Creek St.

4.2.1. Field Observations

Table 38. I-95 SB / May Creek St Field Observations/Comments

#	Location	Field Observation/Comment				
7	I-95 SB / May Creek St	There are multiple overlapping existing signs on the north leg of the intersection				
8	I-95 SB / May Creek St	There is a downed "I-95 South" Sign in the concrete pedestrian island in the northeast quadrant				
9	I-95 SB / May Creek St	The northbound right turning striped island is too small to be a concrete island and is currently stop controlled				
10	I-95 SB / May Creek St	Broken ADA ramp in NW quadrant				
11	I-95 SB / May Creek St	The intersection has 5-section signal heads				

The signalized intersection of SR 40 at I-95 SB/May Creek Street experienced 189 total crashes in the tenyear two-month study period. The primary crash type was rear end collisions making up 42% (80 of the 189) of the intersection's total crashes. Of the 80 rear end collisions, 35% (28 of the 80) occurred on the southbound approach, 31% (25 of the 80) occurred on the eastbound approach, 19% (15 of the 80) occurred on the westbound approach, and 15% (12 of the 80) occurred on the northbound approach. The second most common crash type was left turn angle crashes making up 34% (65 of the 189) of the intersection's total crashes. Of the 65 left turn angle crashes, 78% (51 of the 65) involved vehicles from the eastbound left turning





and westbound approach, 20% (13 of the 65) involved vehicles from the westbound left turning and eastbound approach, and 2% (1 of the 65) involved vehicles from the southbound left turning and northbound approach.



Figure 36. Signage from I-95 Southbound Facing Southbound at the Intersection



Figure 37. Damaged ADA Ramp





4.2.2. Safety Recommendations

Table 39. I-95 SB / May Creek St Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/Effort	Responsible Agency	Field Observation Addressed
7	Remove/space out existing signage on the north leg to prevent clutter and overlap	Low	Short	Low	D5 Maintenance	7
8	Remove "I-95 South" Sign from concrete pedestrian island and install the sign in the concrete pedestrian island to the east of the pedestrian pushbuttons to prevent the sign from being hit by eastbound left turning trucks in the northeast quadrant	Low	Short	Low	D5 Maintenance	8
9	Remove northbound right turning striped island and install type C striping in the radius of the northbound approach for right turning vehicles	Low	Intermediate	Low	D5 Maintenance	9
10	Repair broken ADA ramp in NW quadrant	Low	Short	Low	D5 Maintenance	10
11	Perform full signal upgrade including updated mast arms, FYAs, signal heads, cabinet, etc.	High	Long	\$950,000.00	OTO Safety	11
12	Extend westbound right turn lane on SR 40/King Ave	Moderate	Intermediate	\$172,000.00	OTO Safety	-
13	Convert both major approaches from Protected Permissive Left Turns to Protected Only Left Turns by Time of Day from at least 12:00 to 22:00	Moderate	Short	Low	D5 Maintenance	-





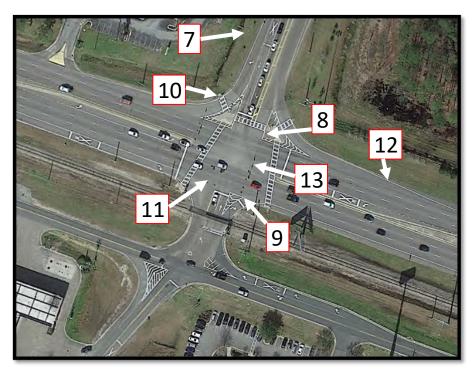


Figure 38. I-95 SB / May Creek St's Recommendations





4.3. I-95 SB / May Creek St to I-95 NB / Boone St Segment



Figure 39. SR 40 from I-95 SB / May Creek St to I-95 NB / Boone St Segment

This section refers to the segment of SR 40 from I-95 SB / May Creek St to I-95 NB / Boone St.

4.3.1. Field Observations

Table 40. I-95 SB / May Creek St to I-95 NB / Boone St Field Observations/Comments

#	Location	Field Observation/Comment
12	I-95 SB / May Creek St to I-95 NB / Boone St	There are multiple existing signs that overlap

The segment of SR 40 from I-95 SB / May Creek St to I-95 NB / Boone St experienced 10 total crashes in the ten-year two-month study period. The primary crash type was sideswipe same collisions making up 90% (9 of the 10) of the segment's total crashes. Of the 9 sideswipe same vehicle crashes, 67% (6 of the 9) occurred with eastbound vehicles and 33% (3 of the 9) occurred with westbound vehicles. The second most prevalent crash type along the segment was rear end collisions making up 10% (1 of the 10) of the intersection's total crashes. The one rear end collision involved westbound vehicles.





4.3.2. Safety Recommendations

Table 41. I-95 SB / May Creek St to I-95 NB / Boone St Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/Effort	Responsible Agency	Field Observation Addressed
14	Remove/space out existing signage to prevent clutter and overlap	Short	Short	Short	D5 Maintenance	12



Figure 40. I-95 SB / May Creek St to I-95 NB / Boone St's Recommendations





4.4. I-95 NB / Boone Street

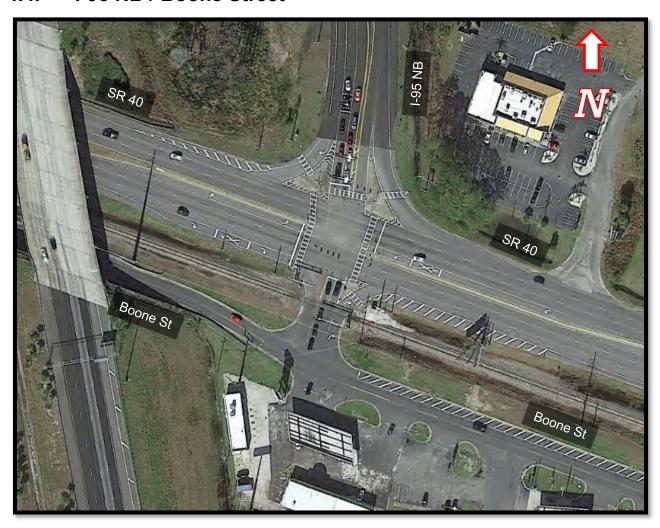


Figure 41. SR 40 from I-95 NB / Boone St

This section refers to the intersection of SR 40 at I-95 NB / Boone St.

4.4.1. Field Observations

Table 42. I-95 NB / Boone St Field Observations/Comments

#	Location	Field Observation/Comment		
13	I-95 NB / Boone St	There is backward hatching in the NW quadrant		
14	I-95 NB / Boone St	he intersection has 5-section signal heads		
15	I-95 NB / Boone St	The pedestrian crosswalk bends at the median nose and is not a straight line from one ADA Ramp to the other		
16	I-95 NB / Boone St	There is existing I-95 NB signage on east leg median past I-95 NB		

The signalized intersection of SR 40 at I-95 NB / Boone St experienced 213 total crashes in the ten-year two-month study period. The primary crash type was rear end collisions making up 45% (95 of the 213) of the





intersection's total crashes. Of the 95 rear end crashes, 35% (33 of the 95) occurred with southbound vehicles, 33% (31 of the 95) occurred with westbound vehicles, 24% (23 of the 95) occurred with eastbound vehicles, and 8% (8 of the 95) occurred with northbound vehicles. The second most prevalent crash type at the intersection was left turn angle collisions making up 33% (71 of the 213) of the intersection's total crashes. Of the 71 left turn angle crashes, 75% (53 of the 71) occurred with eastbound left turning and westbound vehicles, 23% (16 of the 71) occurred with westbound left turning and eastbound vehicles, and 3% (2 of the 71) occurred with northbound left turning and southbound vehicles.



Figure 42. Southbound View of the Bending Crosswalk





4.4.2. Safety Recommendations

Table 43. I-95 NB / Boone St Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/Effort	Responsible Agency	Field Observation Addressed
15	Restripe backwards hatching in the NW quadrant	Low	Short	Low	D5 Maintenance	13
16	Install FYA Signal Heads	Low	Short	\$50,000	D5 Traffic Ops	14
17	Move median nose and stop bar on the west leg back and straighten the pedestrian crosswalk	Moderate	Short	Medium	D5 Maintenance	15
18	Remove existing I-95 NB signage on east leg median	Low	Short	Low	D5 Maintenance	16
19	Extend westbound right turn lane on SR 40/King Ave in tandem with Lane Reconfiguration	Moderate	Intermediate	Medium	OTO Safety	-
20	Convert both major approaches from Protected Permissive Left Turns to Protected Only Left Turns by Time of Day from at least 6:00 to 19:00	Moderate	Short	Low	D5 Maintenance	-

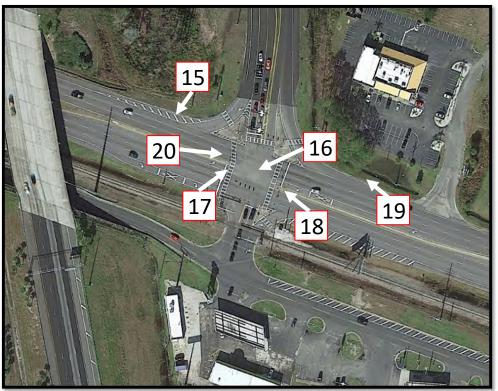


Figure 43. I-95 NB / Boone Street's Recommendations





4.5. I-95 NB / Boone St to BP Gas Station Driveway



Figure 44. SR 40 from I-95 NB / Boone St to BP Gas Station Driveway Segment

This section refers to the segment of SR 40 from I-95 NB / Boone St to BP Gas Station Driveway.

4.5.1. Field Observations

The segment of SR 40 from Bradwell Institute Driveway to Olive Street experienced 5 total crashes in the tenyear two-month study period.

There are individual recommendations for this location, however they are a part of the overall corridor recommendations.





4.6. BP Gas Station Driveway

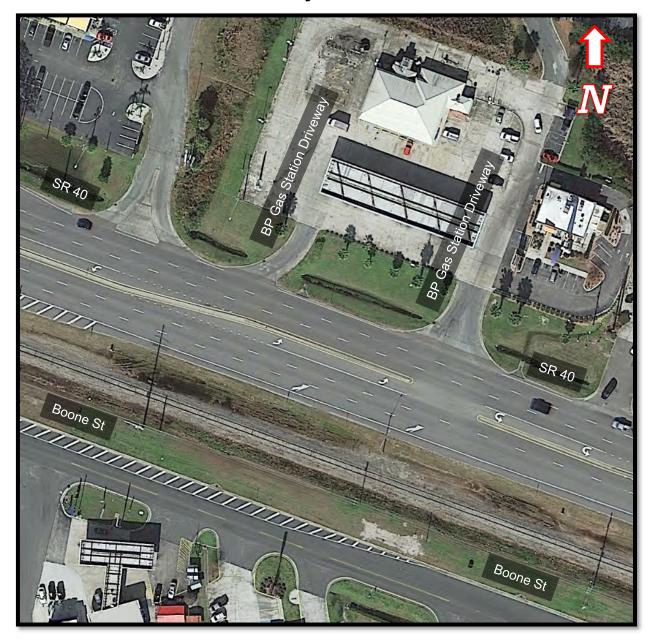


Figure 45. SR 40 at BP Gas Station Driveway Intersection

This section refers to the intersection of BP Gas Station Driveway at SR 40.

4.6.1. Field Observations

Table 44. BP Gas Station Driveway Field Observations/Comments

#	Location	Field Observation/Comment			
17	BP Gas Station Driveway	Vehicles are turning right into right out lane of the BP exit			
18	BP Gas Station Driveway	The eastbound merge lane across from the BP Gas Station Entrance is notably short			





The unsignalized, minor stop-controlled intersection of BP Gas Station Driveway at SR 40 experienced 29 crashes during the ten-year two-month study period. The primary crash type was angle collisions making up 48% (14 of the 29) of the intersection's total crashes. Of the 14 angle crashes, 57% (8 of the 14) occurred with southbound and westbound vehicles, and 43% (6 of the 14) occurred with southbound and eastbound vehicles. The second most prevalent crash type at the intersection was sideswipe same collisions making up 24% (7 of the 29) of the intersection's total crashes. Of the 7 sideswipe same crashes, 71% (5 of the 7) occurred with westbound vehicles and 29% (2 of the 7) occurred with eastbound vehicles.

4.6.2. Safety Recommendations

Table 45. BP Gas Station Driveway Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/Effort	Responsible Agency	Field Observation Addressed
21	Make the right turn out lane of the BP exit smaller to reduce driver desire to enter the exit and install "Do Not Enter" signage as well as "No Left Turn" signage at the same exit	Moderate	Short	Low	D5 Maintenance	17
22	Convert the intersection into a Reduced Conflict U-Turn (RCUT)	Moderate	Intermediate	\$175,000	OTO Safety	18

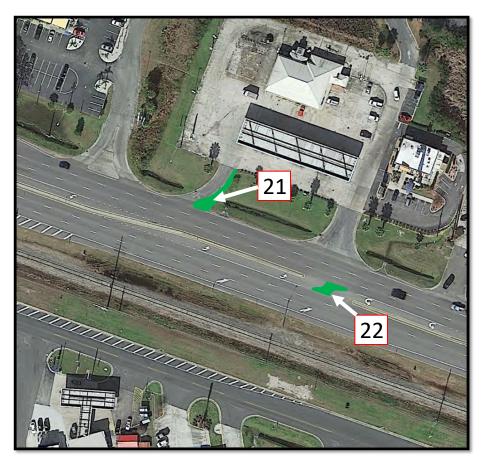


Figure 46. BP Gas Station Driveway's Recommendations





4.7. BP Gas Station Driveway to JSJ Rd

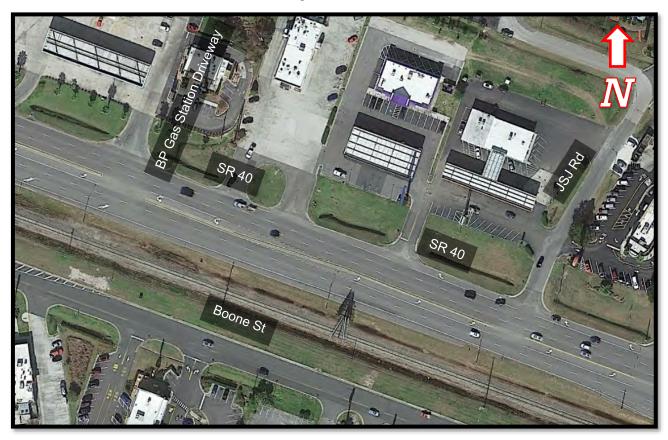


Figure 47. BP Gas Station Driveway to JSJ Rd Segment

This section refers to the segment of BP Gas Station Driveway to JSJ Rd at SR 40.

4.7.1. Field Observations

Table 46. BP Gas Station Driveway to JSJ Rd Observations/Comments

#	Location	Field Observation/Comment
19	BP Gas Station Driveway to JSJ Rd	There is a substandard acceleration lane on the westbound section of SR 40 leaving the Shell Gas Station

The segment of SR 40 from BP Gas Station Driveway to JSJ Rd experienced 18 total crashes in the ten-year two-month study period. The primary crash type was tied between angle collisions and sideswipe same direction collisions making up 33% (6 of the 18) of the intersection's total crashes. Of the 6 angle crashes, 57% (8 of the 6) occurred with southbound and westbound vehicles, and 43% (6 of the 14) occurred with southbound and eastbound vehicles.





4.7.2. Safety Recommendations

Table 47. BP Gas Station Driveway to JSJ Rd Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/Effort	Responsible Agency	Field Observation Addressed
23	Stripe out short acceleration lane on the north quadrant of the segment	Low	Short	Low	D5 Maintenance	19



Figure 48. BP Gas Station Driveway to JSJ Rd's Recommendations





4.8. JSJ Road

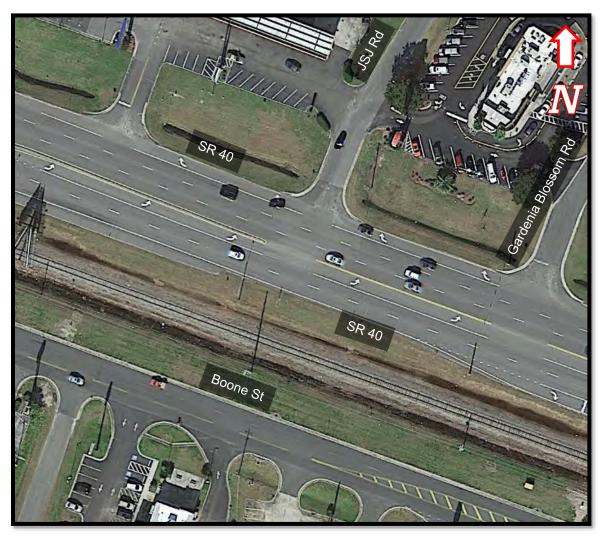


Figure 49. SR 40 at JSJ Road Intersection

This section refers to the SR 40 at JSJ Road intersection.

4.8.1. Field Observations

Table 48. JSJ Road Field Observations/Comments

#	Location	Field Observation/Comment	
20	JSJ Rd	The stop sign at JSJ Road is below standard height	

The unsignalized, minor stop-controlled intersection of JSJ Road at SR 40 experienced 31 crashes during the ten-year two-month study period. The primary crash type was angle collisions making up 52% (16 of the 31) of the intersection's total crashes. Of the 16 angle crashes, 88% (14 of the 16) occurred with southbound and westbound vehicles, and 12% (2 of the 16) occurred with southbound and eastbound vehicles. The second most prevalent crash type at the intersection was left turn angle collisions making up 19% (6 of the 31) of the intersection's total crashes. Of the 6 left turn angle crashes, all 6 occurred with eastbound left turning and westbound vehicles.

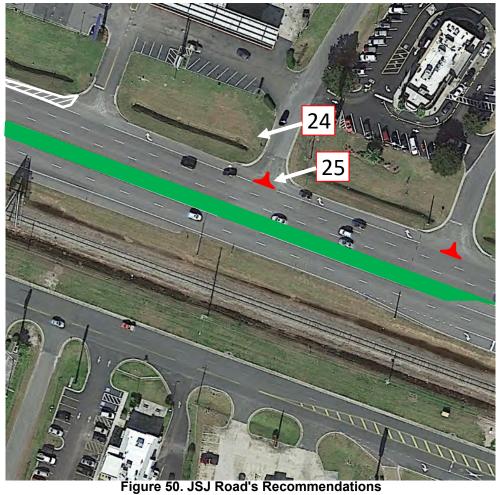




4.8.2. **Safety Recommendations**

Table 49. JSJ Road Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/Effort	Responsib le Agency	Field Observation Addressed
24	Replace existing stop sign to be at the appropriate height	Low	Short	Low	D5 Maintenance	20
25	Convert the intersection into a Right In Right Out (RIRO) either as a standalone project or in tandem with installation of a median	Moderate	Intermediate	\$100,000.00	OTO Safety	-









4.9. Gardenia Blossom Road

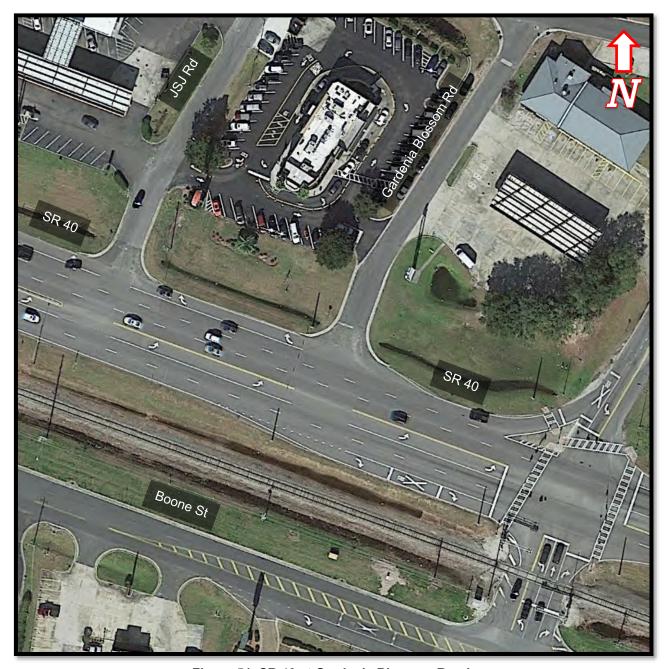


Figure 51. SR 40 at Gardenia Blossom Road

This section refers to the intersection of SR 40 at Gardenia Blossom Road.

4.9.1. Field Observations

Table 50. Gardenia Blossom Road Field Observations/Comments

#	Location	Field Observation/Comment
21	Gardenia Blossom Road	The Gardenia Blossom Road is approximately 250 feet from the center of the Crown Pointe Parkway intersection





The unsignalized, minor stop-controlled intersection of SR 40 at Gardenia Blossom Rd experienced 5 total crashes in the ten-year two-month study period.



Figure 52. Minor Approach of Gardenia Blossom Road

4.9.2. Safety Recommendations

Table 51. Gardenia Blossom Road Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsible Agency	Field Observation Addressed
26	Convert the intersection into a Right In Right Out (RIRO) either as a standalone project or in tandem with installation of a median	Low	Intermediate	\$100,000	D5 Maintenance	21





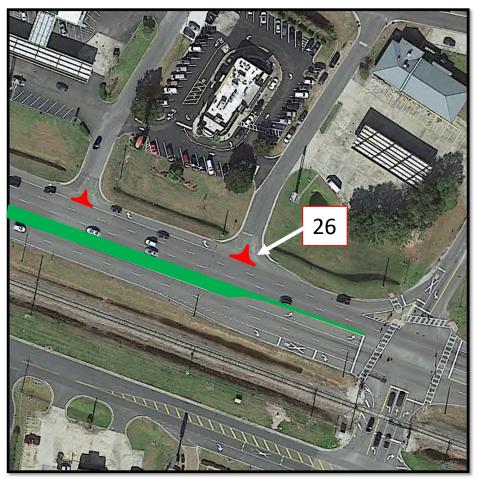


Figure 53. Gardenia Blossom Road's Recommendations



4.10. Lakes Boulevard / Crown Pointe Parkway



Figure 54. SR 40 at Lakes Boulevard / Crown Pointe Parkway

This section refers to the intersection of SR 40 at Lakes Boulevard / Crown Pointe Parkway

4.10.1. Field Observations

Table 52. Lakes Boulevard / Crown Pointe Parkway Field Observations/Comments

#	Location	Field Observation/Comment
22	Lakes Boulevard / Crown Pointe Parkway	On the southbound right turn lane there is an existing stop bar and yield sign
23	Lakes Boulevard / Crown Pointe Parkway	The countdown pedestrian head in the southeast quadrant is not counting down
24	Lakes Boulevard / Crown Pointe Parkway	Existing intersection has 5-section signal heads





The signalized intersection of Lakes Boulevard / Crown Pointe Parkway at SR 40 experienced 124 total crashes during the ten-year two-month study period. The primary crash type was Rear End collisions making up 60.5% (75 of the 124 total) of the intersection's crashes. Of the 75 rear end crashes, 36% (27 of the 75) were eastbound crashes, 35% (26 of the 75) were westbound crashes, and 29% (22 of the 75) were southbound crashes. The second most frequent crash type was left turn angle crashes making up 16.1% (20 of the 124) of the intersection's crashes. Of the 20 left turn angle crashes, 50% (10 of the 20) were with eastbound left turning and westbound vehicles, 40% (8 of the 20) were with westbound left turning and eastbound vehicles, and 5% (1 of the 20) were with westbound left turning and eastbound vehicles.



Figure 55. Southbound Right Turn Lane from Observation 22

4.10.2. Safety Recommendations

Table 53. Lakes Boulevard / Crown Pointe Parkway Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsible Agency	Field Observation Addressed
27	Remove Southbound right turn stop bar	Low	Short	Low	D5 Maintenance	22
28	Repair existing countdown pedestrian head in the southeast quadrant	Low	Short	Low	D5 Maintenance	23





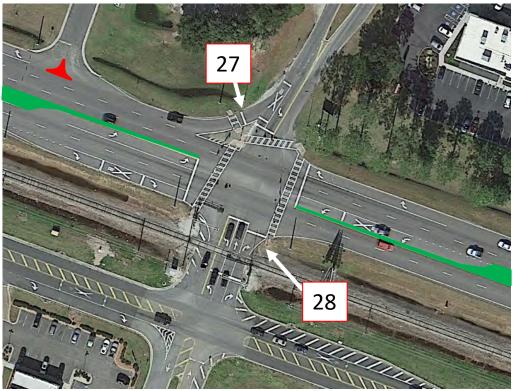


Figure 56. Lakes Boulevard / Crown Pointe Parkway's Recommendations



4.11. Queen Street



Figure 57. Queen Street at SR 40 Intersection

This section refers to the intersection of Queen Street at SR 40.

4.11.1. Field Observations

Table 54. Queen Street Field Observations/Comments

#	Location	Field Observation/Comment
24	Queen Street	The intersection is close to the Tiffany Street opening and has interconnectivity on Hospitality Ave

The minor stop-controlled intersection of Queen Street and SR 40 experienced 12 total crashes in the ten-year two-month study period. At this intersection, the primary crash type was angle collisions making up 58.3% (7 of the 12 total) of the intersection's crashes. Of the 7 angle crashes, all of the crashes involved southbound and westbound vehicles. The second most frequent crash type was tied with sideswipe same crashes and rear end crashes each making up 16.7% (2 of the 12) of the intersection's crashes.





4.11.2. Safety Recommendations

Table 55. Queen Street Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsible Agency	Field Observation Addressed
29	Convert the intersection into a Right In Right Out (RIRO) either as a standalone project or in tandem with installation of a median	Low	Intermediate	\$100,000	D5 Maintenance	

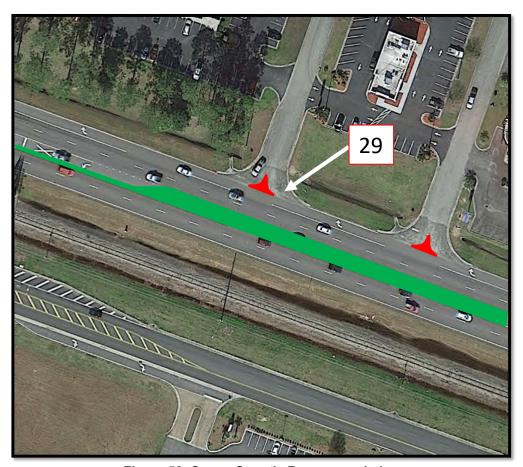


Figure 58. Queen Street's Recommendations





4.12. Tiffany Street



Figure 59. Tiffany Street at SR 40 Intersection

This section refers to the intersection of Tiffany Street at SR 40.

4.12.1. Field Observations

Table 56. Tiffany Street Field Observations/Comments

#	Location	Field Observation/Comment
25	Tiffany Street	The intersection is close to the Queen Street opening and has interconnectivity on Hospitality Ave

The minor stop-controlled intersection of Tiffany Street and SR 40 experienced 5 crashes during the ten-year two-month study period.





4.12.2. Safety Recommendations

Table 57. Tiffany Street Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsible Agency	Field Observation Addressed
30	Convert the intersection into a Right In Right Out (RIRO) either as a standalone project or in tandem with installation of a median	Low	Intermediate	\$100,000	D5 Maintenance	-

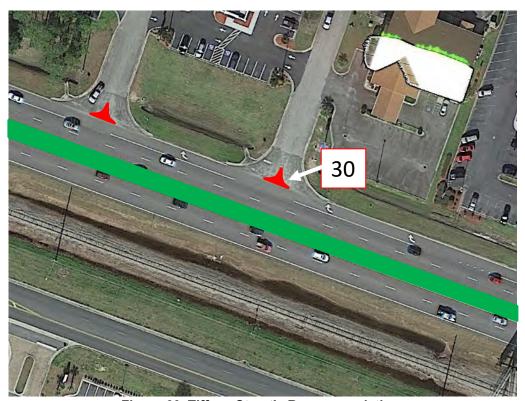


Figure 60. Tiffany Street's Recommendations





4.13. Victoriana Road

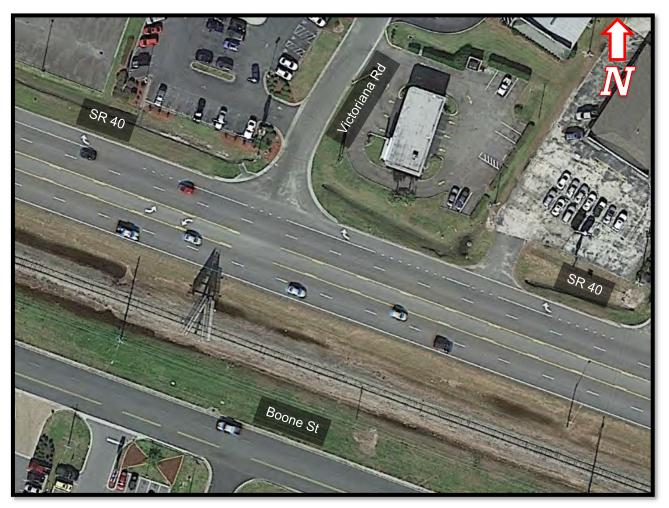


Figure 61. Victoriana Road at SR 40 Intersection

This section refers to the SR 40 at Victoriana Road intersection.

4.13.1. Field Observations

Table 58. Victoriana Road Field Observations/Comments

#	Location	Field Observation/Comment
26	Victoriana Road	There is a long continuous westbound right turn lane that includes Victoriana Road

The minor stop-controlled intersection of Victoriana Road at SR 40 experienced 13 crashes during the tenyear two-month study period. The primary crash type was tied between angle crashes and rear end each making up 38.5% (5 of the 13 total) of the intersection's crashes. Of the 5 angle crashes, 60% (3 of the 5) southbound and westbound crashes and 40% (2 of the 5) were southbound and eastbound crashes. Of the 5 rear end crashes, 40% (2 of the 5) were with westbound vehicles, 40% (2 of the 5) were with southbound vehicles, and 20% were with eastbound vehicles.





4.13.2. Safety Recommendations

Table 59. Victoriana Road Intersection Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsible Agency	Field Observation Addressed
31	Convert the intersection into a Reduced Conflict U-Turn (RCUT)	Low	Intermediate	\$175,000	D5 Maintenance	-

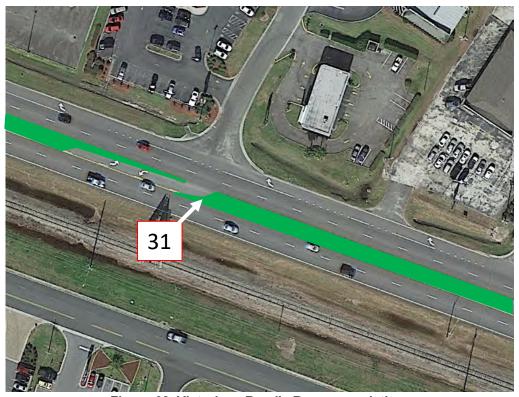


Figure 62. Victoriana Road's Recommendations





4.14. Gross Road / Haddock Road



Figure 63. Gross Rd / Haddock Rd at SR 40 Intersection

This section refers to the intersection of Gross Rd / Haddock Rd at SR 40.

4.14.1. Field Observations

Table 60. Gross Rd / Haddock Rd Field Observations/Comments

#	Location	Field Observation/Comment			
27	Gross Rd / Haddock Rd	The southern ADA curb ramps point at the center of the intersection			
28	Gross Rd / Haddock Rd	There is only an existing dedicated right turn lane for eastbound traffic			
29	Gross Rd / Haddock Rd	The intersection has 5-section signal heads			
30	Gross Rd / Haddock Rd	The countdown pedestrian head in the southeast quadrant is not counting down			

The signalized intersection of Gross Rd / Haddock Rd at SR 40 experienced 217 total crashes in the ten-year two-month study period. At this intersection, the primary crash type was rear end crashes making up 69.6% (151 of the 217) of the intersection's crashes. Of the 151 rear end crashes, 4.0% (6 of the 151) were with northbound vehicles, 16.6% (25 of the 151) were with southbound vehicles, 22.5% (34 of the 151) were with eastbound vehicles, and 57.0% (86 of the 151) were with westbound vehicles. The second most frequent crash type was left turning angle collisions making up 13.4% (29 of the 217 total) of the intersection's crashes. Of the 29 left turning angle crashes, 58.6% (17 of the 29) were left turning westbound and eastbound crashes, 3.4% (1 of the 29) were left turning southbound and northbound crashes, 6.9% (2 of the 29) were left turning





northbound and southbound crashes, and 31.0% (9 of the 29) were left turning eastbound and westbound crashes.



Figure 64. Pedestrian Signal Head at the Intersection Without Countdown

4.14.2. Safety Recommendations

Table 61. Gross Rd / Haddock Rd Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsibl e Agency	Field Observation Addressed
32	Realign existing southern ADA curb ramps to point at the crosswalk instead of the center of the intersection	Low	Short	Low	D5 Maintenance	27
33	Install westbound right turn lane	Moderate	Intermediate	\$172,000	OTO Safety	28
34	Perform full signal upgrade including updated mast arms, FYAs, signal heads, cabinet, etc	Low	Long	\$950,000	OTO Safety	29
35	Repair existing countdown pedestrian head in the southeast quadrant	Low	Short	Low	D5 Traffic Ops	30
36	Convert both major approaches from Protected Permissive Left Turns to Protected Only Left Turns by Time of Day from at least 16:00 to 21:00. The WB approach meets GDOT Policy 6785-2	Moderate	Short	Low	D5 Maintenance	-





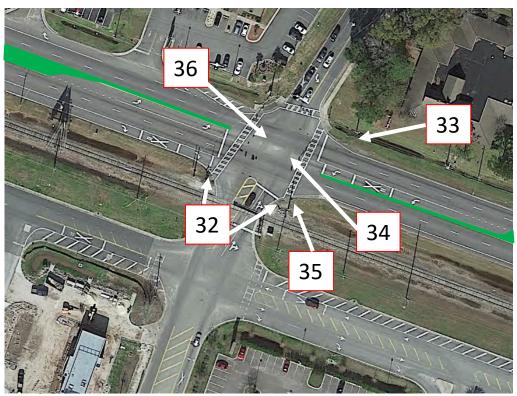


Figure 65. Gross Rd / Haddock Rd's Recommendations



4.15. J Nolan Wells



Figure 66. J Nolan Wells at SR 40 Intersection

This section refers to the SR 40 at J Nolan Wells Intersection.

4.15.1. Field Observations

Table 62. J Nolan Wells Field Observations/Comments

#	Location	Field Observation/Comment
31	J Nolan Wells	The intersection has faded striping

The minor stop-controlled intersection of J Nolan Wells at SR 40 experienced 12 crashes during the ten-year two-month study period. The primary crash type was rear end collisions making up 75.0% (9 of the 12 total) of the intersection's crashes. Of the 9 rear end crashes, 77.8% (7 of the 9) were westbound crashes and 22.2% (2 of the 9) were southbound crashes. The second most frequent crash type was angle crashes making up 16.7% (2 of the 12) of the intersection's crashes. Both angle crashes were with southbound and westbound vehicles.





4.15.2. Safety Recommendations

Table 63. J Nolan Wells Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsible Agency	Field Observation Addressed
37	No Recommendation due to low number of crashes	-	•	-	-	-





4.16. Middle School Road



Figure 67. Middle School Road at SR 40 Intersection

This section refers to the SR 40 at J Nolan Wells Intersection.

4.16.1. Field Observations

Table 64. Middle School Road Field Observations/Comments

#	Location	Field Observation/Comment			
32	Middle School Road	There is existing 1-inch retroreflective backplate striping on signal heads			
33	Middle School Road	The intersection has 5-section signal heads			

The signalized intersection of Middle School Road at SR 40 experienced 118 crashes during the ten-year two-month study period. The primary crash type was rear end collisions making up 64.4% (76 of the 118 total) of the intersection's crashes. Of the 76 rear end crashes, 1.3% (1 of the 76) were northbound crashes, 2.6% (2 of the 76) were southbound crashes, 48.7% (37 of the 76) were eastbound crashes, and 47.4% (36 of the 76) were westbound crashes. The second most frequent crash type was left turn angle crashes making up 13.6% (16 of the 118) of the intersection's crashes. Of the 16 angle crashes, 25% (4 of the 16) were with left turning southbound and northbound vehicles, 43.8% (7 of the 16) were with left turning eastbound and westbound vehicles, 31.3% (5 of the 16) were with left turning westbound and eastbound vehicles.





4.16.2. Safety Recommendations

Table 65. Middle School Road Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsible Agency	Field Observation Addressed
38	Replace existing 1-inch retroreflective backplate striping with standard 2-inch retroreflective backplate striping	Low	Short	Low	D5 Maintenance	32
39	Install eastbound FYA signal head	Low	Short	Low	D5 Traffic Ops	33

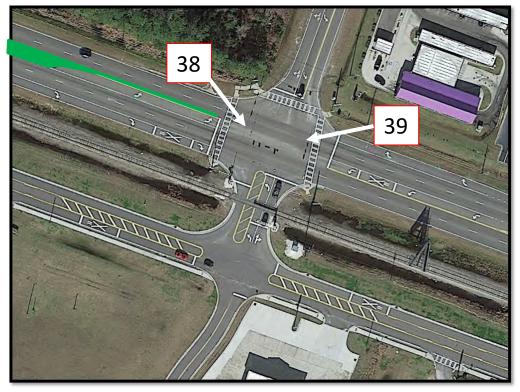


Figure 68. Middle School Rd's Recommendations





4.17. Boone Street at May Creek Street



Figure 69. Boone Street at May Creek Street Intersection

This section refers to the intersection of Boone Street at May Creek Street.

4.17.1. Field Observations

Table 66. Boone Street at May Creek Street Field Observations/Comments

#	Location	Field Observation/Comment
34	Boone Street at May Creek Street	Vehicles queue in the intersection blocking other vehicles

The minor stop-controlled intersection of May Creek Street at Boone Street experienced 27 crashes during the ten-year two-month study period. The primary crash type was angle collisions making up 44% (12 of the 27 total) of the intersection's crashes. Of the 12 angle crashes, 8.3% (1 of the 12) were northbound and eastbound crashes, 33.3% (4 of the 12) were southbound and eastbound crashes, and 25% (3 of the 12) were southbound and westbound crashes. The second most frequent crash type was rear end crashes making up 25.9% (7 of the 27 total). Of the 7 rear end crashes, 42.9% (3 of the 7) were eastbound crashes, 42.9% (3 of the 7) were westbound crashes, and 14.3% (1 of the 7) were northbound crashes.





4.17.2. Safety Recommendations

Table 67. Boone Street at May Creek Street Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsible Agency	Field Observation Addressed
40	Install "Do Not Block The Box" Striping and signage	Low	Short	Low	Local	34

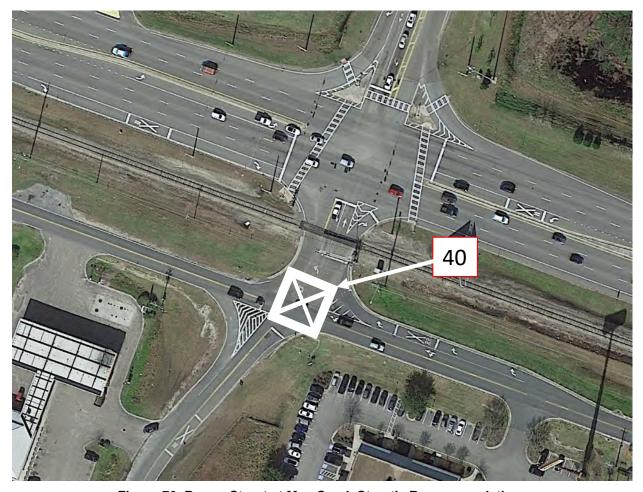


Figure 70. Boone Street at May Creek Street's Recommendations





4.18. Boone Street at I-95 NB



Figure 71. Boone Street at I-95 NB Intersection

This section refers to the intersection of Boone Street at I-95 NB.

4.18.1. Field Observations

Table 68. Boone Street at I-95 NB Field Observations/Comments

#	Location	Field Observation/Comment
35	Boone Street at I-95 NB	The intersection has far back stop bars for eastbound and westbound approaches
36	Boone Street at I-95 NB	The Gas Station on the south leg of the intersection has 5 driveways
37	Boone Street at I-95 NB	Vehicles queue in the intersection blocking other vehicles

The minor stop-controlled intersection of I-95 NB at Boone Street experienced 12 crashes during the ten-year two-month study period. The primary crash type was angle collisions making up 75% (9 of the 12 total) of the intersection's crashes. Of the 9 angle crashes, 33.3% (3 of the 9) were northbound and eastbound crashes, 22.2% (2 of the 9) were northbound and westbound crashes, and 22.2% (2 of the 9) were northbound and eastbound crashes. The second most frequent crash type was rear end crashes making up 25% (3 of the 12) of the intersection's crashes. Of the





three rear end crashes, 33.3% (1 of the 3) were with northbound vehicles, 33.3% (1 of the 3) were with eastbound vehicles, and 33.3% (1 of the 3) were with westbound vehicles.



Figure 72. The Set Back Eastern Stop Bar

4.18.2. Safety Recommendations

Table 69. Boone Street at I-95 NB Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsibl e Agency	Field Observation Addressed
41	Restripe East and West Legs to have the stop bars to be closer to the center of the intersection	Low	Short	Low	Local	35
42	Close Northbound exiting Right Out from the Gas Station	Moderate	Intermediate	Low	Local	36
43	Install "Do Not Block The Box" Striping and signage	Low	Short	Low	Local	37





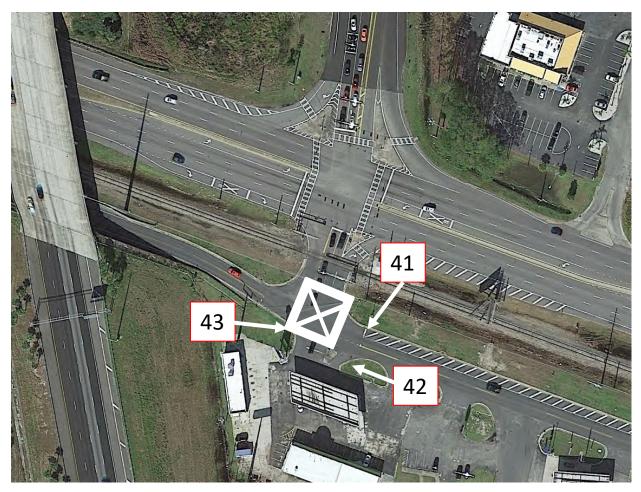


Figure 73. Boone Street at I-95 NB's Recommendations





4.19. Boone Street at Crown Pointe Parkway



Figure 74. Boone Street at Crown Pointe Parkway Intersection

This section refers to the intersection of Boone Street at Crown Pointe Parkway.

4.19.1. Field Observations

Table 70. Boone Street at Crown Pointe Parkway Field Observations/Comments

#	Location	Field Observation/Comment
38	Boone Street at Crown Pointe Parkway	Vehicles queue in the intersection blocking other vehicles

The minor stop-controlled intersection of Crown Pointe Parkway at Boone Street experienced 31 crashes during the ten-year two-month study period. The primary crash type was angle collisions making up 71.0% (22 of the 31 total) of the intersection's crashes. Of the 22 angle crashes, 63.6% (14 of the 22) were southbound and westbound crashes, 31.8% (7 of the 22) were northbound and westbound crashes, and 4.5% (1 of the 22) were northbound and eastbound crashes. The second most frequent crash type was rear end crashes making up 16.1% (5 of the 31) of the intersection's crashes. Of the 5 rear end crashes, 60% (3 of the 5) were with eastbound vehicles and 40% (2 of the 5) were with westbound vehicles.







Figure 75. Fading Striping on the South Leg of the Intersection

4.19.2. Safety Recommendations

Table 71. Boone Street at Crown Pointe Parkway Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsible Agency	Field Observation Addressed
44	Install "Do Not Block The Box" Striping and signage	Low	Short	Low	Local	38



Figure 76. Boone Street at Crown Pointe Parkway's Recommendations





4.20. Boone Street at Haddock Road



Figure 77. Boone Street at Haddock Road Intersection

This section refers to the Boone Street at Haddock Road intersection.

4.20.1. Field Observations

Table 72. Boone Street at Haddock Road Field Observations/Comments

#	Location	Field Observation/Comment		
39	Boone Street at Haddock Road	The intersection has crosswalks but not ADA compliant pedestrian landing pads		
40	Boone Street at Haddock Road	The intersection is large and the northbound and eastbound stop bars are far from the center of the intersection		
41	Boone Street at Haddock Road The stop sign on the east leg of the intersection is on painted hatching on the road			
42	Boone Street at Haddock Road	Vehicles queue in the intersection blocking other vehicles		





The minor stop-controlled intersection of Haddock Road at Boone Street experienced 65 crashes during the ten-year two-month study period. The primary crash type was angle collisions making up 72.3% (47 of the 65 total) of the intersection's crashes. Of the 47 angle crashes, 70.2% (33 of the 47) were southbound and westbound crashes, 6.4% (3 of the 47) were northbound and westbound crashes, 14.9% (7 of the 47) were southbound and eastbound crashes, and 8.5% (4 of the 47) were northbound and eastbound crashes. The second most frequent crash type was rear end crashes making up 18.5% (12 of the 65) of the intersection's crashes. Of the 5 rear end crashes, 75% (9 of the 12) were with northbound vehicles and 25% (3 of the 12) were with eastbound vehicles.

Table 73. Boone Street at Haddock Road Intersection Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/Effort	Responsible Agency	Field Observation Addressed
45	Install ADA compliant pedestrian landing pads at the ends of crosswalks	Low	Short	Low	Local	39
46	Restripe West Leg and South Leg to have the stop bars to be closer to the center of the intersection	Low	Short	Low	Local	40
47	Remove and reinstall stop sign on the east leg out of the striped road	Low	Short	Low	Local	41
48	Install "Do Not Block The Box" Striping and signage	Low	Short	Low	Local	42





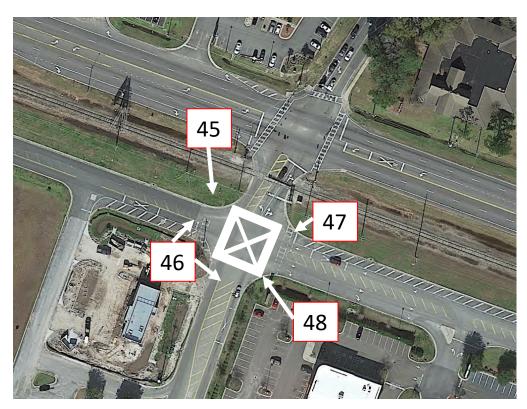


Figure 78. Boone Street at Haddock Road's Recommendations





4.21. Boone Street at Middle School Road



Figure 79. Boone Street at Middle School Road Intersection

This section refers to the intersection of Boone Street at Middle School Road.

4.21.1. Field Observations

Table 74. Boone Street at Middle School Road Field Observations/Comments

#	#	Location	Field Observation/Comment	
4	3	Boone Street at Middle School Road	Vehicles queue in the intersection blocking other vehicles	
4	4	Boone Street at Middle School Road	The southbound lane does not line up with the southbound receiving lane	

The minor stop-controlled intersection of Middle School Road at Boone Street experienced 4 crashes during the ten-year two-month study period. All 4 crashes were rear end collisions. Of the 4 rear end crashes, 75% (3 of the 4) were with eastbound vehicles, and 25% (1 of the 4) were with westbound vehicles.







Figure 80. Southbound view from the Northwest Quadrant

4.21.2. Safety Recommendations

Table 75. Boone Street at Middle School Road Recommendations

#	Recommendations	Safety Benefit	Time Frame	Cost/ Effort	Responsible Agency	Field Observation Addressed
49	Install Skip Striping from the southbound lane to the southbound receiving lane	Low	Short	Low	Local	-
50	Install "Do Not Block The Box" Striping and signage	Low	Short	Low	Local	44





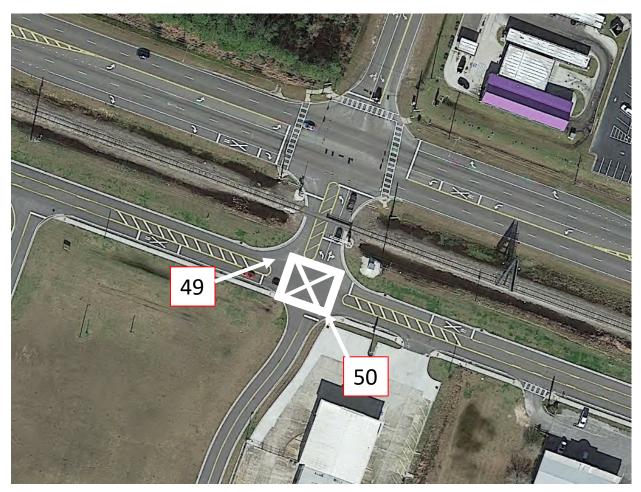


Figure 81. Boone Street at Middle School Road's Recommendations





5. Conclusions

According to the results from the RSA, the SR 40 corridor needs improved intersection control and accommodations for all roadway users including heavy vehicles and pedestrians. A complete list of recommendations is provided in **Appendix E**.

Short-term recommendations include:

- Replacing, upgrading, or installing new signage
- · Restriping locations where faded
- Closing the specified driveway to prohibit entering or exiting
- Repairing/Replacing/Installing ADA Ramps
- Striping out long turn lanes

Intermediate recommendations include:

- Installing retroreflective backplates and supplemental signal heads at all signalized intersections
- Convert minor street approaches or driveways to RIROs where specified
- Convert minor street approaches or driveways to RCUTs where specified
- Installing turning lanes at specific locations
- · Installing lighting along the corridor
- · Restriping specific locations
- Traffic signal upgrades
- Signalizing the Boone St at Haddock Rd intersection

Long-term recommendations include:

- Installing a raised concrete median along the corridor from JSJ Road to Middle School Road
- Reconfiguring lanes from before the corridor at Truss Plant Road to BP Gas Station Entrance

The audit team suggests that the recommendations stated in this report be implemented as resources become available. The responsible agency(s) should document any decisions to modify or eliminate recommendations based on engineering judgement or lack of feasibility.





Appendices

Appendix A. RSA Attendees

Appendix B. Crash Data

Appendix C. RSA Map

Appendix D: ICEs

Appendix E. RSA Recommendations List

Appendix F. RSA Proposed Layout





Appendix A. RSA Attendees

Name	Agency	Email
Michael Turpeau	Atkins	Michael.Turpeaujr@atkinsglobal.com
Max Malloy	Atkins	Max.Malloy@atkinsglobal.com
Travis Brewer	Atkins	Travis.Brewer@atkinsglobal.com
Ronald Knezevich	GDOT Traffic Ops	Rknezevich@dot.ga.gov
Kelli Roberts	GDOT Traffic Ops	KeRoberts@dot.ga.gov
Andy Westberry	GDOT D5	awestberry@dot.ga.gov
Joseph Capello	GDOT D5	<u>Jcapello@dot.ga.gov</u>
Jason Mobley	GDOT Utilities	Jmobley@dot.ga.gov
Greg Morris	FHWA	greg.morris@dot.ga.gov
Jim Tolson	Arcadis	jim.tolson@arcadis.com
Donnie Boyd	GDOT D5	dboyd@dot.ga.gov
Katie Proctor	GDOT D5	kproctor@dot.ga.gov
Kiara Ahmed	GDOT D5	kahmed@dot.ga.gov
John Devine	Georgia Bikes	jd@georgiabikes.org
Jonathan Martinez	GDOT D5	JoMartinez@dot.ga.gov
Justin Bristol	Georgia Bikes	justin@gabikes.onmicrosoft.com
Samantha Swartz	Kingsland PD	swartz@kingslandga.gov
Edlin Regis	GDOT Utilities	eregis@dot.ga.gov
Patti Sistrunk	Safe Routes to School	Patti.sistrunk@aecom.com





Appendix B. Crash Data

Collision Diagram

COUNTY: Camden

LOCATION: Intersection of SR 40/King Avenue at I-95 SB/May Creek Street

PERIOD: 01/01/2013 TO 02/28/2023

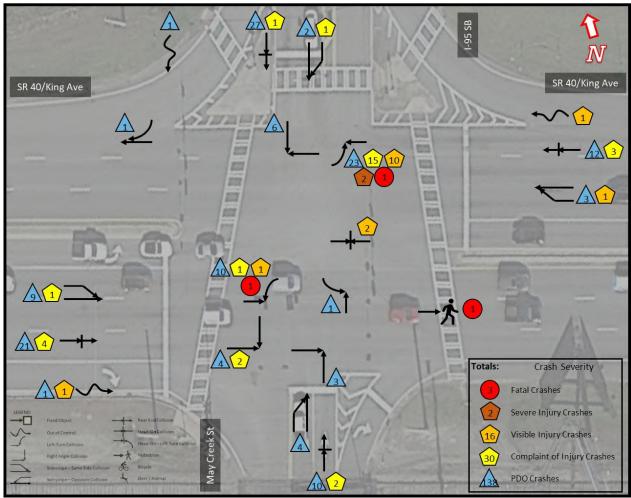


Figure B-1 Crash Diagram for SR 40 at I-95 SB/May Creek St Intersection (Jan 1st, 2013 – February 28th, 2023)





Table	B-1	Distril	bution	of SF	R 40 at	1-95	SB/Ma	y Cree	ek St I	by Ma	nner c	of Coll	ision	and b	y Year
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
	К		•			ı			ı						
Left Turn -	Α														
Angle	В													1	0.53%
SB LT x NB	С														
JD LI X IND	0									1			1		
	K										1		1		
Left Turn -	A			1							1		2		
Angle	В	3	2	2				2			1		10	51	26.98%
EB LT x	С	1	1	2	1	1		2	1	3	3		15	31	20.5670
WB	0	1		2	5		1	2	3		2	1	23		
	К		1		<u>, </u>	1	1		3	4			1		
Left Turn -						1							1		
Angle	A					4								12	6.000/
WB LT x	В					1			4				1	13	6.88%
EB	С								1		_		1		
	0		1		2		1		3		3		10		
Loft Turn	K					1					1		2		
Left Turn - Angle	Α			1							1		2		
7.11.6.0	В	3	2	2		1		2			1		11	65	34.39%
Total	С	1	1	2	1	1		2	2	3	3		16		
	0	1	2	2	7	1	2	2	6	5	5	1	34		
	К														
Angle	Α														
	В													3	1.59%
NB x EB	С														
	0	1	1		1								3		
	К														
Angle	А														
7	В													6	3.17%
SB x EB	С							1	1				2		
	0	1						1	1	1			4		
	К														
Anglo	А														
Angle	В													6	3.17%
SB x WB	С														5.2.75
	0		1		1				1	1	2		6		
	К								-						
	A														
Angle	В													15	7.94%
Total	С							1	1				2	13	7.5470
	0	2	2		2			1	2	2	2		13		
													13		
Sideswipe	K														
- Same	A														2.420/
Direction	В													4	2.12%
NB	С														
	0				1	1	1	1					4		
Sideswipe	K														
- Same	Α													_	
Direction	В													3	1.59%
SB	С								1				1		
	0	1				1							2	1	





Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
Sideswipe - Same Direction	K A B													10	5.29%
EB	С	2	2	1		1	1		1	1		1	1 9	10	3.2370
Sideswipe	K	2										1	3		
- Same Direction	A B				1								1	5	2.65%
WB	C O	1									3		4		
Sideswipe - Same	K A														
Direction	B C				1				1	1			1 2	22	11.64%
Total	0	4	2	1	1	3	2	1	1		3	1	19		
Rear End	K A B													12	6.35%
NB	С	1		2	1	2		1	1		1 2		2 10	12	0.55%
D E. d	K A	1			1			1	1				10		
Rear End SB	B C						1						1	28	14.81%
	O K	6	4	1	9	2		2	1	1	1		27		
Rear End	A B													25	13.23%
EB	С	1	3	3	1	2	2	2	3	1	1	1	4 21	23	13.2370
	K	_	<u> </u>							-		-			
Rear End WB	A B			2						1			2	15	7.94%
WB	C O	3	1	1	1	2	2		2	1			3 12		
Rear End	K A														
Total	B C	1		2	1		1		1	2	2		10	80	42.33%
	O K	11	8	7	14	8	4	5	7	2	3	1	70		
Head On	A B			1						1			2	2	1.06%
EB x WB	C O														
Head On	K A														
Total	В			1						1			2	2	1.06%
	0														





Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
	K						1						1		
	А														
Pedestrian	В													1	0.53%
	С														
	0														
	К														
Single	А														
Vehicle	В													1	0.53%
SB	С														
0.5	0							1					1		
	K														
Single	Α														
Vehicle	В	1											1	2	1.06%
EB	С														
	0				1								1		
	K														
Single	А														
Vehicle	В				1								1	1	0.53%
WB	С														
	0														
	K														
Single	Α														
Vehicle	В	1			1								2	4	2.12%
Total	С														
	0				1			1					2		
	К					1	1				1		3		
	А			1							1		2		
Total	В	4	2	3	2	1		2		1	1		16	189	100%
IOLAI	С	2	1	4	2	1	1	3	5	6	5		30	199	100%
	0	18	14	10	25	12	8	10	16	9	13	3	138		
	All	24	17	18	29	15	10	15	21	16	21	3	189		





COUNTY: Camden

LOCATION: Intersection of SR 40/King Avenue at I-95 NB/Boone Street

PERIOD: 01/01/2013 TO 02/28/2023

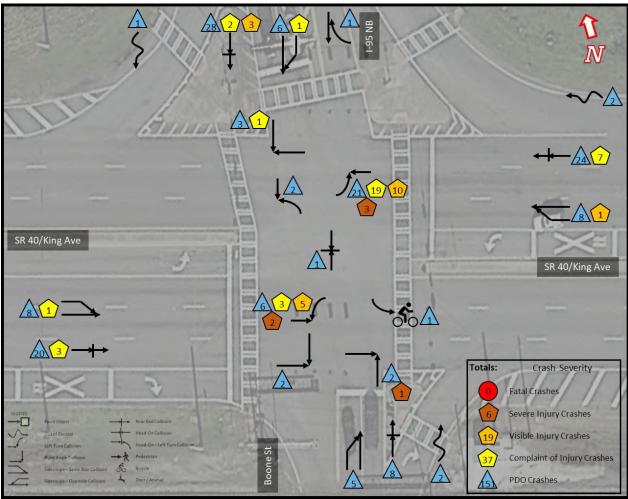


Figure B-2 Crash Diagram for SR 40 at I-95 NB/Boone St Intersection (Jan 1st, 2013 – February 28th, 2023)



Table	B-2	Distri	bution	of SF	R 40 a	t I-95 l	NB/Bo	one S	Street	by Ma	nner	of Col	lision	and l	by Year
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
	K														
Left Turn - Angle	Α														
- Angle	В													2	0.94%
NB LT x	С													_	0.0 1/1
SB	0		1							1			2		
	К														
Left Turn - Angle	Α									1	1	1	3		
Aligic	В	2	1		1	1		2	3				10	53	24.88%
EB LT x	С	1		2	1	3	1	1	5	2	2	1	19		
WB	0	5	2	3	2		1	3	1	1	2	1	21		
1.0 T	K														
Left Turn - Angle	Α					1	1						2		
6.5	В	1	1						2		1		5	16	7.51%
WB LT x	С		1						1	1			3		
EB	0	1		1			1			2	1		6		
	K														
Left Turn	Α					1	1			1	1	1	5		
- Angle	В	3	2		1	1		2	5		1		15	71	33.33%
Total	С	1	1	2	1	3	1	1	6	3	2	1	22		
	0	6	3	4	2		2	3	1	4	3	1	29		
	K														
Angle	Α								1				1		
	В													3	1.41%
NB x EB	С														
	0					1		1					2		
	K														
Angle	Α														
	В													2	0.94%
SB x EB	С														
	0	1					1						2		
	K														
Angle	Α														
SB x WB	В													4	1.88%
JD X WD	С		1										1		
	O K			1	1	1							3		
A 1 -	A								1				1		
Angle	В								1				1	9	4.23%
Total	С		1										1		
	0	1		1	1	2	1	1					7		
Cidocuia	K	_											,		
Sideswipe - Same	Α														
Direction	В													5	2.35%
	С														
NB	0			1				1		1	2		5		
Sideswipe	K														
- Same	Α														
Direction	В													7	3.29%
SB	С			1									1		
	0	2	1		1				2				6	1	





Manner of	Crash	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
Collision	Severity														
Sideswipe	K														
- Same	Α														
Direction	В													9	4.23%
EB	С			1									1		
	0	1	1	1			2		1	1		1	8		
Sideswipe	K														
- Same	Α														
Direction	В	1											1	9	4.23%
WB	С														
	0	1			1	2	2	1	1				8		
Sideswipe	K														
- Same	Α														
Direction	В	1											1	30	14.08%
Total	С			2									2		
	0	4	2	2	2	2	4	2	4	2	2	1	27		
Sideswipe	K														
Opposite	Α													1	0.47%
Direction	В														
	С											1	1		
NB x SB	0											1	1		
Sideswipe -	K A														
Opposite	В													1	0.47%
Direction	С													1	0.47/6
Total	0											1	1		
Total	К											-			
Dans End	Α														
Rear End	В													8	3.76%
NB	С														017 070
	0	1	1	2				3		1			8		
	K			_											
Deer Fred	Α														
Rear End	В		1				1		1				3	33	15.49%
SB	С	1								1			2		
	0	5	3		1	1	4	2	3	3	5	1	28		
	К														
Rear End	Α														
iteal Lilu	В													23	10.80%
EB	С	1	1			1							3		
	0	2	3	6	3		1	1		2	2		20		
	K														
Rear End	Α														
rical Ella	В													31	14.55%
WB	С	1			1		1	2	2				7		
	0	4	1	1	5	5	3	3	1		1		24		
	K														
Rear End	Α														
	В		1				1		1				3	95	44.60%
Total	С	3	1		1	1	1	2	2	1			12		
Total	C	9	-		-			2	_				12		





Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
	K														
Head On	Α														
	В													1	0.47%
NB x SB	С														
	0			1									1		
	K														
Head On	Α														
	В													1	0.47%
Total	С														
	0			1									1		
	K														
	Α														
Bicycle	В													1	0.47%
	С														
	0			1									1		
	K														
Single	А														
Vehicle	В													2	0.94%
NB	С														
	0		1								1		2		
	K														
Single	Α														
Vehicle	В													1	0.47%
SB	С														
	0		1										1		
	K														
Single	А														
Vehicle	В													2	0.94%
WB	С														
	0			2									2		
	K														
Single	Α														
Vehicle	В													5	2.35%
Total	С														
	0		2	2							1		5		
	К														
	А					1	1		1	1	1	1	6		
Total	В	4	3		1	1	1	2	6		1		19	212	100%
Total	С	4	3	4	2	4	2	3	8	4	2	1	37	213	100%
	0	23	15	19	14	10	15	15	9	12	15	4	151		
	All	31	21	23	17	16	19	20	24	17	19	6	213		





COUNTY: Camden

LOCATION: Intersection of SR 40/King Avenue at BP Gas Station Driveway

PERIOD: 01/01/2013 TO 02/28/2023

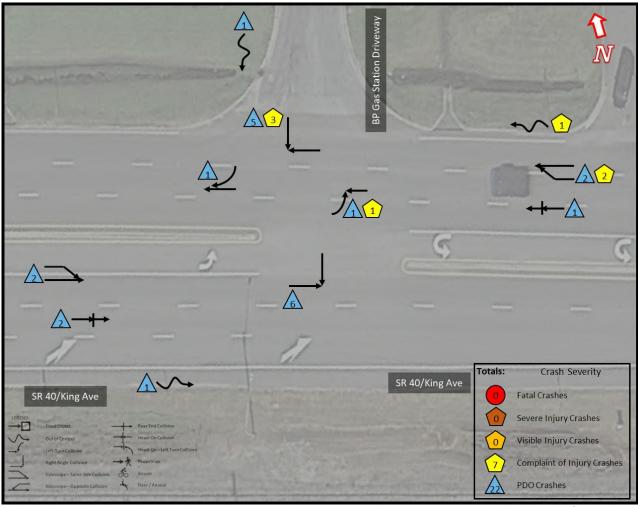


Figure B-3 Crash Diagram for SR 40 at BP Gas Station Driveway Intersection (Jan 1st, 2013 – February 28th, 2023)



Tal	ole B-3	Dis	stribut	ion of	SR 4	0 at B	P Gas	Statio	on by	Mann	er of (Collisi	on an	d by	Year
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	
Left Turn	K														
- Angle	Α														
	В													2	6.90%
EB LT x	С							1					1		
WB	0	1											1		
	K														
Left Turn	Α												5		
- Angle	В												15	2	6.90%
Total	С							1					22		
Total	0	1											29		
	K														
Amala	Α														
Angle	В													6	20.69%
SB x EB	С													Ů	20.0375
	0	1							2	2	1		6		
	К	1											U		
Angle	A														27.500/
SB x WB	В												2	8	27.59%
35 X W B	С			1		_		1		1	_		3		
	0	1		1		1				1	1		5		
	K														
Angle	Α														
Tarak	В													14	48.28%
Total	С			1				1		1			3		
	0	2		1		1			2	3	2		11		
Sideswipe	K														
- Same	Α														
Direction	В													2	6.90%
	С														
EB	0						2						2		
Cidocuino	K														
Sideswipe - Same	Α														
Direction	В													5	17.24%
	С									1	1		2		
WB	0							1	1		1		3		
	К														
Sideswipe - Same	Α														
- Same Direction	В													7	24.14%
2200.011	С									1	1		2	l	
Total	0						2	1	1	_	1		5		
	К												,		
Rear End	A													_	C 000/
EB	В													2	6.90%
LU	С														
	0					1					1		2		





Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	Ι%
	K														
Rear End	Α														
	В													1	3.45%
WB	С														
	0								1				1		
	K														
Rear End	Α														
	В													3	10.34%
Total	С														
	0					1			1		1		3		
	K														
Single Vehicle	Α														
venicie	В													1	3.45%
SB	С														
	0								1				1		
	K														
Single	Α														
Vehicle	В													1	3.45%
EB	С														
	0								1				1		
	K														
Single	Α														
Vehicle	В													1	3.45%
WB	С									1			1		
	0														
	K														
Single	Α														
Vehicle	В													3	10.34%
Total	С									1			1		
	0								2				2		
	K														
	Α														
Total	В													29	100%
TOTAL	С			1				2		3	1		7	29	100%
	0	3		1		2	2	1	6	3	4		22		
	All	3	_	2		2	2	3	6	6	5	_	29		





COUNTY: Camden

LOCATION: Intersection of SR 40/King Avenue at JSJ Road

PERIOD: 01/01/2013 TO 02/28/2023

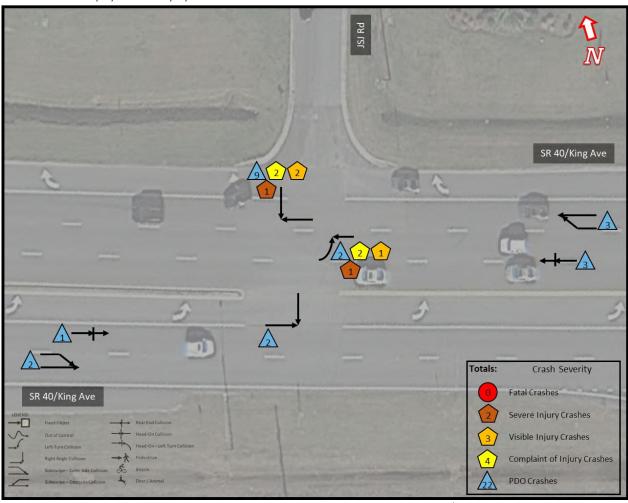


Figure B-4 Crash Diagram for SR 40 at JSJ Road Intersection (Jan 1st, 2013 – February 28th, 2023)



	Table B-	4	Distri	butior	of SI	R 40 a	t JSJ	Road	by Ma	nner	of Col	lision	and b	y Ye	ar
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	Ι%
Left Turn	K														
- Angle	Α										1		1		
	В										1		1	6	19.35%
EB LT x	С					1		1					2		
WB	0	1	1										2		
	K														
Left Turn	А										1		1		
- Angle	В										1		1	6	19.35%
Total	С					1		1					2		
	0	1	1										2		
	К														
Angle	Α														
Aligie	В													2	6.45%
SB x EB	С														
	0		1						1				2		
	К														
A I	A								1				1		
Angle	В				1				_		1		2	14	45.16%
SB x WB	С		1		-				1		-		2		13.1070
	0		2			3		1	•	2	1		9		
	К														
	A								1				1		
Angle	В				1				_		1		2	16	51.61%
Total	С		1						1				2	10	31.01/0
	0		3			3		1	1	2	1		11		
	К		3			<u> </u>							11		
Sideswipe	A														
- Same Direction	В													2	6.45%
Direction	С														0.45%
EB	0				1		1						2		
					1		1								
Sideswipe	K														
- Same	A													,	0.600/
Direction	В													3	9.68%
WB	С		4	4					4				2		
	O K		1	1					1				3		
Sideswipe															
- Same	A													_	16.4007
Direction	В													5	16.13%
Total	С												_		
	0		1	1	1		1		1				5		
	K														
Rear End	A														2 5557
SB	В													1	3.23%
JD	С														
	0	Ī				1							1		





Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	Ι%
	K														
Rear End	Α														
	В													3	9.68%
EB	С														
	0		1							1	1		3		
	K														
Rear End	Α														
	В													4	12.90%
Total	С														
	0		1			1				1	1		4		
	K														
	Α								1		1		2		
Total	В				1						2		3	31	100%
TOTAL	С		1			1		1	1				4	31	100%
	0	1	6	1	1	4	1	1	2	3	2		22		
	All	1	7	1	2	5	1	2	4	3	5		31		



COUNTY: Camden

LOCATION: Intersection of SR 40/King Avenue at Gardenia Blossom Road

PERIOD: 01/01/2013 TO 02/28/2023

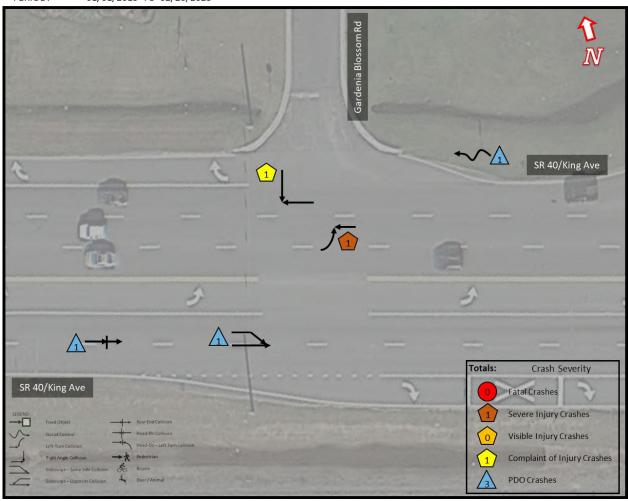


Figure B-5 Crash Diagram for SR 40 at Gardenia Blossom Road Intersection (Jan 1st, 2013 – February 28th, 2023)



Table B-5 Distribution of SR 40 at Gardenia Blossom Rd by Manner of Collision and by Year Manner Crash of 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 Total % Severity Collision Left Turn 1 1 Α - Angle В 1 20% EB LT x С WB 0 K Left Turn 1 Α - Angle В 1 20% C Total 0 Κ Α Angle 20% В 1 SB x EB 1 С 0 K Α Angle В 20% 1 Total 1 1 С 0 K Sideswipe Α - Same Direction В 20% 1 С WB 1 0 1 Κ Sideswipe Α - Same Direction В 1 20% С Total 1 1 0 Κ Α Rear End 20% 1 В SB С 0 1 Κ Α Rear End 1 20% В Total С 0 1 Κ Single Α Vehicle 1 20% В С WB O 1 K Single Α Vehicle 20% В 1 С Total





Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	I %
	K														
	Α				1								1		
Total	В													_	1000/
Total	С	1											1	5	100%
	0	1				2							3		
	All	2			1	2							5		



COUNTY: Camden

LOCATION: Intersection of SR 40/King Avenue at Lakes Boulevard/Crown Pointe Parkway

PERIOD: 01/01/2013 TO 02/28/2023

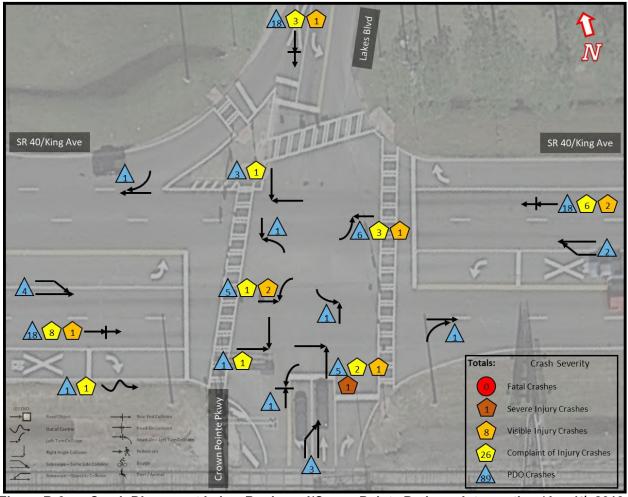


Figure B-6 Crash Diagram at Lakes Boulevard/Crown Pointe Parkway Intersection (Jan 1st, 2013 – February 28th, 2023)



Table B-	6 Dis	tribut	on of	SR 40	at Lak	es Bl	vd/Cro	wn Po	inte P	kwy b	y Man	ner of	Collis	ion a	nd by Yea
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	Ι%
	К			<u> </u>	<u> </u>		I	I							
Left Turn - Angle	Α														
Aligic	В													1	0.81%
NB LT x	С														
SB	0										1		1		
1.0 T	К														
Left Turn - Angle	Α														
	В													1	0.81%
SB LT x	С														
NB	0							1					1		
Laft Tours	К														
Left Turn - Angle	Α														
Aligic	В								1				1	10	8.06%
EB LT x	С	1		1						1			3		
WB	0	2		1	1			2					6		
	К														
Left Turn	Α														
- Angle	В							1	1				2	8	6.45%
WB LT x	С										1		1		0
EB	0			2			1	1		1			5		
	K														
Left Turn	A														
- Angle	В							1	2				3	20	16.13%
	С	1		1				*	-	1	1		4	20	10.13/0
Total	0	2		3	1		1	4		1	1		13		
	К	_						<u> </u>					13		
	A					1							1		
Angle						*		1					1	9	7.26%
NB x EB	B C		1					1					2	9	7.20%
		1	1			1				1	1		5		
	O K	1													
Angle	A													2	1.61%
SB x EB	В					1							1		1.01%
	С					1					1				
	O K										1		1		
	A														
Angle	В													4	3.23%
SB x WB	С						1						1	-	3.2370
	0						1	2					3		
	К												3		
Angle	A					1							1		
Aligle	В							1					1	15	12.10%
Total	С		1			1	1	1					4		
	0	1	1			1	1	2		1	2		9		
611	К												,		
Sideswipe - Same	A														
- Same Direction	В													3	2.42%
	С														2270
NB	0		1	1						1			3		
													3		





Manner of	Crash	2012	2014	2015	2016	2017	2010	2010	2020	2024	2022	2022		T-4-	1.07
Collision	Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	I %
Sideswipe	K														
- Same	Α														
Direction	В													5	4.03%
EB	С														
LD	0	1				2				1	1		5		
Sideswipe	K														
- Same	Α														
Direction	В													3	2.42%
WB	С														
W B	0					1			1	1			3		
Sideswipe	K														
- Same	Α														
Direction	В													11	8.87%
Total	С														
	0	1	1	1		3			1	3	1		11		
Sideswipe	K														
- Opposite	Α													1	0.47%
Direction	В													_	0.4770
	С														
NB x SB	0											1	1		
Sideswipe -	K														
Opposite	A														0.470/
Direction	B C													1	0.47%
Tatal	0											1	1		
Total	К											1	1		
	A														
Rear End	В				1								1	22	17.74%
SB	С	1		1			1						3	22	17.74%
	0	4	1	1		2	1		2	4	1	2	18		
	К	•										_	10		
	A														
Rear End	В							1					1	27	21.77%
EB	С	1	1	2	1		1	_		1	1		8	21	21.77/0
	0	3	_	1	2	1	2		1	3	2	3	18		
	К			-	-	-	-								
B	A														
Rear End	В				1				1				2	26	20.97%
WB	С	1		1	-			1	_	1	1	1	6	20	20.5770
	0	4	2	3				2		1	4	2	18		
	К			-								-			
Danie Sie d	A														
Rear End	В				2			1	1				4	75	60.48%
Total	С	3	1	4	1		2	1		2	2	1	17	, ,	55.10/0
	0	11	3	5	2	3	3	2	3	8	7	7	54		
	9														





Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	Ι%
	K														
Head On	Α														
	В													1	0.81%
EB x WB	С														
	0											1	1		
	K														
Head On	Α														
Ticaa Oii	В													1	0.81%
Total	С														
	0											1	1		
	K														
Single	Α														
Vehicle	В													2	1.61%
EB	С								1				1		
25	0	1											1		
	K														
Single	Α														
Vehicle	В													2	1.61%
Total	С								1				1		
Total	0	1											1		
	K														
	Α					1							1		
	В				2			3	3				8		
Total	С	4	2	5	1	1	3	2	1	3	3	1	26	124	100%
	0	16	5	9	3	7	5	8	4	13	11	8	89		
	All	20	7	14	6	9	8	13	8	16	14	9	124		



COUNTY: Camden

LOCATION: Intersection of SR 40/King Avenue at Queen Street

PERIOD: 01/01/2013 TO 02/28/2023

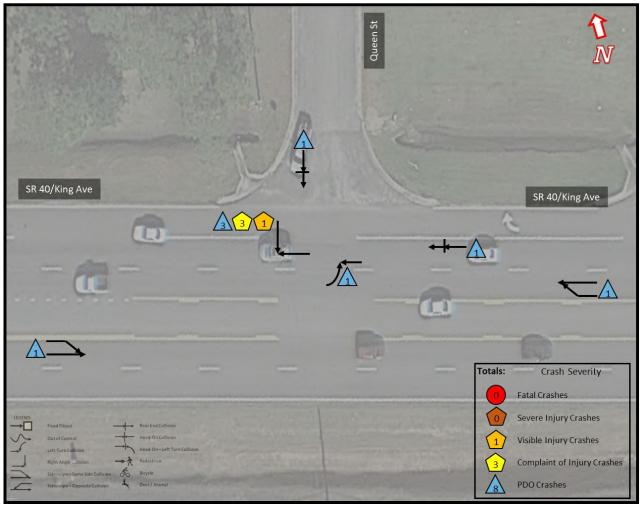


Figure B-7 Crash Diagram for SR 40 at Queen Street Intersection (Jan 1st, 2013 – February 28th, 2023)



Та	ble B-7	D	istribu	ition c	f SR	40 at 0	Queen	Stree	t by N	/lanne	r of C	ollisio	n and	by Y	ear
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	
	K														
Left Turn	А														
- Angle	В													1	8.33%
EB LT x	С														0.007.1
WB	0									1			1		
	K														
Left Turn	Α														
- Angle	В													1	8.33%
Total	С														
Total	0									1			1		
	K														
Angle	Α														
711610	В	1											1	7	58.33%
SB x WB	С	1		1							1		3		
	0	1		1	1								3		
	K														
Angle	Α														
7	В	1											1	7	58.33%
Total	С	1		1							1		3		
	0	1		1	1								3		
Cidosuino	K														
Sideswipe - Same	Α								1				1		
Direction	В													9	4.23%
	С		1										1		
EB	0	1		1	1	2	1	1					7		
Sideswipe	K														
- Same	Α														
Direction	В													1	8.33%
WB	С														
VVD	0									1			1		
Sideswipe	K														
- Same	Α														
Direction	В													1	8.33%
Total	С														
	0			1									1		
D. 5 .	K														
Rear End	A B													1	8.33%
SB	С														3.3370
	0				1								1		
	K				_								_		
Rear End	Α														
	В													1	8.33%
WB	С														
	0				1								1		
	K														
Rear End	Α														
T	В													2	16.67%
Total	С														
	0				2								2		





Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
	K														
	Α														
T. 1 . 1	В	1											1	42	4000/
Total	С	1		1							1		3	12	100%
	0	1		2	3					2			8		
	All	3		3	3					2	1		12		



COUNTY: Camden

LOCATION: Intersection of SR 40/King Avenue at Tiffany Street

PERIOD: 01/01/2013 TO 02/28/2023

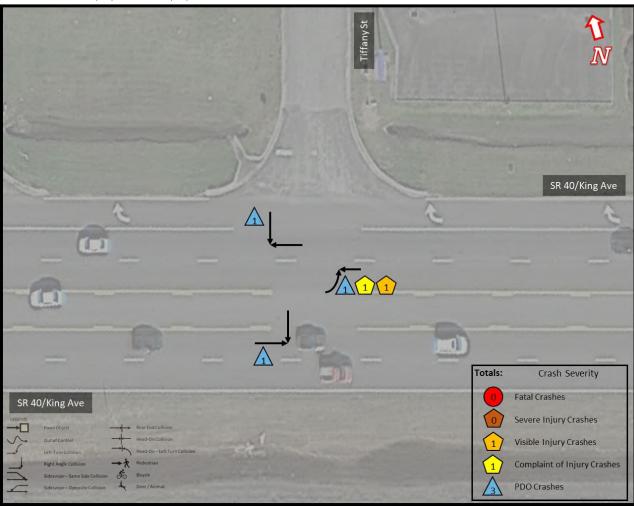


Figure B-8 Crash Diagram for SR 40 at Tiffany Street Intersection (Jan 1st, 2013 – February 28th, 2023)



Ta	ble B-8	Di	istribu	ition c	of SR 4	40 at 1	Γiffany	/ Stree	et by N	/lanne	r of C	ollisio	n and	l by \	'ear
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
Left Turn	K														
- Angle	Α														
	В						1						1	3	60%
NB LT x SB	С					1							1		
SB	0											1	1		
	K														
Left Turn	Α														
- Angle	В						1						1	3	60%
Total	С					1							1		
	0											1	1		
	K														
Angle	Α														
	В													1	20%
SB x EB	С														
	0										1		1		
	K														
Angle	Α														
	В													1	20%
SB x WB	С														
	0										1		1		
	K														
Angle	Α														
	В													2	40%
Total	С														
	0										2		2		
	К														
	Α														
Total	В						1						1	5	100%
1000	С					1							1		10070
	0										2	1	3		
	All					1	1				2	1	5		

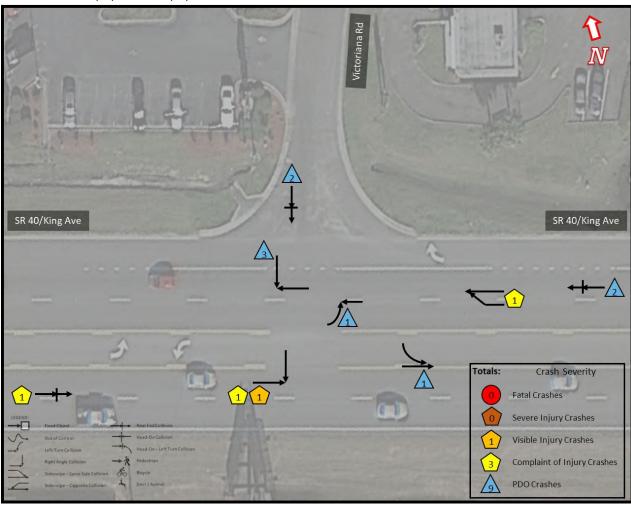




COUNTY: Camden

Intersection of SR 40/King Avenue at Victoriana Road 01/01/2013 TO 02/28/2023 LOCATION:

PERIOD:



Crash Diagram for SR 40 at Victoriana Road Intersection Jan 1st, 2013 – February 28th, Figure B-9 2023)



Tab	le B-9	Dis	tribut	ion of	SR 40	at Vi	ctoria	na Ro	ad by	Mann	er of	Collisi	ion an	d by	Year
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	
	K			l					L	l					
Left Turn - Angle	Α														
Aligic	В													1	7.69%
EB LT x	С														
WB	0	1											1		
	K														
Left Turn	Α														
- Angle	В													1	7.69%
Total	С														
Total	0	1											1		
	K														
Angle	Α														
Aligie	В										1		1	2	15.38%
SB x EB	С											1	1		
	0														
	К														
Angle	А														
Angle	В													3	23.08%
SB x WB	С														20.0075
	0			1						1	1		3		
	K														
A I .	A														
Angle	В										1		1	5	38.46%
Total	С										=	1	1	3	30.4070
	0			1						1	1	_	3		
	К														
Sideswipe	A														
- Same Direction	В													1	7.69%
Direction	С													1	7.09%
EB	0									1			1		
	К												1		
Sideswipe															
- Same Direction	A B													1	7.69%
Direction	С					1							1	-	7.0570
WB	0												-		
61.1	К														
Sideswipe - Same	A														
Direction	В													2	15.38%
	С					1							1		
Total	0									1			1		
	K														
Rear End	Α														
	В													2	15.38%
SB	С														
	0		1								1		2		
	K														
Rear End	Α														
	В													1	7.69%
EB	С	1											1		
	0														





Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
	K														
Rear End	Α														
	В													2	15.38%
WB	С														
	0	2											2		
	K														
Rear End	Α														
	В													5	38.46%
Total	С	1											1		
	0	2	1								1		4		
	K														
	Α														
Total	В										1		1	13	100%
iotai	С	1				1						1	3	13	100%
	0	3	1	1						2	2		9		
	All	4	1	1		1				2	3	1	13		



COUNTY: Camden

LOCATION: Intersection of SR 40/King Avenue at Gross Road/Haddock Road

PERIOD: 01/01/2013 TO 02/28/2023

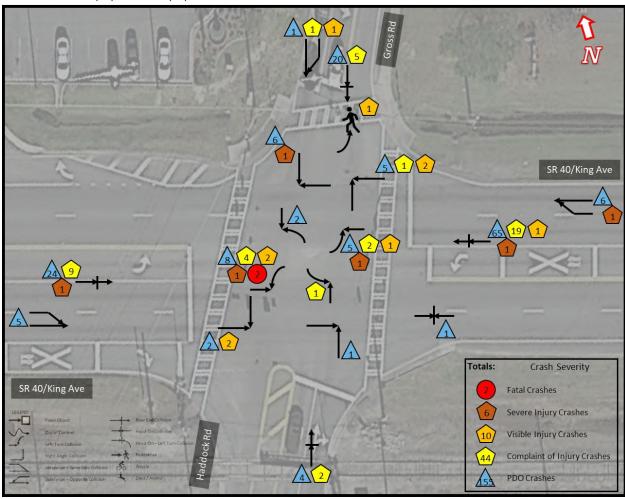


Figure B-10 Crash Diagram for SR 40 at Gross Road/Haddock Road Intersection (Jan 1st, 2013 – February 28th, 2023)



Table B-10 Distribution of SR 40 at Gross Road/Haddock Road by Manner of Collision and by Year

Table B-1	IO DIS	tribut	ion of	SR 40	at Gi	ross F	coad/F	<u>laddo</u>	ck Ro	ad by	Mann	er of	Collisi	on an	d by Year
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
	К						I	I							
Left Turn - Angle	Α														
, wigic	В													2	0.92%
NB LT x	С														
SB	0		1		1								2		
	K														
Left Turn	A														
- Angle	В													1	0.46%
SB LT x	С		1										1	-	0.40/0
NB	0												_		
	К														
Left Turn											1		1		
- Angle	A								1		1			_	
EB LT x	В								1				1	9	4.15%
WB	С		1			_				_	1		2		
5	0		1			2				1	1		5		
Left Turn	K				1						1		2		
- Angle	Α									1			1		
	В	1									1		2	17	7.83%
WB LT x	С	2			2								4		
EB	0		1	1		2			1		1	2	8		
	K				1						1		2		
Left Turn	Α									1	1		2		
- Angle	В	1							1		1		3	29	13.36%
Total	С	2	2		2						1		7		
TOLAI	0		3	1	1	4			1	1	2	2	15		
	K														
	A														
Angle														1	0.460/
NB x EB	В													1	0.46%
NDXLD	C														
	0		1										1		
	K														
Angle	Α														
NID NA/D	В			1						1			2	8	3.69%
NB x WB	С							1					1		
	0			11	1					2	1		5		
	K														
Angle	Α														
CD V4/D	В							1		1			2	4	1.84%
SB x WB	С														
	0				1				1				2		
	K														
Angle	Α				1								1		
	В													7	3.23%
SB x EB	С														
	0	1				1				1	3		6		
	K														
Angle	Α				1								1		
	В			1				1		2			4	20	9.22%
Total	С							1					1		
	0	1	1	1	2	1			1	3	4		14		





Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
	K														
Sideswipe - Same	Α														
Direction	В							1					1	3	1.38%
	С	1											1		
SB	0			1									1		
Cidannia	K														
Sideswipe - Same	Α														
Direction	В													5	2.30%
	С														
EB	0				3				1		1		5		
Cidosuino	K														
Sideswipe - Same	Α		1										1		
Direction	В													7	3.23%
	С														
WB	0	2				1		1		2			6		
Sideswipe	K														
- Same	Α		1										1		
Direction	В							1					1	15	6.91%
	С	1											1		
Total	0	2		1	3	1		1	1	2	1		12		
	K														
Rear End	Α														
	В													6	2.76%
NB	С							1		1			2		
	0	1	1	1							1		4		
	K														
Rear End	Α														
	В													25	11.52%
SB	С	2	1		1	1							5		
	0	5	4	2	4	1	2	1	1				20		
	K														
Rear End	Α										1		1		
	В													34	15.67%
EB	С	1	3	1	1			1		1	1		9		
	0	4	6	2	2	1	1	1	1	3	2	1	24		
	K														
Rear End	Α							1					1		
\A(D	В			1									1	86	39.63%
WB	С	3	4	2	2	1			2	4		1	19		
	0	14	8	8	3	4	5	1	5	8	7	2	65		
	K							,							
Rear End	Α							1			1		2		
Total	В			1				_	_				1	151	69.59%
Total	С	6	8	3	4	2		2	2	6	1	1	35		
	0	24	19	13	9	6	8	3	7	11	10	3	113		





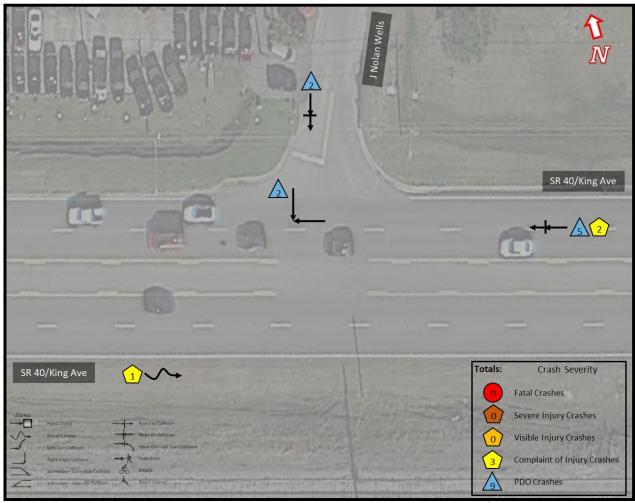
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
	K														
Head On	Α														
	В													1	0.46%
EB x WB	С														
	0				1								1		
	K														
Head On	Α														
	В													1	0.46%
Total	С														
	0				1								1		
	K														
Deded	Α														
Pedestria n	В	1											1	1	0.46%
"	С														
	0														
	K				1						1		2		
	А		1		1			1		1	2		6		
Total	В	2		2				2	1	2	1		10	217	100%
Total	С	9	10	3	6	2		3	2	6	2	1	44	21/	100/0
	0	27	23	16	16	12	8	4	10	17	17	5	155		
	All	38	34	21	24	14	8	10	13	26	23	6	217		



COUNTY: Camden

Intersection of SR 40/King Avenue at J Nolan Wells 01/01/2013 TO 02/28/2023 LOCATION:

PERIOD:



Crash Diagram for SR 40 at J Nolan Wells Intersection (Jan 1st, 2013 - February 28th, Figure B-11 2023)



	ble B-11	Di	stribu	tion o	f SR 4	10 at J	Nola	n Wel	ls by I	/lanne	r of C	ollisio	n and	l by Y	'ear
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	Ι%
	К								1	l					
Anglo	Α														
Angle	В													2	16.67%
SB x WB	С														
	0							1			1		2		
	К														
Angle	Α														
Aligie	В													2	16.67%
Total	С														
	0							1			1		2		
	К														
Rear End	Α														
11001 2110	В													2	16.67%
SB	С														
	0								1	1			2		
	K														
Rear End	Α														
	В													7	58.33%
WB	С			1								1	2		
	0		1	2		1	1						5		
	K														
Rear End	Α														
	В													9	75.00%
Total	С			1								1	2		
	0		1	2		1	1		1	1			7		
	K														
Single Vehicle	Α														
vernicie	В													1	8.33%
SB	С									1			1		
	0														
6: 1	K														
Single Vehicle	Α														
Vernicie	В													1	8.33%
Total	С									1			1		
	0														
	K														
	A														
Total	В			1						1		1	3	12	100%
	С		1	2		1	1	1	1	1	1	1	9		
	0		1	2		1	Т	1	1	Т	1		9		





COUNTY: Camden

Intersection of SR 40/King Avenue at Middle School Road 01/01/2013 TO 02/28/2023 LOCATION:

PERIOD:

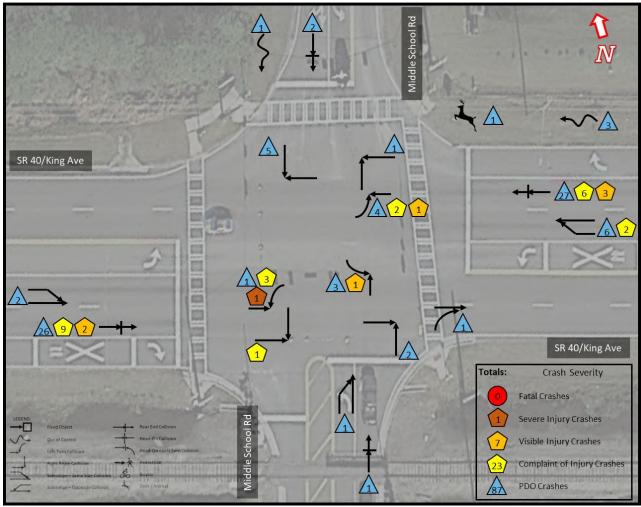


Figure B-12 Crash Diagram for SR 40 at Middle School Road Intersection (Jan 1st, 2013 – February 28th, 2023)



Table B-12 Distribution of SR 40 at Middle School Road by Manner of Collision and by Year Manner Crash of 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 Total % Severity Collision Κ Left Turn - Angle 1 В 4 3.39% SB LT x С NB 3 1 1 1 0 Κ Left Turn Α - Angle 1 1 7 5.93% EB LT x 2 С WB 0 1 2 1 4 K Left Turn Α 1 1 - Angle В 5 4.24% WB LT x 2 1 3 С EB 1 1 0 Κ Left Turn 1 Α - Angle В 1 1 2 16 13.56% 2 1 2 5 С Total 1 1 3 2 8 1 0 K Α Angle В 1.69% 2 NB x EB С 1 2 0 Κ Α Angle В 1 0.85% NB x WB С 1 1 0 Κ Α Angle 0.85% В 1 SB x EB 1 1 С 0 Κ Α Angle 5 4.24% В SB x WB С 0 1 2 1 1 5 Κ Α Angle В 7.63% Total 1 С 1 0 3 1 8 Κ Sideswipe Α - Same Direction В 1 0.85%



0

NB



1

Manner	Crach														
of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	I %
Cidosuino	K														
Sideswipe - Same	Α														
Direction	В													3	2.54%
	С														
EB	0				1		1			1			3		
C'der 'er	K														
Sideswipe - Same	А														
Direction	В													8	6.78%
	С								1	1			2		
WB	0		1	1		1		1	1		1		6		
C'dec les	K														
Sideswipe - Same	Α														
Direction	В													12	10.17%
	С								1	1			2		
Total	0		1	1	1	1	1	1	1	1	1	1	10		
	K														
Rear End	А														
illa Ella	В													1	0.85%
NB	С														
	0									1			1		
	K														
Rear End	А														
near Ena	В													2	1.69%
SB	С														
	0				1						1		2		
	K														
Rear End	Α														
	В			1	1								2	37	31.36%
EB	С			1	3		1	2	1	1			9		
	0		2	3	3	5	1	2	5	3	2		26		
	K														
Rear End	Α														
	В		1						1	1			3	36	30.51%
WB	С		1	2	1					2			6		
	0	1	1	2	8	2	1	3	5	1	2	1	27		
	K														
Rear End	Α														
	В		1	1	1				1	1			5	76	64.41%
Total	С		1	3	4		1	2	1	3			15		
	0	1	3	5	12	7	2	5	10	5	5	1	56		
	K														
	Α														
Animal	В													1	0.85%
	С														
	0		1										1		
	K														
Head On	Α														
	В													1	0.47%
Total	С														
	0			1									1		





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Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	Ι%
	K														
	Α														
Bicycle	В													1	0.47%
	С														
	0			1									1		
61	K														
Single Vehicle	Α														
Verneie	В													1	0.85%
SB	С														
	0	1											1		
	K														
Single Vehicle	Α														
venicie	В													1	0.85%
Total	С														
	0	1											1		
	K														
	Α											1	1		
Total	В		1	1	2				1	2			7	118	100%
iolai	С		1	3	4		1	4	3	6	1		23	110	100%
	0	3	5	6	15	10	4	7	12	13	9	3	87		
	All	3	7	10	21	10	5	11	16	21	10	4	118		



Collision Diagram

COUNTY: Camden

LOCATION: Intersection of Boone Street at May Creek Street

PERIOD: 01/01/2013 TO 02/28/2023

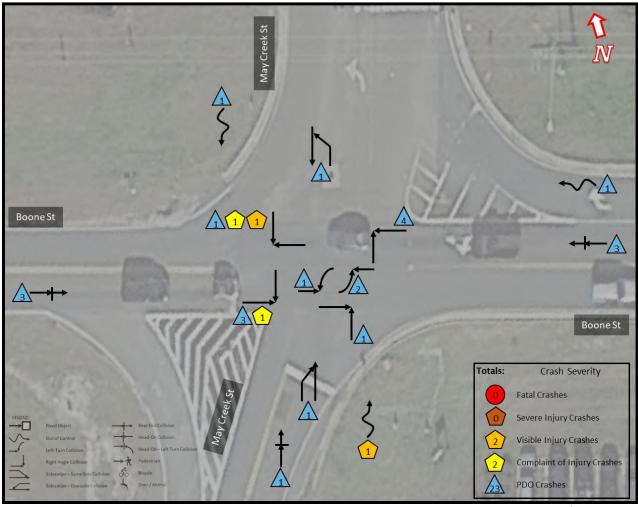


Figure B-13 Crash Diagram for Boone Street at May Creek Street Intersection (Jan 1st, 2013 – February 28th, 2023)



Table B-13 Distribution of Boone Street at May Creek Street by Manner of Collision and by Year Manner Crash of 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 Total % Severity Collision Κ Left Turn - Angle В 2 7.41% EB LT x С WB 2 0 Κ Left Turn Α - Angle 1 3.70% WB LT x С ЕВ 0 1 Κ Left Turn Α - Angle В 11.11% 3 С Total 1 1 3 0 Κ Α Angle В 1 3.70% NB x EB С 1 1 0 K Α Angle В 14.81% 4 NB x WB С 4 0 Κ Α Angle В 14.81% SB x EB 1 1 С 1 1 1 3 0 Κ Α Angle 1 3 11.11% В 1 SB x WB 1 1 С 0 1 Κ Α Angle 1 1 12 44.44% В Total С 2 0 2 2 1 1 9 Κ Sideswipe Α - Same Direction В 1 3.70% С NB 0 1 Κ Sideswipe



- Same Direction

Total

Α

В

0

1



3.70%

1

1

Manner of	Crash	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	I %
Collision	Severity														
Sideswipe	K														
- Opposite	Α													1	3.70%
Direction	В													1	3.70%
	C O		1										1		
NB x SB Sideswipe	К												_		
-	A														
Opposite	В													1	3.70%
Direction	С													_	3.7070
Total	0		1										1		
Total	K														
Dans	Α														
Rear End	В													1	3.70%
NB	С													_	0.7070
	0				1								1		
	K														
Rear End	Α														
Real Ellu	В													3	11.11%
EB	С														
	0		1	1							1		3		
	K														
Dans	Α														
Rear End	В													3	11.11%
WB	С														22.22,0
	0	1						1		1			3		
	K														
Rear End	Α														
Rear End	В													7	25.93%
Total	С														
	0	1	1	1	1			1		1	1		7		
	K														
Single	Α														
Vehicle	В			1									1	1	3.70%
NB	С														
IND	0														
	K														
Single	Α														
Vehicle	В													1	3.70%
SB	С														
	0			1									1		
	K														
Single	Α														
Vehicle	В													1	3.70%
WB	С														
	0									1			1		
	K														
Single	Α														
Vehicle	В			1									1	3	11.11%
Total	С														
	0			1						1			2		





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Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	I %
	К														
	Α														
T. 1 . 1	В		1	1									2	27	1000/
Total	С										2		2	27	100%
	0	1	4	5	1	3		2	2	4	1		23		
	All	1	5	6	1	3		2	2	4	3		27		



Collision Diagram

COUNTY: Camden

LOCATION: Intersection of Boone Street at Boone Street (I-95 NB Ramps)

PERIOD: 01/01/2013 TO 02/28/2023

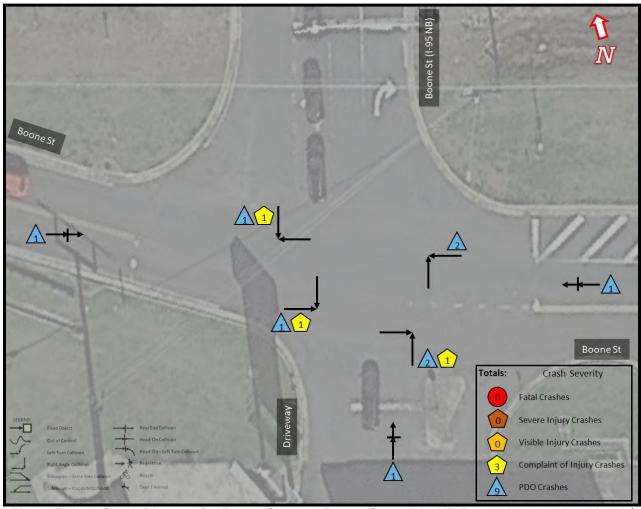


Figure B-14 Crash Diagram for Boone Street at Boone Street/I-95 NB Ramps Intersection (Jan 1st, 2013 – February 28th, 2023)



Table B-14 Distribution of Boone Street at Boone Street/I-95 NB Ramps by Manner of Collision and by Year

Table B-1	4 Dis	stributi	ion of I	<u>Boone</u>	Street	at Boo	one Str	reet/I-9	<u> 5 NB F</u>	Ramps	by Ma	inner o	f Colli	sion a	nd by Ye
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	
	K			1	l	l		l	l	1	l				
Angle	А														
Aligie	В													3	25.00%
NB x EB	С							1					1		
	0							1			1		2		
	K														
Angle	А														
Aligie	В													2	16.67%
NB x WB	С														
	0									2			2		
	K														
Angle	А														
Aligie	В													2	16.67%
SB x EB	С							1					1		
	0			1									1		
	K														
Angle	А														
Aligie	В													2	16.67%
SB x WB	С							1					1		
	0										1		1		
	K														
Anglo	А														
Angle	В													9	75.00%
Total	С							3					3		
	0			1				1		2	2		6		
	K														
Door End	Α														
Rear End	В													1	8.33%
NB	С													_	0.0073
	0						1						1		
	K														
Rear End	А														
Real Ellu	В													1	8.33%
EB	С														
	0							1					1		
Rear End															
Real Ellu	В													1	8.33%
WB	С														
	0	1											1		
Rear End															
neal Ellu														3	25.00%
Total															
		1					1	1					3		
Rear End	С	1					1	1					1	3	





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Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
	K														
	А														
Tatal	В													12	1000/
Total	С							3					3	12	100%
	0	1		1			1	2		2	2		9		
	All	1		1			1	5		2	2		12		



Collision Diagram

COUNTY: Camden

LOCATION: Intersection of Boone Street at Crown Pointe Parkway

PERIOD: 01/01/2013 TO 02/28/2023

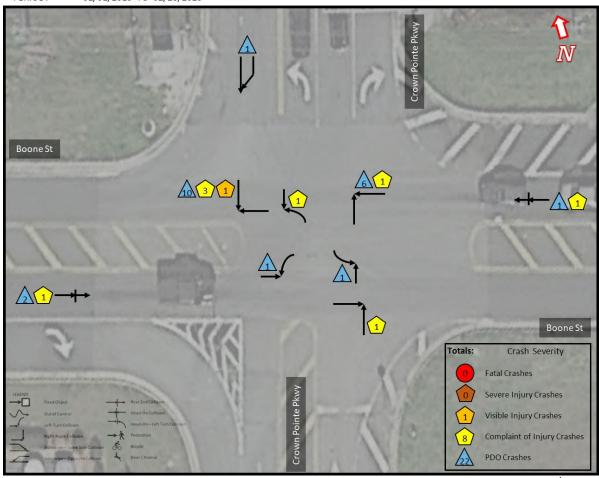


Figure B-15 Crash Diagram for Boone Street at Crown Pointe Pkwy Intersection (Jan 1st, 2013 – February 28th, 2023)



Table B-15 Distribution of Boone St at Crown Pointe Pkwy by Manner of Collision and by Year

Table E	3-15 L	<u>ainteic</u>	ution	OI RO	one Si	at Cr	own i	Pointe	PKWy	by IVI	<u>anner</u>	OT CO	ilisior	ı and	by Year
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	I %
	K														
Left Turn	Α														
- Angle	В													1	3.23%
NB LT x										1			1	_	3.23/0
SB	С												-		
	0														
Left Turn	K														
- Angle	Α														
CDIT	В													1	3.23%
SB LT x NB	С														
IND	0									1			1		
Left Turn	K														
- Angle	Α														
0 -	В													1	3.23%
WB LT x	С														
EB	0			1									1		
	K														
Left Turn	A														
- Angle	В													3	9.68%
										1			1	3	9.00%
Total	С			1											
	0			1						1			2		
	K														
Angle	Α														
	В													1	3.23%
NB x EB	С									1			1		
	0														
	K														
Angle	Α														
Aligic	В													7	22.58%
NB x WB	С								1				1		
	0					1				1	3	1	6		
	K														
Angle	A											1	1	14	45.16%
SB x WB	В	1	1						1					14	45.10%
	С	1	1	1					1	1	A		3		
	O K	1	1	1					2	1	4		10		
Angle	A											1	1	22	70.97%
Total	В								2			1	1	22	70.97%
1000	С	1	1						2	1	_		5		
	0	1	1	1		1			2	2	7	1	16		
Sideswipe	K														
- Same	Α														
Direction	В													1	3.23%
SB	С														
30	0										1		1		
Sideswipe	K														
- Same	Α														
Direction	В													1	3.23%
Total	С														
TOLAI	0										1		1		





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Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	Ι%
	K														
Rear End	Α														
	В													3	9.68%
EB	С				1								1		
	0			1		1							2		
	K														
Rear End	Α														
	В													2	6.45%
WB	С										1		1		
	0							1					1		
	K														
Rear End	Α														
	В													5	16.13%
Total	С				1						1		2		
	0			1		1		1					3		
	K														
	Α														
Total	В											1	1	31	100%
rotai	С	1	1		1				2	2	1		8	31	100%
	0	1	1	3		2		1	2	3	8	1	22		
	All	2	2	3	1	2		1	4	5	9	2	31		



Collision Diagram

COUNTY: Camden

LOCATION: Intersection of Boone Street at Haddock Road

PERIOD: 01/01/2013 TO 02/28/2023

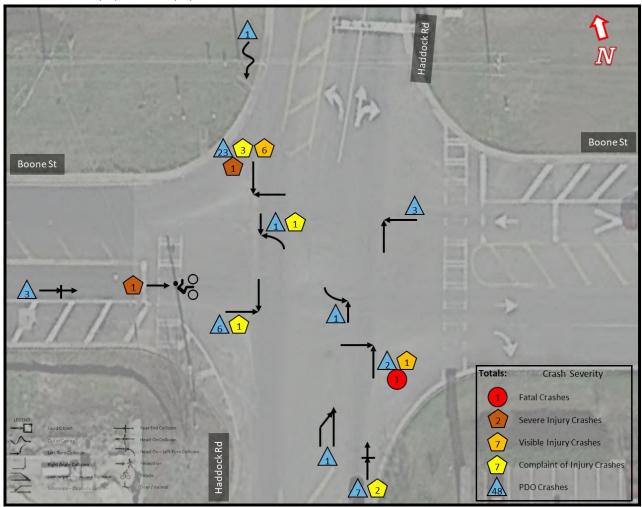


Figure B-16 Crash Diagram for Boone Street at Haddock Road Intersection (Jan 1st, 2013 – February 28th, 2023)



Table B-16 Distribution of Boone Street at Haddock Road by Manner of Collision and by Year

Table	B-16	DISTRIC	oution	OT BO	one S	treet	at Hac	паоск	Road	by Ma	<u>anner</u>	ot Co	ilision	and	by Year
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
	K														
Left Turn	A														
- Angle	В													2	3.08%
NB LT x											1		1	2	3.06%
SB	С										1		1		
	0								1				1		
Left Turn	K														
- Angle	Α														
ED LT	В													1	1.54%
EB LT x WB	С														
WB	0					1							1		
	K														
Left Turn	Α														
- Angle	В													3	4.62%
Total	С										1		1		
	0					1			1				2		
	K					1							1		
Angle	Α														
Aligie	В							1					1	4	6.15%
NB x EB	С														
	0								1	1			2		
	K												_		
	A														
Angle	В													3	4.62%
NB x WB														3	4.02%
	С			4						4			2		
	0			1						1	1		3		
	K														
Angle	Α														
SB x EB	В													7	10.77%
3B X EB	С										1		1		
	0				1			1		2	2		6		
	K														
Angle	Α						1						1		
65 146	В		2				1	1		1	1		6	33	50.77%
SB x WB	С						1			1	1		3		
	0		1		2	2	3		6	4	4	1	23		
	K					1							1		
Angle	Α						1						1		
Total	В		2				1	2		1	1		7	47	72.31%
Total	С						1			1	2		4		
	0		1	1	3	2	3	1	7	8	7	1	34		
Sideswipe	K														
- Same	Α														
Direction	В													1	1.54%
NB	С														
ND	0									1			1		
Sideswipe	K														
- Same	Α														
Direction	В													1	1.54%
SB	С														
ЭĐ	0									1			1		





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Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Total	%
Sideswipe	K														
- Same	Α														
Direction	В													1	1.54%
	С														
Total	0									1			1		
	K														
Rear End	Α														
	В													9	13.85%
NB	С			1		1							2		
	0	2		1	2	2							7		
	K														
Rear End	Α														
iteal Ella	В													3	4.62%
EB	С														
	0	1							2				3		
	К														
Rear End	Α														
Real Ellu	В													12	18.46%
Total	С			1		1							2		
	0	3		1	2	2			2				10		
	K														
	A									1			1		
Bicycle	В													1	1.54%
Dicycic	С													-	1.5 170
	0														
	К														
Single	A														
Vehicle	В													1	1.54%
	С													_	1.5470
SB	0									1			1		
	К												-		
Single	A														
Vehicle	В													1	1.54%
	С													1	1.5470
Total										1			1		
	O K					1				1			1		
						1	1			1			2		
	A B		2				1	2		1	1		7		
Total	С		-	1		1	1	-		1	3		7	65	100%
	0	3	1	2	5	5	3	1	10	10	7	1	48		
	All	3	3	3	5	7	6	3	10	13	11	1	65		
	All	,	,	,	,	,	J	,	10	13		-	05	l	





Collision Diagram

COUNTY: Camden

LOCATION: Intersection of Boone Street at Middle School Road

PERIOD: 01/01/2013 TO 02/28/2023



Figure B-17 Crash Diagram for Boone Street at Middle School Road Intersection (Jan 1st, 2013 – February 28th, 2023)



Table B-17 Distribution of Boone Street at Middle School Road by Manner of Collision and by Year

I abic B	., -	1311154				oot at	iiiiaa			ouu o	y iviaii	0	00111	31011	una by n
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		Tota	Ι%
	K														
Rear	Α														
End	В													3	75.00%
EB	С										1		1		
	0									2			2		
	К														
Rear	Α														
End	В													1	25.00%
WB	С														
	0							1					1		
	K														
Rear	Α														
End	В													4	100%
Total	С										1		1		
	0							1		2			3		
	K														
	Α														
Total	В													4	100%
Total	С										1		1	-	10076
	0							1		2			3		
	All							1		2	1		4		





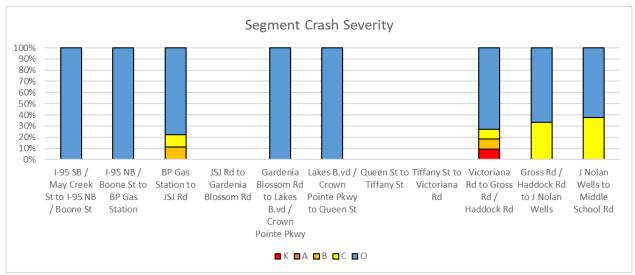


Figure B-15 Distribution of Segment Crashes by Severity

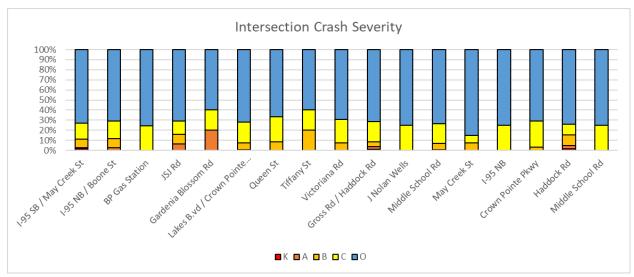


Figure B-16 Distribution of Intersection Crashes by Severity

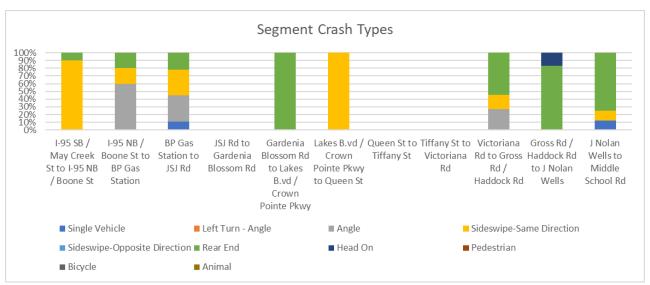


Figure B-17 Distribution of Segment Crashes by Type

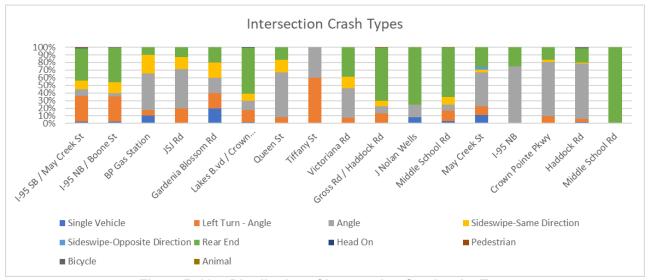


Figure B-18 Distribution of Intersection Crashes by Type

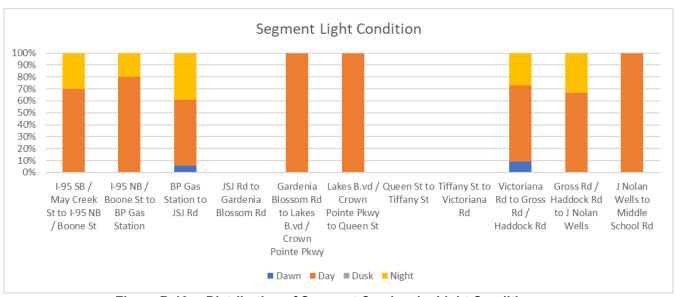


Figure B-19 Distribution of Segment Crashes by Light Condition

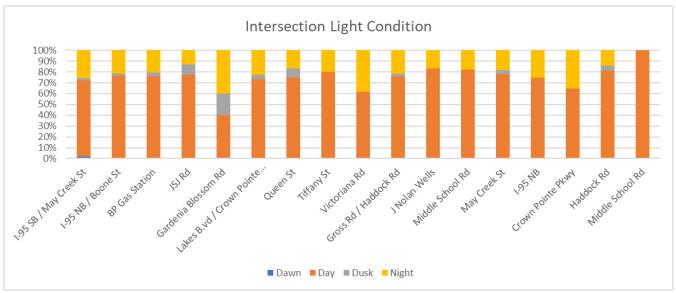


Figure B-20 Distribution of Intersection Crashes by Light Condition



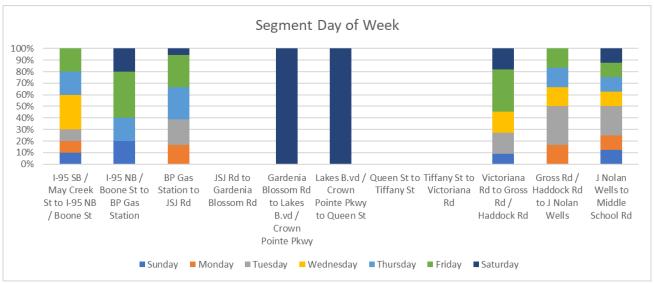


Figure B-21 Distribution of Segment Crashes by Day of Week

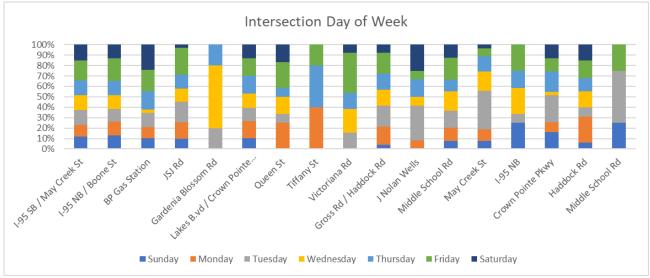


Figure B-22 Distribution of Intersection Crashes by Day of Week

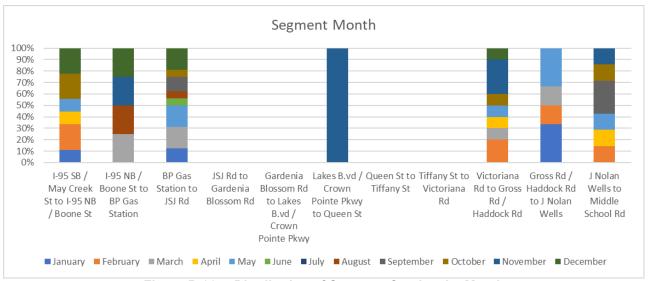


Figure B-23 Distribution of Segment Crashes by Month

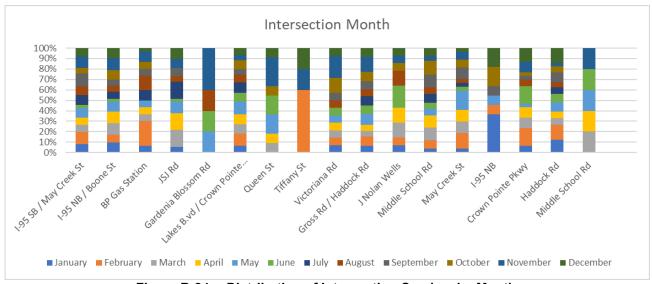


Figure B-24 Distribution of Intersection Crashes by Month

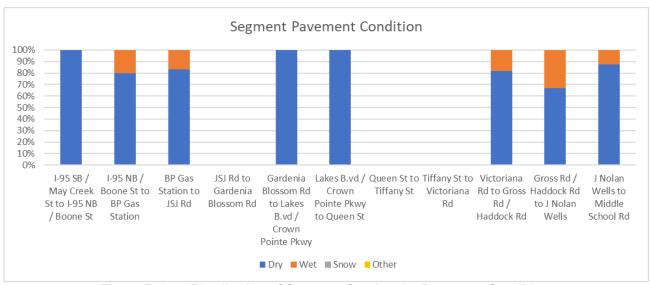


Figure B-25 Distribution of Segment Crashes by Pavement Condition



Figure B-26 Distribution of Intersection Crashes by Pavement Condition

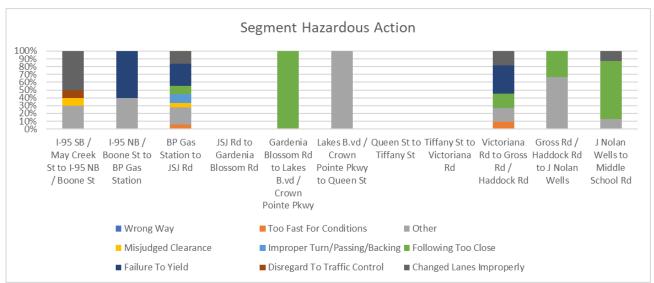


Figure B-27 Distribution of Segment Crashes by Manner of Collision

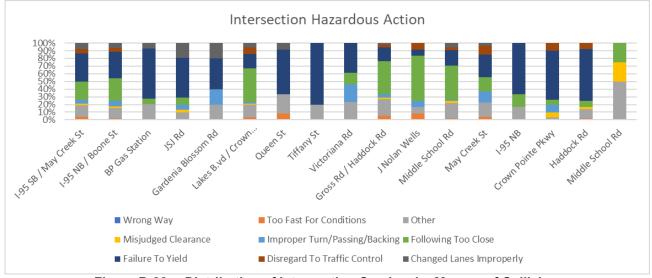


Figure B-28 Distribution of Intersection Crashes by Manner of Collision

	· ·		I	I	<u> </u>	1	1	I			1			
Manner of Collision	Crash	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022		Total %)
Collision	Severity K													
Left Turn -	A													
Angle	В												8	1%
	С									1	1	2	0	1/0
NB LT x SB			2		1				1					
	0				1				1	1	1	6		
Left Turn -	K													
Angle	A									4		4	0	40/
	В		4							1		1	9	1%
SB LT x NB	С		1			4		4	4	2	4	1		
	0					1		1	1	3	1	7		
Left Turn -	K										1	1		
Angle	Α		_	1	1				_	1	4	7		
0 -	В	5	3	2	2	1	1	4	5		2	25	140	12%
EB LT x WB	С	3	2	5	2	6	1	7	6	6	6	44		
	0	11	5	6	9	4	2	7	4	10	5	63		
Left Turn -	K				1	1					1	3		
Angle	Α					1	1			1		3		
Aligic	В	2	1			1		1	3		2	10	58	5%
WB LT x EB	С	2	1		2				3	3	1	12		
	0	1	2	5	2	2	3	1	5	3	6	30		
	K				1	1					2	4		
Left Turn -	Α			1	1	1	1			2	4	10		
Angle	В	7	4	2	2	2	1	5	8	1	4	36	215	19%
Total	С	5	4	5	4	6	1	7	9	10	8	59		
	0	12	9	11	12	7	5	9	11	17	13	106		
	K					1						1		
Angle	Α					1			1			2		
	В							2				2	27	2%
NB x EB	С		1					2		1		4		
	0	2	3		1	2	1	2	1	4	2	18		
	K													
Angle	Α													
0 -	В			1						1		2	24	2%
NB x WB	С							1	1			2		
	0		1	3	1	2			1	7	5	20		
	K													
Angle	А													
, 11810	В							1		1	1	3	38	3%
SB x EB	С					1		2	1		3	7		
	0	3	2	1	2	1	1	3	5	5	5	28		





Manner of	Crash	2012												
Collision	Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022		Total %	
	K							1				1	124	11%
Angle	Α				1		1		1			3		
	В	1	3		1		1	1		2	2	11		
SB x WB	С	3	3	2			3	2	2	2	3	20		
	0	5	6	7	8	10	4	5	10	13	21	89		
	K					1		1				2	213	19%
Angle	Α				1	1	1		2			5		
	В	1	3	1	1		1	4		4	3	18		
Total	С	3	4	2		1	3	7	4	3	6	33		
	0	10	12	11	12	15	6	10	17	29	33	155		
Sideswipe -	K												14	1%
Same	Α													
Direction	В													
	С													
NB	0		1	3	1	1	1	2		3	2	14		
Sideswipe -	K												14	1%
Same	Α													
Direction	В							1				1		
	С	1		1					1			3		
SB	0	3	1	1	1	1			2		1	10		
Sideswipe -	К												43	4%
Same	Α													
Direction	В													
	С			1						1		2		
EB	0	5	3	3	7	2	8	1	4	3	5	41		
Sideswipe -	K												49	4%
Same	Α		1									1		
Direction	В	1			1							2		
	С					1			1	2	1	5		
WB	0	3	2	3	2	8	2	5	8	3	5	41		
Sideswipe -	K												120	11%
Same	Α		1									1		
Direction	В	1			1			1				3		
	С	1		2		1			2	3	1	10		
Total	0	11	7	10	11	12	11	8	14	9	13	106		
Sideswipe -	K												1	0%
Opposite	A													
Direction	В													
	С													
NB x SB	0		1									1		





Manner of	Crash	2212	2211	2215	2016	2217	2212	2212	2222	2224			-	
Collision	Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022		Total %	ı
Sideswipe -	K													
Opposite	Α													
Direction	В													
	С													
EB x WB	0													
Sideswipe -	K												1	0%
Opposite	Α													
Direction	В													
	С													
Total	0		1									1		
	K												38	3%
Rear End	Α													
	В													
NB	С			1		1		1	1	1	1	6		
	0	5	2	6	4	4	1	4	1	2	3	32		
	K												115	10%
Rear End	Α													
	В		1		1		1		1			4		
SB	С	4	1	1	1	1	2			1		11		
	0	21	13	4	16	7	7	5	9	9	9	100		
	K												166	15%
Rear End	Α										1	1		
	В			1	1			1	1			4		
EB	С	5	5	4	7	1	2	3	1	4	5	37		
	0	11	16	17	14	12	7	8	13	15	11	124		
	K												220	19%
Rear End	Α							1				1		
110011 2110	В		1	1	1				2	1		6		
WB	С	5	5	8	4	2	2	3	4	9	3	45		
	0	33	14	17	18	16	14	12	15	13	16	168		
	K												539	48%
Rear End	А							1			1	2		
	В		2	2	3		1	1	4	1		14		
Total	С	14	11	14	12	5	6	7	6	15	9	99		
	0	70	45	44	52	39	29	29	38	39	39	424		
	K												1	0%
Head On	Α													
	В													
NB x SB	С													
	0			1								1		





N4	Connella													
Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022		Total %	
	K			l.	l.	l.	l.	l.	I.	I.			3	0%
Head On	Α													
	В			1						1		2		
EB x WB	С													
	0				1							1		
	K												4	0%
Head On	Α													
	В			1						1		2		
Total	С													
	0			1	1							2		
	K						1					1	2	0%
	Α													
Pedestrian	В	1										1		
	С													
	0													
	K												2	0%
	Α									1		1		
Bicycle	В													
	С													
	0										1	1		
	K												1	0%
	Α													
Animal	В													
	С													
	0		1									1		
a	K												3	0%
Single	Α													
Vehicle	В			1								1		
NB	С													
	0		1								1	2		
C:J -	K												6	1%
Single Vehicle	Α													
verilcie	В													
SB	С													
	0	1	1	1				1	1	1		6		
C: ~! -	K												8	1%
Single Vehicle	Α													
Verificie	В	1					1					2		
EB	С		1						1	1		3		
	0	1			1				1			3		



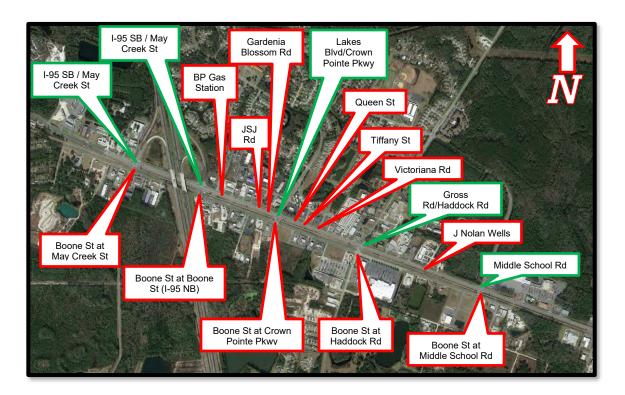


Manner of Collision	Crash Severity	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022		Total %	
	K													
Single	Α													
Vehicle	В				1							1	10	1%
WB	С									1		1		
****	0			2	1	1		1		2	1	8		
	K													
Single	Α													
Vehicle	В	1		1	1		1					4	27	2%
Total	С		1						1	2		4		
rotar	0	2	2	3	2	1		2	2	3	2	19		
	K				1	2	1	1			2	7		
	Α		1	1	2	2	2	1	2	3	5	19		
Total	В	11	9	7	8	2	4	11	12	7	7	78	1122	100%
Total	С	23	20	23	16	13	10	21	22	33	24	205	1132	100%
	0	106	77	80	90	75	51	58	82	101	103	823		
	All	140	107	111	117	94	68	92	118	144	141	1132		
Dark Lig	hted	31	17	20	17	17	9	13	25	24	27	200	17.	67%
Dark Not L	ighted	4	1	2	2	2	1	4	3	8	8	35	3.0)9%
Daw	n			1			1	1	2	2	1	8	0.7	71%
Daylig	ght	99	85	78	88	64	55	73	84	104	104	834	73.	67%
Dusl	k	5	4	4		3	1	1	4	6	1	29	2.5	56%

Table B-15 Distribution of All Crashes by Manner of Collision by Year and Lighting Conditions



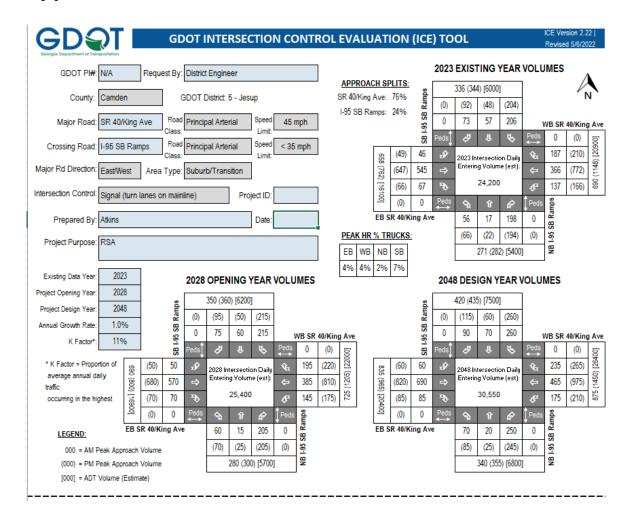
Appendix C. RSA Map







Appendix D. ICE







Road Safety Audit: SR 40 / King Avenue GDQT

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.22 | Revised 5/6/2022

_	TPI#	N/A SR 40/King Ave @ I-95 5B Ramps		p to 5 alte selected a	matives		,		,	, , ,
_	ng Control:	Signal (turn lanes on mainline)	evaluate	od: Use thi	s ICE	.01	1/5	100	8/	100 /
	-	Atkins	Stage 1	to screen	5 or fewer	A LOR	TOTAL STATE	SHEET ST	Hally	All of C
epu ite:	red by:	AMINS	alternati	ves to eva	luate in	THO S	Edit.	S. May S	TO MAY	1 5 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1 / 1
Ans coi	ntrol type to id evaluated in th justificati	No" to each policy question for each lentify which alternatives should be e Stage 2 Decision Record; enter on in the rightmost column ernative (see "Intersections" tab for	may be evaluate Stage 1 alternati Stage 2	Maria Para	STEEL STEEL	No.				A Screening Decision Justification
det		ion of intersection/interchange type)	174	100	27.8	1 6	8/500	6.0	10	Screening Decision Justificati
	Conventiona	I (Minor Stop)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Conventiona	I (All-Way Stop)	No	No	No	No	No	No	No	Multilane Roadway
	Mini Rounda	bout	No	No	No	No	No	No	No	Multilane Roadway
	Single Lane	Roundabout	No	No	No	No	No	No	No	Multilane Roadway
DOUR	Multilane Ro	undabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
Sec	RCUT (stop	control)	No	Yes	Yes	No	No	No	No	Volumes and Context Not to Scale
D	RIRO w/dow	n stream U-Turn	No	Yes	Yes	No	No	No	No	Volumes and Context Not to Scale
alize	High-T (unsig	gnalized)	No	No	No	No	No	No	No	Negatively Impacts Limited Crossing over Railroad
Unsignalized Intersections	Offset-T Inte	rsections	No	No	No	No	No	No	No	Negatively Impacts Limited Crossin over Railroad
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Diamond Inte	erch (RAB Control)	No	Yes	Yes	No	No	No	No	Evaluated in Other Alternative
	No LT Lane In No RT Lane In		No	No	No	No	No	No	No	N/A
	Other unsign	alized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signa		No	No	No	No	No	No	No	Existing Traffic Control
	Median U-Tu	ım (Indirect Left)	No	No	No	No	No	No	No	Context Not to Scale
	RCUT (signa	lized)	No	Yes	Yes	No	No	No	No	Context Not to Scale
	Displaced Le	ft Turn (CFI)	No	No	No	No	No	No	No	Conflicts with Railroad
rsections	Continuous (Green-T	No	No	No	No	No	No	No	Context Not to Scale
	Jughandle		No	No	No	No	No	No	No	Context Not to Scale
Signalized Inte	Quadrant Ro	adway	No	No	No	No	No	No	No	Context Not to Scale
gualiz	Diamond Inte	erch (Signal Control)	No	Yes	Yes	Yes	No	No	No	Existing Traffic Control
75	Diverging Dia	amond	No	Yes	Yes	Yes	No	No	No	Context Not to Scale
	Single Point	Interchange	No	Yes	Yes	Yes	No	No	No	Context Not to Scale
	No LT Lane In		Yes	Yes	No	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
	Add one RT L	ane on SR 40/King Ave	188	168	NO	168	168	188	188	Vicinal Pricinality to Evaluate
	Signal Upgra	des w/ Road Diet	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate

J= Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





GDOT

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Project Location: SR 40/King Ave @ I-95 SB Ramps Existing Intersection Control: Signal (turn lanes on mainline)
Type of Analysis: Safety Funded Project

District: 5 - Jesup County: Camden Area: Suburb/Transitic Date:

GDOT PI#: N/A Prepared by: Atkins

oning / Docion Vear Traffic Operations

	Intersection meets signal/AWS warrants?	Meets Sign	al Warrants
	Traffic Analysis Measure of Effectiveness	Intersecti	ion Delay
	Traffic Analysis Software Used	Syn	chro
Т	Analysis Time Period	AM Peak Hr	PM Peak Hr
	2028 Opening Yr No-Build Peak Hr Intersection Delay	20.5 sec	20.6 sec
	2028 Opening Yr No-Build Peak Hr Intersection V/C	0.47	0.61
	2048 Design Yr No-Build Peak Hr Intersection Delay	21.9 sec	22.3 sec
	2048 Design Yr No-Build Peak Hr Intersection WC	0.62	0.71

Complete Streets Warrants Met? ✓ PEDESTRIANS ✓ BICYCLES TRANSIT

Crash Data: Enter most recent 10.1603729029344 years of crash			Years			
data	K.	A*	B*	C,	0	10
Angle	3	2	11	18	47	43%
Head-On	0	0	2	0	0	1%
Near Lno	0	0	0	10	70	42%
Sideswipe - same	0	0	1	2	19	12%
Sideswipe - same Sideswipe - opposite	0	0	0	0	0	0%
Not Collision wMotor Veh	0	0	2	0	2	2%
TOTALS:	3	2	16	30	138	189

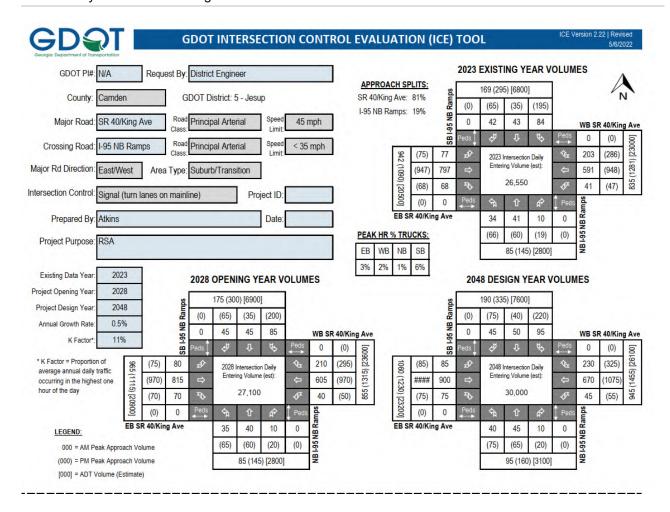
Alternatives Analysis:	Altern	ative 1	Altern	native 2	Altern	ative 3	Alterr	native 4	Alterna	tive 5
Proposed Control Type/Improvement	Multilane R	Roundabout	Add Right	Turn Lanes	Signal U	Jpgrades		WA.	N/A	4
Project Cost: (From CostEst Worksheet)	Additional de	scription here	Additional de	scription here	Additional de	excription here	Additional di	escription here	Additional dea	cription her
Construction Cost	\$2,17	1,000	\$130	0,000	\$650	0,000				
ROW Cost	\$439	,000	3	0	\$	0				
Environmental Cost	\$	0	3	0	\$50	,000				
Reimbursable Utility Cost	\$25,	000	\$1,	000	\$100	0,000				
Design & Contingency Cost	\$787	,000	\$41	,000	\$150	0,000				
Cost Adjustment (Justification reg/d)	0	%	0	1%	0	1%				
Total Cost	\$3,42	2,000	\$172	2,000	\$950	0,000				
Traffic Operations:					User Cost Override					
Traffic Analysis Software Used	Slo	dra	Syr	nchro	Synchro					
Analysis Period		PM Peak Hr		PM Peak Hr		PM Peak Hr				
2048 Design Yr Build Intersection Delay			22.1 sec	24.0 sec	23.3 sec					
2048 Design Yr Build Intersection V/C	0.71	1.02	0.63 0.79		0.66 0.91					
Safety Analysis:										
Predefined CRF: PDO		3%		%	0%					
Predefined CRF: Fatal/Inj		1%		%		1%				
Predefined CRF Source:		ninghouse #s / 4195		ringhouse #s / 288		lable; provide d CRF below				
User Defined CRF: PDO	413014130				46	8%				
User Defined CRF: Fatal/Inj					67	7%				
User Defined CRF Source (write in if applicable):					7697, 4576,	1410, 7696, 8496, 8497, & 81udy				
Environmental Impacts:1										
Historic District/Property	No	ne	No	one	No	one				
Archaeology Resources	No	ne	No	one	No	one				
Graveyard	No	ne	No	one	No	one				
Stream	No	ne	No.	one	No	one				
Underground Tank/Hazmat	No	ne	No	one	No	one				
Park Land	No	ne	No	one	No	one				
EJ Community	No	ne	N	one	No	one				
Wooded Area	No	ne	No	one	No	one				
Wetland		ne		one		one	1			
Stakeholder Posture:									"Env" workshe d with project o	
Local Community Support	Unkr	nown	Unk	nown	Unk	nown				
GDOT Support		nown		nown	Unk	nown	01			
Final ICE Stage 2 Score: Rank of Control Type Alternatives:	5	.8 2		l.8 3	7	1				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or Signal Upgrade alternative includes: converting the NB, SB, & WB left turn signal heads to Protected explain any unique analysis inputs, or Permissive FYAs, converting the EB left turn phase to protected only, replacing the backplates with those results (as necessary): that have retroreflective borders, improving the viewing angle from the channelized right turn lanes, and installing supplemental signal heads (nearside right and far side left) on all approaches.











GDQT I

GDOT ICE STAGE 1: SCREENING DECISION RECORD

Swongis	Deportment of Ergraposto	Ren								ICE Version 2.22 Revised 5/6/2022
GDO	rPI#	N/A	Note: U	p to 5 alte	matives					
-	ct Location:	SR 40/King Ave @ I-95 NB Ramps	may be	selected a	ind		/0	13	2/	1. / /
Existi	ng Control:	Signal (turn lanes on mainline)	Stage 1	to screen	5 ICE 5 or fewer	AT PE	MED .	AND ASSESSED.	Se Comment	1 2 mg
_	red by:	Atkins	alternati	ives to eva	luate in	Can de	Street 1	Self de	10 M.	1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Date:	-		Stage 2		o digit	ALL SHOW	3 4	Red Ales	All Miles	# /# /# S
6	ntrol type to io evaluated in th justificati	No" to each policy question for each lentify which alternatives should be e Stage 2 Decision Record; enter ion in the rightmost column ernative (see "Intersections" tab for	, di	ip to 5 alte selected a ed; Use thi to screen ives to eva		No.	S S S S S S S S S S S S S S S S S S S		State College	Screening Decision Justification:
		ion of intersection/interchange type)	100	100	1 30 g	700	6 20,5	90 CO	8 1º	Screening Decision Justification:
	Conventiona	I (Minor Stop)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Conventiona	I (All-Way Stop)	No	No	No	No	No	No	No	Multilane Roadway
	Mini Rounda	bout	No	No	No	No	No	No	No	Multilane Roadway
	Single Lane	Roundabout	No	No	No	No	No	No	No	Multilane Roadway
tions	Multilane Ro	undabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
Unsignalized Intersections	RCUT (stop	control)	No	Yes	Yes	No	No	No	No	Volumes and Context Not to Scale
ad Int	RIRO włdow	n stream U-Turn	No	Yes	Yes	No	No	No	No	Volumes and Context Not to Scale
nafiz	High-T (unsi	gnalized)	No	No	No	No	No	No	No	Negatively Impacts Limited Crossing over Railroad
Unsiç	Offset-T Inte	rsections	No	No	No	No	No	No	No	Negatively Impacts Limited Crossing over Railroad
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Evaluated in Other Alternative
	No LT Lane In		No	No	No	No	No	No	No	N/A
	Add one RT L	ane on I-95 SB Ramps			7.10			-		
	Other unsign	nalized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signa	I.	No	No	No	No	No	No	No	Existing Traffic Control
	Median U-Tu	ım (Indirect Left)	No	No	No	No	No	No	No	Context Not to Scale
	RCUT (signa	alized)	No	Yes	Yes	No	No	No	No	Context Not to Scale
S	Displaced Le	eft Turn (CFI)	No	No	No	No	No	No	No	Conflicts with Railroad
cions	Continuous (Green-T	No	No	No	No	No	No	No	Context Not to Scale
nterse	Jughandle		No	No	No	No	No	No	No	Context Not to Scale
zed Ir	Quadrant Ro	adway	No	No	No	No	No	No	No	Context Not to Scale
Signalized Interse	Diamond Inte	erch (Signal Control)	No	Yes	Yes	Yes	No	No	No	Existing Traffic Control
S	Diverging Di	amond	No	Yes	Yes	Yes	No	No	No	Context Not to Scale
	Single Point	Interchange	No	Yes	Yes	Yes	No	No	No	Context Not to Scale
	No LT Lane In Add one RT L	nprovements ane on SR 40/King Ave	Yes	Yes	No	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
	Signal Upgra	ndes w/ Road Diet	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





2028 Opening Yr No-Build Peak Hr Intersection WC

2048 Design Yr No-Build Peak Hr Intersection Delay

GDQT

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Project Location: SR 40/King Ave @ I-95 NB Ramps Existing Intersection Control: Signal (turn lanes on mainline) Type of Analysis: --select one--

0.70

31.7 sec 38.4 sec

0.94

District: 5 - Jesup County: Camden Area: Suburb/Transitic

GDOT PI#: N/A Prepared by: Atkins Date:

Opening / Design Year Traffic Operation	15		
Intersection meets signal/AVV5 warrants?	Meets Sign	al Warrants	Complete Streets
Traffic Analysis Measure of Effectiveness	Intersect	ion Delay	Warrants Met?
Traffic Analysis Software Used	Syn	chro	√ PEDESTRIANS
Analysis Time Period	AM Peak Hr	PM Peak Hr	BICYCLES
2028 Opening Ve No. Ruild Deal: He Intersection Dalay	20.7 car	37 / sec	TRANSIT

2048 Design Yr No-Build Peak Hr Intersection VIC 0.77 0.89

	10.1603729029344 years of crash		Cras	h Sev	rerity		Years:
	ru. 1003 / 29029344 years or cresn	K*	A*	B*	C.	0	10
	Angle	0	6	15	23	36	38%
90	Head-On	0	0	0	0	1	0%
0	Rear End	0	0	3	12	80	45%
ass/	Sideswipe - same Sideswipe - opposite Not Collinion will later Veh	0	0	1	2	27	14%
O	Sideswipe - opposite	0	0	0	0	1	0%
	Not Collision w/Motor Veh	0	0	.0	0	6	3%
	TOTALS:	0	6	19	37	151	213

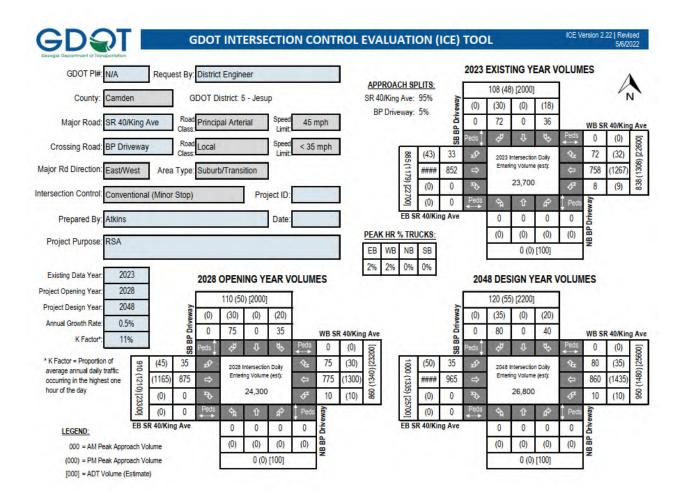
2040 Design 17 No-dulia Heak Fir Intersection WC					* Nur	nber of crashes			, not number of	
Alternatives Analysis:	Altern	ative 1	Altern	native 2	Altern	ative 3	Altern	ative 4	Alterna	tive 5
Proposed Control Type/Improvement:	Multilane F	Roundabout	Add Right	Turn Lanes	Signal C	Ipgrades	N	/A	N/A	4
Project Cost: (From CostEst Worksheet)	Additional de	scription here	Additional de	scription here	Additional de	scription here	Additional de	scription here	Additional desc	niption he
Construction Cost	\$2,17	1,000	\$130	0,000,0	\$650	,000,				
ROW Cost	\$435	000,	5	0	\$	0				
Environmental Cost	-	0		0		,000				
Reimbursable Utility Cost	\$25,			000	\$100					
Design & Contingency Cost		,000	-	,000		,000				
Cost Adjustment (justification reg/d)		%)%		%				
Total Cost	\$3,41	8,000	-	2,000		,000,				
raffic Operations:				N/A	User Cas	/ Overside				
Traffic Analysis Software Used	1-3	dra		nchro	Synchro					
Analysis Period				PM Peak Hr		PM Peak Hr				
2048 Design Yr Bulld Intersection Delay	7.7 sec 0.47	17.2 sec 0.92	24.3 sec 0.74	37.7 sec	25.8 sec 0.74	34.0 sec 0.80				
2048 Design Yr Bulld Intersection V/C	0.47	0.92	0.74	0.92	0.74	0.80				
afety Analysis:										
Predefined CRF: PDO		3%)%		%				
Predefined CRF: Fatal/Inj		1% ringhouse #s)%	_	% able; provide				
Predefined CRF Source:		/4195	N	AN AN		CRF below				
User Defined CRF: PDO			7	%	48	3%				
User Defined CRF: Fatal/Inj	1	1.0	4	%	79	9%				
User Defined CRF Source (write in if applicable):			CMF ID:	285 & 288		1410, 4576, Atkins Study				
nvironmental Impacts:1										
Historic District/Property	No	one	N	one	No	ne				
Archaeology Resources	No	one	N	one	No	ne				
Graveyard	No	one	N	one	No	ne				
Stream	No	one	N	one	No	ne				
Underground Tank/Hazmat	No	one	N	one	No	ne				
Park Land	No	one	N	one	No	ne				
EJ Community		one		one		ne				
Wooded Area		one		one		ne				
Wetland		one		one		ne				
Stakeholder Posture:									"Env" workshe d with project co	
Local Community Support		nown		nown		nown				
GDOT Support		nown		nown	Unk	nown			1	
Final ICE Stage 2 Score:	6	.0	4	1.7	7	.6				_
Rank of Control Type Alternatives:	1	2		3		0.0	I			

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or Signal Upgrade alternative includes; converting the EB & WB left turn phases to protected only, upgrading explain any unique analysis inputs, or the signal head backplates with those with retroreflective borders, improving the line of sight from the NB, results (as necessary): SB, & WB channelized right turn lanes, and installing supplemental signal heads (nearside right and far side left) on all approaches.













ICE Version 2.22 | Revised 5/6/2022

GDOT	PIE	N/A	Note: II	an e ana						ICE Version 2.22 Revised 5/6/20
_	t Location:	SR 40/King Ave @ BP Driveway	may be	p to 5 alter selected a	matives nd		1	10	1	111
xistir	ng Control:	Conventional (Minor Stop)	evaluate	ed; Use thi	s ICE	1000	1 200	Sept 1	1 100 5	18 / 18 / 18 / 18 / 18 / 18 / 18 / 18 /
repa	red by:	Atkins	Stage 1	to screen ives to eva	5 or fewer	Can de de la	CHINA.	Ship del	10 44 9C	of the later of th
ate:			Stage 2		digh	AL BURE	S SHE	Brillion Hosp	10 m	San Andrews
e	ntrol type to id valuated in th justificati ersection Alt	No" to each policy question for each entify which alternatives should be e Stage 2 Decision Record; enter on in the rightmost column ernative (see "Intersections" tab for on of intersection/interchange type)	OS S	Marcal Code	September 1	No.		S A A A A A A A A A A A A A A A A A A A	A CO	Screening Decision Justification
uei		I (Minor Stop)	No	No	No.	No No	No	No.	No	Existing Intersection
	Conventional	No	No	No	No	No	No	No	Does Not Meet AW5C Requirements	
	Mini Rounda									
			No	No	No	No	No	No	No	Multilane Roadway
92	Single Lane I	1945-1811.	No	No	No	No	No	No	No	Multilane Roadway
ction	Multilane Ro		No	Yes	Yes	No	No	No	No	Conflicts with Adjacent Railroad
Jusignalized Intersections	RCUT (stop	control)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
pe	RIRO widow	n stream U-Turn	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
gnafiz	High-T (unsig	gnalized)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
Unsi	Offset-T Inter	rsections	No	Yes	Yes	No	No	No		Already T-Intersection
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No LT Lane In Add one RT L	nprovements ane on SR 40/King Ave	Yes	Yes	No	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
	Signing & Ma	orking Improvements	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Traffic Signa		No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
	Median U-Tu	m (Indirect Left)	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
	RCUT (signa	lized)	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
**	Displaced Le	ft Turn (CFI)	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
cio	Continuous (Green-T	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
terse	Jughandle		No	No	No	No	No	No	No	Does Not Meet Signal Warrants
Signalized Intersections	Quadrant Ro	adway	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
gna	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
S	Diverging Dia	amond	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Single Point	Interchange	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No LT Lane In	A CONTRACTOR OF THE CONTRACTOR	No	No	No	No	No	No	No	N/A
		ized (provide description):	No	No	No	No	No	No	No	N/A

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





Road Safety Audit: SR 40 / King Avenue GDST GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD Project Location: SR 40/King Ave @ BP Driveway District: 5 - Jesup GDOT PI#: N/A Existing Intersection Control: Conventional (Minor Stop) County: Camden Prepared by: Atkins Area: Suburb/Transitio Type of Analysis: Safety Funded Project Date: Crash Data: Enter most recen Opening / Design Year Traffic Operations Crash Severity Years: 10.1603729029344 years of crash Intersection meets signal/AWS warrants? Meets Signal Warrants 10 Complete Streets K* A' B' C' 0 Warrants Met? Traffic Analysis Measure of Effectiveness Intersection Delay 0 0 0 4 12 55% Angle Traffic Analysis Software Used Synchro PEDESTRIANS Head-O 0 0 0 0 0 0% Analysis Time Period AM Peak Hr PM Peak Hr BICYCLES Reer End 0 0 0 0 3 10% 2028 Opening Yr No-Build Peak Hr Intersection Delay 31.1 sec 23.6 sec TRANSIT Sideswipe - same 2 0 0 0 5 24% 2028 Opening Yr No-Build Peak Hr Intersection WC 0.48 0.43 0 0 0 0 0. 0% Sideswipe - apposite 2048 Design Yr No-Build Peak Hr Intersection Delay 32.2 sec 47.1 sec lat Collision wMotor Veh 0 0 0 2 10% 2048 Design Yr No-Build Peak Hr Intersection WC 0.61 0.62 TOTALS: 0 0 0 7 22 29 Number of crashes resulting in injuries / fatalities, not number of persons Alternatives Analysis: Alternative 1 Signing & Marking RIRO w/down stream U Proposed Control Type/Improvement: RCUT (stop control) High-T (unsignalized) Add Right Turn Lanes Tum Improvements Additional description here Artitional description here Additional description here nal description here nal description he Project Cost: (From CostEst Worksheet) \$150,000 \$175,000 \$230,000 \$142,000 \$25,000 Construction Cost **ROW Cost** S0 S0 S0 Environmental Cost \$0 \$0 SO 50 \$0 \$0 50 \$3,000 \$2,000 \$0 Reimbursable Utility Cost \$25,000 \$25,000 \$74,000 \$45,000 \$0 Design & Contingency Cost 0% 0% 0% 0% 0% Cost Adjustment (justification reg'd) \$307,000 \$175,000 \$200,000 \$189,000 \$25,000 Total Cost User Cost Overrid User Cost Overs Traffic Operations: Traffic Analysis Software Used Synchro Synchro Synchro Synchro Analysis Period AM Peak Hr PM Peak Hr 44.3 sec 2048 Design Yr Build Intersection Delay 24.4 sec 27.4 sec 30.4 sec 21.5 sec 26.8 sec 29.2 sec 12.7 sec 0.35 0.24 0.35 0.34 0.32 0.58 0.60 0.61 0.62 0.43 2048 Design Yr Bulld Intersection V/C Safety Analysis: 35% 0% 31% 23% Predefined CRF: PDO 4% 54% Predefined CRF: Fatal/Inj 53% 45% 0%

A Clearinghouse #3

5555 / 5556

None

None

None

None

None

None

None

None

None

Unknown

Unknown

6.7

2

Environmental impacts are only preliminary estimates; detailed environmental impact docum

NOMO Table 4-7

None

None

None

None

None

None

None

None

None

Unknown

Unknown

Note: Stage 2 score is not given (shown as *-*) if signal or AWS is selected as control type but respective warrants are no	it met
-----------------------------------------------------------------------------------------------------------------------------	--------

Vote: If environmental impact is significant (RED), provide justification impact won't jeogardize project delivery using "Env

Final ICE Stage 2 Score: Rank of Control Type Alternatives:

Final Intersection Control Selection: 1 - RCUT (stop control)

Provide additional comments and/or The Signing & Marking alternative includes: installing dual (left & right) oversized stop signs on all stop explain any unique analysis inputs, or controlled approaches, installing dual (left & right) stop ahead warning signs on all stop controlled results (as necessary): approaches, installing intersection ahead warning signs on the major approaches, refreshing all striping at the intersection, and adding retroreflective sheathing to the sign posts.

(A Clearinghouse #s

2753 / 2755

None

None

None

None

None

None

None

None

None

Unknown

Unknown



Predefined CRF Source:

User Defined CRF: PDO

User Defined CRF: Fatal/Ini

User Defined CRF Source

(write in if applicable): Environmental Impacts:1 Historic District/Property

Archaeology Resources

Underground Tank/Hazmat

Graveyard

Park Land

EJ Community

Wooded Area Wetland

Stakeholder Posture:

GDOT Support

Local Community Support

Stream



CRF unavailable; provide

user defined CRF below

8%

10%

CMF ID: 8866 & 8867

None

None

None

None

None

None

None

None

None

Unknown

Unknown

5.0

Clearinghouse #s

285 / 288

None

None

None

None

None

None

None

None

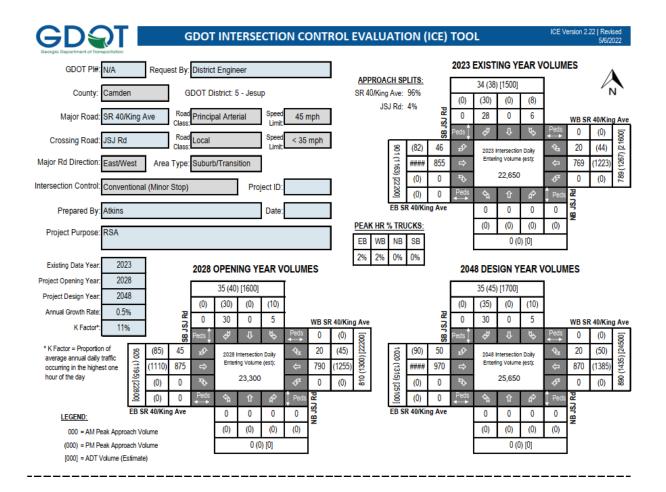
None

Unknown

Unknown

43

ntation will be included with project concept









ICE Version 2.22 | Revised 5/6/2022

GDOT	PI#	N/A	Note: U	p to 5 alter	matives					ICE Version 2.22 Revised 5/6/20
Projec	ct Location:	5R 40/King Ave @ J5J Rd	may be	selected a	nd		/	18	0 /	111
Existir	ng Control:	Conventional (Minor Stop)	evaluate Stage 1	ed; Use thi	5 ICE	VI. S.	SES III	Sept 18	M 5	1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
_	red by:	Atkins	alternati	ives to eva	luate in	Can de la	Stille	Strate Alex	10 14 H	The state of the s
Date:			Stage 2		digle	MIT SHIP	S SHE	Berge Alega	10 10 m	
e	ntrol type to ide valuated in the justificatio	o" to each policy question for each ntify which alternatives should be Stage 2 Decision Record; enter n in the rightmost column		Markata Bara		No No	Series Con		Salar Colle	Screening Decision Justification
		rnative (see "Intersections" tab for n of intersection/interchange type)	100	Mary Care	10 3 Can	A CO	200	BE CO.	A CO	്രീ Screening Decision Justificatio
	Conventional	(Minor Stop)	No	No	No	No	No	No	No	Existing Intersection
	Conventional (All-Way Stop)		No	No	No	No	No	No	No	Does Not Meet AWSC Requirements
	Mini Roundab	out	No	No	No	No	No	No	No	Multilane Roadway
	Single Lane R	oundabout	No	No	No	No	No	No	No	Multilane Roadway
tions	Multilane Rou	ndabout	No	Yes	Yes	No	No	No	No	Conflicts with Adjacent Railroad
Unsignalized Intersections	RCUT (stop or	ontrol)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
ad Int	RIRO w/down	stream U-Turn	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
nalize	High-T (unsign	nalized)	No	No	No	No	No	No	No	Conflicts with Adjacent Traffic Signal
Unsig	Offset-T Inters	sections	No	No	No	No	No	No	No	Already T-Intersection
	Diamond Inter	ch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Diamond Inter	ch (RAB Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Add LT Lanes of No RT Lane Im	***************************************	No	No	No	No	No	No	No	N/A
	Signing & Mar	king Improvements	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Traffic Signal		No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
	Median U-Tur	n (Indirect Left)	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
	RCUT (signali	zed)	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
co.	Displaced Lef	t Turn (CFI)	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
sections	Continuous G	reen-T	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
	Jughandle		No	No	No	No	No	No	No	Does Not Meet Signal Warrants
Signalized Inte	Quadrant Roa	dway	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
agna	Diamond Inter	ch (Signal Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
,	Diverging Dia	mond	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Single Point Ir		No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No LT Lane Im No RT Lane Im		No	No	No	No	No	No	No	NA
	Other Signaliz	ed (provide description):	No	No	No	No	No	No	No	N/A

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record







GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Complete Streets Warrants Met? ☐ PEDESTRIANS BICYCLES ☐ TRANSIT

Project Location: SR 40/King Ave @ JSJ Rd Existing Intersection Control: Conventional (Minor Stop) Type of Analysis: Safety Funded Project

District: 5 - Jesup GDOT PI#: N/A County: Camden Prepared by: Atkins Area: Suburb/Transitio Date:

Opening / Design Year Traffic Operations

Intersection meets signal/AW5 warrants?	Meets Signal Warrants				
Traffic Analysis Measure of Effectiveness	Intersection Delay				
Traffic Analysis Software Used	Synchro				
Analysis Time Period	AM Peak Hr	PM Peak Hr			
2028 Opening Yr No-Build Peak Hr Intersection Delay	13.4 sec	27.9 sec			
2028 Opening Yr No-Build Peak Hr Intersection WC	0.12	0.48			
2048 Design Yr No-Build Peak Hr Intersection Delay	15.8 sec	48.9 sec			
2048 Design Yr No-Build Peak Hr Intersection WC ratio	0.16	0.75			

10.1603729029344 years of crash		Years:				
data	K*	A*	B*	C.	0	10
Angle	0	2	3	4	13	71%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	0	4	13%
Sideswipe - same	0	0	0	0	5	16%
Sideswipe - opposite	0	0	0	0	0	0%
Not Collision w/Motor Veh	0	0	0	0	0	0%
TOTALS:	0	2	3	4	22	31

					* Nu	mber of crashe	resulting in in	juries / fatalitie:	s, not number o	persons
Alternatives Analysis:	Alterna	ative 1	Altern			ative 3	Altern	ative 4	Altern	ative 5
Proposed Control Type/Improvement:	RCUT (sto	p control)	RIRO w/dow Tu			k Marking ements	N	/A	N	Ά
Project Cost: (From CostEst Worksheet)	Additional des	cription here	No Dawn Str	eam U-Turn	Additional description here		Additional de	acription here	Additional des	cription here
Construction Cost	\$150	,000	\$175	,000	\$25,	,000				
ROW Cost	\$()	\$	0	\$0					
Environmental Cost	\$)	\$	\$0		\$0				
Reimbursable Utility Cost	\$(\$0		\$0		0				
Design & Contingency Cost	\$25,		\$25,	000	\$	_				
Cost Adjustment (justfication reg/d)	0°	•	0'	%	•	%				
Total Cost	\$175	,000	\$200	,000	\$25,	,000				
Traffic Operations:	User Cost	Override	User Cos	Override	User Cos	f Override				
Traffic Analysis Software Used	Syn			chro	-	chro				
Analysis Period	AM Peak Hr			PM Peak Hr		PM Peak Hr				
2048 Design Yr Build Intersection Delay	16.3 sec		26.4 sec	58.0 sec	15.8 sec					
2048 Design Yr Build Intersection V/C	0.13	0.43	0.17	0.62	0.16	0.75				
Safety Analysis:										
Predefined CRF: PDO		31%		35%		0%				
Predefined CRF: Fatal/Inj	53	%	54%		0%					
Predefined CRF Source:	NC/MO T	able 4-7	FHWA Clearinghouse #s 5555 / 5556		CRF unavailable; provide user defined CRF below					
User Defined CRF: PDO					8	%				
User Defined CRF: Fatal/Inj					10)%				
User Defined CRF Source (write in if applicable):					CMF ID: 8866 & 8867					
Environmental Impacts:1										
Historic District/Property	No	ne	No	ne	None					
Archaeology Resources	No	ne	No	ne	No	ne				
Graveyard	No	ne	No	ne	No	ne				
Stream	No	ne	No	ne	No	ne				
Underground Tank/Hazmat	No	ne	No	ne	No	ne				
Park Land	No	ne	No	ne	No	ne				
EJ Community	No	ne	No	ne	No	ne				
Wooded Area	No	ne	No	ne	No	ne				
Wetland	No			ne		ne				
Stakeholder Posture:			Is signMcant (R nly preliminary e							pt report
Local Community Support	Unkr	own	Unkr	nown	Unknown					
GDOT Support	Unkr			nown	Unknown					
Final ICE Stage 2 Score:	6.	7	6.		5	.4				
Rank of Control Type Alternatives:	1		7	2	;	3				
Final Intersection Control Selection:	2 - RIRÓ w	down stre		ad as AUNS is as						

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or The Signing & Marking alternative includes: installing dual (left & right) oversized stop signs on all stop explain any unique analysis inputs, or controlled approaches, installing dual (left & right) stop ahead warning signs on all stop controlled approaches, results (as necessary): installing intersection ahead warning signs on the major approaches, refreshing all striping at the intersection, and adding retroreflective sheathing to the sign posts.





Project Information: Location: SR 40/King Ave @ JSJ Rd

County: Camden
GDOT District: 5 - Jesup
Area Type: Suburb/Transition

Existing Intersection Control: Conventional (Minor Stop)

Traffic and Operations Data: 1,2

•				
Intersection meets signal/AWS warrants?	Meets Sign	al Warrants		
Traffic Analysis Type:	Intersecti	on Delay		
Existing Major Street Avg Daily Traffic (ADT):	21,150			
Existing Minor Street Avg Daily Traffic (ADT):	1,500			
Analysis Period:	AM Peak	PM Peak		
2028 Opening Yr Peak Hour Intersection Delay:	13.4 sec	27.9 sec		
2028 Opening Yr Peak Hour Intersection V/C:	0.12	0.48		
2048 Design Yr Peak Hour Intersection Delay:	15.8 sec	48.9 sec		
2048 Design Yr Peak Hour Intersection V/C:	0.16	0.75		

GDOT PI # (or N/A): N/A

Requested By: District Engineer

Prepared By: Atkins Date: 1/0/1900

Waiver Request Type: GDOT PDP Project

	Cras	h Data	(Requir	ed): ³							
Г	Crash Data: Enter most		Crash Severity								
rec	oent 10 years of crash data	K*	A*	B*	C.	0	10				
	ngle	0	2	3	4	13	71%				
₽. He	ead-On	0	0	0	0	0	0%				
Re	ear End	0	0	0	0	4	13%				
Re Sic	deswipe - same	0	0	0	0	5	16%				
Sid	deswipe - opposite	0	0	0	0	0	0%				
No	ot Collision w/Motor Veh	0	0	0	0	0	0%				
	TOTALS:	0	2	3	4	22	31				

^{*} Number of crashes resulting in injuries / fatalities, not number of persons

	Not the Rank 1 alternative		
Justification for Waiver			
(Required):			
oposed Intersection Control:	RIRO w/down stream U-Turn		
REQUESTED BY:		Date:	
Title:			
APPROVED BY:		Date:	
Name:			
	Chief Engineer or (Approved Delegate)		

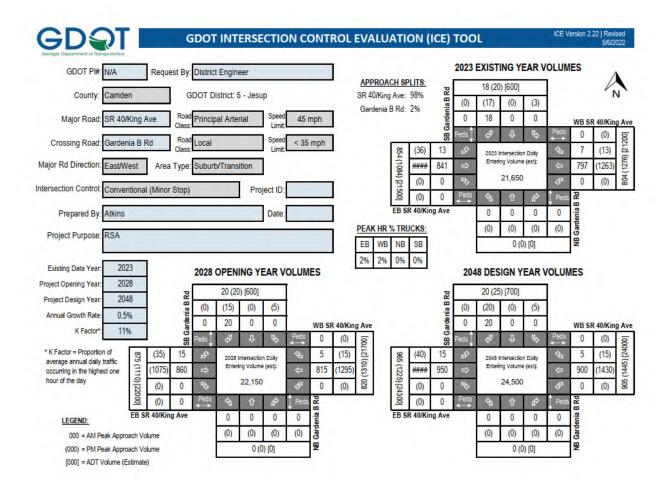




Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

³ Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)







GDOT PI# Project Location: 5

GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.22 | Revised 5/6/2022

GDOT	nia.	N/A	1,000							ICE Version 2.22 Revised 5/6/20
	t Location:	SR 40/King Ave @ Gardenia B Rd	Mote: U	p to 5 alte selected a	matives and		7	1	,	9 9 9
_	ng Control:	Conventional (Minor Stop)	evaluate	ed; Use th	is ICE	200	3 /5	100	8/10.	18. / /0
_	red by:	Atkins	Stage 1	to screen	5 or	A SER	Mildel	STATE OF THE STATE	Agg 40	THE MET
Date:		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	fewer a	ternatives e in Stage	to a	100	S /36	Sille S	Party.	The state of the s
e	ntrol type to id valuated in the justification ersection Alte	No" to each policy question for each entify which alternatives should be e Stage 2 Decision Record; enter on in the rightmost column ernative (see "Intersections" tab for	\dsi	Service of the servic		No.		A STATE OF THE PARTY OF THE PAR		Screening Decision Justification
det		on of intersection/interchange type)		7.7.4	2. 6		1, 20.0	0.6		L
	Conventiona	I (Minor Stop)	No	No	No	No	No	No	No	Existing Intersection
	Conventiona	No	No	No	No	No	No	No	Does Not Meet AWSC Requirement	
	Mini Rounda	bout	No	No	No	No	No	No	No	Multilane Roadway
	Single Lane	Roundabout	No	No	No	No	No	No	No	Multilane Roadway
tions	Multilane Ro	undabout	No	Yes	Yes	No	No	No	No	Conflicts with Adjacent Railroad
Unsignalized Intersections	RCUT (stop	control)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
ed Int	RIRO w/dow	n stream U-Turn	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
Jualiz	High-T (unsi	gnalized)	No	Yes	Yes	No	No	No	No	Conflicts with Adjacent Traffic Signa
Unsig	Offset-T Intersections		No	No	No	No	No	No	No	Already T-Intersection
	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
		Add LT Lanes on SR 22 No RT Lane Improvements			No	No	No	No	No	N/A
		orking Improvements	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Traffic Signa	I	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
	Median U-Tu	ım (Indirect Left)	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
	RCUT (signa	lized)	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
	Displaced Le	eft Turn (CFI)	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
ctions	Continuous (Green-T	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
ntersections	Jughandle		No	No	No	No	No	No	No	Does Not Meet Signal Warrants
_	Quadrant Ro	adway	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
Signalized	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
(J)	Diverging Dia	amond	No	No No	No	No	No	No	No	Volumes and Context Not to Scale
	Single Point	Interchange	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No LT Lane In No RT Lane In		No	No	No	No	No	No	No	N/A.
		ized (provide description):	No	No	No	No	No	No	No	N/A.

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





Opening / Design Year Traffic Operations

2028 Opening Yr No-Build Peak Hr Intersection Delay

2028 Opening Yr No-Build Peak Hr Intersection WC

2048 Design Yr No-Build Peak Hr Intersection Delay

2048 Design Yr No-Build Peak Hr Intersection V/C ratio 0.05 0.11

Intersection meets signal/AW5 warrants?

Traffic Analysis Measure of Effectiveness

Traffic Analysis Software Used

Analysis Time Period



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Complete Streets

Warrants Met? ✓ PEDESTRIANS

✓ BICYCLES

■ TRANSIT

Project Location: SR 40/King Ave @ Gardenia B Rd Existing Intersection Control: Conventional (Minor Stop)

Type of Analysis: Safety Funded Project

Meets Signal Warrants

Intersection Delay

Synchro

AM Peak Hr PM Peak Hr

11.3 sec 14.5 sec

0.09

16.0 sec

0.04

11.9 sec

District: 5 - Jesup County: Camden Area: Suburb/Transitio

GDOT PI#: N/A Prepared by: Atkins Date:

10.1603729029344 years of crash		Cras	h Sev	Crash Severity								
dete	K*	A*	B*	C*	0	10						
Angle	0	1	0	1	0	40%						
Head-On	0	0	0	0	0	0%						
Rear End	0	0	0	0	1	20%						
Sideswipe - same	0	0	0	0	1	20%						
Sideswipe - opposite	0	0	0	0	0	0%						
Not Collision w/Motor Veh	0	0	0	0	1	20%						
TOTALS:	0	1	0	1	3	5						

20-10 Design 11 the Date Control of the last	0.00	0.11	ı		TOTALS.		V	1 0		J
					* Nu	mber of crashe	s resulting in in	juries / fatalitie:	s, not number o	persons
Alternatives Analysis:	Altern	ative 1	Altern	ative 2	Altern	ative 3	Altern	ative 4	Alterna	ative 5
Proposed Control Type/Improvement:	RCUT (sto	op control)		vn stream U- urn	Signing 8 Improve	Marking ements	N	VA.	N	Ά
Project Cost: (From CostEst Worksheet)	Additional des	scription here	No Down St	ream U-Turn	Additional des	scription here	Additional de	acription here	Additional des	cription here
Construction Cost	\$150	,000	\$175	,000	\$25,	000				
ROW Cost	\$	0	\$	0	\$0					
Environmental Cost	\$	0	\$	0	\$0					
Reimbursable Utility Cost	\$	0	\$	\$0		0				
Design & Contingency Cost	\$25,	\$25,000		,000	\$	_				
Cost Adjustment (justrication reg/d)	_	0%		%	_	%				
Total Cost	\$175	\$175,000		,000,	\$25,	000				
Traffic Operations:	User Cos	! Override	User Cos	t Override	User Cost	Override				
Traffic Analysis Software Used		chro		chro		chro				
Analysis Period		PM Peak Hr		PM Peak Hr		PM Peak Hr				
2048 Design Yr Bulld Intersection Delay	14.2 sec	25.1 sec	18.4 sec		11.9 sec	16.0 sec				
2048 Design Yr Bulld Intersection V/C	0.08	0.20	0.06	0.28	0.05	0.11				
Safety Analysis:										
Predefined CRF: PDO		1%	35%		0%					
Predefined CRF: Fatal/Inj	53	3%	54%		0%					
Predefined CRF Source:	NC/MO1	Table 4-7	FHWA Clearinghouse #s 5555 / 5556		CRF unavailable; provide user defined CRF below					
User Defined CRF: PDO					8	%				
User Defined CRF: Fatal/Inj					10%					
User Defined CRF Source					CMF ID: 8866 & 8867					
(write in if applicable):					CMF ID. 6666 & 6667					
Environmental Impacts:1										
Historic District/Property		ne		one	None					
Archaeology Resources		ne	No	one	None					
Graveyard		ne		one	None					
Stream		ne		one		ne				
Underground Tank/Hazmat		ne		one		ne				
Park Land		ne	-	one	***	ne				
EJ Community		ne		one		ne				
Wooded Area		ne		one		ne				
Wetland	-	ne		one	No					
Stakeholder Posture:				RED), provide ju estimates; detail						pt report
Local Community Support	Unkr	nown	Unknown		Unknown					
GDOT Support	Unkr	nown	Unkı	nown	Unkr	nown				
Final ICE Stage 2 Score:	7.	.0	6	.6	6.	.3				
Rank of Control Type Alternatives:	1	1	1	2	3					
Final Intersection Control Selection:										
Notes	Olana 2	and the second	202	and an Allert Control	tested as a section	I bear but a second	P. Committee	and and		

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or The Signing & Marking alternative includes: installing dual (left & right) oversized stop signs on all stop explain any unique analysis inputs, or controlled approaches, installing dual (left & right) stop ahead warning signs on all stop controlled approaches, results (as necessary): installing intersection ahead warning signs on the major approaches, refreshing all striping at the intersection, and adding retroreflective sheathing to the sign posts.





Project Information: Location: SR 40/King Ave @ Gardenia B Rd

County: Camden GDOT District: 5 - Jesup

Area Type: Suburb/Transition

Existing Intersection Control: Conventional (Minor Stop)

Traffic and Operations Data: 1,2

Traine and operations butter						
Intersection meets signal/AWS warrants?	Meets Sign	al Warrants				
Traffic Analysis Type:	: Intersection Delay					
Existing Major Street Avg Daily Traffic (ADT):	21,	050				
Existing Minor Street Avg Daily Traffic (ADT):	60	00				
Analysis Period:	AM Peak	PM Peak				
2028 Opening Yr Peak Hour Intersection Delay:	11.3 sec	14.5 sec				
2028 Opening Yr Peak Hour Intersection V/C:	0.04	0.09				
2048 Design Yr Peak Hour Intersection Delay:	11.9 sec	16.0 sec				
2048 Design Yr Peak Hour Intersection V/C:	0.05	0.11				

GDOT PI# (or N/A): N/A

Requested By: District Engineer

Prepared By: Atkins

Date: 1/0/1900 Waiver Request Type: GDOT PDP Project

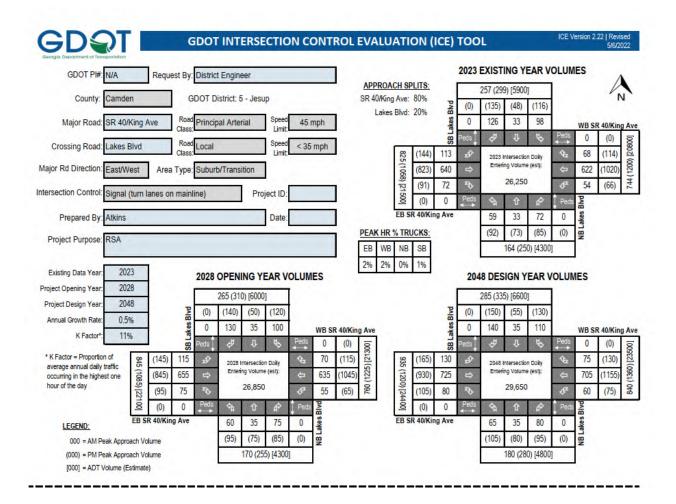
	Cras	h Data	(Requir	ed):³			
	Crash Data: Enter most		Cra	ash Sever	π̈́y		Years:
	recent 10 years of crash data	K*	A*	B*	C.	0	10
	Angle	0	1	0	1	0	40%
7,00	Head-On	0	0	0	0	0	0%
5	Rear End	0	0	0	0	1	20%
Crash	Sideswipe - same	0	0	0	0	1	20%
	Sideswipe - opposite	0	0	0	0	0	0%
	Not Collision w/Motor Veh	0	0	0	0	1	20%
	TOTALS:	0	1	0	1	3	5

^{*} Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work /	Not the Rank 1 Alternative		
Justification for Waiver			
(Required):			
Proposed Intersection Control:	RIRO w/down stream U-Turn		
REQUESTED BY:		Date:	
Title:			
APPROVED BY:		Date:	
Name:			
	Chief Engineer or (Approved Delegate)		
	Onlei Engineer of (Approved Delegate)		













ICE Version 2.22 | Revised 5/6/2022

GDO	rPI#	N/A	Note: II	p to 5 alte	enatives					ICE Version 2.22 Revised 5/6/20
Proje	ct Location:	SR 40/King Ave @ Lakes Blvd	may be	selected a	ind		1	10	. /	///
Existi	ng Control:	Signal (turn lanes on mainline)	evaluate	ed; Use th	is ICE	1008	100	Jan Ja	1 100 3	2 /2 / /2
repa	ired by:	Atkins	Stage 1	to screen ternatives	5 or	de day	CHARLE	Carle Hely	10 40 BE	The state of the s
Date:	, 11		evaluate	e in Stage	2 48	Man 14	O ME	ENG NES	100	The state of the s
e	ntrol type to ide valuated in the justificatio	No" to each policy question for each entify which alternatives should be Stage 2 Decision Record; enter on in the rightmost column		destaling the	Service Services	No.	Series Co.	Control of the contro	State Contract	Screening Decision Justificatio
		rnative (see "Intersections" tab for on of intersection/interchange type)	000	A CONTRACTOR	10 S	Page Con	Page Cag	Reg Og	8 0	Screening Decision Justificatio
000		(Minor Stop)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Conventional	(All-Way Stop)	No	No	No	No	No	No	No	Multitane Roadway
	Mini Roundal	bout	No	No	No	No	No	No	No	Multilane Roadway
	Single Lane F	Roundabout	No	No	No	No	No	No	No	Multilane Roadway
SUO	Multilane Roo	undabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
rsect	RCUT (stop of	control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
d Inte	RIRO w/dow	n stream U-Turn	No	No	No	No	No	No	No	Volumes and Context Not to Scale
nalize	High-T (unsig	gnalized)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
Unsignalized Intersections	Offset-T Inter	sections	No	No	No	No	No	No	No	Negatively Impacts Limited Crossing over Railroad
7	Diamond Inte	erch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Diamond Inte	erch (RAB Control)	No	No	No	No	No	No	No	Evaluated in Other Alternative
	No LT Lane In		No	No	No	No	No	No	No	N/A
		ane on I-95 5B Ramps		1						
	Other unsign	alized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signal		No	No	No	No	No	No	No	Existing Traffic Control
	Median U-Tu	rn (Indirect Left)	Yes	Yes	Yes	Yes	Yes	No	Yes	Potential Alternative to Evaluate
	RCUT (signa	lized)	Yes	Yes	Yes	Yes	Yes	No	Yes	Potential Alternative to Evaluate
22	Displaced Le	ft Turn (CFI)	No	No	No	No	No	No	No	Conflicts with Railroad
sections	Continuous G	Green-T	Yes	Yes	No	Yes	Yes	No	No	Significant Minor Street Thru Movement
	Jughandle		No	No	No	No	No	No	No	Context Not to Scale
Signalized Inter	Quadrant Ro	adway	No	No	No	No	No	No	No	Context Not to Scale
igna	Diamond Inte	erch (Signal Control)	No	No	No	No	No	No	No	Existing Traffic Control
(,)	Diverging Dia	nmond	No	No	No	No	No	No	No	Context Not to Scale
	Single Point I	ALM 3.5	No	No	No	No	No	No	No	Context Not to Scale
	No RT Lane In		No	No	No	No	No	No	No	N/A
	Signal Upgra	des	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.22 | Revised 6/6/2021

Project Location: SR 40/King Ave @ Lakes Blvd Existing Intersection Control: Signal (turn lanes on mainline)
Type of Analysis: Safety Funded Project

District: 5 - Jesup County: Camden Area: Suburb/Transitio

GDOT PI#: N/A Prepared by: Atkins

Type of Analysis:	Area: Suburbriransitio			Date.							
Opening / Design Year Traffic Operations	10.1603729029344 years of crash Crash Severity						Years:				
Intersection meets signal/AW5 warrants?	Meets Sign	al Warrants	Complete Streets	L	data	K*	A*	B,	C.	0	10
Traffic Analysis Measure of Effectiveness	Intersect	ion Delay	Warrants Met?	Į	Angle	0	1	4	8	22	28%
Traffic Analysis Software Used	Syn	chro	✓ PEDESTRIANS	8	Head-On	0	0	0	0	1	1%
Analysis Time Period	AM Peak Hr	PM Peak Hr	✓ BICYCLES P A A A A A A A A A A A A	9	Rear End	0	0	4	17	54	60%
2028 Opening Yr No-Build Peak Hr Intersection Delay	27.4 sec	34.6 sec	☐ TRANSIT	9	Sideswipe - same	0	0	0	0	11	9%
2028 Opening Yr No-Build Peak Hr Intersection WC	0.72	0.94		٦	Sideswipe - apposite	0	0	0	0	0	0%
2048 Design Yr No-Build Peak Hr Intersection Delay	26.4 sec	27.1 sec			Not Collision w/Motor Veh	0	0	0	1	1	2%
2048 Design Yr No-Build Peak Hr Intersection V/C ratio	0.78	0.91		ŀ	TOTALS:	0	1	8	26	89	124
			•	•	* Number of crashes resulti	na in in	uries /	atalijies	. not nu	mber o	persons

Alternatives Analysis:	Alterna	ative 1	Altern	ative 2	Altern	ative 3	Altern	ative 4	Alterna	ative 5
Proposed Control Type/Improvement:	Multilane R	Multilane Roundabout Me		um (Indirect eft)	RCUT (si	gnalized)	Signal U	pgrades	N	Α
Project Cost: (From CostEst Worksheet)	Additional des	cription here	Additional de	scription here	Additional de	scription here	Additional de:	scription here	Additional des	cription here
Construction Cost	\$2,17	1,000	\$639,000		\$729,000		\$650	,000		
ROW Cost	\$450,	,000	\$227	,000	\$227	,000	Ş	0		
Environmental Cost	\$0)	\$	0	\$	0	\$50,	000		
Reimbursable Utility Cost	\$25,	\$25,000		000	\$10,	000	\$100	,000		
Design & Contingency Cost	\$787	\$787,000		,000	\$234	,000	\$150	,000		
Cost Adjustment (justfication reg/d)	0°	0%		%	0	%	0'	%		
Total Cost	\$3,433	3,000	\$1,08	0,000	\$1,20	0,000,0	\$950	,000		
Traffic Operations:							User Cost	Override		
Traffic Analysis Software Used	Sid	ira	Syn	chro	Syn	chro	Syn	chro		
Analysis Period	AM Peak Hr	PM Peak Hr		PM Peak Hr		PM Peak Hr				
2048 Design Yr Bulld Intersection Delay	8.3 sec	16.4 sec	17.0 sec	21.5 sec	11.3 sec		26.4 sec			
2048 Design Yr Bulld Intersection V/C	0.51	0.83	0.65	0.93	0.55	1.35	0.78	0.91		
Safety Analysis:										
Predefined CRF: PDO	26	%	9	%	15	5%	0'	%		
Predefined CRF: Fatal/Inj	71		30	30%		22%		%		
Predefined CRF Source:	FHWA Clear 4196 /		FHWA-HRT-07-033		FHWA-HRT-17-083		CRF unavailable; provide user defined CRF below			
User Defined CRF: PDO							34%			
User Defined CRF: Fatal/Inj							29%			
User Defined CRF Source							CMF IDs: 1410, 7696, 7697, 8496, 8497, and			
(write in if applicable):							Atkins			
Environmental Impacts:1										
Historic District/Property	No	ne	No	one	No	ne	No	ne		
Archaeology Resources	No	ne	No	one	No	ne	No	ne		
Graveyard	No	ne	No	one	No	ne	No	ne		
Stream	No			one		ne		ne		
Underground Tank/Hazmat	No			one		ne		ne		
Park Land	No			one		ne		ne		
EJ Community	No			one		ne		ne		
Wooded Area	No			one		ne		ne		
Wetland	No			one		ne		ne		
Stakeholder Posture:				RED), provide ju estimates; detail						pt report
Local Community Support	Unkr	Unknown		nown	Unkı	nown	Unkr	nown		
GDOT Support	Unkr	iown	Unkr	nown	Unkr	nown	Unkr	nown		
Final ICE Stage 2 Score:	6.	2		.8	5	.0	5.6			
Rank of Control Type Alternatives:	2 0: 11			2	4	4		3		
Final Intersection Control Selection:	3 - Signal l	Jpgrades								

Note: Stage 2 score is not given (shown as *-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or Signal Upgrade alternative includes: upgrading the signal head backplates with those with retroreflective explain any unique analysis inputs, or borders, upgrading the left turn signal heads to Protected-Permissive FYAs, improving the line of sight from results (as necessary): the SB channelized right turn lane, and installing supplemental signal heads (nearside right and far side left) on all approaches.





Project Information: Location: SR 40/King Ave @ Lakes Blvd

County: Camden GDOT District: 5 - Jesup

Area Type: Suburb/Transition

Existing Intersection Control: Signal (turn lanes on mainline)

Traffic and Operations Data: 1,2

Intersection meets signal/AW5 warrants?	Meets Sign	al Warrants					
Traffic Analysis Type:	Intersection Delay						
Existing Major Street Avg Daily Traffic (ADT):	21,	150					
Existing Minor Street Avg Daily Traffic (ADT):	5,1	100					
Analysis Period:	AM Peak	PM Peak					
2028 Opening Yr Peak Hour Intersection Delay:	27.4 sec	34.6 sec					
2028 Opening Yr Peak Hour Intersection V/C:	0.72	0.94					
2048 Design Yr Peak Hour Intersection Delay:	26.4 sec	27.1 sec					
2048 Design Yr Peak Hour Intersection V/C:	0.78	0.91					

GDOT PI# (or N/A): N/A

Requested By: District Engineer Prepared By: Atkins Date: 1/0/1900

Waiver Request Type: New or Revised Signal Permit

		h Data	(Requir	ed): ³			
	Crash Data: Enter most recent 10,1603729029344		Cra	ash Sever	π̈́y		Years:
	veers of crash data	K*	A*	B*	C.	0	10
	Angle	0	1	4	8	22	28%
7,00	Head-On	0	0	0	0	1	1%
rash 7	Rear End	0	0	4	17	54	60%
క	Sideswipe - same	0	0	0	0	11	9%
	Sideswipe - opposite	0	0	0	0	0	0%
	Not Collision w/Motor Veh	0	0	0	1	1	2%
	TOTALS:	0	1	8	26	89	124

* Number of crashes resulting in injuries / fatalities, not number of persons

	Signal Upgrades, most notably Left Tum Protected Only by time of day rank 1 on Stage 2 but a lower cost and higher B/C alternative is desired		about is currently
Proposed Intersection Control:	Traffic Signal		
REQUESTED BY:		Date:	
Title:			
APPROVED BY:		Date:	
Name:			
	Chief Engineer or (Approved Delegate)		

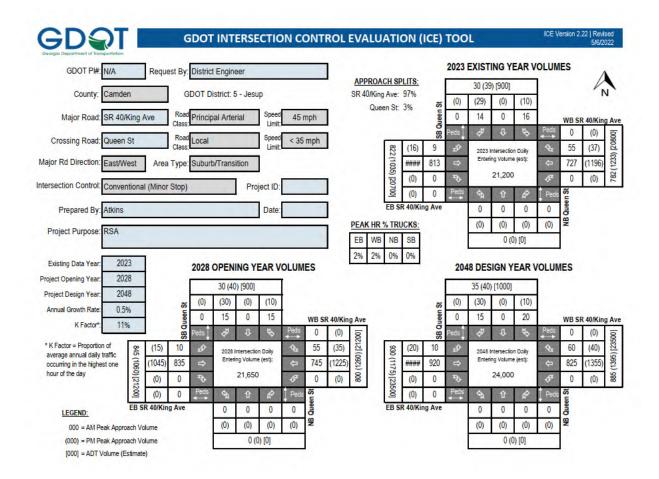




Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

² Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)









ICE Version 2.22 | Revised 5/6/2022

	ΓPI#	N/A	Note: U	p to 5 alte	matives					
•	t Location:	SR 40/King Ave @ Queen 5t	may be	selected a ed; Use thi	ind		. /5	10	2/	/0 / /
_	ng Control:	Conventional (Minor Stop)	Stage 1	to screen	5 or	AN OF	Series .	A STATE OF	All ac	THE SECTION OF THE PARTY OF THE
repa ate:	red by:	Atkins	fewer al	ternatives	to d	The de	Addition 184	STORY OF	M. Halles	The Carried Man
Ans cor	ntrol type to ide valuated in the justificatio	lo" to each policy question for each entify which alternatives should be Stage 2 Decision Record; enter on in the rightmost column renative (see "Intersections" tab for	evaluate	p to 5 alte selected : ed; Use thi to screen iternatives e in Stage	Service of the servic		A A A A A A A A A A A A A A A A A A A			A Screening Decision Justification
		on of intersection/interchange type)	100	100	6 30 8	700	8 80 S	P. O. C.	4/10	Screening Decision Justificatio
	Conventional	(Minor Stop)	No	No	No	No	No	No	No	Existing Intersection
	Conventional	(All-Way Stop)	No	No	No	No	No	No	No	Does Not Meet AWSC Requirements
	Mini Roundab	pout	No	No	No	No	No	No	No	Multilane Roadway
	Single Lane F	Roundabout	No	No	No	No	No	No	No	Multilane Roadway
tions	Multilane Rou	indabout	No	Yes	Yes	No	No	No	No	Conflicts with Adjacent Railroad
Unsignalized Intersections	RCUT (stop o	control)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
ed Int	RIRO w/down	n stream U-Turn	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
naliz	High-T (unsig	nalized)	No	Yes	Yes	No	No	No	No	Conflicts with Adjacent Traffic Signal
nusic Nusic	Offset-T Inter	sections	No	No	No	No	No	No	No	Already T-Intersection
	Diamond Inte	rch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Diamond Inte	rch (RAB Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Add LT Lanes No RT Lane In	en en en	No	No	No	No	No	No	No	N/A
	Signing & Ma	rking Improvements	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Traffic Signal		No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
	Median U-Tu	m (Indirect Left)	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
	RCUT (signal	lized)	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
S	Displaced Let	ft Turn (CFI)	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
tersections	Continuous G	ireen-T	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
	Jughandle		No	No	No	No	No	No	No	Does Not Meet Signal Warrants
Signalized Ir	Quadrant Ro	adway	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
gua	Diamond Inte	rch (Signal Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
0)	Diverging Dia	mond	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Single Point I	nterchange	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No LT Lane Im No RT Lane Im		No	No	No	No	No	No	No	N/A
	Other Signalia	zed (provide description):	No	No	No	No	No	No	No	N/A

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





GD9T

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Project Location: SR 40/King Ave @ Queen St Existing Intersection Control: Conventional (Minor Stop)
Type of Analysis: Safety Funded Project

District: 5 - Jesup County: Camden Area: Suburb/Transitio

GDOT PI#: N/A Prepared by: Atkins Date:

Type of Arialysis.	Salety Fun	ueu riojeu		Area. Suburbrita	msiuo			Date.			
Opening / Design Year Traffic Operations			_	10.1603729029344 years of a			Cras	h Sev	erity		Years:
Intersection meets signal/AW5 warrants?	Meets Sign	al Warrants	Complete Streets	dete	sresn	K*	A*	B*	C.	0	10
Traffic Analysis Measure of Effectiveness	Intersecti	on Delay	Warrants Met?	Angle		0	0	1	3	4	67%
Traffic Analysis Software Used	5yn	chro	✓ PEDESTRIANS	Head-On		0	0	0	0	0	0%
Analysis Time Period	AM Peak Hr	PM Peak Hr	✓ BICYCLES 12	Rear End		0	0	0	0	2	17%
2028 Opening Yr No-Build Peak Hr Intersection Delay	14.4 sec	18.1 sec	☐ TRANSIT 👸	Sideswipe - same		0	0	0	0	2	17%
2028 Opening Yr No-Build Peak Hr Intersection WC	0.12	0.17	١	Sideswipe - opposite		0	0	0	0	0	0%
2048 Design Yr No-Build Peak Hr Intersection Delay	15.8 sec	20.8 sec	I	Not Collision w/Motor Veh		0	0	0	0	0	0%
2048 Design Yr No-Build Peak Hr Intersection WC ratio	0.15	0.22		TOTALS:		0	0	1	3	8	12
				* Number of crashes	resultin	g in inj	uries / f	atalities	, not nu	mber o	persons
Alternatives Analysis:	Altern	Alternative 2	Alternative 3	Al	Alternative 4			Α	ltern	ative 5	
Proposed Control Type/Improvement:	RCUT (sto	op control)	RIRO w/down stream U Turn	 Signing & Marking Improvements 		N	/A		N/A		Α
Project Cost: (From CostEst Worksheet)	Additional des	scription here	No Down Stream U-Turn	Additional description here	Additio	mal de:	acription	here	Additi	onal des	aniption her

Alternatives Analysis.	Patterni			auve z	Alternative 5		Alternative 4		Alternative 3		
Proposed Control Type/Improvement:	RCUT (sto	RCUT (stop control)		vn stream U- um	Signing 8 Improv	Marking ements	N	Ά	N	Α	
Project Cost: (From CostEst Worksheet)	Additional des	cription here	No Down St	ream U-Turn	Additional des	scription here	Additional des	scription here	Additional des	cription here	
Construction Cost	\$150	,000	\$175	,000	\$25,000						
ROW Cost	\$181	,000	\$181	\$181,000		\$0					
Environmental Cost	\$()	\$0		\$0						
Reimbursable Utility Cost	\$10,	000	\$8,000		\$	0					
Design & Contingency Cost	\$25,	\$25,000		,000	\$	0					
Cost Adjustment (justmeation regid)	0	0%		%	0'	%					
Total Cost	\$366	\$366,000		,000	\$25,	000					
Traffic Operations:	User Cost	User Cost Override		t Override	User Cost	Override					
Traffic Analysis Software Used	Syn	chro	Syn	chro	Syn	chro					
Analysis Period	AM Peak Hr	PM Peak Hr		PM Peak Hr		PM Peak Hr					
2048 Design Yr Bulld Intersection Delay	23.2 sec		25.9 sec		15.8 sec						
2048 Design Yr Bulld Intersection V/C	0.09	0.15	0.09	0.15	0.15	0.22					
Safety Analysis:											
Predefined CRF: PDO	31			5%		%					
Predefined CRF: Fatal/Inj	53	%		1%	0%						
Predefined CRF Source:	NC/MO T	able 4-7		FHWA Clearinghouse #3 5555 / 5556		CRF unavailable; provide user defined CRF below					
User Defined CRF: PDO					8%						
User Defined CRF: Fatal/Inj					10%						
User Defined CRF Source					CMF ID: 8866 & 8867						
(write in if applicable):					CMF ID: 8866 & 8867						
Environmental Impacts:1											
Historic District/Property	No	ne	No	one	No	ne					
Archaeology Resources	No	ne	No	one	No	ne					
Graveyard	No	ne	No	one	No	ne					
Stream	No			one		ne					
Underground Tank/Hazmat	No	ne	No	one		ne					
Park Land	No			one		ne					
EJ Community	No			one		ne					
Wooded Area	No			one	No	ne					
Wetland	No			ne	No						
Stakeholder Posture:				IED), provide ju estimates; detail						pt report	
Local Community Support	Unkr	own	Unkı	nown	Unkr	nown					
GDOT Support	Unkr	own	Unk	nown	Unkr	nown					
Final ICE Stage 2 Score:	6.	.9	6	.7	6	.0					
Rank of Control Type Alternatives:	1			2	:	3					
Final Intersection Control Selection:	2 - RIRO w	/down stre	am U-Turn	1							

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or The Signing & Marking alternative includes: installing dual (left & right) oversized stop signs on all stop explain any unique analysis inputs, or controlled approaches, installing dual (left & right) stop ahead warning signs on all stop controlled approaches, results (as necessary): installing intersection ahead warning signs on the major approaches, refreshing all striping at the intersection, and adding retroreflective sheathing to the sign posts.





Project Information: Location: SR 40/King Ave @ Queen St

County: Camden GDOT District: 5 - Jesup Area Type: Suburb/Transition

Existing Intersection Control: Conventional (Minor Stop)

Traffic and Operations Data: 1,2

Intersection meets signal/AW5 warrants?	Meets Sign	al Warrants			
Traffic Analysis Type:	Intersection Delay				
Existing Major Street Avg Daily Traffic (ADT):	20,	300			
Existing Minor Street Avg Daily Traffic (ADT):	90	00			
Analysis Period:	AM Peak	PM Peak			
2028 Opening Yr Peak Hour Intersection Delay:	14.4 sec	18.1 sec			
2028 Opening Yr Peak Hour Intersection V/C:	0.12	0.17			
2048 Design Yr Peak Hour Intersection Delay:	15.8 sec	20.8 sec			
2048 Design Yr Peak Hour Intersection V/C:	0.15	0.22			

GDOT PI# (or N/A): N/A

Requested By: District Engineer Prepared By: Atkins Date: 1/0/1900

Waiver Request Type: GDOT PDP Project

	Cras	h Data	(Requir	ed): ³			
	Crash Data: Enter most		Cra	ash Sever	rity		Years:
	recent 10 years of crash data	0	10				
	Angle	0	0	1	3	4	67%
7,00	Head-On	0	0	0	0	0	0%
1	Rear End	0	0	0	0	2	17%
Crash	Sideswipe - same	0	0	0	0	2	17%
	Sideswipe - opposite	0	0	0	0	0	0%
	Not Collision w/Motor Veh	0	0	0	0	0	0%
	TOTALS:	0	0	1	3	8	12

* Number of crashes resulting in injuries / fatalities, not number of persons

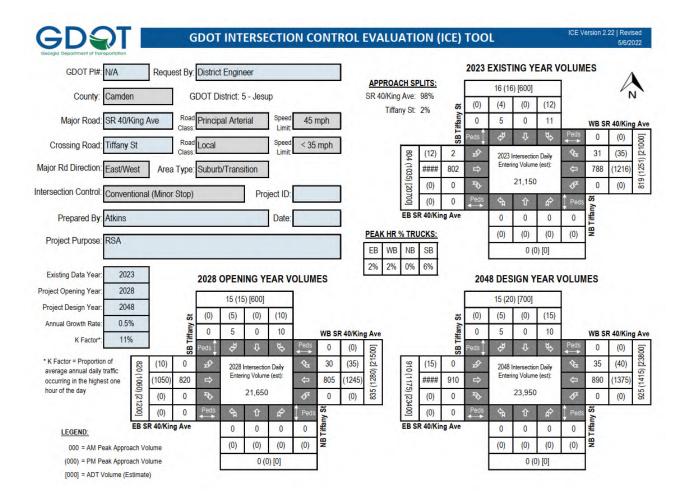
Description of Work / Justification for Waiver (Required):	RIRO was not the Rank 1 Alternative		
Proposed Intersection Control:	RIRO widown stream U-Turn		
REQUESTED BY:		Date:	
Title:			
APPROVED BY:		Date:	
	Chief Engineer or (Approved Delegate)		



¹ Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

³ Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)









ICE Version 2.22 | Revised 5/6/2022

GDOT	rPI#	N/A	Note: U	p to 5 alte	matives					
Projec	t Location:	SR 40/King Ave @ Tiffany St	may be	selected a	ind		/	18	2/	1. / /
	ng Control:	Conventional (Minor Stop)	Stage 1	ed; Use thi to screen	5 ICE 5 or	The state of	SEE STORY	A STATE OF	Sell S	The state of the s
_	red by:	Atkins	fewer al	ternatives	to a	THE CO.	HOTEL SA	San de	Wall.	15 July 15 18 18 18 18 18 18 18 18 18 18 18 18 18
e	ntrol type to ide valuated in the justificatio	Io" to each policy question for each entify which alternatives should be Stage 2 Decision Record; enter in the rightmost column rightmost column	evaluate	selected and Use this to screen ternatives in Stage	2 Services Services Services		A CONTRACTOR OF THE PARTY OF TH			By Screening Decision Justification
		n of intersection/interchange type)	100	1 1 0 E	6 20 g	100g	\$ 50° 5	10 CO.	\$ 10°	Screening Decision Justification
	Conventional	(Minor Stop)	No	No	No	No	No	No	No	Existing Intersection
	Conventional	(All-Way Stop)	No	No	No	No	No	No	No	Does Not Meet AWSC Requirements
	Mini Roundab	oout	No	No	No	No	No	No	No	Multilane Roadway
	Single Lane F	Roundabout	No	No	No	No	No	No	No	Multilane Roadway
tions	Multilane Rou	indabout	No	Yes	Yes	No	No	No	No	Conflicts with Adjacent Railroad
Unsignalized Intersections	RCUT (stop o	ontrol)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
ed Int	RIRO w/down	stream U-Turn	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
naliz	High-T (unsig	nalized)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
nsić N	Offset-T Inter	sections	No	No	No	No	No	No	No	Already T-Intersection
	Diamond Inte	rch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Diamond Inte	rch (RAB Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Add LT Lanes No RT Lane Im		No	No	No	No	No	No	No	N/A
	Signing & Ma	rking Improvements	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Traffic Signal		No	No	No	No	No	No	No	Does Not Meet Signal Warrants
	Median U-Tu	m (Indirect Left)	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
	RCUT (signal	ized)	No	Yes	Yes	No	No	No	No	Does Not Meet Signal Warrants
s	Displaced Let	t Turn (CFI)	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
sections	Continuous G	ireen-T	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
nters	Jughandle		No	No	No	No	No	No	No	Does Not Meet Signal Warrants
zed	Quadrant Roa	adway	No	No	No	No	No	No	No	Does Not Meet Signal Warrants
Signalized Inter-	Diamond Inte	rch (Signal Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
.,	Diverging Dia	mond	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Single Point I		No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No LT Lane Im No RT Lane Im		No	No	No	No	No	No	No	N/A
	Other Signalia	zed (provide description):	No	No	No	No	No	No	No	N/A

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





-{ 191 **}**-

GDST

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

ICE Version 2.22 | Revised 5/6/2022

Project Location: SR 40/King Ave @ Tiffany St Existing Intersection Control: Conventional (Minor Stop) Type of Analysis: Safety Funded Project District: 5 - Jesup County: Camden Area: Suburb/Transitio

GDOT PI #: N/A Prepared by: Atkins Date:

					'						
Opening / Design Year Traffic Operations	5				10.1603729029344 years of crash		Cras	h Sev	erity		Years:
Intersection meets signal/AWS warrants?	Meets Sign	al Warrants	Complete Streets		deta	K*	A*	B*	C.	0	10
Traffic Analysis Measure of Effectiveness	Intersecti	on Delay	Warrants Met?		Angle	0	1	0	1	0	40%
Traffic Analysis Software Used	Syn	chro	✓ PEDESTRIANS	8	Head-On	0	0	0	0	0	0%
Analysis Time Period	AM Peak Hr	PM Peak Hr	✓ BICYCLES	Ė	Rear End	0	0	0	0	1	20%
2028 Opening Yr No-Build Peak Hr Intersection Delay	15.8 sec	22.7 sec	☐ TRANSIT	rass.	Sideswipe - same	0	0	0	0	1	20%
2028 Opening Yr No-Build Peak Hr Intersection WC	0.06	0.21	'	ပ	Sideswipe - opposite	0	0	0	0	0	0%
2048 Design Yr No-Build Peak Hr Intersection Delay	17.0 sec	27.6 sec			Not Collision w/Motor Veh	0	0	0	0	1	20%
2048 Design Yr No-Build Peak Hr Intersection V/C ratio	0.07	0.29			TOTALS:	0	1	0	1	თ	5
					+ Manager of market and His			1.100			

* Number of crashes resulting in injuries / fatalities, not number of persons

Alternative		A16	41 4		ı: o		mber of crashe				
Project Cost: (From CostEat Worksheet)	Alternatives Analysis:										
S150,000 S175,000 S230,000 S25,000 S25,000 S25,000 S243,000 S243,000 S0 S0 S0 S0 S0 S0 S0	Proposed Control Type/Improvement:			Τι	ım			Improv	ements		
ROW Cost										Additional des	cription here
Environmental Cost Si											
Reimbursable Utility Cost		+=			,	•					
Design & Contingency Cost		-			_	,		_			
Cost Adjustment (ustrication req's)	Reimbursable Utility Cost	4 1				4-1		_			
Total Cost	0 0,	4		4		4.0		-	-		
Traffic Operations:			_					_			
Traffic Operations:	Total Cost					\$307	,000				
AM Peak Hr PM Peak Hr AM											
2048 Design Yr Bulld Intersection Delay 2048 Design Yr Bulld Intersection V/C 23.4 sec 34.9 sec 33.9 sec 48.2 sec 17.1 sec 41.1 sec 17.0 sec 27.6 sec 0.05 0.17 0.05 0.17 0.07 0.30 0.07 0.29	, , , , , , , , , , , , , , , , , , , ,	,									
2048 Design Yr Bulld Intersection V/C	1 '										
Safety Analysis: Predefined CRF: PDO Predefined CRF: Fatal/Inj Predefined CRF: Source: NCMIO Table 4-7 Privial Cleaninghouse #3 SSSS / \$555 Privial Cleaninghouse #3 SSSS / \$555 SSSS / \$555 Privial Cleaninghouse #3 SSSS / \$555 / \$555 SSSS / \$555 SSS / \$555 SSSS / \$555 SSS / \$555											
Predefined CRF: PDO	2048 Design Yr Bulld Intersection V/C	0.05	0.17	0.05	0.17	0.07	0.30	0.07	0.29		
Predefined CRF: Fatal/Inj Predefined CRF Source: NCMO Table 4-7	Safety Analysis:										
Predefined CRF Source: User Defined CRF: PDO User Defined CRF. Fatal/Inj User Defined CRF Source (write in if applicable): Environmental Impacts:¹ Historic District/Property Archaeology Resources Graveyard Stream Underground Tank/Hazmat Park Land EJ Community Wooded Area Wetland None None None None None None None Non	Predefined CRF: PDO	31	%	35	5%	23	3%	0'	%		
Predefined CRF Source:	Predefined CRF: Fatal/Inj	53	%			-					
User Defined CRF: Fatal/Inj User Defined CRF Source (write in if applicable): Environmental Impacts: Historic District/Property Archaeology Resources Graveyard Archaeology Resources Graveyard Stream Underground Tank/Hazmat Park Land Park Land EJ Community Wooded Area Wetland None None None None None None None Non	Predefined CRF Source:	NC/MO T	able 4-7								
User Defined CRF Source (write in if applicable): Environmental Impacts: Historic District/Property Archaeology Resources Graveyard Stream Underground Tank/Hazmat Park Land EJ Community Wooded Area Wetland None None None None None None None Non	User Defined CRF: PDO							8'	%		
(write in if applicable): Environmental Impacts: Historic District/Property Archaeology Resources Graveyard Stream None None None None None None None None	User Defined CRF: Fatal/Inj							10)%		
Historic District/Property Archaeology Resources Graveyard Stream None None None None None None None None								CMF ID: 88	866 & 8867		
Archaeology Resources Graveyard Stream None None None None None None None None	Environmental Impacts:1							•			
Stream	Historic District/Property	No	ne	No	ne	No	ne	No	ne		
Stream Underground Tank/Hazmat Park Land None None None None None None None None	Archaeology Resources	No	ne	No	ne	No	ne	No	ne		
Underground Tank/Hazmat Park Land None None None None None None None None	Graveyard	No	ne	No	ne	No	ne	No	ne		
Park Land EJ Community Wooded Area Wetland None N	Stream	No	ne	No	ne	No	ne	No	ne		
EJ Community Wooded Area Wetland None None None None None None None None	Underground Tank/Hazmat	No	ne	No	ne	No	ne	No	ne		
Wooded Area Wetland None None None None None None None Non	Park Land	No	ne	No	ne	No	ne	No	ne		
Wetland None None None None None None Note: If environmental impact is significant (RED), provide justification impact won't jeopardize project delivery using "Env" worksheet Stakeholder Posture: Local Community Support Unknown Unknown Unknown Unknown Unknown Unknown Unknown Final ICE Stage 2 Score: Rank of Control Type Alternatives: 2 3 1 4	EJ Community	No	ne	No	ne	No	ne	No	ne		
Note: If environmental impact is significant (RED.), provide justification impact wont jeopardize project delivery using "Env" worksheet Stakeholder Posture: Local Community Support Unknown	Wooded Area	No	ne	No	ne	No	ne	No	ne		
Stakeholder Posture: Environmental Impacts are only preliminary estimates; detailed environmental Impact documentation will be included with project concept report Local Community Support	Wetland	No	ne	No	ne	No	ne	No	ne		
GDOT Support	Stakeholder Posture:										pt report
Final ICE Stage 2 Score: 6.7 6.6 6.8 6.0 Rank of Control Type Alternatives: 2 3 1 4	Local Community Support	Unkn	own	Unki	nown	Unkı	nown	Unkr	nown		
Rank of Control Type Alternatives: 2 3 1 4	GDOT Support	Unkn	own	Unkı	nown	Unk	nown	Unkr	nown		
Rank of Control Type Alternatives: 2 3 1 4											
	_	6.	7	6	.6	6	.8	6	.0		
Single Interaction Control Salaction: 3 - PIRO wildown stream IL-Turn		2			3		1	4	1		
Final intersection control selection: 3 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1 um Note: Steep 2 - KINCO Wildows Stream C-1											

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or The Signing & Marking alternative includes: installing dual (left & right) oversized stop signs on all stop explain any unique analysis inputs, or controlled approaches, installing dual (left & right) stop ahead warning signs on all stop controlled approaches, results (as necessary): installing intersection ahead warning signs on the major approaches, refreshing all striping at the intersection, and adding retroreflective sheathing to the sign posts.





Project Information: Location: SR 40/King Ave @ Tiffany St

County: Camden GDOT District: 5 - Jesup

Area Type: Suburb/Transition

Existing Intersection Control: Conventional (Minor Stop)

Traffic and Operations Data: 1,2

•					
Intersection meets signal/AWS warrants?	No	ne			
Traffic Analysis Type:	Intersection Delay				
Existing Major Street Avg Daily Traffic (ADT):	20,	850			
Existing Minor Street Avg Daily Traffic (ADT):	30	00			
Analysis Period:	AM Peak	PM Peak			
2028 Opening Yr Peak Hour Intersection Delay:	15.8 sec	22.7 sec			
2028 Opening Yr Peak Hour Intersection V/C:	0.06	0.21			
2048 Design Yr Peak Hour Intersection Delay:	17.0 sec	27.6 sec			
2048 Design Yr Peak Hour Intersection V/C:	0.07	0.29			

GDOT PI# (or N/A): N/A

Requested By: District Engineer

Prepared By: Atkins

Date: 1/0/1900

Waiver Request Type: GDOT PDP Project

		h Data	(Requir	ed): ³			
	recent 10.1603729029344		Cra	ash Sever	ity		Years:
	vears of crash data	K*	A*	B*	ů	0	10
	Angle	0	1	0	1	0	40%
7,006	Head-On	0	0	0	0	0	0%
	Rear End	0	0	0	0	1	20%
Crash	Sideswipe - same	0	0	0	0	1	20%
	Sideswipe - opposite	0	0	0	0	0	0%
	Not Collision w/Motor Veh	0	0	0	0	1	20%
	TOTALS:	0	1	0	1	3	5

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required):	High-T is the highest ranking alternative but a cheaper, Higher B/C alte	mative is desired.	
Proposed Intersection Control:	RIRO w/down stream U-Turn		
REQUESTED BY:		Date:	
Title:			
APPROVED BY:		Date:	
Name:			
	Chief Engineer or (Approved Delegate)		

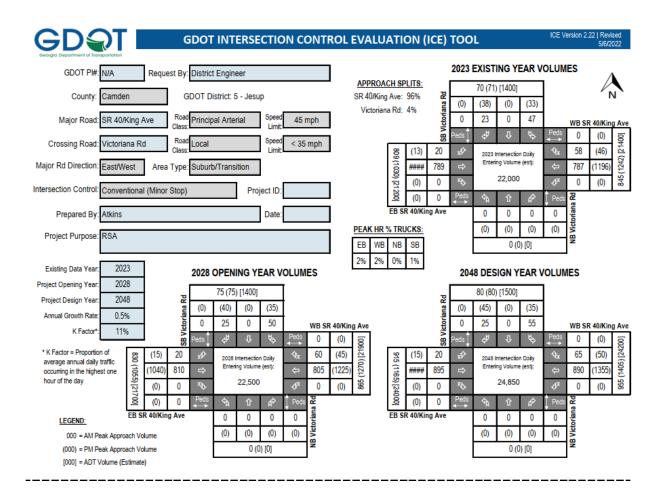




Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

² Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)







GDOT GDOT ICE STAGE 1: SCREENING DECISION RECORD ICE Version 2.22 | Revised 5/6/2022 Note: Up to 5 alternatives Book thank and it was a state of the first than the Too be held to the state of the state See the see of the see Berger of the state of the stat Project Location: SR 40/King Ave @ Victoriana Rd may be selected and State of the state evaluated; Use this ICE Existing Control: Conventional (Minor Stop) Sound of the state S. S. Code and the different state of the st Stage 1 to screen 5 or and the state of t Prepared by: Atkins fewer alternatives to Date: evaluate in Stage 2 Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column Intersection Alternative (see "Intersections" tab for Screening Decision Justification: detailed description of intersection/interchange type) No Conventional (Minor Stop) Existing Intersection Conventional (All-Way Stop) No No No No No No Does Not Meet AWSC Requirements Mini Roundabout No No No No No No No Multilane Roadway Single Lane Roundabout No No No No No No No Multilane Roadway Intersections Multilane Roundabout Yes Yes No No No No No Conflicts with Adjacent Railroad RCUT (stop control) Yes Yes Yes Yes Yes Yes Yes Potential Alternative to Evaluate Yes RIRO w/down stream U-Turn Yes Yes Yes Yes Yes Yes Potential Alternative to Evaluate Unsignalized High-T (unsignalized) Yes Yes Yes Yes Yes Potential Alternative to Evaluate Yes Yes Offset-T Intersections No Yes Yes No No Already T-Intersection No No Diamond Interch (Stop Control) No No No No No No No Volumes and Context Not to Scale Diamond Interch (RAB Control) No No No No No No Volumes and Context Not to Scale No. Add LT Lanes on SR 22 No No No No No No No N/A No RT Lane Improvements Yes Yes Yes Yes Yes Yes Potential Alternative to Evaluate Signing & Marking Improvements No Traffic Signal Yes Yes No No No No Does Not Meet Signal Warrants Median U-Turn (Indirect Left) No Yes Yes No No No No Does Not Meet Signal Warrants RCUT (signalized) No Yes Yes No No No No Does Not Meet Signal Warrants Displaced Left Turn (CFI) No No No No No Does Not Meet Signal Warrants No Intersections Continuous Green-T No No Yes Yes No No No Does Not Meet Signal Warrants Jughandle Does Not Meet Signal Warrants No No No No No No No Signalized Quadrant Roadway No No No No No No No Does Not Meet Signal Warrants Diamond Interch (Signal Control) No No No No No No No Volumes and Context Not to Scale Diverging Diamond No No No No No No Volumes and Context Not to Scale No Single Point Interchange No No No No No No No Volumes and Context Not to Scale No LT Lane Improvements NIA No No No No No No No



Other Signalized (provide description):



No N/A

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record

GDQT

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Project Location: SR 40/King Ave @ Victoriana Rd Existing Intersection Control: Conventional (Minor Stop)

Type of Analysis: Safety Funded Project

GDOT PI#: N/A District: 5 - Jesup County: Camden Prepared by: Atkins Area: Suburb/Transitio Date:

pening / Design Year Traffic Operation	5			Crash Data: Enter most recent 10.1603729029344 years of crash		Cras	h Se	verity		Years:
Intersection meets signal/AW/5 warrants?	Meets Sign	al Warrants	Complete Streets	deta	K*	A*	B*	C.	0	10
Traffic Analysis Measure of Effectiveness	Intersect	ion Delay	Warrants Met?	Angle	0	0	1	1	4	46%
Traffic Analysis Software Used	5yn	chro	✓ PEDESTRIANS 9	Head-On	0	0	0	0	0	0%
Analysis Time Period	AM Peak Hr	PM Peak Hr	✓ BICYCLES	Rear End	0	0	0	1	4	38%
2028 Opening Yr No-Build Peak Hr Intersection Delay	20.0 sec	25.5 sec	TRANSIT 8	Sideswipe - same	0	0	0	1	1	15%
2028 Opening Yr No-Build Peak Hr Intersection WC	0.36	0.38	C	Sideswipe - opposite	0	0	0	0	0	0%
2048 Design Yr No-Build Peak Hr Intersection Delay	24.0 sec	32.5 sec		Not Collision wMotor Veh	0	0	0	0	0	0%
2048 Design Yr No-Build Peak Hr Intersection WC	0.45	0.48		TOTALS:	0	0	1	3	9	13

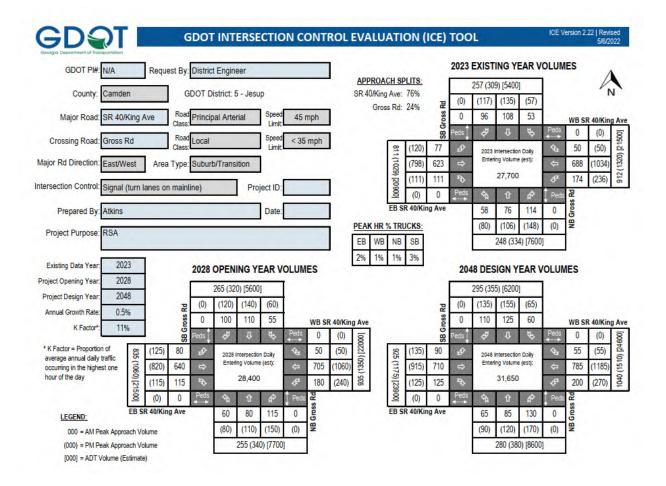
Alternatives Analysis:	Altern	ative 1		ative 2		ative 3	Altern	ative 4	Altern	ative 5
Proposed Control Type/Improvement:	RCUT (st	op control)		vn stream U- urn	High-T (un	isignalized)		Signing & Marking Improvements		(A
Project Cost: (From CostEst Worksheet)	1.000	scription here	Additional description here		Additional description here		Additional description here		Additional de	scription here
Construction Cost	\$150	,000,	\$175,000		\$229,000		\$25,000			
ROW Cost	\$	0	\$	0	\$	0	\$	0		
Environmental Cost	\$	0	\$	0	\$	0	\$	\$0		
Reimbursable Utility Cost	\$	0	\$	0	\$3,	000	\$	0		
Design & Contingency Cost	\$25,	,000	\$25,000		\$73,000		\$	0		
Cost Adjustment (justrication reg'd)	0	%	0	%	0	%	0	%		
Total Cost	\$175	,000	\$200	,000,	\$305	5,000	\$25,	,000		
Traffic Operations:	User Cas	f Override	User Cos	t Override			User Cos	d Oventde		
Traffic Analysis Software Used	Syn	chro	Syn	chro	Syn	chro	Syn	chro		
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr		
2048 Design Yr Bulld Intersection Delay	38.2 sec	38.3 sec	42.1 sec	42.4 sec	24.3 sec	37.0 sec	24.0 sec	32.5 sec		
2048 Design Yr Bulld Intersection WC	0.27	0.26	0.27	0.26	0.41	0.49	0.45	0.48		
Safety Analysis:		-								7
Predefined CRF: PDO	31	1%	35	5%		3%	0	%		
Predefined CRF: Fatal/Inj	53	3%	54	1%	45	5%	0	%		
Predefined CRF Source:	NOMO	Table 4-7		ringhouse #s / 5556		ringhouse #s 12755		CRF unavailable; provide user defined CRF below		
User Defined CRF: PDO	1						8	%		
User Defined CRF: Fatal/Inj							10)%		
User Defined CRF Source (write in if applicable):							CMF ID: B	866 & 8867		
Environmental Impacts:1										
Historic District/Property	No	ne	No	ne	No	one	No	ne		
Archaeology Resources	No	ne	No	one	No	one	No	ne		
Graveyard	No	ne	No	ne	No	one	No	ne		
Stream	No	ne	No	ne	No	one	No	one		
Underground Tank/Hazmat	No	ne	No	ne	No	one	No	one		
Park Land	No	ne	No	ne	No	one	No	one		
EJ Community	No	ne	No	ne	No	one	No	ne		
Wooded Area	No	ne	No	one	No	one	No	one		
Wetland	No	ne	No	one	No	one	No	one		
Chalant alder Breature				RED), provide						
Stakeholder Posture: Local Community Support				y estimates; de		nental Impact o nown		nown	with project	concept
		nown		nown		nown		nown		
GDOT Support	Unk	nown	Unk	nown	UNK	HOWIT	UNK	IOWII		
Final ICE Stage 2 Score: Rank of Control Type Alternatives:	6	.9		.7	5	4		.4		
Final Intersection Control Selection:			rol)			bel to a but ou				

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or The Signing & Marking alternative includes: installing dual (left & right) oversized stop signs on all stop explain any unique analysis inputs, or controlled approaches, installing dual (left & right) stop ahead warning signs on all stop controlled results (as necessary): approaches, installing intersection ahead warning signs on the major approaches, refreshing all striping at the intersection, and adding retroreflective sheathing to the sign posts.













ICE Version 2.22 | Revised 5/6/2022

GDOT	PI#	N/A	Note: U	p to 5 alte	matives					ICE Version 2.22 Revised 5/6/20
Projec	t Location:	5R 40/King Ave @ Gross Rd	may be	selected a	and		1	10	0 /	///
xistin	ng Control:	Signal (turn lanes on mainline)	evaluate	ed; Use thi	is ICE	1000	100	Self Si	1 180 3	1 /2 / 10
тера	red by:	Atkins	fewer at	to screen ternatives	to .	THE PROPERTY	CHERO	CORNER PROPERTY	10 44 BE	The state of the s
Date:			evaluate	e in Stage	2 48	THE STOP	S. Mary	Brill Har	100	A STORY
e	ntrol type to ide valuated in the justificatio	lo" to each policy question for each entify which alternatives should be Stage 2 Decision Record; enter on in the rightmost column rnative (see "Intersections" tab for		Marching and		No	STATE OF THE STATE	ST S	See Land	Screening Decision Justification
		on of intersection/interchange type)	100	A SOL	300	100 E	600	1 2 Co	10	Screening Decision Justification
	Conventional	(Minor Stop)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Conventional	(All-Way Stop)	No	No	No	No	No	No	No	Multilane Roadway
	Mini Roundat	oout	No	No	No	No	No	No	No	Multilane Roadway
	Single Lane F	Roundabout	No	No	No	No	No	No	No	Multilane Roadway
Suons	Multilane Rou	undabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
ersec	RCUT (stop of	control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
Unsignalized Intersections	RIRO w/down	n stream U-Turn	No	No	No	No	No	No	No	Volumes and Context Not to Scale
maliz	High-T (unsig	nalized)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
Unsi	Offset-T Inter	sections	No	No	No	No	No	No	No	Negatively Impacts Limited Crossin over Railroad
	Diamond Inte	rch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
		rch (RAB Control)	No	No	No	No	No	No	No	Evaluated in Other Alternative
	No LT Lane Im Add one RT La	provements one on I-95 SB Ramps	No	No	No	No	No	No	No	N/A
	Other unsign	alized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signal		No	No	No	No	No	No	No	Existing Traffic Control
	Median U-Tu	rn (Indirect Left)	Yes	Yes	Yes	Yes	Yes	No	Yes	Potential Alternative to Evaluate
	RCUT (signal	lized)	Yes	Yes	Yes	Yes	Yes	No	Yes	Potential Alternative to Evaluate
8	Displaced Le	ft Turn (CFI)	No	No	No	No	No	No	No	Conflicts with Railroad
ections	Continuous G	Breen-T	Yes	Yes	No	Yes	Yes	No	No	Significant Minor Street Thru Movement
nters	Jughandle		No	No	No	No	No	No	No	Context Not to Scale
Signafized Inters	Quadrant Ro	adway	No	No	No	No	No	No	No	Context Not to Scale
Signa	Diamond Inte	rch (Signal Control)	No	No	No	No	No	No	No	Existing Traffic Control
3)	Diverging Dia	mond	No	No	No	No	No	No	No	Context Not to Scale
	Single Point I	10011171	No	No	No	No	No	No	No	Context Not to Scale
	No LT Lane Im Add one RT La	provements one on SR 40/King Ave	Yes	No	No	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
	Signal Upgra	des	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





GDQT

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Complete Streets Warrants Met? √ PEDESTRIANS ✓ BICYCLES TRANSIT

Date:

Project Location: SR 40/King Ave @ Gross Rd Existing Intersection Control: Signal (turn lanes on mainline) Type of Analysis: Safety Funded Project

District: 5 - Jesup GDOT PI#: N/A County: Camden Prepared by: Atkins Area: Suburb/Transitio

Opening / Design Year Traffic Operations

Intersection meets signal/AW/5 warrants?	Meets Signal Warrants Intersection Delay Synchro				
Traffic Analysis Measure of Effectiveness					
Traffic Analysis Software Used					
Analysis Time Period	AM Peak Hr	PM Peak Hr			
2028 Opening Yr No-Build Peak Hr Intersection Delay	31.3 sec	36.8 sec			
2028 Opening Yr No-Build Peak Hr Intersection V/C	0.80	0.94			
2048 Design Yr No-Build Peak Hr Intersection Delay	31.4 sec	37.0 sec			
2048 Design Yr No-Build Peak Hr Intersection VIC	0.85	0.92			

Crash Data: Enter most recent		Crash Severity							
10.1603729029344 years of crash	K*	A*	B*	C.	0	10			
Angle	2	3	7	8	29	23%			
Head-On	0	0	0	0	1	0%			
Rear End	0	2	1	35	113	70%			
Sideswipe - same	0	1	1	1	12	7%			
Sideswipe - opposite	0	0	0	0	0	0%			
Nat Callisian will later Veh	0	0	1	0	0	0%			
TOTALS:	2	6	10	44	155	217			

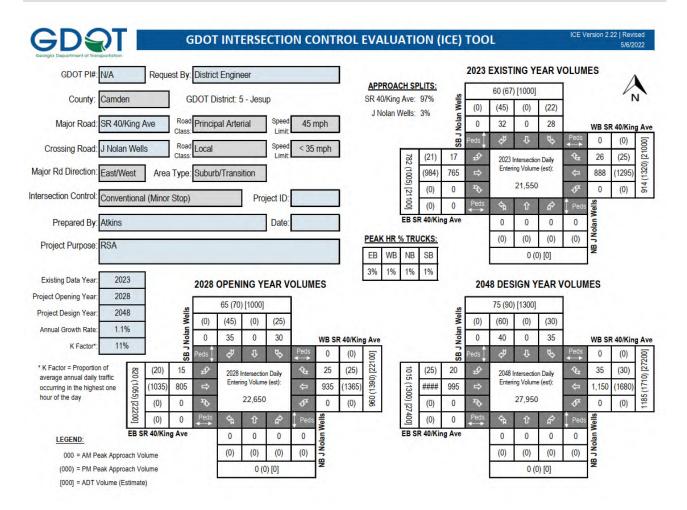
						78.5	resulting in inju			-
Alternatives Analysis:	Altern	ative 1		native 2	Altern	ative 3	Altern	ative 4	Altern	ative 5
Proposed Control Type/Improvement:	Multilane R	toundabout		Turn (Indirect eft)	RCUT (s	ignalized)	Add Right	Turn Lanes	Signal Upgrades	
Project Cost: (From CostEst Worksheet)	Additional de	scription here	Additional de	scription here	Additional de	scription here	Additional description here		Additional description here	
Construction Cost	\$2,17	1,000	\$636	3,000	\$726,000		\$130,000		\$850,000	
ROW Cost	\$478	,000	\$278	8,000	\$278,000		\$0		\$0	
Environmental Cost	S	-	\$	0	\$0		\$0		\$50,000	
Reimbursable Utility Cost	\$25,	,000	\$9,	000	\$10,		\$1,000		\$100,000	
Design & Contingency Cost	\$787,000 0%		\$787,000 \$204,000		\$233		\$41,			,000
Cost Adjustment (justification reg'd))%		%		%		%
Total Cost	\$3,46	\$3,461,000		27,000	\$1,24	7,000	\$172		7	000,0
raffic Operations:							=//	84	User Cos	t Override
Traffic Analysis Software Used		dra	Syr	nchro		chro		chro		chro
Analysis Period		PM Peak Hr		PM Peak Hr		PM Peak Hr				
2048 Design Yr Bulld Intersection Delay	10.2 sec	26.3 sec	28.8 sec		14.2 sec		26.8 sec	CONTRACTOR OF		
2048 Design Yr Bulld Intersection V/C	0.59	1.05	0.75	1.30	0.77	1.87	0.85	0.89	0.87	0.89
afety Analysis:										
Predefined CRF: PDO	26%			9%		5%	0%		0%	
Predefined CRF: Fatal/Inj	71%		3	0%	22%		0	%	-	%
Predefined CRF Source:	FHWA Clearinghouse #s 4196 / 4195		FHWA-HRT-07-033		FHWA-HRT-17-083		N/A		CRF unavailable; provide user defined CRF below	
User Defined CRF: PDO							7%			5%
User Defined CRF: Fatal/Inj							4	%		7%
User Defined CRF Source (write in if applicable):							CMF ID 2	85 & 288	CMF IDs: 7697, 457	
Environmental Impacts:1										
Historic District/Property	No	ne	N	one	No	ne	No	ne	No	one
Archaeology Resources	No	ne	N	one	No	ne	No	ne	No	one
Graveyard	No	ne	N	one	No	ne	No	ne	No	one
Stream	No	ne	N	one	No	ne	No	ne	No	one
Underground Tank/Hazmat	No	ne	N	one	No	ne	No	ne	No	one
Park Land	No	ne	N	one	No	ne	No	ne	No	one
EJ Community	No	ne	N	one	No	ne	No	ne	No	one
Wooded Area	No	ne	N	one	No	ne	No	ne	No	one
Wetland		ne		one		ne		ne		one
Stakeholder Posture:				(RED), provide ry estimates; del						
Local Community Support	Unk	nown	Unk	nown	Unkr	nown	Unkr	nown	Unk	nown
GDOT Support	Unk	nown	Unk	nown	Unkı	Unknown		nown	Unk	nown
Final ICE Stage 2 Score:	5	.9		1.8	4	.1	4	.4	5	.6
Rank of Control Type Alternatives:	- 9		1	3		5		1	17	2
Final Intersection Control Selection:	1 - Multila	ne Rounda	bout							

Note: Stage 2 score is not given (shown as "-") if signal or AINS is selected as control type but respective warrants are not met

Provide additional comments and/or Signal Upgrade alternative includes: upgrading the signal head backplates with those with retroreflective explain any unique analysis inputs, or borders, upgrading the left turn signal heads to Protected-Permissive FYAs on the NB, SB, and EB results (as necessary): approaches, upgrading the WB left turn phasing to Protected Only, and installing supplemental signal heads (nearside right and far side left) on all approaches.











GDST GDOT ICE STAGE 1: SCREENING DECISION RECORD ICE Version 2.22 | Revised 5/6/2022 Note: Up to 5 alternatives A Care of the state of the stat The state of the s A Took the first of the first o To the state of th Project Location: SR 40/King Ave @ J Nolan Wells may be selected and State and the state of the stat Toron and the state of the stat alternatives to evaluate in Stage 2 Existing Control: Conventional (Minor Stop) State of the state St. Total and all total and a state of the s A State of the sta Prepared by: Atkins Date: Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type) Screening Decision Justification: Conventional (Minor Stop) No No No No No. No Conventional (All-Way Stop) No No No No No No Does Not Meet AWSC Requirements Mini Roundabout No No No No No No No Multilane Roadway Single Lane Roundabout No No No No No No Multilane Roadway Intersections Multilane Roundabout No Yes Yes No No No Conflicts with Adjacent Railroad RCUT (stop control) Yes Yes Yes Yes Yes Yes Yes Potential Alternative to Evaluate RIRO w/down stream U-Turn Yes Yes Yes Yes Yes Yes Yes Potential Alternative to Evaluate High-T (unsignalized) Yes Potential Alternative to Evaluate Yes Yes Yes Yes Yes Yes Offset-T Intersections No No No No No No No Already T-Intersection Diamond Interch (Stop Control) No No No No No. No No Volumes and Context Not to Scale Diamond Interch (RAB Control) No No No No No No Volumes and Context Not to Scale Add LT Lanes on 5R 22 No No No No. No No No RT Lane Improvements Signing & Marking Improvements Yes Yes No Yes Yes Yes Potential Alternative to Evaluate Yes Traffic Signal No Yes Yes No No. No Does Not Meet Signal Warrants No Median U-Tum (Indirect Left) No Yes Yes Yes No. No No Does Not Meet Signal Warrants RCUT (signalized) No Yes Yes No No. No No Does Not Meet Signal Warrants Displaced Left Turn (CFI) No No No No No No No Does Not Meet Signal Warrants Intersections Continuous Green-T No No No No No No No Does Not Meet Signal Warrants Jughandle No No No No No No No Does Not Meet Signal Warrants Signalized Quadrant Roadway No No No No No No No Does Not Meet Signal Warrants Diamond Interch (Signal Control) No No No No No No No Volumes and Context Not to Scale Diverging Diamond No No No No No No No Volumes and Context Not to Scale Single Point Interchange No No No No No No No Volumes and Context Not to Scale No LT Lane Improvements No No No No No. No No No RT Lane Improvements Other Signalized (provide description):





⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Project Location: SR 40/King Ave @ J Nolan Wells Existing Intersection Control: Conventional (Minor Stop)

Type of Analysis: Safety Funded Project

GDOT PI#: N/A District: 5 - Jesup County: Camden Prepared by: Atkins Area: Suburb/Transitio Date:

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Sign	Meets Signal Warrants				
Traffic Analysis Measure of Effectiveness	Intersection Delay					
Traffic Analysis Software Used	Synchro					
Analysis Time Period	AM Peak Hr	PM Peak Hr				
2028 Opening Yr No-Build Peak Hr Intersection Delay	17.9 sec	27.1 sec				
2028 Opening Yr No-Build Peak Hr Intersection WC	0.25	0.37				
2048 Design Yr No-Build Peak Hr Intersection Delay	25.1 sec	57.6 sec				
2048 Design Yr No-Build Peak Hr Intersection VIC	0.40	0.68				

Complete Streets Warrants Met? ✓ PEDESTRIANS

BICYCLES TRANSIT

Crash Data: Enter most recent			Years:			
10.1603729029344 years of crash	K*	A*	B,	C.	0	10
Angle	0	0	0	0	2	17%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	2	7	75%
Sideswipe - same	0	0	0	0	0	0%
Sideswipe - same Sideswipe - opposite Not Collision w/Motor Veh	0	0	0	0	0	0%
Nat Collision wMotor Veh	0	0	0	1	0	8%
TOTALS:	0	0	0	3	9	12

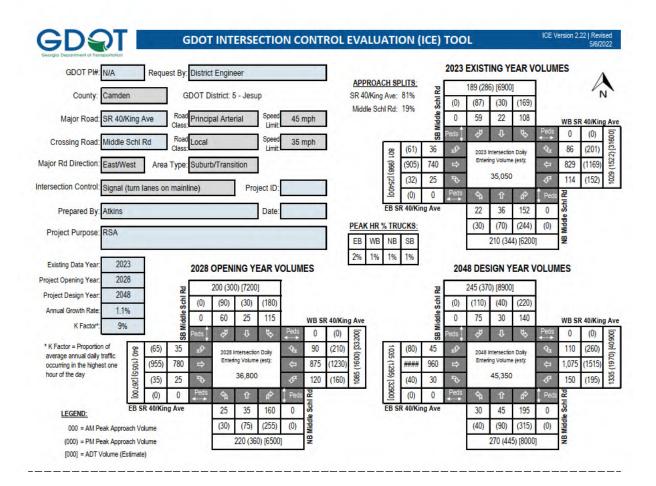
Alternatives Analysis:	Altern	ative 1		native 2		ative 3		ative 4	Alternative 5
Proposed Control Type/Improvement:	RCUT (sto	op control)		wn stream U- um	High-T (un	nsignalized)	Signing & Marking Improvements		N/A
Project Cost: (From CostEst Worksheet)	Additional de	scription here		scription here	Additional de	acription here		scription here	Additional description he
Construction Cost	\$720	,	7	9,000	\$229	9,000	\$25,		
ROW Cost	\$296	,000	\$296	3,000	\$0		\$0		
Environmental Cost	\$		7	0	\$0		\$	_	
Reimbursable Utility Cost	\$10,			000	9.5	000	\$		10
Design & Contingency Cost		\$231,000 \$192,000 0% 0%			,000	\$	_		
Cost Adjustment (Justrication req'd)						%		%	
Total Cost	\$1,25	7,000	\$1,09	5,000	\$305,000		\$25,		
Traffic Operations:							User Cos	f Override	
Traffic Analysis Software Used		chro		nchro	*	chro		chro	
Analysis Period				PM Peak Hr		PM Peak Hr			and the same
2048 Design Yr Build Intersection Delay		37.1 sec		53.1 sec		91.6 sec			
2048 Design Yr Build Intersection V/C	0.23	0.38	0.24	0.39	0.40	0.77	0.40	0.68	
Safety Analysis:									
Predefined CRF: PDO	31% 53%		_	35% 54%		23% 45%		%	
Predefined CRF: Fatal/Inj								%	
Predefined CRF Source:	NC/MO 1	Table 4-7	FHWA Cleaninghouse #s 5555 / 5556		FHIVIA Clearinghouse #s 2753 / 2755		CRF unavailable; provide user defined CRF below		
User Defined CRF: PDO							8%		
User Defined CRF: Fatal/Inj							10)%	
User Defined CRF Source (write in if applicable):							CMF ID: 8	866 & 8867	
Environmental Impacts:1									
Historic District/Property	No	ne	N	one	None		None		
Archaeology Resources	No	ne	N	one	No	one	No	ne	
Graveyard	No	ne	N	one	No	one	No	ne	
Stream	No	ne	N	one	No	one	No	ne	
Underground Tank/Hazmat	No	ne	N	one	No	one	No	ne	
Park Land	No	ne	N	one	- No	one	No	ne	
EJ Community		ne		one		one		ne	
Wooded Area	No	ne	N	one	No	one	No	ne	
Wetland		ne		one		one		ne	
Stakeholder Posture:									"Env" worksheet of with project concept
Local Community Support		nown		nown		nown		nown	
GDOT Support		nown		nown		nown		nown	
Final ICE Stage 2 Score:	. 5	.8		.0	. 6	4	5	.1	
Rank of Control Type Alternatives:		1	7	2		1	1		
Final Intersection Control Selection:	1 - Hinb-T	(unsignali	zed)				100		

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or The Signing & Marking alternative includes: installing dual (left & right) oversized stop signs on all stop explain any unique analysis inputs, or controlled approaches, installing dual (left & right) stop ahead warning signs on all stop controlled results (as necessary): approaches, installing intersection ahead warning signs on the major approaches, refreshing all striping at the intersection, and adding retroreflective sheathing to the sign posts.













SHURK	SAME IN THE OWNER, OF THE OWNER,									ICE Version 2.22 Revised 5/6/20
	PI#	N/A.	Note: U	p to 5 alte	matives					
•	t Location:	SR 40/King Ave @ Middle Schl Rd	may be	selected a ed; Use th	and is ICF	.0	1/5	10	8/	/0 / /.
	ng Control: red by:	Signal (turn lanes on mainline) Atkins	Stage 1	to screen	5 or	A B	Tildide.	STATE STATE	Adding of	The set / Little
ate:	red by.	AMIS	fewer al	Iternatives e in Stage	to a	Haby S	Con Sales	Sald of	A STATE OF	The Carlotte State of
e	ntrol type to id valuated in th justificati ersection Alt	No" to each policy question for each lentify which alternatives should be e Stage 2 Decision Record; enter on in the rightmost column ernative (see "Intersections" tab for on of intersection/interchange type)	, Oran	lp to 5 alter selected a ed; Use th to screen Iternatives e in Stage	September 1	No.				And Contest Not to Scale
uei		I (Minor Stop)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	V	I (All-Way Stop)	No	No	No	No	No	No	No	Multilane Roadway
	Mini Rounda	bout	No	No	No	No	No	No	No	Multilane Roadway
	Single Lane	Roundabout	No	No	No	No	No	No	No	Multilane Roadway
Suo	Multilane Ro	undabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
Unsignalized Intersections	RCUT (stop	control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
d Inte	RIRO w/dow	n stream U-Turn	No	No	No	No	No	No	No	Volumes and Context Not to Scale
nalize	High-T (unsi	gnalized)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
D Sign	Offset-T Inte	rsections	No	No	No	No	No	No	No	Negatively Impacts Limited Crossin over Railroad
	Diamond Int	erch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Diamond Int	erch (RAB Control)	No	No	No	No	No	No	No	Evaluated in Other Alternative
	No LT Lane In	A CONTRACTOR OF THE PARTY OF TH	No	No	No	No	No	No	No	N/A
		ane on I-95 SB Ramps								
	Other unsign	alized (provide description):	No	No	No	No	No	No	No	N/A
	Traffic Signa	1	No	No	No	No	No	No	No	Existing Traffic Control
	Median U-Tu	um (Indirect Left)	Yes	Yes	Yes	Yes	Yes	No	Yes	Potential Alternative to Evaluate
	RCUT (signa	alized)	Yes	Yes	Yes	Yes	Yes	No	Yes	Potential Alternative to Evaluate
S	Displaced Le	eft Turn (CFI)	No	No	No	No	No	No	No	Conflicts with Railroad
ections	Continuous (Green-T	Yes	Yes	No	Yes	Yes	No	Yes	Potential Alternative to Evaluate
nters	Jughandle		No	No	No	No	No	No	No	Context Not to Scale
Signalized Intersec	Quadrant Ro	padway	No	No	No	No	No	No	No	Context Not to Scale
gua	Diamond Int	erch (Signal Control)	No	No	No	No	No	No	No	Existing Traffic Control
,,	Diverging Di	amond	No	No	No	No	No	No	No	Context Not to Scale
	Single Point		No	No	No	No	No	No	No	Context Not to Scale
	No LT Lane In No RT Lane I		No	No	No	No	No	No	No	N/A
	Signal Upgra	ndes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





Opening / Design Year Traffic Operations Intersection meets signal/AW5 warrants?

2028 Opening Yr No-Build Peak Hr Intersection Delay

2028 Opening Yr No-Build Peak Hr Intersection WC

2048 Design Yr No-Build Peak Hr Intersection Delay

2048 Design Yr No-Build Peak Hr Intersection VIC ratio 0.93 1.39

Traffic Analysis Measure of Effectiveness

Traffic Analysis Software Used

Analysis Time Period



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Complete Streets

Warrants Met?

✓ PEDESTRIANS

✓ BICYCLES

☐ TRANSIT

Project Location: SR 40/King Ave @ Middle Schl Rd Existing Intersection Control: Signal (turn lanes on mainline)

Meets Signal Warrants

Intersection Delay

Synchro

AM Peak Hr PM Peak Hr

24.4 sec 28.8 sec

0.85 0.96

29.1 sec 53.5 sec

Type of Analysis: Safety Funded Project

District: 5 - Jesup County: Camden Area: Suburb/Transitio GDOT PI #: N/A Prepared by: Atkins Date:

	Crash Data: Enter most recent 10.1603729029344 years of crash		Years:				
	deta	K*	A*	В*	C.	0	10
	Angle	0	1	2	6	16	21%
90	Head-On	0	0	0	0	0	0%
-	Rear End	0	0	5	15	56	64%
rash	Sideswipe - same	0	0	0	2	10	10%
o	Sideswipe - opposite	0	0	0	0	0	0%
	Not Collision w/Motor Veh	0	0	0	0	5	4%
	TOTALS:	0	1	7	23	87	118

2040 Design Trivo-Dulla Peak Trimersection (VC fetto	0.00	1.00	J		TOTALS.			1 /			
					* Nu	imber of crashe	s resulting in in	uries / fatalities	, not number o	f persons	
Alternatives Analysis:	Altern	ative 1	Altern	ative 2	Altern	ative 3	Altern	ative 4	Altern	ative 5	
Proposed Control Type/Improvement:	Multilane R	oundabout		furn (Indirect eft)	RCUT (si	lgnallzed)	Continuou	s Green-T	Signal U	pgrades	
Project Cost: (From CostEst Worksheet)	Additional des	scription here	Additional de	scription here	Additional de	scription here	Additional de	scription here	Additional description here		
Construction Cost	\$2,17	1,000	\$638	3,000	\$728	,000	\$244	,000	\$650,000		
ROW Cost	\$478	,000	\$260	0,000	\$260	,000	\$0		\$0		
Environmental Cost	\$(\$0		\$0		S	0	\$50,	000	
Reimbursable Utility Cost	\$25,	000	4-1	\$9,000		,000	\$3,0	000	\$100	,000	
Design & Contingency Cost	\$787			5,000	\$234	,000	\$78,		\$150		
Cost Adjustment (Justification reg'd)	0%		0	%		%		%	0		
Total Cost	\$3,461,000		\$1,11	2,000	\$1,23	2,000	\$325	,000	\$950	1	
Traffic Operations:							-		User Cost	Override	
Traffic Analysis Software Used	Sk	ira	Syn	ichro	Syn	chro	Syn	chro	Syn	chro	
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr				
2048 Design Yr Bulld Intersection Delay	8.6 sec	18.7 sec	30.0 sec	68.7 sec	11.7 sec	89.5 sec	56.3 sec	315.6 sec	29.1 sec	53.5 sec	
2048 Design Yr Bulld Intersection V/C	0.55	0.82	0.92	1.35	0.70	2.40	1.34	2.88	0.93	1.39	
Safety Analysis:											
Predefined CRF: PDO	26%		9	9%		15%		1%		0%	
Predefined CRF: Fatal/Inj	71%		30	30% 22%		2%	15%		0%		
Predefined CRF Source:	FHWA Clearinghouse #s 4196 / 4195		FHWA-HRT-07-033		FHWA-HRT-17-083		FHWA Cleaninghouse #s 8655 / 8656		CRF unavailable; provide user defined CRF below		
User Defined CRF: PDO									32%		
User Defined CRF: Fatal/Inj									35%		
User Defined CRF Source (write in if applicable):									CMF IDs: 77 Atkins		
Environmental Impacts:1											
Historic District/Property	No	ne	N/	one	No	ne	No	ne	No	ne	
Archaeology Resources	No			one		one		ne		ne	
Gravevard	No			one		ne		ne	No		
Stream	No			one		ne	No	ne		ne	
Underground Tank/Hazmat	No	ne	No	one	No	ne	No	ne	No	ne	
Park Land	No			one		ne		ne		ne	
EJ Community	No	ne	No	one	No	ne	No	ne	No	ne	
Wooded Area	No	ne	No	one	No	ne	No	ne	No	ne	
Wetland	No	ne	No	one	No	ne	No	ne	No		
Stakeholder Posture:				RED), provide ju estimates; detai						pt report	
Local Community Support	Unkr	own	Unk	nown	Unkr	nown	Unknown		Unkr	nown	
GDOT Support		own		nown	Unkr	nown	Unkr	nown	Unkr	nown	
Final ICE Stage 2 Score:	6.	2		.6	3.6		1.8			.1	
Rank of Control Type Alternatives:	1			3	4	4		5	2		
Final Intersection Control Selection:	2 - Signal	Jpgrades									

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or Signal Upgrade alternative includes: installing a permissive only FYA for the eastbound approach, and explain any unique analysis inputs, or installing supplemental signal heads (nearside right and far side left) on all approaches. results (as necessary):





Project Information: Location: SR 40/King Ave @ Middle Schl Rd

County: Camden GDOT District: 5 - Jesup

Area Type: Suburb/Transition

Existing Intersection Control: Signal (turn lanes on mainline)

Traffic and Operations Data: 1,2

Intersection meets signal/AWS warrants?	None			
Traffic Analysis Type:	Intersection Delay			
Existing Major Street Avg Daily Traffic (ADT):	29,900			
Existing Minor Street Avg Daily Traffic (ADT):	6,550			
Analysis Period:	AM Peak	PM Peak		
2028 Opening Yr Peak Hour Intersection Delay:	24.4 sec	28.8 sec		
2028 Opening Yr Peak Hour Intersection V/C:	0.85	0.96		
2048 Design Yr Peak Hour Intersection Delay:	29.1 sec	53.5 sec		
2048 Design Yr Peak Hour Intersection V/C:	0.93	1.39		

GDOT PI # (or N/A): N/A

Requested By: District Engineer

Prepared By: Atkins

Date: 1/0/1900

Waiver Request Type: New or Revised Signal Permit

Crash Data (Required): ³									
			Years:						
vears of crash data	K*	A*	B*	ċ	0	10			
Angle	0	1	2	6	16	21%			
Head-On	0	0	0	0	0	0%			
Rear End	0	0	5	15	56	64%			
Sideswipe - same	0	0	0	2	10	10%			
Sideswipe - opposite	0	0	0	0	0	0%			
Not Collision w/Motor Veh	0	0	0	0	5	4%			
TOTALS:	0	1	7	23	87	118			
	recent 10.1603729029344 vears of crash data Angle Head-On Rear End Sideswipe - same Sideswipe - opposite Vot Collision wWlotor Veh	recent 10.1603729029344	Crash Data: Emer most recent 10.1603729029344 K* A* A* A* A* A* A* A*	Crash Data: Emer most recent 10.1603729029344 K* A* B* Rever most recent 10.1603729029344 Rever most recent 10.1603729	Crash Data: Emer most recent 10.1603729029344 K* A* B* C*	Crash Data: Emer most recent 10.1603729029344 K* A* B* C* O			

* Number of crashes resulting in injuries / fatalities, not number of persons

Description of Work / Justification for Waiver (Required): Proposed Intersection Control:		the preferred alternative due to the lower or	ost
REQUESTED BY:		Date:	_
Title:			
APPROVED BY:		Date:	_
Name:	Chief Engineer or (Approved Delegate)		

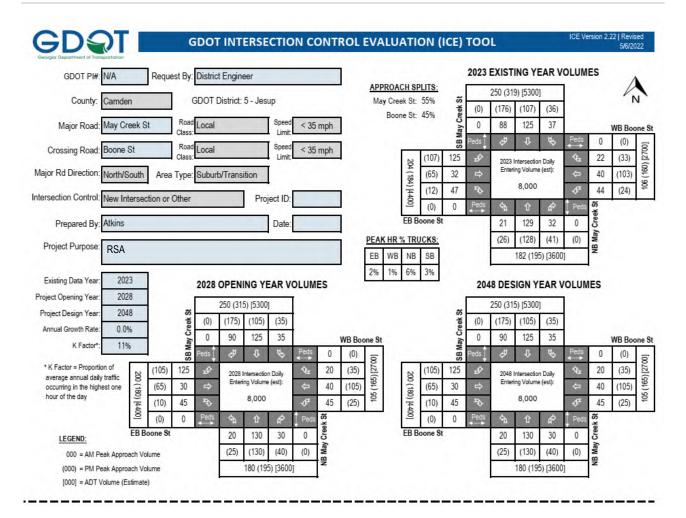




Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

³ Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)









GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.22 | Revised 5/6/2022

DOT	PI#	N/A	Note: U	p to 5 alte	rnatives					
rojec	t Location:	May Creek St @ Boone St	may be	selected a	and		1	18	1	/ / /
xistin	ng Control:	New Intersection or Other	evaluate Stage 4	to some	5 or	Pa. 19	S. S. S.	Sept 1	1 180 3	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
repa	red by:	Atkins	fewer al	ternatives	to a	de de	CHEE /	Of the	10 H4 95	A STATE OF S
ate:			evaluate	e in Stage	2 400	Mary Co.	S. Sales	Story Stage	A SE	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Inte	ntrol type to ide valuated in the justification ersection Alter	o" to each policy question for each ntify which alternatives should be Stage 2 Decision Record; enter n in the rightmost column rnative (see "Intersections" tab for	S. S.	Mercal Post	regional control of the control of t	No.	Series Cont	Ves Ves	Services Services	Screening Decision Justificati
det		n of intersection/interchange type)	1.4	1 V 6	3.4	W &	6 8	6 6	8°/ 1, ~	Screening Decision Justificati
	Conventional	(Minor Stop)	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Conventional	(All-Way Stop)	Yes	Yes	Yes	No	Yes	No	Yes	Potential Alternative to Evaluate
	Mini Roundab	out	No	No	No	No	No	No	No	Covered in Other Alternative
	Single Lane R	Coundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
Shorts	Multilane Rou	Multilane Roundabout		No	No	No	No	No	No	Single Lane Sufficient
ersec	RCUT (stop o	CUT (stop control)		No	No	No	No	No	No	Conflicts with Adjacent Railroad
ed In	RIRO w/down	stream U-Turn	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
Unsignalized Intersections	High-T (unsig	nalized)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
nusik	Offset-T Inters	sections	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
	Diamond Inter	rch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
		rch (RAB Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No RT Lane Im		No	No	No	No	No	No	No	N/A.
		rking Upgrade	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Traffic Signal		Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Median U-Tur	n (Indirect Left)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
	RCUT (signali	ized)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
so.	Displaced Lef	t Tum (CFI)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
Clon	Continuous G	reen-T	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
Signalized Intersections	Jughandle		No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
Dez	Quadrant Roa	adway	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
gua	Diamond Inter	rch (Signal Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
13	Diverging Dia	mond	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Single Point In	11.00	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No LT Lane Im No RT Lane Im		No	No	No	No	No	No	No	N/A
	Other Signaliz	ted (provide description):	No	No	No	No	No	No	No	NA

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





GDQT

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Project Location: May Creek St @ Boone St Existing Intersection Control: New Intersection or Other Type of Analysis: Safety Funded Project

District: 5 - Jesup GDOT PI#: N/A County: Camden Prepared by: Atkins Area: Suburb/Transitic Date:

Opening / Design Year Traffic Operations

Intersection meets signal/AWS warrants?	Meets Signal Warrants					
Traffic Analysis Measure of Effectiveness	Intersecti	ion Delay				
Traffic Analysis Software Used	5yn	chro				
Analysis Time Period	AM Peak Hr	PM Peak Hr				
2028 Opening Yr No-Build Peak Hr Intersection Delay	13.5 sec	14.2 sec				
2028 Opening Yr No-Build Peak Hr Intersection WC	0.53	0.66				
2048 Design Yr No-Build Peak Hr Intersection Delay	20.1 sec	23.2 sec				
2048 Design Yr No-Build Peak Hr Intersection WC	0.73	0.95				

Complete Streets Warrants Met? PEDESTRIANS BICYCLES TRANSIT

Crash Data: Enter most recent 10.1603729029344 years of crash		Years:				
ria toto / 25025044 years or tresir	K.	A*	B*	C.	0	10
Angle	0	0	1	2	12	56%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	0	7	26%
Sideswipe - same	0	0	0	0	1	4%
Sideswipe - opposite	0	0	0	0	1	4%
Nat Callisian wMotor Veh	0	0	1	0	2	11%
TOTALS:	0	0	2	2	23	27

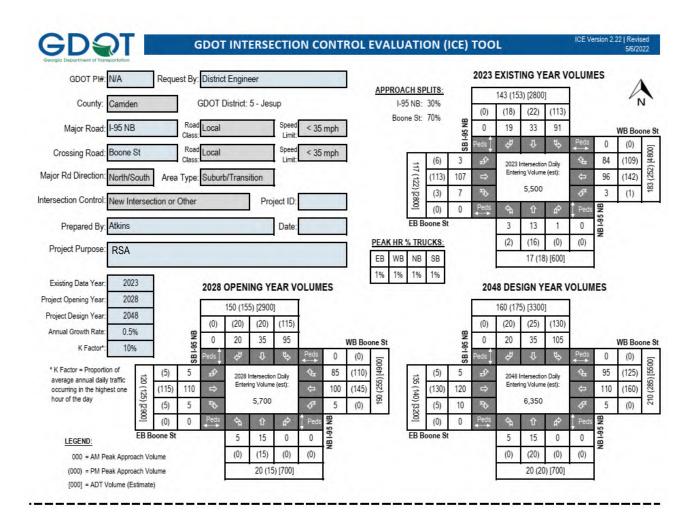
2048 Design Yr No-Build Peak Hr Intersection WC	0.73	0.95			TOTALS:		0	0 2	2 23	27
					* Nur	mber of crashes	resulting in inj	uries / fatalities	, not number o	f persons
Alternatives Analysis:	Altern	ative 1	Altern	ative 2	Altern	ative 3		ative 4	Altern	ative 5
Proposed Control Type/Improvement:	Conventional (Minor Stop)		Conventional (All-Way Stop)		Single Lane Roundabout		Signing & Marking Upgrade		Traffic Signal	
Project Cost: (From CostEst Worksheet)	Additional description here		Additional description here		Additional description here		Additional description here		Add LT bays all approach	
Construction Cost	\$25,		***	.000	4 - 1	5,000	\$25,000		\$353,000	
ROW Cost	9		-	0		1,000	-	0	-	0
Environmental Cost	9		-	0		0	7	0		0
Reimbursable Utility Cost	9		7	0		,000	7	0	711	000
Design & Contingency Cost	\$5,0			000	7.1	5,000		0	-	3,000
Cost Adjustment (justification reg'd)		%		%		%		%		1%
Total Cost	\$30,			,000	\$1,98	8,000	-	,000	\$518	3,000
Traffic Operations:	User Cos	Terrore		at Override				t Override		
Traffic Analysis Software Used		chro		chro		dra		chro		nchiro
Analysis Period		PM Peak Hr	AM Peak Hr			PM Peak Hr		PM Peak Hr		
2048 Design Yr Build Intersection Delay	400.8 sec 2.49	207.7 sec 1.78	0.72	32.5 sec 0.93	7.3 sec 0.40	7.5 sec 0.47	0.73	23.2 sec 0.95	0.69	0.76
2048 Design Yr Build Intersection V/C	2.48	1./8	0.72	0.93	0.40	0.47	0.73	0.80	0.09	0.76
Safety Analysis:										
Predefined CRF: PDO	0%		-	%	0%		0%		0%	
Predefined CRF: Fatal/Inj		% able; provide		% lable: provide		% lable: provide			CRF unavai	
Predefined CRF Source:	user defined	CRF below	user define	d CRF below	user define	d CRF below	user defined CRF below		user define	d CRF belo
User Defined CRF: PDO	_	%	77	8%	39%		8%		-	9%
User Defined CRF: Fatal/Inj	10%		77%		78%		10%		40	0%
User Defined CRF Source (write in if applicable):	CMF ID: 88	866 & 8867	CMF ID: 3	127 & 3128	CMF ID:	233 & 234	CMF ID: 8	866 & 8867	CMF ID: 7982 & 798	
Environmental Impacts:1										
Historic District/Property	No	ne	No	one	No	one	No	one.	No	one
Archaeology Resources	No	ne	No	one	No	one	No	one	No	one
Graveyard		ne	None		None			one	None	
Stream		ne	None		None			ne		one
Underground Tank/Hazmat	2000	ne	-	one.	None		200	one.		one
Park Land		ne		one		one		one		one
EJ Community		ne		one		one		one		one
Wooded Area	None None None None None None			1000	one		one			
Wetland	10 10 10 10 10 10 10 10 10 10 10 10 10 1			one (<i>RED</i>), provide		one		one		one
Stakeholder Posture:				y estimates; de						
Local Community Support	Unkr	nown	Unk	nown	Unknown		Unk	nown	Unk	nown
GDOT Support	Unkr	nown	Unk	nown	Unk	nown	Unk	nown	Unk	nown
Final ICE Stage 2 Score:	0	.3	8	.0	7	.0	4	.9	5	i.9
						2				3

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or Due to the intersection configuration not meeting a defined traffic control type, the alternatives for AWSC, explain any unique analysis inputs, or Single Lane Roundabout, and Traffic Signal had the CMFs used from conversion from Minor Stop results (as necessary): Controlled. Similarly, due to no CMF being available for conversion to Conventional Minor Stop Controlled, the CMF for Signing & Marking Improvements was used. The Signing & Marking alternative includes:











GDST GDOT ICE STAGE 1: SCREENING DECISION RECORD ICE Version 2:22 I Revised 5/6/2022 Sold Barbard B GDOT PI# Market Company of the State of Code and the state of the state Note: Up to 5 alternatives State of the state Market State of the State of th may be selected and Project Location: I-95 NB @ Boone St State of the state evaluated; Use this ICE Existing Control: New Intersection or Other Cold of the land o Stage 1 to screen 5 or Prepared by: fewer alternatives to Date: evaluate in Stage 2 Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type) Screening Decision Justification: Conventional (Minor Stop) Yes Yes Potential Alternative to Evaluate Conventional (All-Way Stop) Yes Yes Yes Yes No No Yes Potential Alternative to Evaluate Mini Roundabout No No No No No No No Covered in Other Alternative Single Lane Roundabout Yes Yes Yes Yes Yes Yes Yes Potential Alternative to Evaluate Unsignalized Intersections Multilane Roundabout No No No No No No Single Lane Sufficient RCUT (stop control) No No No No No No No Conflicts with Adjacent Railroad RIRO w/down stream U-Turn No No No No No No Conflicts with Adjacent Railroad High-T (unsignalized) No No No No No No No Conflicts with Adjacent Railroad Offset-T Intersections No No No No No No No Conflicts with Adjacent Railroad Diamond Interch (Stop Control) No No No No No No No Volumes and Context Not to Scale Diamond Interch (RAB Control) No No No No No No No Volumes and Context Not to Scale No LT Lane Improvements No No No No No No No No RT Lane Improvements Signing & Marking Upgrade Yes Yes Yes Yes Yes Yes Potential Alternative to Evaluate Traffic Signal Yes Yes Yes No Yes Yes Yes Potential Alternative to Evaluate Median U-Turn (Indirect Left) No No No No No No No Conflicts with Adjacent Railroad RCUT (signalized) No No No No No No No Conflicts with Adjacent Railroad Displaced Left Turn (CFI) No No No No No No No Conflicts with Adjacent Railroad Signalized Intersections Continuous Green-T No No No No No No Conflicts with Adjacent Railroad Jughandle Conflicts with Adjacent Railroad No No No No No No No Quadrant Roadway Conflicts with Adjacent Railroad No No No No No No No Diamond Interch (Signal Control) No No No No No No Volumes and Context Not to Scale Diverging Diamond No No No No No No No Volumes and Context Not to Scale Single Point Interchange No No No No No No No Volumes and Context Not to Scale No LT Lane Improvements No No No No No No NVA No No RT Lane Improvements

No

No



Other Signalized (provide description):



N/A

211

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record



GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Project Location: May Creek St @ Boone St Existing Intersection Control: New Intersection or Other Type of Analysis: Safety Funded Project

GDOT PI#: N/A District: 5 - Jesup County: Camden Prepared by: Atkins Area: Suburb/Transitio Date:

Opening / Design Year Traffic Operations

Intersection meets signaVAWS warrants?	Meets Signal Warrants			
Traffic Analysis Measure of Effectiveness	Intersection Delay			
Traffic Analysis Software Used	Synchro			
Analysis Time Period	AM Peak Hr	PM Peak Hr		
2028 Opening Yr No-Build Peak Hr Intersection Delay	13.5 sec	14.2 sec		
2028 Opening Yr No-Build Peak Hr Intersection V/C	0.53	0.66		
2048 Design Yr No-Build Peak Hr Intersection Delay	20.1 sec	23.2 sec		
2048 Design Yr No-Bulld Peak Hr Intersection V/C ratio	0.73	0.95		

Complete Streets Warrants Met? PEDESTRIANS BICYCLES ☐ TRANSIT

Crash Data: Enter most recent 10.1603729029344 years of crash		Years:				
data	K*	A*	В"	C.	0	10
Angle	0	0	1	2	12	56%
Head-On	0	0	0	0	0	0%
Rear End	0	0	0	0	7	26%
Sideswipe - same	0	0	0	0	1	4%
Sideswipe - opposite	0	0	0	0	1	4%
Not Collision willotor Veh	0	0	1	0	2	11%
TOTALS:	0	0	2	2	23	27

	0.70	0.50	ı		TOTALS.	mber of crashe	and the late	U Z	2 23	21
Alternatives Analysis:	Alternative 1		Alternative 2		Alternative 3			ative 4	Altern	ative 5
Proposed Control Type/Improvement	Conventional (Minor Stop)		Conventional (All-Way Stop)		Single Lane Roundabout		Signing & Marking Upgrade		Traffic Signal	
Project Cost: (From CostEst Worksheet)	Additional description here		Additional de	Additional description here		scription here	Additional description here		Add LT bays all approaches	
Construction Cost	\$25,	000	\$35,000		\$1,255,000		\$25,000		\$353,000	
ROW Cost	\$0		5	\$0		,000	\$0		\$()
Environmental Cost	\$0		5	0	5	0	5	0	\$()
Reimbursable Utility Cost	\$	0	\$	0	\$14,	000	\$	0	\$7,0	000
Design & Contingency Cost	\$5,0	000	\$5,	000	\$455	,000	\$	0	\$158	,000
Cost Adjustment (justification reg/d)	0	%	0	%	0	%	0	%	0	%
Total Cost	\$30,	000	\$40,	000	\$1,98	8,000	\$25,	000	\$518	,000
Traffic Operations:	User Cost	Override	User Cos	t Overnide			User Cos	t Override		
Traffic Analysis Software Used	Syn	chro	Syn	chro	81	ira	Syn	chro	Syn	chro
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr
2048 Design Yr Build Intersection Delay	456.8 sec	207.7 sec	21.7 sec	32.5 sec	7.3 sec	7.5 sec	20.1 sec	23.2 sec	16.6 sec	17.5 sec
2048 Design Yr Build Intersection V/C	2.49	1.78	0.72	0.93	0.40	0.47	0.73	0.95	0.69	0.76
Safety Analysis:										
Predefined CRF: PDO	0%		0%		0%		0%		0%	
Predefined CRF: Fatal/inj	0%		0%		0%		0%		0%	
Predefined CRF Source:		able; provide CRF below		able; provide i CRF below	CRF unavailable; provide user defined CRF below		CRF unevallable; provide user defined CRF below		CRF unavailable; provide user defined CRF below	
User Defined CRF: PDO	8	%	68%		39	1%	8%		39	%
User Defined CRF: FataVinj	10%		77%		78%		10%		40	%
User Defined CRF Source	CMF ID: 8	CC 8 00C7	OUE ID: 3	127 & 3128	ONE ID-	22 6 224	CMF ID: 8866 & 8867		CMF ID: 79	02 8 7004
(write in if applicable):	CMF ID. 60	000 a. 000/	CMF ID. 3	127 0.3120	CWF ID.	D: 233 & 234 CMF ID: 8866 & 886		000 0.0007	CWP ID. 75	02 0. / 304
Environmental Impacts:1										
Historic District/Property	No	ine	No	ne	No	ne	None		None	
Archaeology Resources	No	ine	No	ne	No	ne	No	ne	No	ne
Graveyard	No	ine	No	ne	No	ne	No	ne	No	ne
Stream	No	ine	No	ne	No	ne	No	ne	No	ne
Underground Tank/Hazmat	No	ine	No	ne	No	ne	No	ne	No	ne
Park Land		ine		ne		ne	No	ne	No	
EJ Community		ne		ne		ne		ne	No	
Wooded Area		ne		ne		ne		ne	No	
Wetland	No			ne		ne		ne	No	ne
Stakeholder Posture:				ED), provide ju extimates; detai						of report
Local Community Support		_		nown		nown		nown		own
GDOT Support	Unknown Unknown			nown		nown		nown		own
овот виррит	Oliki	IV-HII	Oliki	IVANI	Ulini		UTINI		- In	
Final ICE Stage 2 Score:	0	.3	8	.0	7	.0	4	.9	5.	9
Rank of Control Type Alternatives:	;	5		1	:	2	4	4	3	3
Final Intersection Control Selection:	4 - Signing	& Marking	Upgrade							
Moter		a material and faller		and on MANS to as	desired on sector					

Note: Stage 2 score is not given (shown as "-") If signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or Due to the intersection configuration not meeting a defined traffic control type, the alternatives for AWSC, explain any unique analysis inputs, or Single Lane Roundabout, and Traffic Signal had the CMFs used from conversion from Minor Stop Controlled. results (as necessary): Similarly, due to no CMF being available for conversion to Conventional Minor Stop Controlled, the CMF for Signing & Marking Improvements was used. The Signing & Marking alternative includes: installing dual (left &





Project Information: Location: May Creek St @ Boone St

County: Camden

GDOT District: 5 - Jesup Area Type: Suburb/Transition

Existing Intersection Control: New Intersection or Other

Traffic and Operations Data: 1,2

Intersection meets signal/AWS warrants?	None				
Traffic Analysis Type:	Intersection Delay				
Existing Major Street Avg Daily Traffic (ADT):	3,550				
Existing Minor Street Avg Daily Treffic (ADT):	4,450				
Analysis Period:	AM Peak	PM Peak			
2028 Opening Yr Peak Hour Intersection Delay:	13.5 sec	14.2 sec			
2028 Opening Yr Peak Hour Intersection WC:	0.53	0.66			
2048 Design Yr Peak Hour Intersection Delay:	20.1 sec	23.2 sec			
2048 Design Yr Peak Hour Intersection WC:	0.73	0.95			

GDOT PI# (or N/A): N/A

Requested By: District Engineer Prepared By: Atkins

Date: 1/0/1900
Walver Request Type: Maintenance Work Only

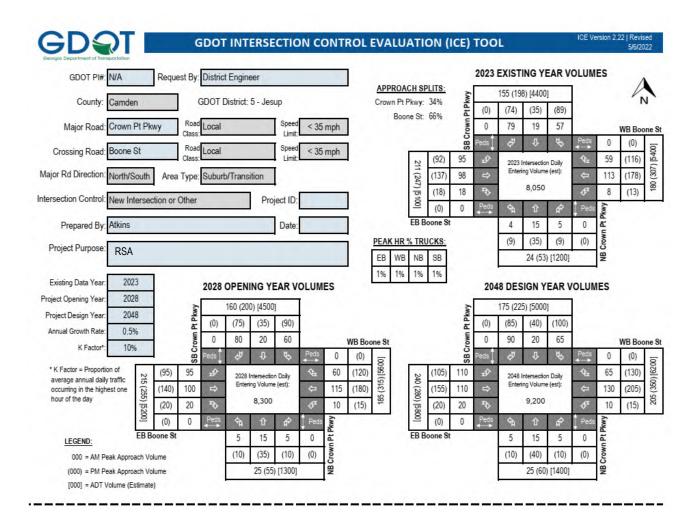
	Crash Data (Required): ³										
	Crash Data: Enter most		Crash Sevenity								
	recent 10 years of crash data	K*	A*	В.	C.	0	10				
	Angle	0	0	1	2	12	56%				
힃	Head-On	0	0	0	0	0	0%				
Cassh	Rear End	0	0	0	0	7	26%				
Š	Sideswipe - same	0	0	0	0	1	4%				
	Sideswipe - opposite	0	0	0	0	1	4%				
	Not Collision wMotor Veh	0	0	1	0	2	11%				
	TOTALS:	0	0	2	2	23	27				

* Number of crashes resulting in injuries / fatalities, not number of persons

Justification for Waiver (Required):		igh B/Cs	
Proposed Intersection Control:	Other Unsignalized		
		Date:	
Title:			
APPROVED BY:		Date:	
Name:			
	District Engineer or (Approved Delegate)		













GDOT ICE STAGE 1: SCREENING DECISION RECORD

ICE Version 2.22 | Revised 5/6/2022

GDOT	PI#	N/A	Note: U	p to 5 alte	matives					ICE Version 2.22 Revised 5/6/20	
Projec	t Location:	Crown Pt Pkwy @ Boone St	may be	selected a	ind		/_	18	0/	1 1 1	
xistir	ng Control:	New Intersection or Other	evaluate Stand 1	ed; Use thi to screen	s ICE	1000	TO THE	Sept 3	1 19 3	Carre San San	
repo	red by:	Atkins	fewer al	ternatives	to s	Can de	Contrato /	Que de	All Hay	A STATE OF S	
ate:			evaluate	e in Stage	2 40	Mary Style	S AND	Bar Gas	100		
e	ntrol type to ide valuated in the justificatio ersection Alte	to each policy question for each entify which alternatives should be Stage 2 Decision Record; enter in the rightmost column rnative (see "Intersections" tab for in of intersection/interchange type)	, Open	Marchine and		No		Ves Ves	S TO S	Botential Alternative to Evaluate	
ueu	Conventional	2 // /	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate	
	Conventional	(All-Way Stop)	Yes	Yes	Yes	No	Yes	No	Yes	Potential Alternative to Evaluate	
	Mini Roundab	oout	No	No	No	No	No	No	No	Covered in Other Alternative	
	Single Lane F	Roundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate	
SUO	Multilane Rou	indabout	No	No	No	No	No	No	No	Single Lane Sufficient	
rsect	RCUT (stop o	ontrol)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad	
d Inte	RIRO w/down	stream U-Turn	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad	
Unsignalized Intersections	High-T (unsig	nalized)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad	
Jusig	Offset-T Inter	sections	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad	
_	Diamond Inte	rch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale	
	Diamond Inte	rch (RAB Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale	
	No LT Lane Im	1000000000	No	No	No	No	No	No	No	N/A	
	No RT Lane Im		1320		Total Control						
		rking Upgrade	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate	
	Traffic Signal		Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate	
	Median U-Tur	m (Indirect Left)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad	
	RCUT (signal	ized)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad	
22	Displaced Let	t Turn (CFI)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad	
Schons	Continuous G	ireen-T	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad	
nters	Jughandle		No	No	No	No	No	No	No	Conflicts with Adjacent Railroad	
Signalized Interse	Quadrant Roa	adway	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad	
gua	Diamond Inte	rch (Signal Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale	
15	Diverging Dia	mond	No	No	No	No	No	No	No	Volumes and Context Not to Scale	
	Single Point I		No	No	No	No	No	No	No	Volumes and Context Not to Scale	
	No LT Lane Im No RT Lane Im		No	No	No	No	No	No	No	N/A	
		zed (provide description):	No	No	No	No	No	No	No	N/A	

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record







GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Complete Streets Warrants Met? PEDESTRIANS BICYCLES ☐ TRANSIT

Project Location: I-95 NB @ Boone St Existing Intersection Control: New Intersection or Other Type of Analysis: Safety Funded Project

District: 5 - Jesup County: Camden Area: Suburb/Transitio

GDOT PI #: N/A Prepared by: Atkins Date:

Opening / Design Year Traffic Operations

- F					
Intersection meets signal/AWS warrants?	Meets Signal Warrants				
Traffic Analysis Measure of Effectiveness	Intersection Delay				
Traffic Analysis Software Used	Synchro				
Analysis Time Period	AM Peak Hr	PM Peak Hr			
2028 Opening Yr No-Build Peak Hr Intersection Delay	8.9 sec	9.8 sec			
2028 Opening Yr No-Build Peak Hr Intersection V/C	0.27	0.38			
2048 Design Yr No-Build Peak Hr Intersection Delay	9.2 sec	10.5 sec			
2048 Design Yr No-Bulld Peak Hr Intersection V/C ratio	0.30	0.43			

	10.1603729029344 years of crash		Cras	h Sev	renty		Years:
	data	K*	A*	В.	c.	0	10
	Angle	0	0	0	3	6	75%
ķ	Head-On	0	0	0	0	0	0%
	Rear End	0	0	0	0	3	25%
ğ	8ldeswipe - same	0	0	0	0	0	0%
,	Sideswipe - opposite	0	0	0	0	0	0%
ı	Not Collision williotor Veh	0	0	0	0	0	0%
	TOTALS:	0	0	0	3	9	12

					* Nu	mber of crashe	s resulting in in	urles / fatalitie	s, not number of	persons
Alternatives Analysis:	Altern	ative 1	Altern	ative 2	Altern	ative 3	Altern	ative 4	Alterna	ative 5
Proposed Control Type/Improvement	Conventio Sto			Conventional (All-Way Stop)		Single Lane Roundabout		Marking rade	Traffic	Signal
Project Cost: (From CostEst Worksheet)	Additional des	cription here	Additional des	Additional description here		Additional description here		Additional description here		approaches
Construction Cost	\$25,	000	\$35,	\$35,000		\$1,255,000		\$25,000		,000
ROW Cost	51)	\$(0	\$272,000		\$0		\$0	
Environmental Cost	\$1)	\$(\$ 0		\$0		\$0)
Reimbursable Utility Cost	\$1)	\$0		\$14,	\$14,000		0	\$7,0	000
Design & Contingency Cost	\$5,0	00	\$5,0	000	\$455	,000	\$	0	\$158	,000
Cost Adjustment (justification reg/d)	0'	%	0'	%	0	%	0	%	09	%
Total Cost	\$30,	000	\$40,	000	\$1,99	6,000	\$25,	000	\$518,	,000
Traffic Operations:	User Cost	Overtide	User Cost	Overnide			User Cos	(Override		
Traffic Analysis Software Used	Syn		Synd			dra		chro	Synd	
Analysis Period		PM Peak Hr			AM Peak Hr	PM Peak Hr	AM Peak Hr			
2048 Design Yr Build Intersection Delay	12.1 sec	13.6 sec	9.4 sec	9.8 sec	4.3 sec	4.5 sec	9.2 sec	10.5 sec	13.4 sec	16.1 sec
2048 Design Yr Bulld Intersection V/C	0.36	0.47	0.30	0.37	0.19	0.23	0.30	0.43	0.39	0.57
Safety Analysis:										
Predefined CRF: PDO	0'	%	0%		0%		0	%	0%	
Predefined CRF: FataMnj	0,	%	0%		0%		0%		0%	
Predefined CRF Source:	CRF unavalli user defined			CRF unavailable; provide user defined CRF below		CRF unavailable; provide user defined CRF below		CRF unavailable; provide user defined CRF below		ible; provide CRF below
User Defined CRF: PDO	8'	%	68	1%	39	9%	8	%	39	%
User Defined CRF: FataVinj	10	%	77	77%		78%		10%		%
User Defined CRF Source					CMF ID: 233 & 234		CMF ID: 8866 & 8867		CMF ID: 7982 & 7984	
(write in if applicable):	CMFID: 88	566 & 8667	CMF ID: 3127 & 3128		CMF ID: 233 & 234		CMF ID: 8866 & 8867		CMF ID: 75	82 & 7984
Environmental Impacts:1										
Historic District/Property	No	ne	No	ne	No	ne	No	ne	No	ne
Archaeology Resources	No	ne	No	ne	No	ne	No	ne	No	ne
Graveyard	No	ne	No	ne	No	ne	No	ne	No	ne
Stream	No	ne	No	ne	No	ne	No	ne	No	ne
Underground Tank/Hazmat	No	ne	No	ne	No	ne	No	ne	No	ne
Park Land	No	ne	No	ne	No	ne	No	ne	No	ne
EJ Community	No	ne	No	ne	No	ne	No	ne	No	ne
Wooded Area	No	ne	No	ne	No	ne	No	ne	No	ne
Wetland	No		No			ne		ne	No	ne
Stakeholder Posture:			is significant (R nly preliminary e							pf report
Local Community Support				nown		nown		nown	Unkn	
GDOT Support	Unknown Unknown			nown	Unki	nown	Unkr	nown	Unkn	own
							- Cilinionii		-	
Final ICE Stage 2 Score:	5.	.8	9.	.1	7	.4	5.9		6.	4
Rank of Control Type Alternatives:			1		:	2	4		3	
Final Intersection Control Selection:	4 - Signing	& Marking	Upgrade							

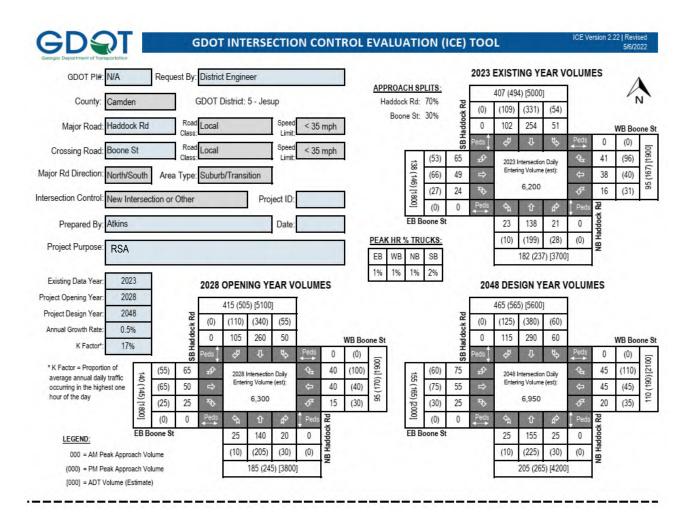
Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or Due to the intersection configuration not meeting a defined traffic control type, the alternatives for AWSC, explain any unique analysis inputs, or Single Lane Roundabout, and Traffic Signal had the CMFs used from conversion from Minor Stop Controlled.

results (as necessary): Similarly, due to no CMF being available for conversion to Conventional Minor Stop Controlled, the CMF for Signing & Marking Improvements was used. The Signing & Marking alternative includes: installing dual (left &













GDOT ICE STAGE 1: SCREENING DECISION RECORD

										ICE Version 2.22 Revised 5/6/20
GDOT	ΓPI#	N/A	Note: U	p to 5 alte	matives					
	t Location:	Haddock Rd @ Boone St	may be	selected a ed: Use thi	and is ICE	9	1/5	13	0/	/0 / /
_	isting Control: New Intersection or Other epared by: Atkins			to screen	5 or	SON THE	Sales .	A STATE OF THE STA	AND S	The state of the s
repa	-	Alkins	fewer al	ternatives	to d	Land S	ET. 25	STORE OF	Day"	The state of the s
		o" to each policy question for each	evaluate	e in Stage	2 He has	Mary St	30 000	al de	100	\$ 1 3 S
control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		, Gar	selected a ed; Use thi to screen ternatives e in Stage	matives in the state of the sta	A STATE OF THE STA		Ves		Screening Decision Justification	
	Conventional	(Minor Stop)	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Conventional	(All-Way Stop)	Yes	Yes	Yes	No	Yes	No	Yes	Potential Alternative to Evaluate
	Mini Roundab	out	No	No	No	No	No	No	No	Covered in Other Alternative
	Single Lane R	Coundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
Suo	Multilane Rou	ndabout	No	No	No	No	No	No	No	Single Lane Sufficient
ersec	RCUT (stop c	ontrol)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
Unsignalized Intersections	RIRO w/down	stream U-Turn	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
maiz	High-T (unsig	nalized)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
Nusic	Offset-T Inters	sections	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
	Diamond Inter	rch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
		rch (RAB Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No LT Lane Im	The second secon	No	No	No	No	No	No	No	N/A
	No RT Lane Im Signing & Mar		Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Traffic Signal		Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Median U-Tur	n (Indirect Left)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
	RCUT (signal	ized)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
	Displaced Lef	t Turn (CFI)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
Clons	Continuous G	reen-T	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
Signalized Intersections	Jughandle		No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
zed Ir	Quadrant Roa	dway	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
gua	Diamond Inter	rch (Signal Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
(C)	Diverging Dia	mond	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Single Point In		No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No LT Lane Im No RT Lane Im		No	No	No	No	No	No	No	NA
	Other Signaliz	ed (provide description):	No	No	No	No	No	No	No	N/A

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





GD9T

GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD

Project Location: Haddock Rd @ Boone St Existing Intersection Control: New Intersection or Other Type of Analysis: Safety Funded Project

District: 5 - Jesup County: Camden Area: Suburb/Transitio

GDOT PI#: N/A Prepared by: Atkins

.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	_			_							
Opening / Design Year Traffic Operations	5		ſ	Cresn Date: Enter most recent 10.1603729029344 years of cresh	Crash Severity					Years:	
Intersection meets signal/AW5 warrants?	Meets Sign	al Warrants	Complete Streets		data	K*	A*	B*	C*	0	10
Traffic Analysis Measure of Effectiveness	Intersect	ion Delay	Warrants Met?	Ā	Angle	1	2	7	5	36	78%
Traffic Analysis Software Used	Syn	chro	PEDESTRIANS	8	Head-On	0	0	0	0	0	0%
Analysis Time Period	AM Peak Hr	PM Peak Hr	☐ BICYCLES	Ē	Rear End	0	0	0	2	10	18%
2028 Opening Yr No-Build Peak Hr Intersection Delay	10.5 sec	16.7 sec	☐ TRANSIT	SE	Sideswipe - same	0	0	0	0	1	2%
2028 Opening Yr No-Build Peak Hr Intersection V/C	0.62	0.96	•	ပ	Sideswipe - opposite	0	0	0	0	0	0%
2048 Design Yr No-Build Peak Hr Intersection Delay	11.4 sec	19.9 sec			Not Collision w/Motor Veh	0	0	0	0	1	2%
2048 Design Yr No-Build Peak Hr Intersection VIC ratio	0.72	1.14		ı	TOTALS:	1	2	7	7	48	65

* Number of crashes resulting in injuries / fatalities, not number of p

					* Nu	imber of crashe	s resulting in in	uries / fatalitie	s, not number o	f persons
Alternatives Analysis:	Altern			ative 2		ative 3		ative 4	Altern	ative 5
Proposed Control Type/Improvement:	Proposed Control Type/Improvement: Conventional (Minor Stop)			nal (All-Way op)		e Lane dabout		Marking rade	Traffic	Signal
Project Cost: (From CostEst Worksheet)	Additional des	cription here	Additional de	scription here	Additional description here		Additional description here		Add LT bays all approaches	
Construction Cost	\$25,	000	\$35,	000	\$1,255,000		\$25,000		\$353	,000
ROW Cost	\$0		\$	0	\$287,000		\$0		\$)
Environmental Cost	S)	\$	0	\$	0	\$	0	\$	0
Reimbursable Utility Cost	S)	\$	0	\$14,	,000	\$	0	\$7,0	000
Design & Contingency Cost	\$5,0	00	\$5,000		\$455	,000	\$		\$158	,000
Cost Adjustment (justfication reg/d)	0'	-	_	%	0	%	_	%	0	
Total Cost	\$30,		\$40,		\$2,01	1,000	\$25,		\$518	,000
Traffic Operations:	User Cost		User Cos				User Cos			
Traffic Analysis Software Used	Syn			chro	_	dra		chro	Syn	
Analysis Period	AM Peak Hr	PM Peak Hr	AM Peak Hr	PM Peak Hr	AM Peak Hr		AM Peak Hr			
2048 Design Yr Build Intersection Delay	23.2 sec 0.60	95.0 sec	15.6 sec 0.71	57.5 sec	6.1 sec	7.7 sec 0.54	11.4 sec	19.9 sec	11.2 sec 0.63	79.0 sec
2048 Design Yr Bulld Intersection V/C	0.00	1.11	0.71	1.13	0.41	0.54	0.72	1.14	0.03	1.04
Safety Analysis:										
Predefined CRF: PDO	0'	_	_	%	0%			%	0%	
Predefined CRF: Fatal/Inj	0'		0%		0%		0%		0%	
Predefined CRF Source:	CRF uneveille user defined		CRF unavailable; provide user defined CRF below		CRF unavailable; provide user defined CRF below		CRF unavailable; provide user defined CRF below		CRF unavailable; provide user defined CRF below	
User Defined CRF: PDO	8'	%	68	3%	39	9%	8	%	39	%
User Defined CRF: Fatal/Inj	10	%	77%		78	3%	10%		40	%
User Defined CRF Source (write in if applicable):	CMF ID: 88	66 & 8867	CMF ID: 3127 & 3128		CMF ID: 233 & 234		CMF ID: 8866 & 8867		CMF ID: 79	82 & 7984
Environmental Impacts:1										
Historic District/Property	No	ne	No	ne	No	one	No	ne	No	ne
Archaeology Resources	No	ne	No	ne	No	one	No	ne	No	ne
Gravevard	No	ne	No	None		None		ne	None	
Stream	No	ne	No	ne	No	None		ne	No	ne
Underground Tank/Hazmat	No	ne	No	ne	No	ne	No	ne	No	ne
Park Land	No	ne	No	ne	No	ne	No	ne	No	ne
EJ Community	No	ne	No	ne	No	ne	No	ne	No	ne
Wooded Area	No	ne	No	ne	No	ne	No	ne	No	ne
Wetland	No	ne	No	ne	No	ne	No	ne	No	ne
			is significant (R							
Stakeholder Posture:			nly preliminary o							
Local Community Support	Unknown			nown		nown		nown		nown
GDOT Support	Unknown		Unkr	nown	Unki	nown	Unk	nown	Unkr	nown
Final ICE Stage 2 Score:	Final ICE Stage 2 Score: 4.3			.7		.9	4.8			9
Rank of Control Type Alternatives: 5			1	1		.a 2	4	1	3	
Final Intersection Control Selection:	3 - Traffic	Signal								
I mui miersevauri condui delevauri.	o manie	orginal		1 4000			-			

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or Due to the intersection configuration not meeting a defined traffic control type, the alternatives for AWSC, explain any unique analysis inputs, or Single Lane Roundabout, and Traffic Signal had the CMFs used from conversion from Minor Stop Controlled. results (as necessary): Similarly, due to no CMF being available for conversion to Conventional Minor Stop Controlled, the CMF for Signing & Marking Improvements was used. The Signing & Marking alternative includes: installing dual (left &





Project Information: Location: Haddock Rd @ Boone St

County: Camden GDOT District: 5 - Jesup

Area Type: Suburb/Transition

Existing Intersection Control: New Intersection or Other

Traffic and Operations Data: 1,2

•				
Intersection meets signal/AWS warrants?	None			
Traffic Analysis Type:	Intersecti	ion Delay		
Existing Major Street Avg Daily Traffic (ADT):	0			
Existing Minor Street Avg Daily Traffic (ADT):	. 0			
Analysis Period:	AM Peak	PM Peak		
2028 Opening Yr Peak Hour Intersection Delay:	10.5 sec	16.7 sec		
2028 Opening Yr Peak Hour Intersection V/C:	0.62	0.96		
2048 Design Yr Peak Hour Intersection Delay:	11.4 sec	19.9 sec		
2048 Design Yr Peak Hour Intersection V/C:	0.72	1.14		

GDOT PI # (or N/A): N/A

Requested By: District Engineer

Prepared By: Atkins

Date: 1/0/1900

Waiver Request Type: New or Revised Signal Permit

	Cras	h Data	(Requir	ed): ³			
	recent 10.1603729029344		Years:				
	vears of crash data	K*	A*	B*	ċ	0	10
	Angle	1	2	7	5	36	78%
Jype 1	Head-On	0	0	0	0	0	0%
Crash 7	Rear End	0	0	0	2	10	18%
g	Sideswipe - same	0	0	0	0	1	2%
	Sideswipe - opposite	0	0	0	0	0	0%
	Not Collision w/Motor Veh	0	0	0	0	1	2%
	TOTALS:	1	2	7	7	48	65

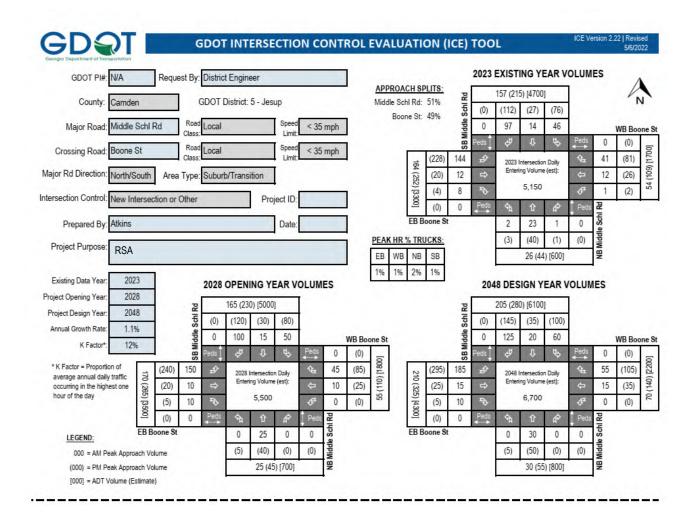
^{*} Number of crashes resulting in injuries / fatalities, not number of persons

Justification for Waiver	Conventional All Way Stop control was the rank 1 alternative however of this alternative more dangerous than the normal CMF conditions would instead to tie in a new Traffic signal with the existing traffic signal acros	be calculated with. The rec	commendation is
REQUESTED BY:		Date:	
Title:			
APPROVED BY:		Date:	
Name:			
	Chief Engineer or (Approved Delegate)		

- Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2
- ² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.
- ² Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)













GDOT ICE STAGE 1: SCREENING DECISION RECORD

	Department of Transportation	1.0								ICE Version 2.22 Revised 5/6/2
_	PI#	N/A	Note: U	p to 5 alte	rnatives				,	
<u> </u>	t Location:	Middle Schl Rd @ Boone St	may be evaluate	selected a ed; Use thi	ind is ICE	0	0 /00	STO.	3/	/39 / /
_	ng Control: red by:	New Intersection or Other Atkins	Stage 1	to screen	5 or	Carp Hope	High	Charles Charles	Holling	The sect of the section of the secti
ate:		PIANTS	fewer a	Itematives e in Stage	to 2	HAR S	C Just	Alla Sa	TAO THEY	Carried State Stat
Answer "Yes" or "No" to each policy question for each control type to identify which alternatives should be evaluated in the Stage 2 Decision Record; enter justification in the rightmost column Intersection Alternative (see "Intersections" tab for detailed description of intersection/interchange type)		1000	selected a ed; Use this to screen thematives e in Stage			Yes			Screening Decision Justificate	
	Conventional	- 11	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Conventional	(All-Way Stop)	Yes	Yes	Yes	No	Yes	No	Yes	Potential Alternative to Evaluate
	Mini Roundab	out	No	No	No	No	No	No	No	Covered in Other Alternative
	Single Lane R	oundabout	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Potential Alternative to Evaluate
tions	Multilane Rou	ndabout	No	No	No	No	No	No	No	Single Lane Sufficient
ersec	RCUT (stop o	ontrol)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
Unsignalized Intersections	RIRO w/down	stream U-Turn	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
gnaliz	High-T (unsig	nalized)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
Nusic	Offset-T Inters	sections	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
	Diamond Inter	rch (Stop Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
		rch (RAB Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No RT Lane Im		No	No	No	No	No	No	No	NA
		king Upgrade	Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
Ī	Traffic Signal		Yes	Yes	Yes	No	Yes	Yes	Yes	Potential Alternative to Evaluate
	Median U-Tur	n (Indirect Left)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
	RCUT (signal	ized)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
10	Displaced Lef	t Tum (CFI)	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
ections	Continuous G	reen-T	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
nterse	Jughandle		No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
Signalized Intersect	Quadrant Roa	dway	No	No	No	No	No	No	No	Conflicts with Adjacent Railroad
igna	Diamond Inter	rch (Signal Control)	No	No	No	No	No	No	No	Volumes and Context Not to Scale
,,	Diverging Dia	mond	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	Single Point In	-	No	No	No	No	No	No	No	Volumes and Context Not to Scale
	No LT Lane Im No RT Lane Im		No	No	No	No	No	No	No	N/A
	Other Signaliz	ed (provide description):	No	No	No	No	No	No	No	N/A

⁼ Intersection type selected for more detailed analysis in Stage 2 Alternative Selection Decision Record





222

GDST GDOT ICE STAGE 2: ALTERNATIVE SELECTION DECISION RECORD Project Location: Middle Schi Rd @ Boone St District: 5 - Jesup GDOT PI #: N/A Existing Intersection Control: New Intersection or Other County: Camden Prepared by: Atkins Type of Analysis: Safety Funded Project Date Area: Suburb/Transitio Opening / Design Year Traffic Operations Crash Severity Years: 10.1603729029344 years of crash Intersection meets signaVAWS warrants? Meets Signal Warrants A. B. C. Complete Streets 0 Traffic Analysis Measure of Effectiveness Intersection Delay Warrants Met? Angle 0 0 0 0 0 0% Traffic Analysis Software Used Synchro ☐ PEDESTRIANS lead-On 0 0 0 0 0 0% AM Peak Hr PM Peak Hr ☐ BICYCLES 1 3 100% 0 0 0 Analysis Time Period Rear End 8.6 sec 11.6 sec Sideswipe - same 2028 Opening Yr No-Build Peak Hr Intersection Delay TRANSIT 0 0 0 0 0 0% 2028 Opening Yr No-Build Peak Hr Intersection V/C 0.25 0.47 Sideswipe - oppos 0 0 0 0 0 0% 2048 Design Yr No-Bulld Peak Hr Intersection Delay 9.4 sec 15.2 sec iot Collision williotor Veh 0 0 0 0 0 0% 2048 Design Yr No-Build Peak Hr Intersection V/C ratio 0.31 0.63 TOTALS: 0 0 0 1 3 4 Alternative 1 Alternatives Analysis: Conventional (Minor Conventional (All-Way Single Lane Signing & Marking Proposed Control Type/Improvem Traffic Signal Stop) Stop) Upgrade Add LT bays all approac Project Cost: (From CostEst Worksheet) Additional description here Additional description has \$1,255,000 \$25,000 \$35,000 \$25,000 \$353,000 Construction Cost ROW Cost 50 50 \$288,000 50 50 Environmental Cost \$0 \$0 50 \$0 \$0 50 50 \$14,000 50 \$7,000 Reimbursable Utility Cost Design & Contingency Cost \$5,000 \$5,000 \$455,000 50 \$158,000 0% Cost Adjustment (justification reg/d) 0% 0% 0% 0% Total Cost 530,000 540 000 52 012 000 \$25,000 \$518,000 Traffic Operations: Sidra Traffic Analysis Software Used Analysis Period AM Peak Hr PM Peak Hr 9.4 sec | 15.2 sec | 12.5 sec | 31.9 sec 2048 Design Yr Bulld Intersection Delay 13.5 sec | 100.7 sec | 9.3 sec | 14.9 sec 4.2 sec 5.8 sec 1.25 0.63 0.19 0.34 0.31 0.63 0.40 0.98 0.31 2048 Design Yr Bulld Intersection V/C Safety Analysis: Predefined CRF: PDO 0% 0% 0% 0% 0% Predefined CRF: Fatal/inj 0% 0% 0% 0% 0% CRF unavailable: provide CRF unavailable; provide CRF unavailable: provide CRF unavailable: provide CRF unavailable: provide Predefined CRF Source: user defined CRF below 8% 68% 39% 8% 39% User Defined CRF: PDO 10% 78% 10% User Defined CRF: FataVini 40% User Defined CRF Source CMF ID: 8866 & 8867 CMF ID: 3127 & 3128 CMF ID: 233 & 234 CMF ID: 8866 & 8867 CMF ID: 7982 & 7984 (write in if applicable): Environmental Impacts:1 Historic District/Property None None None None None Archaeology Resources Gravevard None None None None None Stream None None None None None Underground Tank/Hazmat None None None None None None None Park Land EJ Community None None None None None Wooded Area None None None None None Wetland None None None None None nt (RED), pr impact wan't je of delivery using "Er Stakeholder Posture: Unknown Unknown Unknown Local Community Support Unknown Unknown GDOT Support Unknown Unknown Unknown

Final Intersection Control Selection: 4 - Signing & Marking Upgrade

Note: Stage 2 score is not given (shown as "-") if signal or AWS is selected as control type but respective warrants are not met

Provide additional comments and/or Due to the intersection configuration not meeting a defined traffic control type, the alternatives for AWSC, explain any unique analysis inputs, or Single Lane Roundabout, and Traffic Signal had the CMFs used from conversion from Minor Stop Controlled. results (as necessary): Similarly, due to no CMF being available for conversion to Conventional Minor Stop Controlled, the CMF for Signing & Marking improvements was used. The Signing & Marking alternative includes: installing dual (left &



Final ICE Stage 2 Score: Rank of Control Type Alternatives:



Project Information: Location: Middle Schi Rd @ Boone St

County: Camden
GDOT District: 5 - Jesup
Area Type: Suburb/Transition

Existing Intersection Control: New Intersection or Other

Traffic and Operations Data: 1,2

Intersection meets signal/AWS warrants?	None			
Traffic Analysis Type:	Intersection Delay			
Existing Major Street Avg Daily Traffic (ADT):	2,500			
Existing Minor Street Avg Daily Traffic (ADT):	2,650			
Analysis Period:	AM Peak	PM Peak		
2028 Opening Yr Peak Hour Intersection Delay:	8.6 sec	11.6 sec		
2028 Opening Yr Peak Hour Intersection WC:	0.25	0.47		
2048 Design Yr Peak Hour Intersection Delay:	9.4 sec	15.2 sec		
2048 Design Yr Peak Hour Intersection WC:	0.31	0.63		

GDOT PI# (or N/A): N/A

Requested By: District Engineer

Prepared By: Atkins

Date: 1/0/1900
Walver Request Type: Maintenance Work Only

	Cras	h Data	(Requir	ed):³			
	Crash Data: Enter most		Years:				
Type	recent 10 years of crash data	K*	A*	В.	C.	0	10
	Angle	0	0	0	0	0	0%
	Head-On	0	0	0	0	0	0%
Crash	Rear End	0	0	0	1	3	100%
g	Sideswipe - same	0	0	0	0	0	0%
	Sideswipe - opposite	0	0	0	0	0	0%
	Not Collision wMotor Veh	0	0	0	0	0	0%
	TOTALS:	0	0	0	1	3	4

^{*} Number of crashes resulting in injuries / fatalities, not number of persons

Justification for Waiver (Required):								
Proposed Intersection Control:	Other Unsignalized							
REQUESTED BY:		Date:						
Title:								
·								
APPROVED BY:		Date:						
Name:								
,	District Engineer or (Approved Delegate)							





^{*} Analysis data input on this worksheet is for proposed control & configuration on form, not the No-Build data shown on the top of Stage 2

² ADT's required if available (from data collected or nearest GDOT count station site); Capacity data optional unless needed to justify basis of the waiver request.

³ Crash data (required for all existing intersections) must be entered here independent from Stage 2 worksheet inputs (not linked)

Appendix E. RSA Recommendations List

Location	#	Recommendations	Safety Benefit	Time Frame	Cost/Effort	Responsible Agency
	1	Install a Raised Concrete Median along the corridor from JSJ Road to Middle School Road	High	Long	\$500,000	OTO Safety
Jo.	2	Install retroreflective backplates and supplemental signal heads (Near side right and far side left) at all signalized intersections	Moderate	Intermediate	\$250,000	D5 Traffic Ops
Overall Corridor	3	Reconfigure Lanes (reduce to 2 EB Lanes, 2 WB Lanes) from before the corridor at Truss Plant Road to BP Gas Station Entrance	Moderate	Intermediate	\$200,000	OTO Safety
	4	Refresh faded pavement markings along mainline and side streets (crosswalks, stop bars, lane lines, etc.)	Low	Intermediate	Low	D5 Maintenance
	5	Install Lighting along the corridor	Low	Intermediate	Intermediate	OTO Safety
	6	Stripe out right turning lanes from JSJ Rd to Gross Rd/Haddock Rd	Low	Intermediate	\$500,000	D5 Maintenance
	7	Remove/space out existing signage on the north leg to prevent clutter and overlap	Low	Short	Low	D5 Maintenance
ay Creek St	8	Remove "I-95 South" Sign from concrete pedestrian island and install the sign in the concrete pedestrian island to the east of the pedestrian pushbuttons to prevent the sign from being hit by eastbound left turning trucks in the northeast quadrant	Low	Short	Low	D5 Maintenance
I-95 SB / May CI	9	Remove northbound right turning striped island and install type C striping in the radius of the northbound approach for right turning vehicles	Low	Short	Low	D5 Maintenance
	10	Repair broken ADA ramp in NW quadrant	Low	Short	Low	D5 Maintenance
	11	Perform full signal upgrade including updated mast arms, FYAs, signal heads, cabinet, etc	Moderate	Long	\$950,000.00	OTO Safety





Location	#	Recommendations	Safety Benefit	Time Frame	Cost/Effort	Responsible Agency
	12	Extend westbound right turn lane on SR 40/King Ave	Low	Intermediate	\$172,000.00	OTO Safety
	13	Convert both major approaches from Protected Permissive Left Turns to Protected Only Left Turns by Time of Day from at least 12:00 to 22:00	Moderate	Intermediate	Low	D5 Maintenance
I-95 SB / May Creek St to I-95 NB /	14	Remove/space out existing signage to prevent clutter and overlap	Low	Short	Low	D5 Maintenance
	15	Restripe backwards hatching in the NW quadrant	Low	Short	Low	D5 Maintenance
	16	Install FYA Signal Heads	Moderate	Short	\$50,000	D5 Traffic Ops
St	17	Move median nose and stop bar on the west leg back and straighten the pedestrian crosswalk	Low	Intermediate	Medium	D5 Maintenance
Boone	18	Remove existing I-95 NB signage on east leg median	Low	Short	Low	D5 Maintenance
I-95 NB / Boone St	19	Extend westbound right turn lane on SR 40/King Ave in tandem with Lane Reconfiguration	Low	Intermediate	Medium	OTO Safety
	20	Convert both major approaches from Protected Permissive Left Turns to Protected Only Left Turns by Time of Day from at least 6:00 to 19:00	Moderate	Intermediate	Low	D5 Maintenance
ation	21	Extend Merge Lane on Eastbound Lanes to be longer with additional signage if Alternative #3 is not pursued	Low	Intermediate	Medium	OTO Safety
BP Gas Station	22	Make the right turn out lane of the BP exit smaller to reduce driver desire to enter the exit and install "Do Not Enter" signage as well as "No Left Turn" signage at the same exit	Low	Intermediate	Low	D5 Maintenance
BP Gas Station	23	Convert the intersection into an Reduced Conflict U-Turn (RCUT)	Moderate	Intermediate		OTO Safety
BP Gas Station to JSJ Rd	24	Stripe out short acceleration lane on the north quadrant of the segment	Low	Short	Low	D5 Maintenance





Location	#	Recommendations	Safety Benefit	Time Frame	Cost/Effort	Responsible Agency
	25	Replace existing stop sign to be at the appropriate height	Low	Short	Low	D5 Maintenance
JSJ Rd	26	Convert the intersection into a Right In Right Out (RIRO) either as a standalone project or in tandem with installation of a median	Moderate	Intermediate	\$100,000.00	OTO Safety
Gardenia Blossom Rd	27	Convert the intersection into a Right In Right Out (RIRO) either as a standalone project or in tandem with installation of a median	Moderate	Short	\$100,000.00	D5 Maintenance
Slvd / Pointe /y	28	Remove Southbound right turn stop bar	Low	Short	Low	D5 Maintenance
Lakes Blvd / Crown Pointe Pkwy	29	repair existing countdown pedestrian head in the southeast quadrant	Low	Short	Low	D5 Maintenance
Queen St	30	Convert the intersection into a Right In Right Out (RIRO) either as a standalone project or in tandem with installation of a median	Moderate	Short	\$100,000.00	D5 Maintenance
Tiffany St	31	Convert the intersection into a Right In Right Out (RIRO) either as a standalone project or in tandem with installation of a median	Moderate	Short	\$100,000.00	D5 Maintenance
Victorian a Rd	32	Convert the intersection into a Reduced Conflict U-Turn (RCUT)	High	Short	\$175,000.00	D5 Maintenance
	33	Realign existing southern ADA curb ramps to point at the crosswalk instead of the center of the intersection	Low	Short	Medium	D5 Maintenance
p _S	34	Install westbound right turn lane	Moderate	Intermediate	\$172,000	OTO Safety
Gross Rd / Haddock Rd	35	Perform full signal upgrade including updated mast arms, FYAs, signal heads, cabinet, etc	Moderate	Short	\$950,000	OTO Safety
Gross R	36	Repair existing countdown pedestrian head in the southeast quadrant	Low	Short	Low	D5 Traffic Ops
	37	Convert both major approaches from Protected Permissive Left Turns to Protected Only Left Turns by Time of Day from at least 16:00 to 21:00	Moderate	Intermediate	Low	D5 Maintenance





Location	#	Recommendations	Safety Benefit	Time Frame	Cost/Effort	Responsible Agency
J Nolan Wells	38	No Recommendation due to low number of crashes				
Middle School Rd	39	Replace existing 1 inch retroreflective backplate striping with standard 2 inch retroreflective backplate striping	Low	Short	Low	D5 Maintenance
Midd	40	Install eastbound FYA signal head	Moderate	Short	Low	D5 Traffic Ops
Boone St at May Creek St	41	Install "Do Not Block The Box" Striping and signage		Low	Local	
1-95 NB	42	Restripe East and West Legs to have the stop bars to be closer to the center of the intersection	Low	Short	Low	Local
Boone St at I-95 NB	43	Close Northbound exiting Right Out from the Gas Station	Low	Intermediate	Medium	Local
Boc	44	Install "Do Not Block The Box" Striping and signage	Low	Short	Low	Local
Boone St at Crown Pointe	45	Install "Do Not Block The Box" Striping and signage	Low	Short	Low	Local
	46	Install ADA compliant pedestrian landing pads at the ends of crosswalks	Low	Short	Low	Local
St at Haddock Rd	47	Restripe West Leg and South Leg to have the stop bars to be closer to the center of the intersection	Low	Short	Low	Local
Boone St	48	Remove and reinstall stop sign on the east leg out of the striped road	Low	Short	Low	Local
ш	49	Install "Do Not Block The Box" Striping and signage	Low	Short	Low	Local
Boone St at Middle School Rd	50	Install Skip Striping from the southbound lane to the southbound receiving lane	Low	Short	Low	Local
Boor	51	Install "Do Not Block The Box" Striping and signage	Low	Short	Low	Local



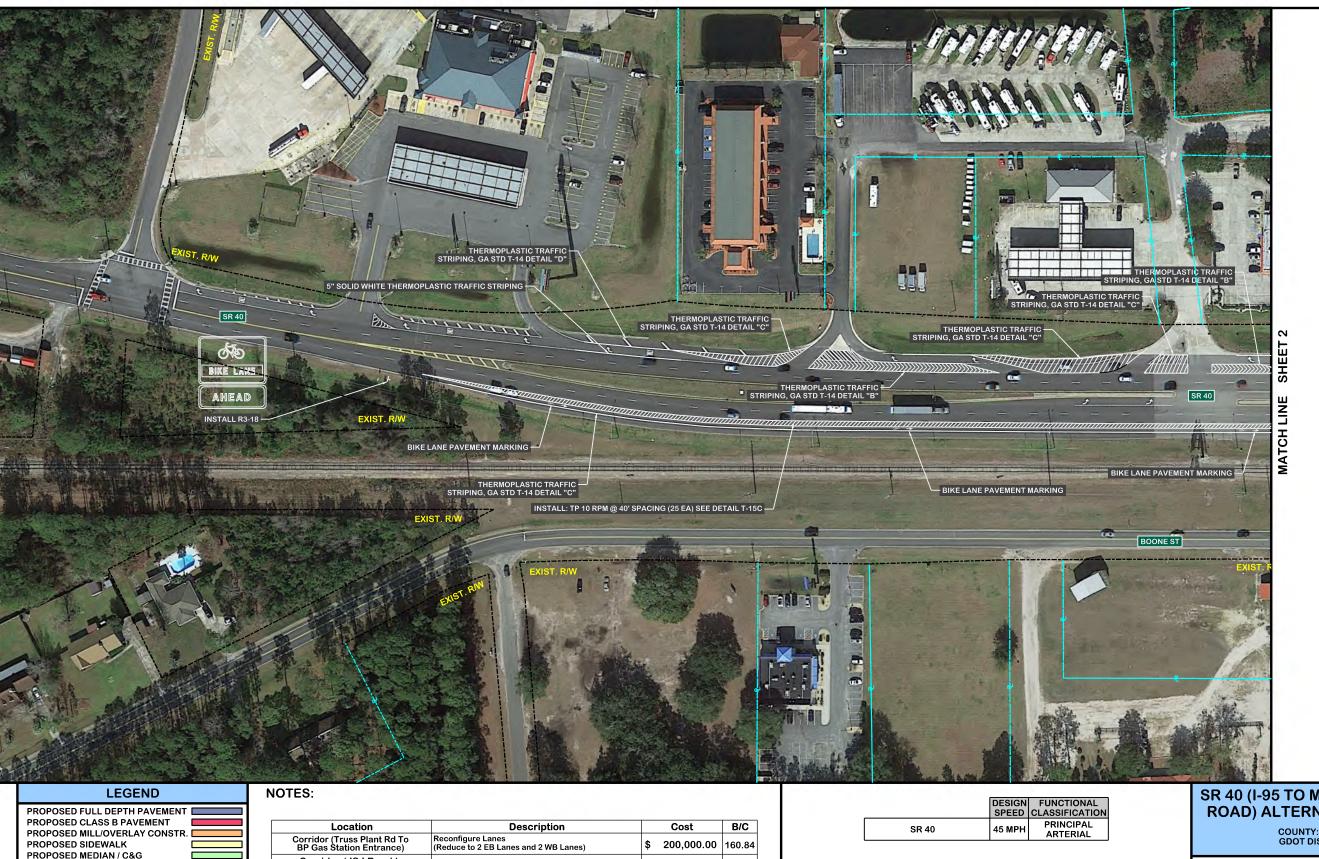


Appendix F. RSA Proposed Layout

See attached 11" x 17" Plan Sheets







\$ 750,000.00 14.08

\$ 250,000.00 | 109.82 |

\$ 175,000.00 31.68

\$ 175,000.00 4.32

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND

TECHNICAL REVIEW.

SCALE IN FEET

SHEET 1 OF 7

Corridor (JSJ Road to

Middle School Road)

All Signalized Intersections

Entire Corridor

BP Gas Station Entrance

Install a Raised Concrete Median

Install Lighting along the corridor

Convert to RCUT

Install Retroreflective Backplates and Supplement Signal Heads (Near Side Right and Far Side Left)

PROPOSED MOUNTABLE MEDIAN

PROPOSED LANDSCAPING/GRASS

PROPERTY AND EXISTING R/W LINE

PROPOSED CONSTRUCTION C/L

ANTICIPATED DISPLACEMENT

REMOVE EXISTING PAVEMENT

& GRADE TO DRAIN

REQUIRED R/W LINE

SR 40 (I-95 TO MIDDLE SCHOOL **ROAD) ALTERNATIVE SKETCH**

COUNTY: CAMDEN GDOT DISTRICT: 5

Member of the SNC-Lavalin Group

MATCH LINE

PROPOSED FULL DEPTH PAVEMENT PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT REMOVE EXISTING PAVEMENT & GRADE TO DRAIN PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

Location	Description	Cost	B/C
Corridor (Truss Plant Rd To BP Gas Station Entrance)	Reconfigure Lanes (Reduce to 2 EB Lanes and 2 WB Lanes)	\$ 200,000.00	160.84
Corridor (JSJ Road to Middle School Road)	Install a Raised Concrete Median	\$ 750,000.00	14.08
All Signalized Intersections	Install Retroreflective Backplates and Supplemental Signal Heads (Near Side Right and Far Side Left)	\$ 250,000.00	109.82
Entire Corridor	Install Lighting along the corridor	\$ 175,000.00	31.68
BP Gas Station Entrance	Convert to RCUT	\$ 175,000.00	4.32

	DESIGN	FUNCTIONAL
	SPEED	CLASSIFICATION
SR 40	45 MPH	PRINCIPAL
		ARTERIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

	S	CALE IN FEE	ΕT
0	60	120	24
			SHEET 2 OF 7

SR 40 (I-95 TO MIDDLE SCHOOL **ROAD) ALTERNATIVE SKETCH**

COUNTY: CAMDEN GDOT DISTRICT: 5



Member of the SNC-Lavalin Group



PROPOSED FULL DEPTH PAVEMENT PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. [PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT REMOVE EXISTING PAVEMENT & GRADE TO DRAIN

PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE PROPOSED CONSTRUCTION C/L

Location	Description	Cost	B/C
Corridor (Truss Plant Rd To BP Gas Station Entrance)	Reconfigure Lanes (Reduce to 2 EB Lanes and 2 WB Lanes)	\$ 200,000.00	160.84
Corridor (JSJ Road to Middle School Road)	Install a Raised Concrete Median	\$ 750,000.00	14.08
All Signalized Intersections	Install Retroreflective Backplates and Supplemental Signal Heads (Near Side Right and Far Side Left)	\$ 250,000.00	109.82
Entire Corridor	Install Lighting along the corridor	\$ 175,000.00	31.68
BP Gas Station Entrance	Convert to RCUT	\$ 175,000.00	4.32

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

	S	CALE IN FEE	ΞT
		100	
0	60	120	24
			SHEET 3 OF 7

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

COUNTY: CAMDEN GDOT DISTRICT: 5



Member of the SNC-Lavalin Group

PROPOSED FULL DEPTH PAVEMENT [PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT
REMOVE EXISTING PAVEMENT & GRADE TO DRAIN PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

Location	Description	Cost	B/C
Corridor (Truss Plant Rd To BP Gas Station Entrance)	Reconfigure Lanes (Reduce to 2 EB Lanes and 2 WB Lanes)	\$ 200,000.00	160.84
Corridor (JSJ Road to Middle School Road)	Install a Raised Concrete Median	\$ 750,000.00	14.08
All Signalized Intersections	Install Retroreflective Backplates and Supplemental Signal Heads (Near Side Right and Far Side Left)	\$ 250,000.00	109.82
Entire Corridor	Install Lighting along the corridor	\$ 175,000.00	31.68
BP Gas Station Entrance	Convert to RCUT	\$ 175,000.00	4.32

	DESIGN	FUNCTIONAL
	SPEED	CLASSIFICATION
SR 40	45 MPH	PRINCIPAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

SCALE IN FEET				
ō	60	120	2	
			SHEET 4 OF	

SR 40 (I-95 TO MIDDLE SCHOOL **ROAD) ALTERNATIVE SKETCH**

COUNTY: CAMDEN GDOT DISTRICT: 5

Member of the SNC-Lavalin Group

LEGEND

PROPOSED FULL DEPTH PAVEMENT [PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT
REMOVE EXISTING PAVEMENT & GRADE TO DRAIN PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

NOTES:

Location	Description	Cost	B/C
Corridor (Truss Plant Rd To BP Gas Station Entrance)	Reconfigure Lanes (Reduce to 2 EB Lanes and 2 WB Lanes)	\$ 200,000.00	160.84
Corridor (JSJ Road to Middle School Road)	Install a Raised Concrete Median	\$ 750,000.00	14.08
All Signalized Intersections	Install Retroreflective Backplates and Supplemental Signal Heads (Near Side Right and Far Side Left)	\$ 250,000.00	109.82
Entire Corridor	Install Lighting along the corridor	\$ 175,000.00	31.68
BP Gas Station Entrance	Convert to RCUT	\$ 175,000.00	4.32

		FUNCTIONAL
	SPEED	CLASSIFICATION
SR 40	45 MPH	PRINCIPAL
3K 40	45 WIFT	ARTERIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

	S	CALE IN FEE	т
0	60	120	240
			SHEET 5 OF 7

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

SHEET 6

MATCH LINE

COUNTY: CAMDEN GDOT DISTRICT: 5



Member of the SNC-Lavalin Group

PROPOSED FULL DEPTH PAVEMENT PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT REMOVE EXISTING PAVEMENT & GRADE TO DRAIN

PROPOSED CONSTRUCTION C/L

PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE

NOTES:

Location	Description	Cost	B/C
Corridor (Truss Plant Rd To BP Gas Station Entrance)	Reconfigure Lanes (Reduce to 2 EB Lanes and 2 WB Lanes)	\$ 200,000.00	160.84
Corridor (JSJ Road to Middle School Road)	Install a Raised Concrete Median	\$ 750,000.00	14.08
All Signalized Intersections	Install Retroreflective Backplates and Supplemental Signal Heads (Near Side Right and Far Side Left)	\$ 250,000.00	109.82
Entire Corridor	Install Lighting along the corridor	\$ 175,000.00	31.68
BP Gas Station Entrance	Convert to RCUT	\$ 175.000.00	4.32

		FUNCTIONAL CLASSIFICATION
		DDINCIDAL
SR 40	45 MPH	ADTEDIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

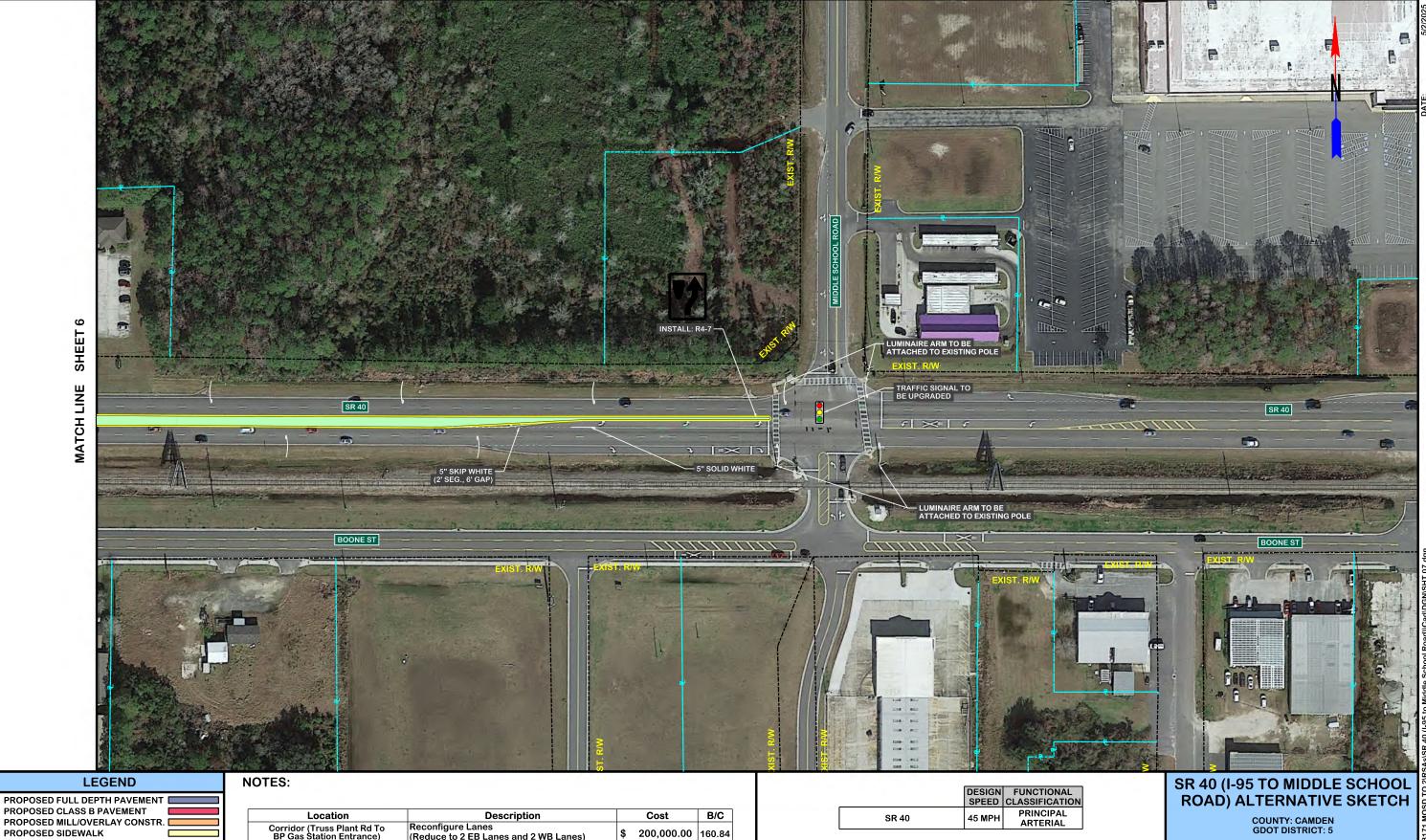
	s	CALE IN FEE	Т
)	60	120	2
			SHEET 6 OF

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

COUNTY: CAMDEN GDOT DISTRICT: 5



Member of the SNC-Lavalin Group



PROPOSED CLASS B PAVEMENT |
PROPOSED MILL/OVERLAY CONSTR. |
PROPOSED SIDEWALK |
PROPOSED MEDIAN / C&G
PROPOSED MOUNTABLE MEDIAN |
PROPOSED LANDSCAPING/GRASS |
ANTICIPATED DISPLACEMENT |
REMOVE EXISTING PAVEMENT |
& GRADE TO DRAIN |
PROPERTY AND EXISTING PAWLINE

PROPOSED CONSTRUCTION C/L

Location	Description	Cost	B/C
Corridor (Truss Plant Rd To BP Gas Station Entrance)	Reconfigure Lanes (Reduce to 2 EB Lanes and 2 WB Lanes)	\$ 200,000.00	160.84
Corridor (JSJ Road to Middle School Road)	Install a Raised Concrete Median	\$ 750,000.00	14.08
All Signalized Intersections	Install Retroreflective Backplates and Supplemental Signal Heads (Near Side Right and Far Side Left)	\$ 250,000.00	109.82
Entire Corridor	Install Lighting along the corridor	\$ 175,000.00	31.68
BP Gas Station Entrance	Convert to RCUT	\$ 175,000.00	4.32

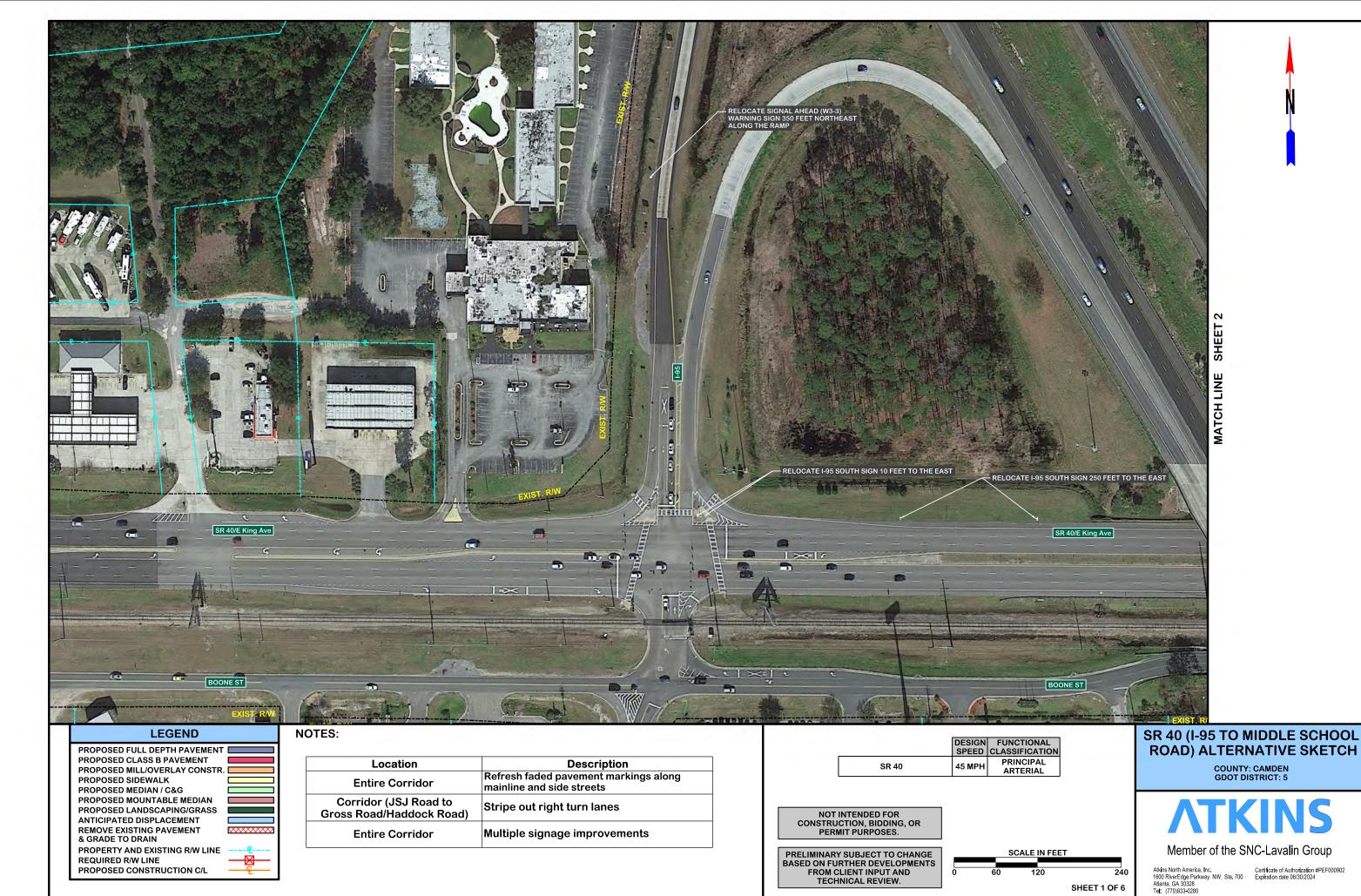
NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

FEET	ALE IN	sc	
0.10	400	00	
240	120	60	
SHEET 7 OF 7			



Member of the SNC-Lavalin Group



SHEET 1 OF 6



PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT REMOVE EXISTING PAVEMENT & GRADE TO DRAIN

PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE PROPOSED CONSTRUCTION C/L

Location	Description
Entire Corridor	Refresh faded pavement markings along mainline and side streets
Corridor (JSJ Road to Gross Road/Haddock Road)	Stripe out right turn lanes
Entire Corridor	Multiple signage improvements

	DESIGN	FUNCTIONAL
	SPEED	CLASSIFICATION
SR 40	45 MPH	PRINCIPAL
SK 40	45 WIFT	ARTERIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

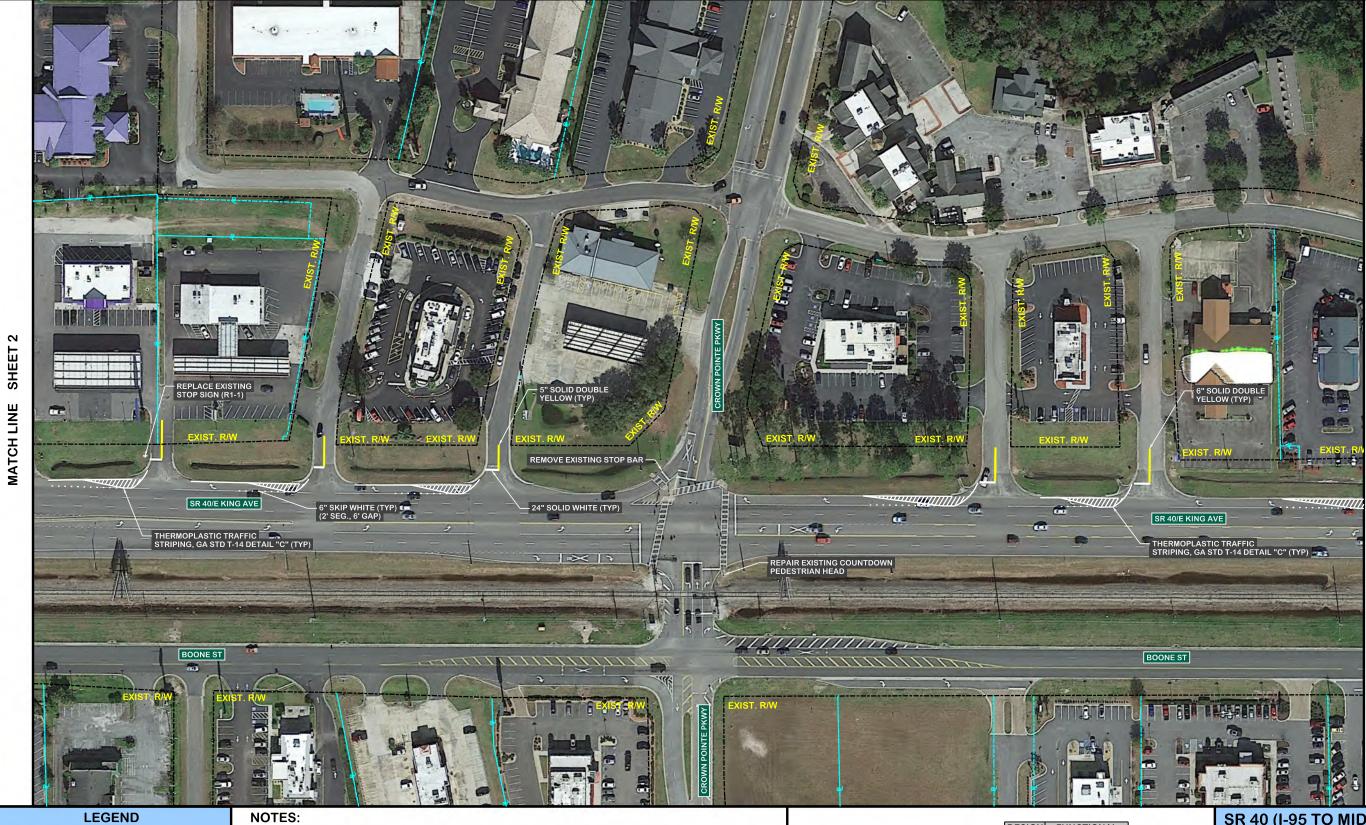
	S	CALE IN FEI	ĒΤ
0	60	120	24
			SHEET 2 OF 6

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

COUNTY: CAMDEN GDOT DISTRICT: 5



Member of the SNC-Lavalin Group



PROPOSED FULL DEPTH PAVEMENT PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT
REMOVE EXISTING PAVEMENT & GRADE TO DRAIN PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

Location	Description
Entire Corridor	Refresh faded pavement markings along mainline and side streets
Corridor (JSJ Road to Gross Road/Haddock Road)	Stripe out right turn lanes
Entire Corridor	Multiple signage improvements

	DESIGN	FUNCTIONAL
	SPEED	CLASSIFICATION
SR 40	45 MPH	PRINCIPAL ARTERIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

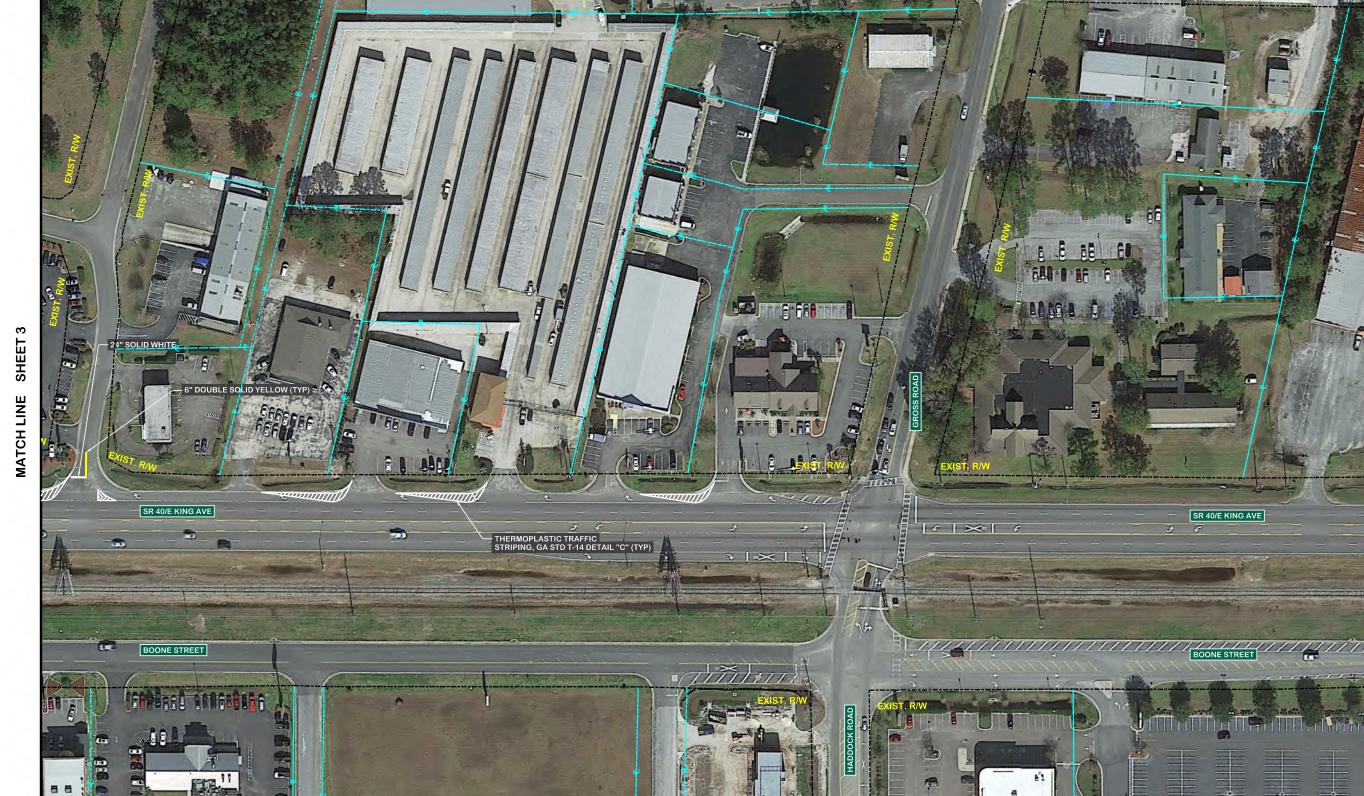
PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

	;	SCALE IN FEE	ΙΤ
ō	60	120	2
			SHEET 3 OF

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

COUNTY: CAMDEN GDOT DISTRICT: 5

Member of the SNC-Lavalin Group



LEGEND

PROPOSED FULL DEPTH PAVEMENT PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. [PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT REMOVE EXISTING PAVEMENT & GRADE TO DRAIN PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

NOTES:

Location	Description
Entire Corridor	Refresh faded pavement markings along mainline and side streets
Corridor (JSJ Road to Gross Road/Haddock Road)	Stripe out right turn lanes
Entire Corridor	Multiple signage improvements

	DESIGN	FUNCTIONAL
	SPEED	CLASSIFICATION
SR 40	SR 40 45 MPH	PRINCIPAL
3K 4U	45 WIPH	ARTERIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

		SCALE IN	FEET
)	60	120	2
			SHEET 4 OF

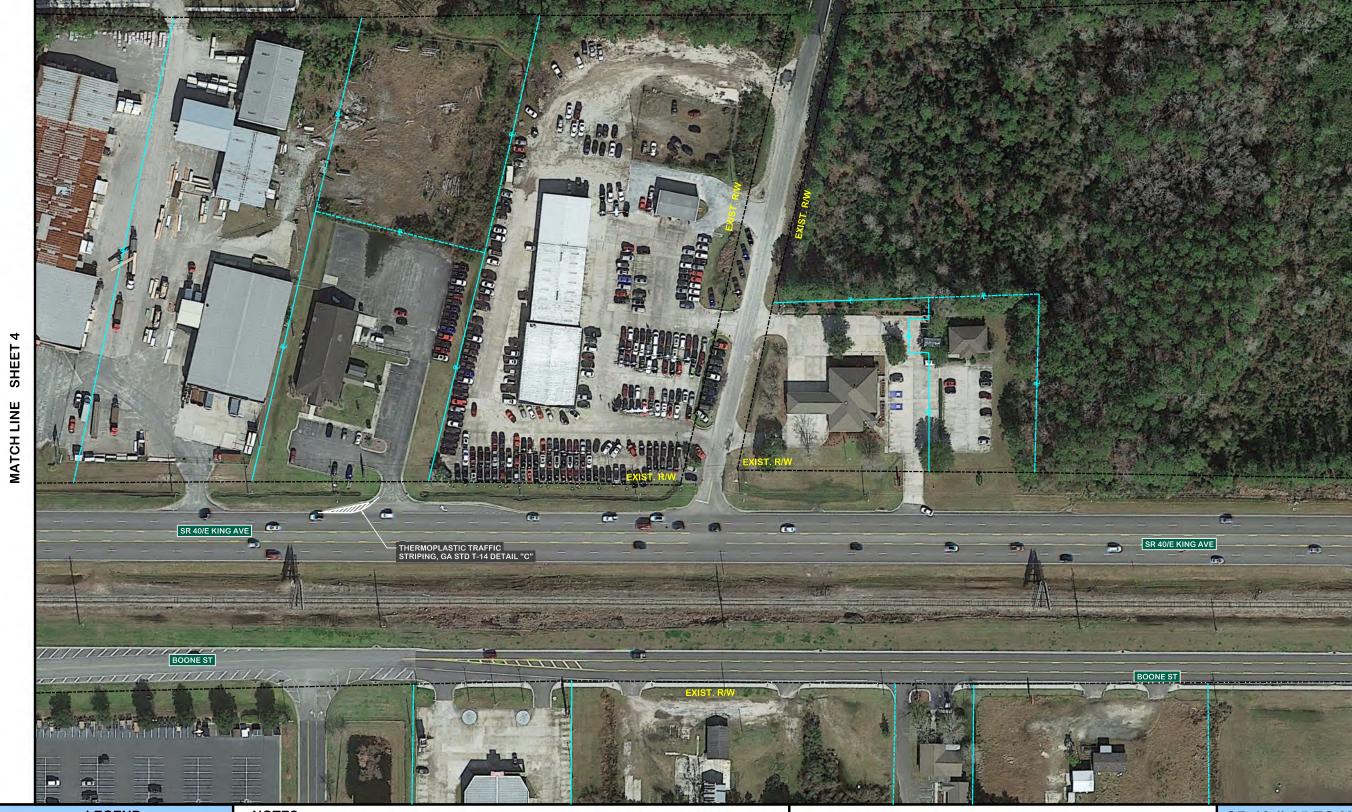
SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

SHEET

MATCH LINE

COUNTY: CAMDEN GDOT DISTRICT: 5

Member of the SNC-Lavalin Group



LEGEND

PROPOSED FULL DEPTH PAVEMENT [
PROPOSED CLASS B PAVEMENT [
PROPOSED MILL/OVERLAY CONSTR. [
PROPOSED SIDEWALK [
PROPOSED MEDIAN / C&G [
PROPOSED MEDIAN / C&G [PROPOSED MEDIAN / C&G
PROPOSED MOUNTABLE MEDIAN
PROPOSED LANDSCAPING/GRASS
ANTICIPATED DISPLACEMENT
REMOVE EXISTING PAVEMENT
& GRADE TO DRAIN PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

NOTES:

Location	Description
Entire Corridor	Refresh faded pavement markings along mainline and side streets
Corridor (JSJ Road to Gross Road/Haddock Road)	Stripe out right turn lanes
Entire Corridor	Multiple signage improvements

	DESIGN	FUNCTIONAL
	SPEED	CLASSIFICATION
SR 40	45 MPH	PRINCIPAL
3K 40	40 1/11	ARTERIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

SCALE IN FEET			
24	20	60	
SHEET 5 OF 6			

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

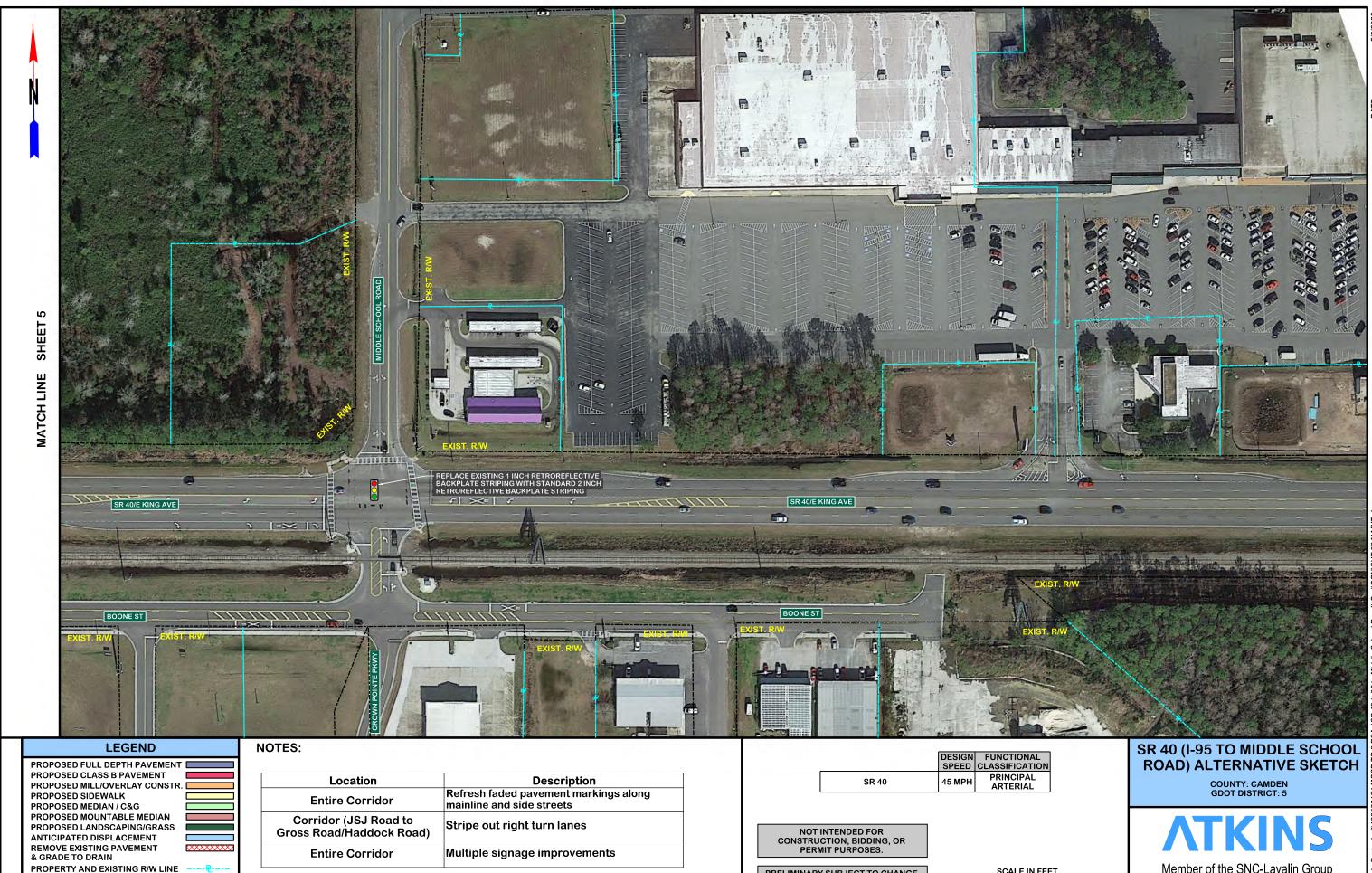
SHEET

MATCH LINE

COUNTY: CAMDEN GDOT DISTRICT: 5



Member of the SNC-Lavalin Group



REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

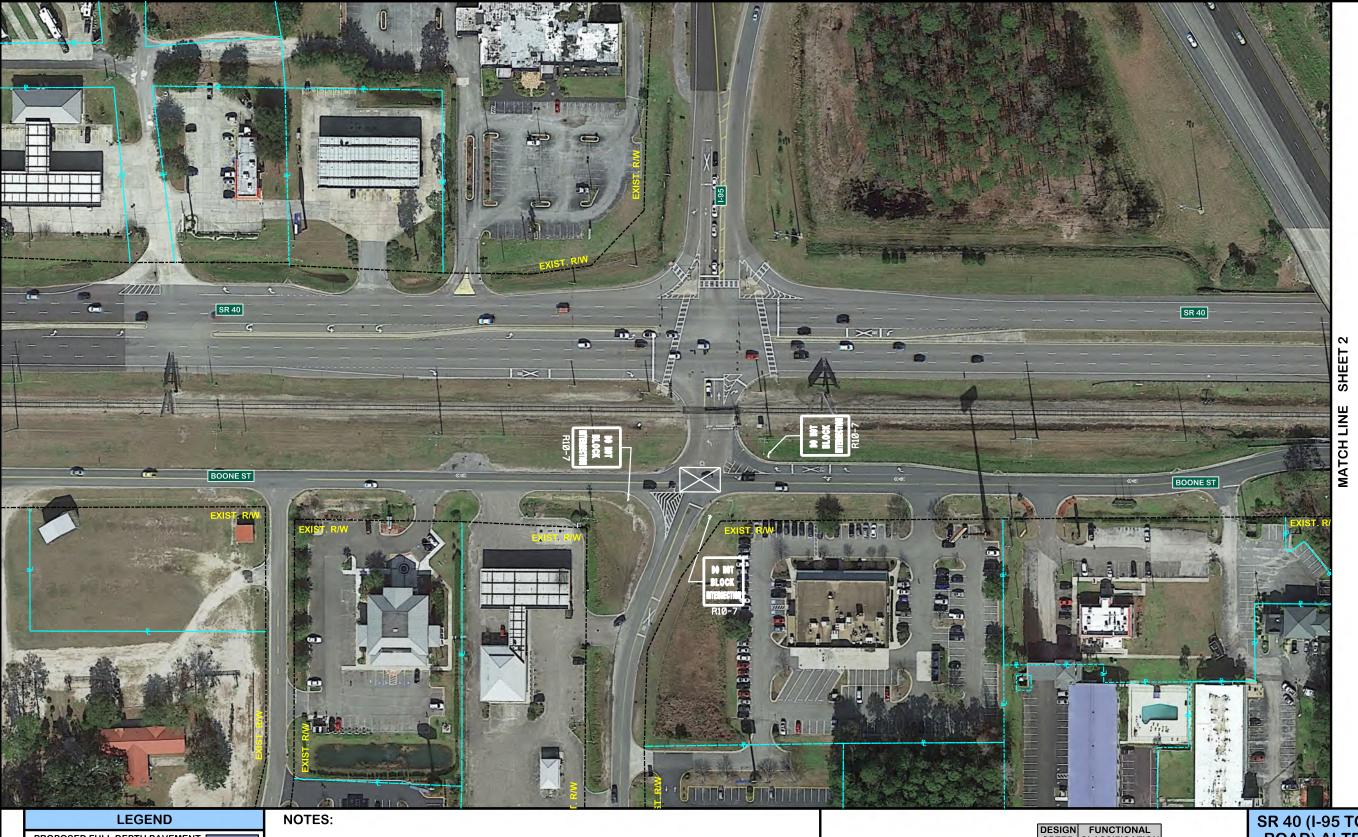
Member of the SNC-Lavalin Group

Atkins North America, Inc.
1600 RiverEdge Parkway NW, Ste. 700
Atlanta, GA 30328
Tel: (770)933-0280

Certificate of Authorization #PEF000902
Expiration date 06/30/2024

SCALE IN FEET

SHEET 6 OF 6



PROPOSED FULL DEPTH PAVEMENT PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. [PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT REMOVE EXISTING PAVEMENT & GRADE TO DRAIN PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

Location	Description
All Intersections	Install "Do Not Block the Box" Striping and Signage
Boone Street at I-95 NB	Close Northbound exiting Right Out from the Gas Station

		FUNCTIONAL
	SPEED	CLASSIFICATION
SR 40	45 MPH	PRINCIPAL ARTERIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

	S	CALE IN FEE	ΕT
0	60	120	24
			SHEET 1 OF

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

COUNTY: CAMDEN GDOT DISTRICT: 5



Member of the SNC-Lavalin Group

LEGEND PROPOSED FULL DEPTH PAVEMENT PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR.
PROPOSED SIDEWALK
PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT REMOVE EXISTING PAVEMENT & GRADE TO DRAIN PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

NOTES:

Location	Description
All Intersections	Install "Do Not Block the Box" Striping and Signage
Boone Street at I-95 NB	Close Northbound exiting Right Out from the Gas Station

	DESIGN	FUNCTIONAL
	SPEED	CLASSIFICATION
SR 40	45 MPH	PRINCIPAL
3K 40	45 WIPH	ADTEDIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

	S	CALE IN FEE	ΞT
	60	120	24
•	00	120	SHEET 2 OF 6

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

COUNTY: CAMDEN GDOT DISTRICT: 5



Member of the SNC-Lavalin Group

BOONE ST

LEGEND

PROPOSED FULL DEPTH PAVEMENT PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. [PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT REMOVE EXISTING PAVEMENT & GRADE TO DRAIN PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

NOTES:

SR 40

BOONE ST

Location	Description
All Intersections	Install "Do Not Block the Box" Striping and Signage
Boone Street at I-95 NB	Close Northbound exiting Right Out from the Gas Station

		FUNCTIONAL
	SPEED	CLASSIFICATION
SR 40	45 MPH	PRINCIPAL
5K 40	45 WIPH	ARTERIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

	;	SCALE IN FEE	T
0	60	120	2
			SHEET 3 OF

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

COUNTY: CAMDEN GDOT DISTRICT: 5

Member of the SNC-Lavalin Group



LEGEND

PROPOSED FULL DEPTH PAVEMENT PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT
REMOVE EXISTING PAVEMENT & GRADE TO DRAIN

PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE PROPOSED CONSTRUCTION C/L

NOTES:

Location	Description
All Intersections	Install "Do Not Block the Box" Striping and Signage
Boone Street at I-95 NB	Close Northbound exiting Right Out from the Gas Station

		FUNCTIONAL CLASSIFICATION
SR 40	45 MPH	PRINCIPAL ARTERIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

SCALE IN FEET			
)	60	120	2
			SHEET 4 OF

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

COUNTY: CAMDEN GDOT DISTRICT: 5

Member of the SNC-Lavalin Group

BOONE ST

LEGEND

NO PROPOSED WORK

PROPOSED FULL DEPTH PAVEMENT PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. [
PROPOSED SIDEWALK
PROPOSED MEDIAN / C&G PROPOSED MEDIAN / C&G
PROPOSED MOUNTABLE MEDIAN
PROPOSED LANDSCAPING/GRASS
ANTICIPATED DISPLACEMENT
REMOVE EXISTING PAVEMENT
& GRADE TO DRAIN PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

NOTES:

Location	Description
All Intersections	Install "Do Not Block the Box" Striping and Signage
Boone Street at I-95 NB	Close Northbound exiting Right Out from

	DESIGN	FUNCTIONAL
	SPEED	CLASSIFICATION
SR 40	45 MPH	PRINCIPAL ARTERIAL

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

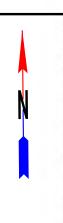
PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

SCALE IN FEET			
)	60	120	0 2
			SHEET 5 OF

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

COUNTY: CAMDEN GDOT DISTRICT: 5

Member of the SNC-Lavalin Group



SHEET 5 MATCH LINE



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LEGEND PROPOSED FULL DEPTH PAVEMENT PROPOSED CLASS B PAVEMENT PROPOSED MILL/OVERLAY CONSTR. PROPOSED SIDEWALK PROPOSED MEDIAN / C&G PROPOSED MOUNTABLE MEDIAN PROPOSED LANDSCAPING/GRASS ANTICIPATED DISPLACEMENT REMOVE EXISTING PAVEMENT & GRADE TO DRAIN PROPERTY AND EXISTING R/W LINE

Location	Description
All Intersections	Install "Do Not Block the Box" Striping and Signage
Boone Street at I-95 NB	Close Northbound exiting Right Out from the Gas Station

DESIGN FUNCTIONAL
SPEED CLASSIFICATION
45 MPH PRINCIPAL
ARTERIAL SR 40

NOT INTENDED FOR CONSTRUCTION, BIDDING, OR PERMIT PURPOSES.

PRELIMINARY SUBJECT TO CHANGE BASED ON FURTHER DEVELOPMENTS FROM CLIENT INPUT AND TECHNICAL REVIEW.

SCALE IN FEET				
24	20		60	
SHEET 6 OF 6				

SR 40 (I-95 TO MIDDLE SCHOOL ROAD) ALTERNATIVE SKETCH

COUNTY: CAMDEN GDOT DISTRICT: 5

Member of the SNC-Lavalin Group

Atkins North America, Inc.
1600 RiverEdge Parkway NW, Ste. 700
Atlanta, CA 30328
Tel: (770)933-0280

Certificate of Authorization #PEF000902
Expiration date 06/30/2024

SR 40

BOONE ST

F >= F

BOONE ST

REQUIRED R/W LINE

PROPOSED CONSTRUCTION C/L

Atkins North America, Inc.

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