



**Where Georgia comes together.**

**AGENDA  
PRE COUNCIL MEETING  
OF THE PERRY CITY COUNCIL  
February 19, 2019  
5:00 P.M.**

1. Call to Order: Mayor James E. Faircloth, Jr.
2. Roll.
3. Items of Review/Discussion: Mayor James E. Faircloth, Jr.
  - 3a. Discussion of February 19, 2019 council meeting agenda.
  - 3b. Traffic control proposal – Mr. L. Gilmour.
4. Council Member Items:
5. Department Head/Staff Items:
6. Adjourn.



**Where Georgia comes together.**

**OFFICE OF THE CITY MANAGER**

**MEMORANDUM**

**TO:** Mayor/Council  
**FROM:** Lee Gilmour, City Manager  
**DATE:** February 8, 2019  
**REFERENCE:** Traffic control proposal

The Administration recommends Council approve establishing a four (4) way stop at the intersection of Kings Chapel and Keith Drive. This recommendation is based on damage to property and traffic volume. Discussion points are attached.



Where Georgia comes together.

Lee Gilmour &lt;lee.gilmour@perry-ga.gov&gt;

---

**Re: Engineering recommendation**

1 message

---

Chad McMurrian <chad.mcmurrian@perry-ga.gov>

Fri, Oct 26, 2018 at 3:22 PM

To: Lee Gilmour &lt;lee.gilmour@perry-ga.gov&gt;

Cc: Robert Smith &lt;robert.smith@perry-ga.gov&gt;

Mr. Gilmour,

I have reviewed the MUTCD, City staff recommends a 4 way stop at Keith and Kings Chapel. Staff also recommends "stop ahead" signage and 3 sets of transverse rumble strips on Kings Chapel's approach to Keith Drive.

Below, I have included an exert from the MUTCD, which I have underlined important line items in bold for your reference.

I have also include a section on transverse rumble strips for public works guidance.

Please let me know if you have any questions or concerns.

Chad

**Section 2B.07 Multi-Way Stop Applications****Support:**

01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist.

Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.

02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

**Guidance:**

03 The decision to install multi-way stop control should be based on an engineering study.

04 The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

**B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop**

**installation.** Such crashes include right-turn and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

1. **The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day.**

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but

3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

**D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of**

the minimum values. Criterion C.3 is excluded from this condition.

### Section 3J.02 Transverse Rumble Strip Markings

**Support:**

01 Transverse rumble strips consist of intermittent narrow, transverse areas of rough-textured or slightly raised or depressed road surface that extend across the travel lanes to alert drivers to unusual vehicular traffic conditions.

Through noise and vibration, they attract the attention of road users to features such as unexpected changes in

alignment and conditions requiring a reduction in speed or a stop.

02 This Manual contains no provisions regarding the design and placement of transverse rumble strips that approximate the color of the pavement. The provisions in this Manual address the use of markings in combination

with a transverse rumble strip.

### Section 6F.87 Rumble Strips

**Support:**

03 If it is desirable to use a color other than the color of the pavement for a longitudinal rumble strip, the color of the rumble strip shall be the same color as the longitudinal line the rumble strip supplements.

04 If the color of a transverse rumble strip used within a travel lane is not the color of the pavement, the color of the rumble strip shall be white, black, or orange.

**Option:**

05 Intervals between transverse rumble strips may be reduced as the distance to the approached conditions is

diminished in order to convey an impression that a closure speed is too fast and/or that an action is imminent.

A sign warning drivers of the onset of rumble strips may be placed in advance of any transverse rumble strip installation.

**Guidance:**

06 Transverse rumble strips should be placed transverse to vehicular traffic movement. They should not adversely affect overall pavement skid resistance under wet or dry conditions.

07 In urban areas, even though a closer spacing might be warranted, transverse rumble strips should be designed in a manner that does not promote unnecessary braking or erratic steering maneuvers by road users.

08 Transverse rumble strips should not be placed on sharp horizontal or vertical curves.

09 Rumble strips should not be placed through pedestrian crossings or on bicycle routes.

10 Transverse rumble strips should not be placed on roadways used by bicyclists unless a minimum clear path

of 4 feet is provided at each edge of the roadway or on each paved shoulder as described in AASHTO's "Guide to

the Development of Bicycle Facilities" (see Section 1A.11).

On Fri, Oct 26, 2018 at 8:50 AM Lee Gilmour <[lee.gilmour@perry-ga.gov](mailto:lee.gilmour@perry-ga.gov)> wrote:

Chad

Please review and advise if it is recommended to install a four way stop at the intersection of Keith Drive and Kings Chapel Road.

--



**Lee Gilmour**  
City Manager  
**City of Perry**  
1211 Washington Street  
P.O. Box 2030  
Perry, GA 31069  
T 478-988-2703 F 478-988-2705  
<http://www.perry-ga.gov>

**Where Georgia comes together.**



**Chad McMurrian**  
Lead Engineering Technician  
**City of Perry**  
1211 Washington Street  
P.O. Box 2030  
Perry, GA 31069  
Office 478-988-2733 Cell 229-567-1624  
<http://www.perry-ga.gov>

**Where Georgia comes together.**