OR NAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0000-00(994) Bartow County
P.I. No. 0000994

OFFICE Preconstruction

DATE March 7, 2002

FROM C. Wayne Hutto, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT **PROJECT CONCEPT REPORT APPROVAL**

Attached for your file is the approval for subject project.

CWH/cj/klp

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Jerry Hobbs
Herman Griffin
Michael Henry
Phillip Allen
Marta Rosen
Paul Liles
Kent Sager
BORAD MEMBER

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0000-00(994) Bartow County
P.I. No. 0000994

OFFICE Preconstruction

DATE February 18, 2002

FROM C. Wayne Hutto, P.E., Assistant Director of Preconstruction

TO Frank L. Danchetz, P.E., Chief Engineer

SUBJECT **PROJECT CONCEPT REPORT**

This project is the intersection improvements on SR 3/US 41 at Grassdale Road in Bartow County, north of the city of Cartersville. This intersection is one of the main traffic access points for Cass High School located on Grassdale Road. Currently, Iron Belt Road intersects Grassdale Road 160'± south of the US 41/Grassdale Road intersection which creates an operational and safety problem due to their close proximity. This project will separate Iron Belt Road from the US 41/Grassdale Road intersection. The base year (2002) traffic volume on this section of SR 3/US 41 is 6,800 VPD and future volumes are expected to be 11,150 VPD in the year 2022. Accident data (1996-1998) within the project limits indicate a total of 77 accidents with 47 injuries.

The construction proposes to relocate Iron Belt Road to intersect with US 41/SR 23, 770'± north of the US 41/Grassdale road intersection, providing appropriate turn lanes and signal coordination between both intersections. The proposed typical section for the relocated Iron Belt Road will consist of two, 12' lanes (one in each direction) and 6' rural shoulders. A design variance will be required for the proposed median opening between Grassdale Road and Iron Belt Road. (1320' is required.) Traffic will be maintained during construction.

Environmental concerns include requiring a Categorical Exclusion be prepared; a public hearing is not required; time saving procedures are appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	PROG DATE	LET DATE
Construction (includes E&C and inflation)	$459,000	$700,000	LR	LR
Right-of-Way & Utilities*	Local	Local		

*Bartow County signed LGPA on 3-14-01 for PE, right-of-way and utilities.

This project is in the STIP. I recommend this project concept be approved.

CWH:JDQ/cj

Attachment

CONCUR _____
Thomas L. Turner, P.E., Director of Preconstruction

APPROVE _____
Frank L. Danchetz, P.E., Chief Engineer

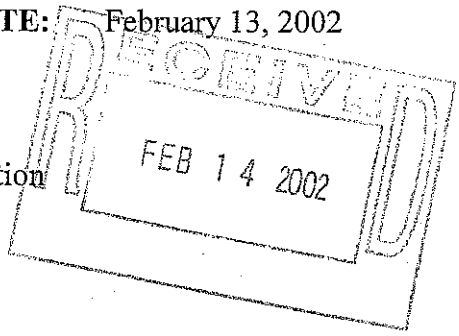
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-0000-00(994) Bartow
P.I. Number 0000994

OFFICE: Engineering Services

DATE: February 13, 2002



FROM: David Mulling, Project Review Engineer

TO: Wayne Hutto, Assistant Director of Pre-construction

SUBJECT: **CONCEPT REPORT**

We have reviewed the concept report submitted January 30, 2002 by the letter from Kent L Sager dated January 28, 2002, and have the following comments:

1. The Need and Purpose Statement should include a summarization of supporting data clarifying the referenced operational and safety deficiencies. Accidents associated with the deficiencies, current level of service, desirable level of service, substandard features compared to standard, etc. would help justify the proposed action. See Page 97, Appendix B, of the Plan Development Process for guidance.
2. A total right of way cost of $465,000 was provided in the report, but the right of way cost estimate noted in the Attachment Section of the report was not provided.

The costs for the project are:

Construction	$416,000
Inflation	$ 83,000
E&C	$ 50,000
Reimbursable Utilities	$ 1,600
Right of Way	$465,000

DTM

c: Kent Sager

SCORING RESULTS AS PER MOG 2440-2

Project Number:	County:	PI No.:
STP-0000-00(994)	BARTOW	0000994

Report Date: 1/28/02	Concept By:
	DOT Office: DISTRICT 6
☒ CONCEPT	
	Consultant: JJ&G

Project Type: Choose One From Each Column			
	☐ Major	☐ Urban	☐ ATMS
	☒ Minor	☒ Rural	☐ Bridge
			☐ Building
			☐ Interchange
			☒ Intersection
			☐ Interstate
			☐ New Location
			☐ Widening & Reconstruction
			☐ Miscellaneous

FOCUS AREAS	SCORE	RESULTS
Presentation	80%	Summarization of supporting data clarifying deficiencies to justify proposed action should be in Need & Purpose Statement. Right of way cost estimate not attached as noted by Attachment Section of Report.
Judgement	100%	
Environmental	100%	
Right of Way	100%	
Utility	100%	
Constructability	100%	
Schedule	100%	

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: **STP-0000-00(994) Bartow County**
P.I. No. 0000994

OFFICE: **Cartersville, Georgia**

DATE: **January 28, 2002**

FROM: **Kent L. Sager, District Engineer**

TO: **Wayne Hutto, Assistant Division Director of Preconstruction**

SUBJECT: **Project Concept Report**

Attached is a copy of the concept report for project STP-0000-00(994) Bartow County. Copies have been forwarded to the appropriate offices for review and comment.

If additional information is needed, please call William M. Darby at 770-387-3622. As always, your assistance is greatly appreciated.

By: **William M. Darby**
District Design Engineer

KLS/wd
Attachments:

cc:
David Mulling
Phillip Allen
Harvey Keepler
Marta Rosen
Herman Griffin
Andy Rikard
File

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
CARTERSVILLE DISTRICT OFFICE

Project Number: STP-0000-00(994)
County: BARTOW
P. I. Number: 0000994

Federal Route Number: NH 15
State Route Number: SR 3

Recommendation for approval:

DATE 11-7-2001 _____
Project Manager

DATE 11/7/01 _____
Office Head/District Engineer

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

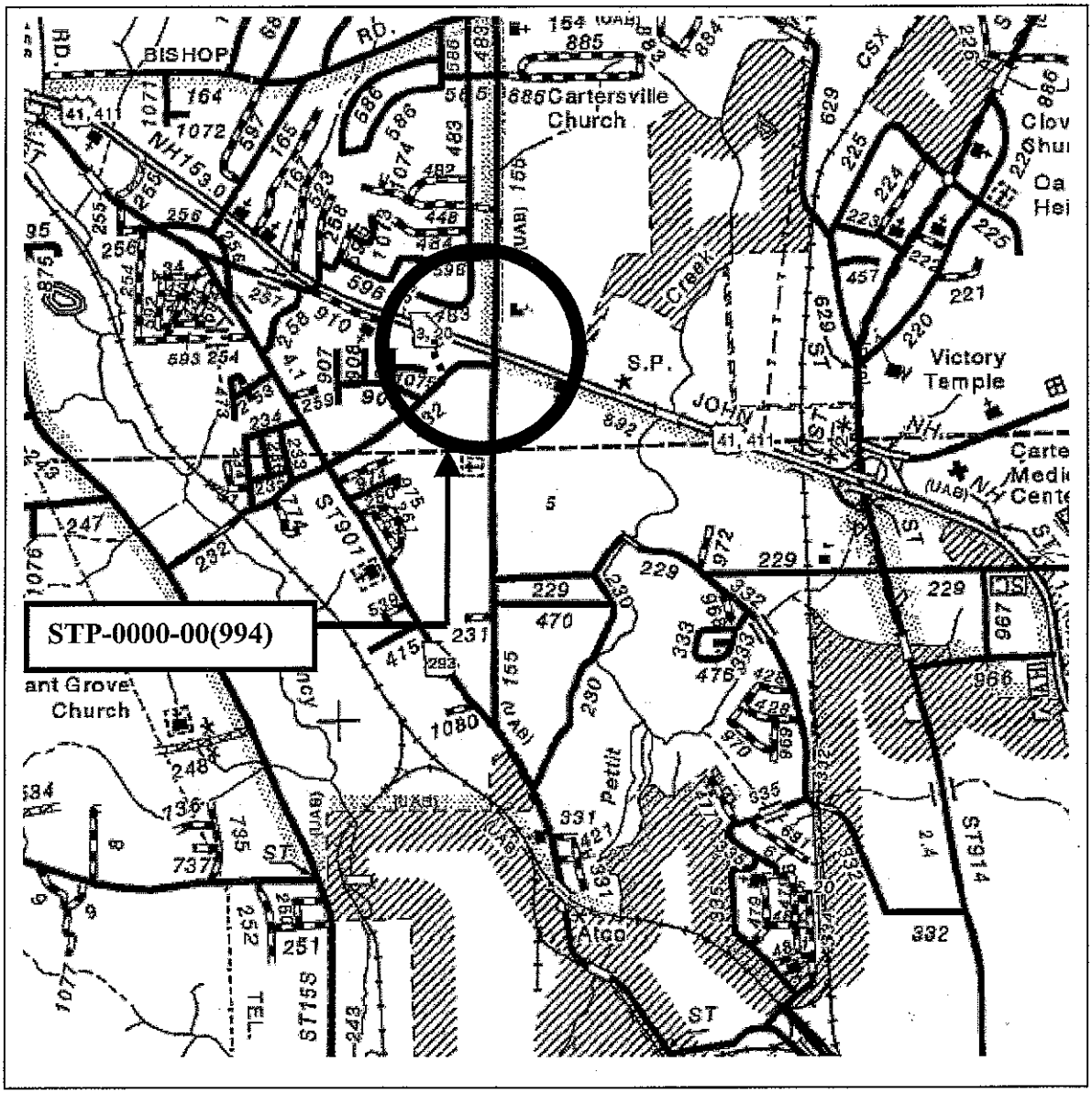
DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Programming Engineer

DATE_____ _____
State Environmental/Location Engineer

DATE_____ _____
State Traffic Safety & Design Engineer

DATE_____ _____
Project Review Engineer



PROJECT MAP – STP-0000-00(994) Bartow County

Need and Purpose: Provide for traffic operations and safety improvements at the Grassdale Road Intersection with US 41 in Bartow County, North of the City of Cartersville. This intersection is one of the main traffic access points for Cass High School located on Grassdale Road. The existing Iron Belt/Grassdale Road intersection is located only 160 feet from the US 41/Grassdale Road Intersection which creates an operational and safety deficiency. The proposed project will separate Iron Belt traffic from the US 41/Grassdale Road Intersection, creating an adequate distance along US 41 and also sufficient traffic control which will afford a safer and more efficient transportation facility.

Description of the proposed project: Relocate Iron Belt Road to intersect with US 41 770 ft. north of the US 41/Grassdale Road intersection, providing appropriate turn lanes and signal coordination between both intersections. By relocating Iron Belt Road and constructing an island to permit only right in/right out access from Grassdale Road to the existing Iron Belt road, almost all of the traffic will be rerouted to pass through the New US 41/Ironbelt Road Intersection

Is the project located in a Non-attainment area? .....Yes ....X....No.

PDP Classification:

Full Oversight ( ), Exempt(X), State Funded( ), or Other ( )

Functional Classification: Urban Collector

U. S. Route Number(s): US 41/411 **State Route Number(s): SR 3/20**

Traffic (AADT):

Current Year: (2002) ....6800..... Design Year: (2022) ....11150.....

Existing design features:

- Typical Section: New location- will tie to existing 2 lane roadway
- Posted speed 35 mph Maximum degree of curvature: 95° (R= 60 ft.)
- Maximum grade: 2.4, 3, 10 (List mainline, cross roads, and driveways)
- Width of right of way: 50 ft.
- Major structures: N/A (List all bridge structures including length, width, and sufficient rating).
- Major interchanges or intersections along the project: US 41/411
- Existing length of roadway: 0

Proposed Design Features:

- Proposed typical section: Rural section with 2-12' lanes (one in each direction) and 6' shoulders
- Proposed Design Speed Mainline 35 mph
- Proposed Maximum grade Mainline 2.4 % Maximum grade allowable 9 %.
- Proposed Maximum grade Side Street 3.0 % Maximum grade allowable 7 %.
- Proposed Maximum grade driveway 10 %
- Proposed Maximum degree of curve 16°. Maximum degree allowable 16°.
- Right of way
  - Width 95' max.
  - Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), Other ( ).
  - Number of parcels: 6 Number of displacements:
    - Business: None
    - Residences: None
    - Mobile homes: None
    - Other: None
- Structures:
  - Bridges - None
  - Retaining walls - None
- Major intersections and interchanges. - None
- Traffic will be maintained along existing facilities during construction. Traffic control will be required at all times.

Design Exceptions to controlling criteria anticipated:

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

Design Variance: A design variance will be required for the proposed 660' median opening between Grassdale and Ironbelt Roads. The required distance for a rural route and a posted speed of 55 mph along US41 is 1320'.

Note: Horizontal alignment curvature meets ASSHTO Speed Design Formulas for 35mph but does not meet the metric tables for 60 kilometers for the 1994 Green Book Edition.

- Environmental concerns: The only anticipated environmental resource is the historical property which is located to the southeast of the relocated Ironbelt Road.
- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes (X), No ( ),
  - Categorical Exclusion (yes),
- Utility involvements:
  1. Georgia Power
  2. Bell South
  3. Adelphia Cable
  4. Bartow County Water: No facilities
  5. Atlanta Gas Company
  6. City of Cartersville Electric Co.
  7. City of Cartersville Water, Sewer and Gas

- **Project responsibilities:**
  - Design: **Bartow County** and reviewed by Distrcit 6 Design Office, Cartersville
    Right of Way Acquisition: **Bartow County**
  - Relocation of Utilities: **Bartow County**
  - Letting to contract: **Georgia Department of Transportation**
  - Supervision of construction: **Georgia Department of Transportation**
  - Providing material pits: **Contractor**
  - Providing detours. **Contractor**

Coordination

- Concept meeting date: 3 July 9, 2001
  A concept Team Meeting was held on July 3rd , 2001 at the project site. (See Attached Minutes).
- Local government comments. *(None).*

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 6 Months.
- Time to complete preliminary construction plans: 1 Months.
- Time to complete right of way plans: 1 Months.
- Time to complete the Section 404 Permit: N/A Months.
- Time to complete final construction plans: 2 Months.
- Time to complete to purchase right of way: 4 Months.
- List other major items that will affect the project schedule: N/A Months.

Other alternates considered: No Build

1. Summary of Cost Estimates:
   a. Construction including E&C:.....$ 458,018.57
   b. Right of Way: .....$ 465,000.00
   c. Utilities.
      Georgia Power:.....$ 7,400.00 non reimbursable
      1,600.00 reimbursable
      Bell South: .....12,000.00 non reimbursable
      Atlanta Gas Company..... 6,000.00
      Adelphia Cable.....N/A
      Bartow County Water:.....No facilities
      City of Cartersville Electric Co..... No Facilities
      City of Cartersville Water, Sewer and Gas.....No Facilities

Attachments:

2. LGPA
3. Sketch location map (see concept location map)
4. Typical sections,
5. Existing & Design Traffic
6. Capacity analysis,
7. Minutes of Concept meeting
8. Cost Estimates: Construction and Right of Way
9. 1995, 1996, 1997 accident reports
10. Notice of Location and Design Approval

Department of Transportation

J. TOM COLEMAN, JR.
COMMISSIONER
(404) 656-5206

FRANK L. DANCHETZ
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

HAROLD E. LINNENKOHL
DEPUTY COMMISSIONER
(404) 656-5212

BILLY F. SHARP
TREASURER
(404) 656-5224

March 7, 2001

The Honorable Clarence Brown, Commission Chairman
Bartow County Commission
135 W. Cherokee Avenue
P.O. Box 543
Cartersville, Georgia 30120

Attention: Ms. Lane McMillan

Dear Chairman Brown:

I am pleased to notify you that the Georgia Department of Transportation is agreeable to participate in the improvement of the following project

PROJECT#STP-0000-00(994) Bartow County, P.I.#0000994
Intersection Improvements on SR 3/US 41 at Grassdale Rd./CR 155 &
Iron Belt Rd./CR 232

Please review the attached agreement and if satisfactory, then you will need to execute all three (3) originals and return them to this office. Once all parties have signed the agreement, I will return a copy of the agreement to you for your file.

Should you have any questions please call me at (404) 656-5320.

Sincerely yours,

Herman T. Griffin

Herman T.Griffin, P.E.
State Transportation Programming Engineer

HTG:as
attachments(3)
c: Percy Middlebrooks w/attachment
Kent L. Sager – District 6

AGREEMENT

Between

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

and

BARTOW COUNTY, GEORGIA

FOR

STP-0000-00(994) BARTOW COUNTY

P.I. NUMBER 0000994

This Agreement is made and entered into this _____ day of _____ 2000, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter referred to as the "DEPARTMENT," and BARTOW COUNTY, GEORGIA, acting by and through its Chairman and Board Of Commissioners, hereinafter referred to as the "COUNTY."

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to construct intersection improvements on SR 3/US 41 at Grassdale Rd./CR 155 & Iron Belt Rd./CR 232, currently described as Georgia Department of Transportation Project Number STP-0000-00(994), P.I. Number 0000994, and hereinafter referred to as the "PROJECT"; and

WHEREAS, the COUNTY has represented to the DEPARTMENT a desire to participate in providing the design, purchase rights of way, and relocating any utilities needed for the improvements, and the DEPARTMENT has relied upon such representation: and

WHEREAS, the DEPARTMENT has expressed a willingness to participate in the funding of the construction of the PROJECT with funds of the DEPARTMENT, funds apportioned to the DEPARTMENT by the Federal Highway Administration, hereinafter referred to as the "FHWA," under Title 23, United States Code, Section 104, or a combination of funds from any of the above sources; subject to those certain conditions set forth in the Agreement.

NOW, THEREFORE, in consideration of the mutual promises made and of the benefits to flow from one to the other, the DEPARTMENT and COUNTY hereby agree each with the other as follows:

1. The COUNTY or its assigns shall cause the PROJECT concept, design traffic, environmental studies and documentation, surveys, mapping, preliminary plans, final rights of way plans, soil investigation, secure all required permits, including 404 Wetland permits, perform any hydraulic calculations, obtain any Federal Emergency Management Agency (FEMA) clearances, where required, and final construction plans and specifications to be prepared. The COUNTY agrees it shall bear all costs associated with the development and review of plans. All environmental studies and documentation shall be done in accordance with the Georgia Environmental Policy Act (GEPA), and National Environmental Policy Act (NEPA).
2. Develop the PROJECT'S base year (year facility is expected to be open to traffic) and design year (base year plus 20 years) traffic volumes. This shall include average daily traffic (ADT) and morning (AM) and evening (PM) peak hour volumes. The traffic shall show all through and turning movement volumes at intersections for the ADT and peak hour volumes and shall indicate the percentage of trucks expected on the facility.

3. All Primary Consultants firms hired by the COUNTY to provide services on the PROJECT shall be prequalified with the DEPARTMENT in the appropriate area-classes. The DEPARTMENT shall, on request, furnish the COUNTY with a list of prequalified consultant firms in the appropriate area-classes.

4. PROJECT Construction plans and Right of Way Plans shall be prepared in English units.

5. Both the COUNTY and the DEPARTMENT hereby acknowledge that time is of the essence, and both parties shall adhere to the priorities established in the approved STIP or earlier. Furthermore, all parties shall adhere to the detailed project schedule, as approved by the DEPARTMENT. In the completion of respective commitments contained herein, if a change in the schedule is needed, the DEPARTMENT shall have final authority. If, for any reason,

the COUNTY does not produce acceptable deliverables at the milestone dates defined in the STIP, or in the approved schedule, the DEPARTMENT reserves the right to delay the project's implementation until funds can be re-identified for construction or right of way, as applicable.

6. All drafting and design work performed on the project shall be done utilizing Microstation and CAiCE software, respectively, and shall be organized as per DEPARTMENT guidelines on electronic file management.

7. The COUNTY shall contribute toward the PROJECT by funding all cost for the preconstruction engineering (design). The preconstruction engineering activities shall be accomplished in accordance with the DEPARTMENT'S Plan Development Process, the applicable guidelines of the American Association of State Highway and Transportation Officials, herein referred to as "AASHTO", the DEPARTMENT'S Standard Specifications for the Construction of Transportation Systems, PROJECT schedules, and applicable guidelines of the DEPARTMENT. The COUNTY'S responsibility for design shall include, but is not limited to the following items.

   a. Prepare the PROJECT concept report in accordance with the format used by the DEPARTMENT. The concept report shall be approved by the DEPARTMENT prior to the COUNTY beginning further development of the PROJECT plans. It is recognized by the parties that the approved concept may be modified by the COUNTY as required by the DEPARTMENT and reapproved by the DEPARTMENT during the course of design due to public input, environmental requirements, or right of way considerations.

   b. Validate (check and update) the approved PROJECT concept and prepare a PROJECT Design Book for approval by the DEPARTMENT prior to the beginning of preliminary plans.

   c. Prepare environmental studies, documentation, and reports for the PROJECT that show the PROJECT is in compliance with the provisions of the National Environmental Policy Act and Georgia Environmental Policy Act, as appropriate to the PROJECT funding. This shall include any and all archaeological, historical,

ecological, air, noise, underground storage tanks (UST), and hazardous waste site studies required. The COUNTY shall submit to the DEPARTMENT all environmental documents and reports for review and approval by the DEPARTMENT and the FHWA.

d. Prepare all public hearing and public information displays and conduct all required public hearing and public information meetings in accordance with DEPARTMENT practice.

e. Perform all surveys, additional mapping, and soil investigation studies needed for design of the PROJECT.

f. Perform all work required to obtain PROJECT permits, including, but not limited to US Army Corps of Engineers 404 and Federal Emergency Management Agency (FEMA) approvals. These efforts shall be coordinated with the DEPARTMENT.

Prepare preliminary construction plans, preliminary and final utility plans, preliminary and final right of way plans (if required), staking of required right of way, and final construction plans including erosion control plans, traffic handling, and sequence plans and specifications including special provisions for the PROJECT.

g. Provide certification, by a Georgia Registered Professional Engineer, that the construction plans have been prepared under the guidance of the professional engineer and are in accordance with Georgia Department of Transportation (GDOT) and American Association of State Highway and Transportation Officials (AASHTO) Guidelines.

h. Failure of the COUNTY to follow the DEPARTMENT's Plan Development Process will jeopardize the use of Federal funds and the COUNTY shall then provide full funding for construction.

8. The DEPARTMENT shall review and has approval authority for all aspects of the PROJECT. The DEPARTMENT will work with the FHWA to obtain all needed approvals with information furnished by the COUNTY.

9. Upon the COUNTY'S determination of the rights of way required for the PROJECT and the approval of the right of way plans by the DEPARTMENT, the COUNTY shall fund the acquisition and acquire the necessary rights of way for the PROJECT. Right of way acquisition shall be in accordance with the rules and regulations of the FHWA including but not limited to, Title 23, United States Code (Uniform Act), and 49 CFR, Part 24, and the rules and regulations of the DEPARTMENT. The COUNTY shall further be responsible for making all changes to the construction plans, as deemed necessary by the DEPARTMENT, for whatever reason, during the acquisition of right of way. Failure to follow these requirements will result in loss of Federal funding for the project and it will be the responsibility of the COUNTY to make up the loss of that funding.

10. The COUNTY shall be responsible for all utility relocation costs necessary for the construction of the PROJECT.

11. The COUNTY shall follow the DEPARTMENT's procedures for identifications of existing and proposed utility facilities on the PROJECT. These procedures, in part, require all requests for existing, proposed, or relocated facilities to flow through the DEPARTMENT's Project Liaison and the District Utilities Engineer.

12. The COUNTY shall address all railroad concerns, comments and requirements to the satisfaction of the DEPARTMENT.

13. Upon completion and approval of the PROJECT plans, certification that all needed rights of way have been obtained and cleared of obstructions, and certification that all needed permits for the PROJECT have been obtained by the COUNTY, the DEPARTMENT shall let the PROJECT for construction. Except as provided herein and upon receipt of an acceptable bid, the DEPARTMENT shall bear all costs for construction including all costs associated with

inspection and materials testing during construction. The DEPARTMENT shall be solely responsible for securing and awarding the construction contract for the PROJECT.

14. The COUNTY agrees that all reports, plans, drawings, studies, specifications, estimates, maps, computations, computer diskettes and printouts, and any other data prepared under this agreement shall become the property of the DEPARTMENT. This data shall be organized , indexed, bound and delivered to the DEPARTMENT no later than the advertisement of the PROJECT for letting. The DEPARTMENT shall have the right to use this material without restriction or limitation and without compensation to the COUNTY.

15. The COUNTY shall be responsible for the professional quality, technical quality, technical accuracy and the coordination of all designs, drawings, specifications, and other services furnished by or on behalf of the COUNTY pursuant to this AGREEMENT. The COUNTY shall correct or revise, or cause to be revised, any errors or deficiencies in the designs, drawings, specifications, and other services furnished for this PROJECT. All revisions shall be coordinated with the DEPARTMENT prior to issuance.

16. The COUNTY shall review and recommend all shop drawings for approval to the DEPARTMENT for approval by the DEPARTMENT.

17 This Agreement is made and entered into in Fulton County, Georgia, and shall be governed and construed under the laws of the State of Georgia. The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, said parties have hereunto set their seals the day and year above first written.

RECOMMENDED:

_____
District Engineer

_____
Director of Preconstruction

_____
Chief Engineer

DEPARTMENT OF TRANSPORTATION

BY:_____
Commissioner

ATTEST:

_____
Treasurer

Reviewed as to Legal Form:

_____
Office of Legal Services
Date: _____

BARTOW COUNTY, GEORGIA

BY:_____
Chairman

Signed, sealed and delivered this ____day _____, 2000 in the presence of

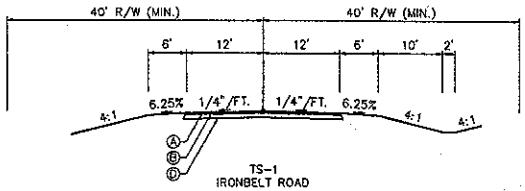
_____
Witness

_____
Notary Public

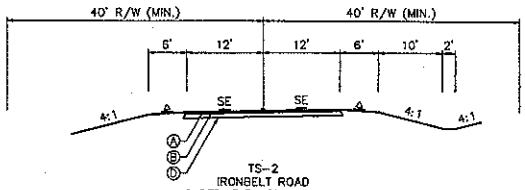
This Agreement approved by the _____ County Commission at a meeting held at

_____
this _____day of _____, 2000

_____
Clerk



TS-1
IRONBELT ROAD
NORMAL CROWN
STA. 30+05.00



TS-2
IRONBELT ROAD
SUPER-ELEVATED SECTION
STA. 30+05.00 TO STA. 38+53.20

SEE GA. STD. 9028-C

PAVEMENT DESIGN

Ⓐ 165 #/YD2 ASPHALTIC CONCRETE, 12.5 mm SUPERPAVE

Ⓑ 220 #/YD2 ASPHALTIC CONCRETE, 19 mm SUPERPAVE

Ⓒ 330 #/YD2 ASPAHALTIC CONCRETE BASE, 25 mm SUPERPAVE

Ⓓ 8" GRADED AGGREGATE BASE

Ⓔ 10" GRADED AGGREGATE BASE

Δ SEE GA. STD. 9028-C FOR SHOULDER SLOPES WITHIN SUPERELEVATION.

NOTES:

1. SHOULDER TO SLOPE AT NORMAL RATE OR SUPERELEVATION RATE, WHICHEVER IS GREATER.

2. SHOULDER TO SLOPE AT NORMAL RATE, HOWEVER, THE ALGEBRAIC DIFFERENCE IN PAVING SLOPE AND SHOULDER SLOPE SHALL NOT EXCEED 7%

3. MINIMUM SHOULDER SLOPE TO BE 2%.

NOTE: STANDARD CROSS-SLOPE MAY BE VARIED AS DIRECTED BY THE ENGINEER TO BEST FIT THE EXISTING ROADWAY AS PER SEC. 149 OF THE SUPPLEMENTAL SPECIFICATIONS. SEE "ALLOWABLE RANGES TABLE."

SUPERPAVE MIX DESIGN FOR THIS PROJECT IS "A"

ALLOWABLE RANGES TABLE

FOR THIS PROJECT, CROSS SLOPES THAT ARE ADJUSTED TO "BEST FIT" EXISTING PAVEMENT SLOPES ARE SUBJECT TO THE FOLLOWING LIMITS:

A. NORMAL CROWN

SECTION WITH GRADES 0.5% OR GREATER	SECTION WITH GRADES LESS THAN 0.5%
1.50% – MINIMUM	1.56 % – MINIMUM
2.00% – DESIRABLE	2.00% – DESIRABLE
2.50% – MAXIMUM	3.00% – MAXIMUM

B. SUPERELEVATION RATE

S.E. RATE SHOWN ON PLANS OR SE RATE EXISTING IN FIELD, WHICHEVER IS GREATER.

C. SUPERELEVATION TRANSITION LENGTH (LENGTH FROM FLAT POINT TO FULL SE)

	RATE OF CHANGE	CORRESPONDING DIFFERENCE IN GRADE BETWEEN PIVOT POINT AND EDGE OF PAVEMENT
MINIMUM	1:150	0.67%
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

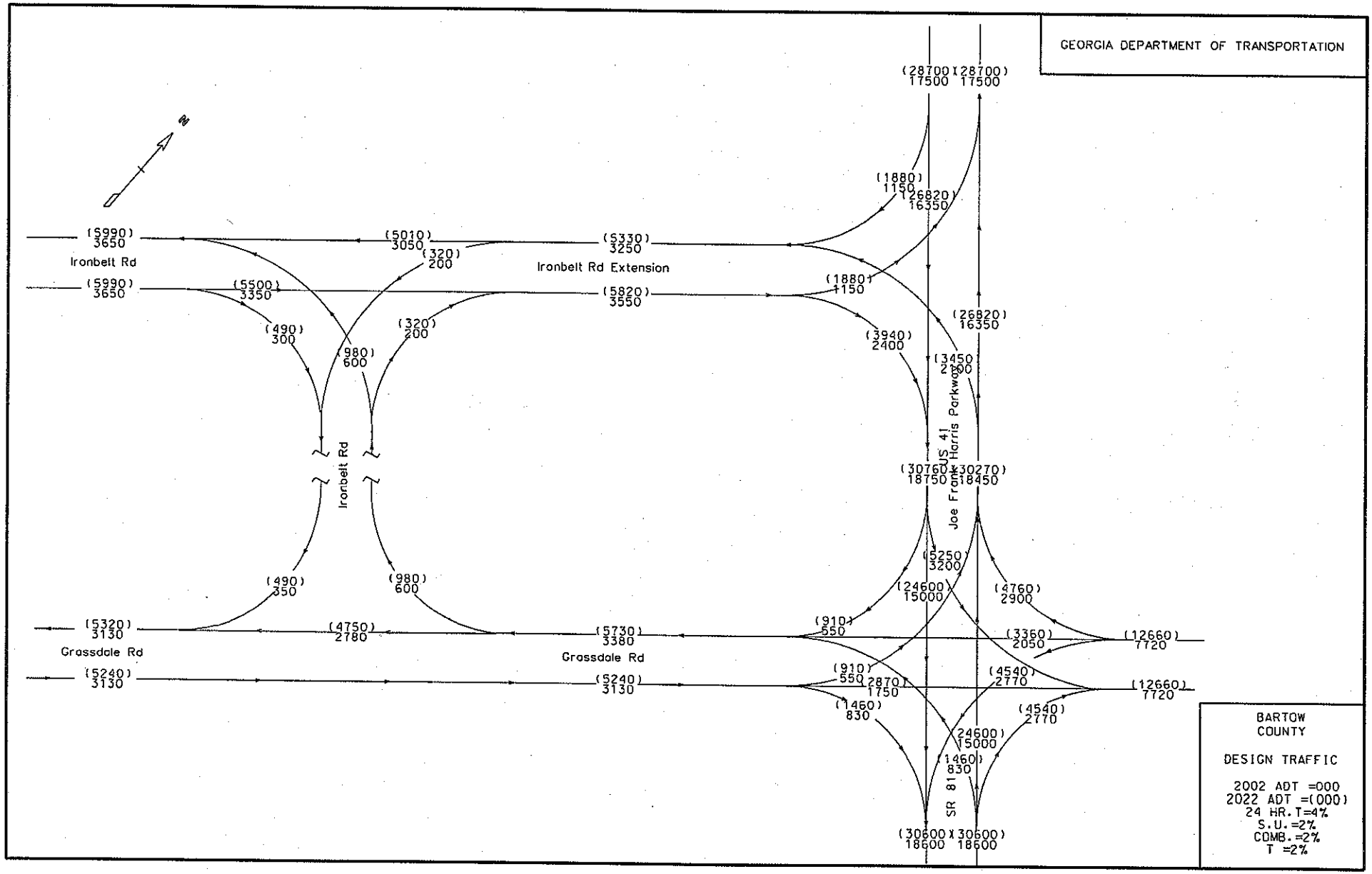
LENGTH SHALL BE SET TO AVOID CREATING A FLAT GUTTER GRADE ON LOW SIDE AND TO AVOID FLAT CROSS SLOPES AT OR NEAR THE LOW POINT OF VERTICAL CURVES.

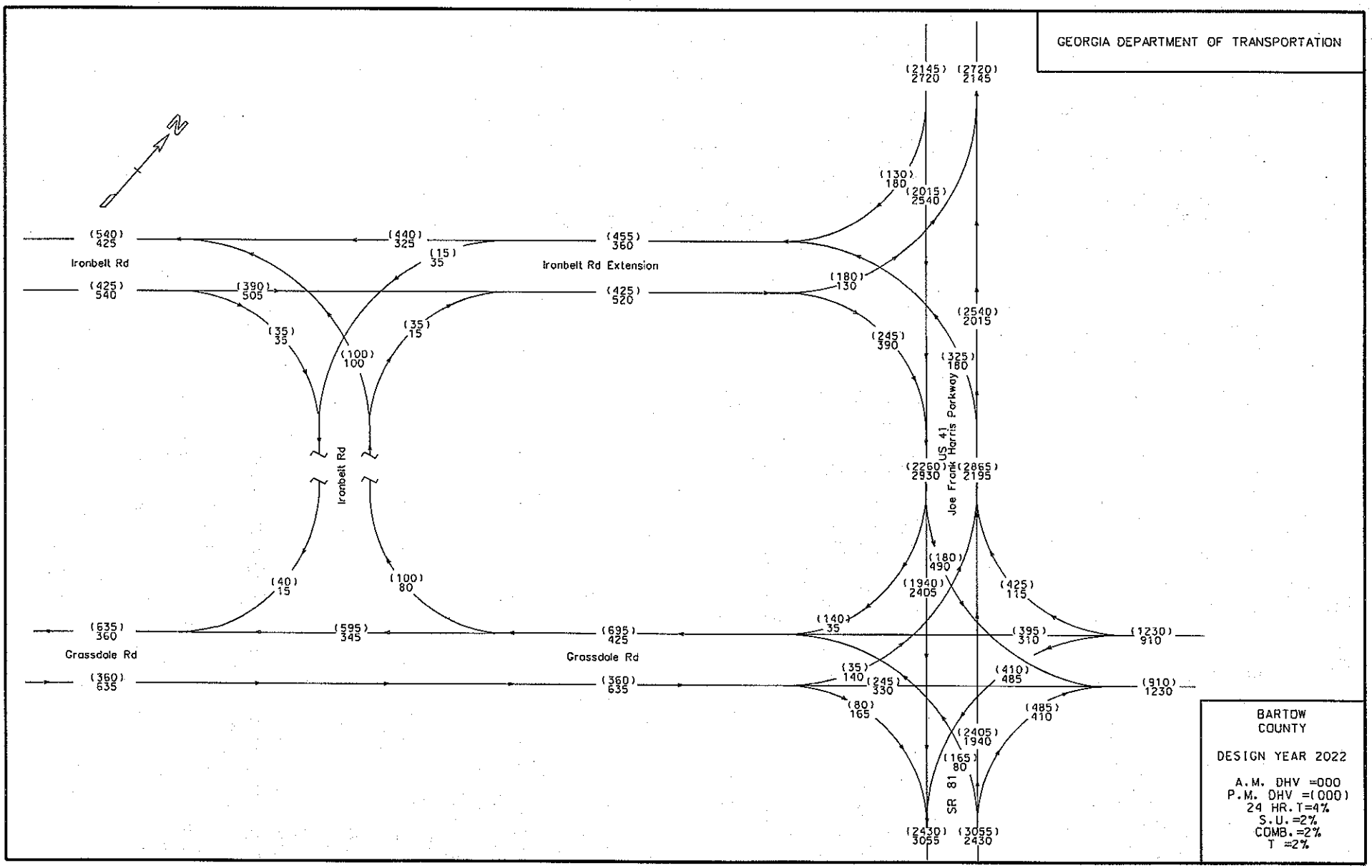
D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

50% OF TRANSITION INSIDE CURVE – MAXIMUM
33% OF TRANSITION INSIDE CURVE – DESIRABLE
20% OF TRANSITION INSIDE CURVE – MINIMUM

NOTE: CROWN WIPE-OUT SHALL BE AT THE SAME RATE AS THE SE TRANSITION.

E. SMOOTHING OF BREAKS IN EDGE PROFILE AT BEGIN AND END OF TRANSITION SHALL BE ACCOMPLISHED BY VERTICAL CURVE WITH A MINIMUM LENGTH (IN METERS) EQUAL TO THE SPEED DESIGN (IN KPH) / 5.5.


GEORGIA DEPARTMENT OF TRANSPORTATION
N
(5990) 3650
Ironbelt Rd
(5010) 3050
(320) 200
(5330) 3250
Ironbelt Rd Extension
(5990) 3650
(5500) 3350
(5820) 3550
(490) 300
(980) 600
(320) 200
Ironbelt Rd
(490) 350
(980) 600
(5320) 3130
Grassdale Rd
(4750) 2780
(5730) 3380
Grassdale Rd
(5240) 3130
(5240) 3130
(28700) 17500
(28700) 17500
(1880) 1150
(26820) 16350
(1880) 1150
(26820) 16350
(3940) 2400
(3450) 2100
US 41
Joe Frank Harris Parkway
(30760) 18750
(30270) 18450
(5250) 3200
(24600) 15000
(4760) 2900
(910) 550
(3360) 2050
(12660) 7720
(910) 550
(2870) 1750
(4540) 2770
(12660) 7720
(1460) 830
(4540) 2770
(24600) 15000
(1460) 830
SR 81
(30600) 18600
(30600) 18600
BARTOW COUNTY
DESIGN TRAFFIC
2002 ADT =000
2022 ADT =(000)
24 HR. T=4%
S.U. =2%
COMB. =2%
T =2%

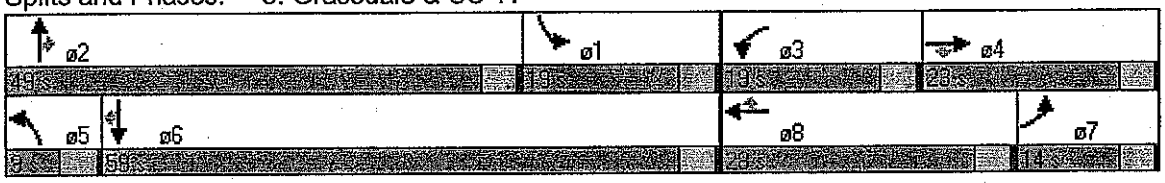

GEORGIA DEPARTMENT OF TRANSPORTATION
(540) 425
(440) 325
(15) 35
(455) 360
Ironbelt Rd
Ironbelt Rd Extension
(425) 540
(390) 505
(425) 520
(35) 35
(35) 15
(100) 100
(130) 180
(2015) 2540
(180) 130
(2540) 2015
(245) 390
(325) 180
(2145) 2720
(2720) 2145
US 41
Joe Frank Harris Parkway
(2260) 2930
(2865) 2195
(180) 490
(1940) 2405
(425) 115
(40) 15
(100) 80
(635) 360
(595) 345
(695) 425
(140) 35
(395) 310
(1230) 910
Grassdale Rd
Grassdale Rd
(360) 635
(360) 635
(35) 140
(245) 330
(410) 485
(910) 1230
(80) 165
(485) 410
(2405) 1940
(165) 80
SR 81
(2430) 3055
(3055) 2430
BARTOW COUNTY
DESIGN YEAR 2022
A.M. DHV =000
P.M. DHV =(000)
24 HR. T=4%
S.U. =2%
COMB. =2%
T =2%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	3433	1863	1583	1770	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			121			352			29
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		216			1887			1256			758	
Travel Time (s)		4.9			42.9			19.0			11.5	
Volume (vph)	140	330	165	485	310	115	80	1940	410	490	2405	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	147	347	174	511	326	121	84	2042	432	516	2532	37
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Total Split (s)	14.0	23.0	23.0	19.0	28.0	28.0	9.0	49.0	49.0	19.0	59.0	59.0
Act Effct Green (s)	11.9	19.0	19.0	15.0	22.1	22.1	5.0	45.0	45.0	15.0	55.0	55.0
Actuated g/C Ratio	0.11	0.17	0.17	0.14	0.20	0.20	0.05	0.41	0.41	0.14	0.50	0.50
v/c Ratio	0.77	1.08	0.51	1.09	0.87	0.29	1.05	0.98	0.50	1.10	1.00	0.05
Uniform Delay, d1	47.7	45.5	21.9	47.5	42.6	0.0	52.4	32.1	3.8	47.5	27.4	3.0
Delay	80.5	103.3	22.8	102.4	47.7	6.6	141.2	43.7	4.9	88.6	25.9	0.4
LOS	F	F	C	F	D	A	F	D	A	F	C	A
Approach Delay		77.3			71.7			40.4			36.1	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	105	~274	60	~210	220	0	~65	512	26	~215	610	0
Queue Length 95th (ft)	#228	#455	130	#317	#358	48	#166	#636	113	m#265	#760	m0
Internal Link Dist (ft)		136			1807			1176			678	
50th Up Block Time (%)		44%										
95th Up Block Time (%)	44%	63%	3%								7%	
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)	32	187	2								85	

Intersection Summary
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 19 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 46.1 Intersection LOS: D
Intersection Capacity Utilization 100.4% ICU Level of Service F
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Grassdale & US 41



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	9
Satd. Flow (prot)	0	1863	1816	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	1816	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		4704	216		802	
Travel Time (s)		106.9	4.9		18.2	
Volume (vph)	0	635	345	80	0	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	668	447	0	0	16
Sign Control		Free	Free		Stop	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 38.5% ICU Level of Service A

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Satd. Flow (prot)	1846	0	0	1853	1752	0
Flt Permitted				0.995	0.958	
Satd. Flow (perm)	1846	0	0	1853	1752	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1337			455	802	
Travel Time (s)	30.4			10.3	18.2	
Volume (vph)	505	35	35	325	100	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	569	0	0	379	121	0
Sign Control	Free			Free	Stop	

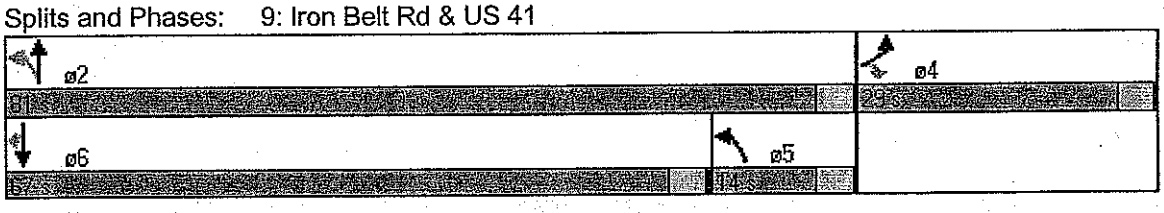
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 60.1% ICU Level of Service B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	1770	1583	1770	5085	5085	1583
Flt Permitted	0.950		0.060			
Satd. Flow (perm)	1770	1583	112	5085	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		151				163
Link Speed (mph)	30			45	45	
Link Distance (ft)	455			758	3106	
Travel Time (s)	10.3			11.5	47.1	
Volume (vph)	130	390	180	2015	2540	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	137	411	189	2121	2674	189
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Total Split (s)	29.0	29.0	14.0	81.0	67.0	67.0
Act Effct Green (s)	22.5	22.5	79.5	79.5	65.5	65.5
Actuated g/C Ratio	0.20	0.20	0.72	0.72	0.60	0.60
v/c Ratio	0.38	0.93	0.81	0.58	0.88	0.19
Uniform Delay, d1	37.7	26.9	34.3	7.3	19.0	1.3
Delay	37.1	35.0	21.6	0.6	21.6	2.5
LOS	D	C	C	A	C	A
Approach Delay	35.5			2.3	20.4	
Approach LOS	D			A	C	
Queue Length 50th (ft)	82	184	97	7	588	0
Queue Length 95th (ft)	139	#360	m103	m16	673	36
Internal Link Dist (ft)	375			678	3026	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Intersection Summary
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 14.5 Intersection LOS: B
Intersection Capacity Utilization 83.7% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Iron Belt Rd & US 41

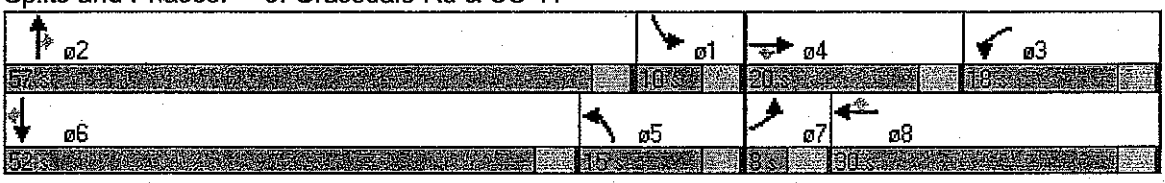


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1863	1583	3433	1863	1583	1770	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84			132			420			137
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		216			1887			1256			758	
Travel Time (s)		4.9			42.9			19.0			11.5	
Volume (vph)	35	245	80	410	395	425	165	2405	485	180	1940	140
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	37	258	84	432	416	447	174	2532	511	189	2042	147
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Total Split (s)	8.0	20.0	20.0	18.0	30.0	30.0	15.0	57.0	57.0	10.0	52.0	52.0
Act Effct Green (s)	4.0	15.9	15.9	14.0	29.1	29.1	11.0	53.1	53.1	6.0	48.1	48.1
Actuated g/C Ratio	0.04	0.15	0.15	0.13	0.28	0.28	0.10	0.51	0.51	0.06	0.46	0.46
v/c Ratio	0.55	0.91	0.27	0.94	0.81	0.84	0.94	0.98	0.51	0.96	0.88	0.18
Uniform Delay, d1	51.2	43.9	0.0	43.5	35.3	24.7	46.6	26.7	2.6	49.4	27.2	1.1
Delay	63.1	67.0	9.0	66.1	49.2	38.9	86.2	36.5	3.2	73.5	7.4	0.1
LOS	E	E	A	E	D	D	F	D	A	E	A	A
Approach Delay		53.8			51.3			33.9			12.2	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	25	173	0	150	272	215	118	590	26	70	143	0
Queue Length 95th (ft)	#73	#323	43	#245	#450	#408	#250	#735	99 m	#105	63	m0
Internal Link Dist (ft)		136			1807			1176			678	
50th Up Block Time (%)		22%										
95th Up Block Time (%)		54%										
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)		99										

Intersection Summary
Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 14 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 31.0 Intersection LOS: C
Intersection Capacity Utilization 93.5% ICU Level of Service E
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Grassdale Rd & US 41



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)	15			9	15	9
Satd. Flow (prot)	0	1863	1827	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	1863	1827	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		4704	216		802	
Travel Time (s)		106.9	4.9		18.2	
Volume (vph)	0	360	595	100	0	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	0	379	731	0	0	37
Sign Control		Free	Free		Stop	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 49.4% ICU Level of Service A

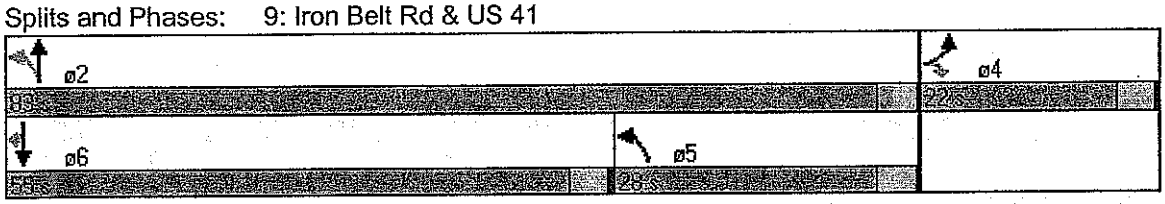
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Turning Speed (mph)		9	15		15	9
Satd. Flow (prot)	1842	0	0	1859	1733	0
Flt Permitted				0.998	0.964	
Satd. Flow (perm)	1842	0	0	1859	1733	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1337			455	802	
Travel Time (s)	30.4			10.3	18.2	
Volume (vph)	390	35	15	440	100	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	448	0	0	479	142	0
Sign Control	Free			Free	Stop	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 47.8% ICU Level of Service A

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Satd. Flow (prot)	1770	1583	1770	5085	5085	1583
Flt Permitted	0.950		0.073			
Satd. Flow (perm)	1770	1583	136	5085	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		258				129
Link Speed (mph)	30			45	45	
Link Distance (ft)	455			758	3106	
Travel Time (s)	10.3			11.5	47.1	
Volume (vph)	180	245	325	2540	2015	130
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Lane Group Flow (vph)	189	258	342	2674	2121	137
Turn Type		Perm	pm+pt			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Total Split (s)	22.0	22.0	28.0	83.0	55.0	55.0
Act Effct Green (s)	15.2	15.2	81.8	81.8	53.8	53.8
Actuated g/C Ratio	0.14	0.14	0.78	0.78	0.51	0.51
v/c Ratio	0.74	0.57	0.71	0.68	0.81	0.16
Uniform Delay, d1	43.0	0.0	28.7	5.4	21.4	0.7
Delay	42.7	5.1	12.1	0.6	22.3	3.2
LOS	D	A	B	A	C	A
Approach Delay	21.0			1.9	21.1	
Approach LOS	C			A	C	
Queue Length 50th (ft)	122	0	116	14	427	0
Queue Length 95th (ft)	194	70	m129	m14	516	32
Internal Link Dist (ft)	375			678	3026	
50th Up Block Time (%)						
95th Up Block Time (%)						
Turn Bay Length (ft)						
50th Bay Block Time %						
95th Bay Block Time %						
Queuing Penalty (veh)						

Intersection Summary
Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 11.0 Intersection LOS: B
Intersection Capacity Utilization 80.4% ICU Level of Service D
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Iron Belt Rd & US 41



Jordan Jones & Goulding

MEETING MINUTES

JJ&G PROJECT NUMBER: 2184.024

JJ&G PROJECT NAME: STP-0000-00(994), Bartow County
P.I. NO. 0000994
GEORGIA DEPARTMENT OF TRANSPORTATION

MEETING DATE: 03 July, 2001

ATTENDANCE:			
	Ken D. Timpson	JJ&G	770-455-8555
	Dee Corson	GDOT	770-387-4813
	Stan Horton	GDOT-Utilities	770-387-3616
	Glenn Warlick	GDOT-Constr.	770-387-3680
	Bonnie Peacock	JJ&G	678-333-0446
	William Darby	GDOT-Design	770-387-3622
	Denver Poole	GDOT-Local Govn't	770-387-3619
	DeWayne Comer	GDOT- Distr. 6	770-387-3619
	Steve Bradley	Bartow County	
	Ed Bragg	JJ&G	678-333-0433
	Doug Smith	JJ&G	678-333-0407

NOTES: A Concept Team Meeting was held at the project site for the above mentioned project. The minutes of the meeting are as follows:

1. There are no designated bike paths for US 41 in this area.
2. A design variance may be required because of the posted speed limit on US41. The posted speed of 55 mph requires median spacings of 1320' minimum.
3. A potential historic home southeast of Ironbelt Road will be investigated.
4. A database research of USTs and hazardous waste will be performed.
5. A CE environmental document is anticipated for this project.
6. Alternates consided were build and no build.
7. Permitting on IronBelt Road will be administered by Bartow County.
8. Utilities for this project were Ga. Power, Southern Bell, Cartersville City Water, and
9. It was recommended that a continuous right turn lane at Ironbelt and US 41 be extended to Grassdale Road.

Doug Smith
Jordan Jones & Goulding

Detailed Estimate

JOB NAME: IRONBELT ROAD
PROJECT NO: 2184.024

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE
	ROADWAY			
150-1000	TRAFFIC CONTROL - 2184.024	LS	LUMP	33,307.32
201-1500	CLEARING & GRUBBING - 2184.024	LS	LUMP	36,780.94
205-0001	UNCLASS EXCAV	CY	5300	2.40
206-0002	BORROW EXCAV, INCL MATL	CY	4900	4.72
207-0203	FOUND BKFILL MATL, TP II	CY	34	32.11
310-1101	GR AGGR BASE CRS, INCL MATL	TN	3173	12.89
318-3000	AGGR SURF CRS	TN	100	23.79
402-3112	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	706	42.77
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	TN	260	40.29
402-3129	RECYCLED ASPH CONC 12.5 MM MIX, GP 2 ONLY, INCL BITUM MATL & H LIME	TN	530	48.55
413-1000	BITUM TACK COAT	GL	300	0.84
441-0016	DRIVEWAY CONCRETE, 6 IN TK	SY	373	28.39
441-0746	CONCRETE MEDIAN, 5 1/2 IN	SY	77	29.33
441-4030	CONC VALLEY GUTTER, 8 IN	SY	40	32.40
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	LF	260	9.80
500-3800	CLASS A CONCRETE, INCL REINF STEEL	CY	16	496.25
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	LF	40	32.14
550-1360	STORM DRAIN PIPE, 36 IN, H 1-10	LF	90	64.44
550-1480	STORM DRAIN PIPE, 48 IN, H 1-10	LF	70	95.33
550-2180	SIDE DRAIN PIPE, 18 IN, H 1-10	LF	120	19.80
550-4118	FLARED END SECTION 18 IN, SIDE DRAIN	EA	4	305.70
550-4218	FLARED END SECTION 18 IN, STORM DRAIN	EA	1	473.35
634-1200	RIGHT OF WAY MARKER	EA	30	65.11
668-2100	DROP INLET, GP 1	EA	1	1,404.93
668-4300	STORM SEWER MANHOLE, TP 1	EA	1	1,443.40
668-4311	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1	LF	1	163.57
	PERMANENT EROSION CONTROL			
700-5000	GRASSING (COMPLETE) - 2184.024	LS	LUMP	5,143.10
700-6100	ADDL GRASSING	LB	20	1.68
700-7000	AGRICULTURAL LIME	TN	20	52.50
700-8000	FERTILIZER MIXED GRADE	TN	10	217.13
700-8100	FERTILIZER NITROGEN CONTENT	LB	200	1.20
603-2182	STN DUMPED RIP RAP, TP 3, 24 IN	SY	60	38.29
603-2997	FILTER BLANKET	SY	60	16.77

Detailed Estimate

JOB NAME: IRONBELT ROAD
PROJECT NO: 2184.024

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE
	TEMPORARY EROSION CONTROL			
161-1000	EROSION CONTROL - 2184.024	LS	LUMP	5,453.46
163-1013	CONSTR, MAINT & REM SILT CON GATE, TP 3	EA	3	519.70
163-2051	CONSTR, MAINT AND REMOVE BALED STRAW EROSION CHECK	LF	420	2.45
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	860	4.57
	SIGNING AND MARKING			
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	SF	70	16.03
636-2020	GALV STEEL POSTS, TP 2	LF	150	3.81
639-4001	STRAIN POLE, TP I	EA	4	4,430.25
647-1000	TRAFFIC SIGNAL INSTALLATION NO -	LS	LUMP	34,312.66
647-6090	LOOP DETECTOR -	EA	6	763.25
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	EA	3	52.66
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	LF	4200	0.19
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	LF	3000	0.18
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	LF	60	4.59
687-1000	TRAFFIC SIGNAL TIMING -	LS	LUMP	18,000.00
	SIGNAL INSTALLATION			
647-1000	Traffic Installation	LS	LUMP	50,000.00
			SUB-TOTAL PROJECT COST	
			CONTINGENCIES	
			TOTAL PROJECT COST	

ITEM CLARIFICATIONS FOR LUMP SUM ITEMS

150-1000	TRAFFIC CONTROL (10% OF OTHER ITEMS)		
163-0010	TEMPORARY GRASSING	31694	0.12
163-0012	TEMPORARY MULCH	12993	0.13

Detailed Estimate

JOB NAME: IRONBELT ROAD
PROJECT NO: 2184.024

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE
201-1000	CLEAR & GRUB - LUMP SUM		4	8,626.14
700-6001	GRASSING - COMPLETE		3	1,583.35

Detailed Estimate

JOB NAME: IRONBELT ROAD
PROJECT NO: 2184.024

ITEM NO.	ITEM DESCRIPTION	EXTENSION
	ROADWAY	
150-1000	TRAFFIC CONTROL - 2184.024	33,307.32
201-1500	CLEARING & GRUBBING - 2184.024	36,780.94
205-0001	UNCLASS EXCAV	12,720.00
206-0002	BORROW EXCAV, INCL MATL	23,128.00
207-0203	FOUND BKFILL MATL, TP II	1,091.74
310-1101	GR AGGR BASE CRS, INCL MATL	40,899.97
318-3000	AGGR SURF CRS	2,379.00
402-3112	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	30,195.62
402-3121	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	10,475.40
402-3129	RECYCLED ASPH CONC 12.5 MM MIX, GP 2 ONLY, INCL BITUM MATL & H LIME	25,731.50
413-1000	BITUM TACK COAT	252.00
441-0016	DRIVEWAY CONCRETE, 6 IN TK	10,589.47
441-0746	CONCRETE MEDIAN, 5 1/2 IN	2,258.41
441-4030	CONC VALLEY GUTTER, 8 IN	1,296.00
441-6222	CONC CURB & GUTTER, 8 IN X 30 IN, TP 2	2,548.00
500-3800	CLASS A CONCRETE, INCL REINF STEEL	7,940.00
550-1180	STORM DRAIN PIPE, 18 IN, H 1-10	1,285.60
550-1360	STORM DRAIN PIPE, 36 IN, H 1-10	5,799.60
550-1480	STORM DRAIN PIPE, 48 IN, H 1-10	6,673.10
550-2180	SIDE DRAIN PIPE, 18 IN, H 1-10	2,376.00
550-4118	FLARED END SECTION 18 IN, SIDE DRAIN	1,222.80
550-4218	FLARED END SECTION 18 IN, STORM DRAIN	473.35
634-1200	RIGHT OF WAY MARKER	1,953.30
668-2100	DROP INLET, GP 1	1,404.93
668-4300	STORM SEWER MANHOLE, TP 1	1,443.40
668-4311	STORM SEWER MANHOLE, TP 1, ADDL DEPTH, CL 1	163.57
	PERMANENT EROSION CONTROL	
700-5000	GRASSING (COMPLETE) - 2184.024	5,143.10
700-6100	ADDL GRASSING	33.60
700-7000	AGRICULTURAL LIME	1,050.00
700-8000	FERTILIZER MIXED GRADE	2,171.30
700-8100	FERTILIZER NITROGEN CONTENT	240.00
603-2182	STN DUMPED RIP RAP, TP 3, 24 IN	2,297.40
603-2997	FILTER BLANKET	1,006.20

Detailed Estimate

JOB NAME: IRONBELT ROAD
PROJECT NO: 2184.024

ITEM NO.	ITEM DESCRIPTION	EXTENSION
	TEMPORARY EROSION CONTROL	
161-1000	EROSION CONTROL - 2184.024	5,453.46
163-1013	CONSTR, MAINT & REM SILT CON GATE, TP 3	1,559.10
163-2051	CONSTR, MAINT AND REMOVE BALED STRAW EROSION CHECK	1,029.00
171-0030	TEMPORARY SILT FENCE, TYPE C	3,930.20
	SIGNING AND MARKING	
636-1020	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	1,122.10
636-2020	GALV STEEL POSTS, TP 2	571.50
639-4001	STRAIN POLE, TP I	17,721.00
647-1000	TRAFFIC SIGNAL INSTALLATION NO -	34,312.66
647-6090	LOOP DETECTOR -	4,579.50
653-0120	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	157.98
653-1501	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	798.00
653-1502	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	540.00
653-1704	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	275.40
687-1000	TRAFFIC SIGNAL TIMING -	18,000.00
	SIGNAL INSTALLATION	
647-1000	Traffic Installation	50,000.00
		416380.52
		$ 41,638.05
		458018.572

ITEM CLARIFICATIONS FOR LUMP SUM ITEMS

150-1000	TRAFFIC CONTROL (10% OF OTHER ITEMS)	33,307.32
163-0010	TEMPORARY GRASSING	3,790.69
163-0012	TEMPORARY MULCH	1,662.78

Traffic Operations, GDOT
Transportation Management Center
935 E. Confederate Avenue, Bldg. 24
Atlanta, Georgia 30316

Fax Cover Sheet

DATE: 10-26-01 TIME: 12:30 p

TO: Doug Smith
IJ + C

PHONE: 678-333-0433
FAX: 678-333-0324

FROM: Jim Fincher
Traffic Operations

PHONE: 404-635-8132
FAX: 404-635-8116

RE: Accel Lists, Bartow Co., SR3/SR20/US 41 @ Grassdale Rd.

Number of pages including cover sheet: 7

Message

ACCIDENT DATA COVER SHEET

(APPLIES TO THE 'TOTAL' ACCIDENT COMPUTER SYSTEM FILES - NOT TO THE 'FATAL' (ONLY) ACCIDENT COMPUTER FILES)

THE ATTACHED ACCIDENT DATA ARE COMPLETE OR INCOMPLETE FOR CODING STATEWIDE TO THE EXTENTS INDICATED BELOW

YEAR OF DATA	STATUS
1993 and Prior --	Complete
1994 --	1994 INJURY and FATAL Accidents are complete for coding statewide, but TOTAL Accidents are only 59% complete.
1995, 1996 & 1997 --	Complete
1998 --	1998 TOTAL and INJURY Accidents are about 62% complete for coding statewide, but FATAL Accidents are 100% complete. Coding for 1998 is Final.

Latest Updates
1998 Data 12/17/99(Final)

Road Information in BARTON COUNTY

SR 000300

MILE	CTY	RTE	DESCRIPTION	TW	FC	RD1	RD2
1064	015	000300	ACCLOC L SHP CNTR	1	14	COLLINS POINTE SC	
1069	015	000300		1	14		
1072	015	000300	ACCLOC R HOSPITAL	1	14	CARTERSVILLE MEDIC	
1077	015	000300		1	14		
1080	015	000300		1	14		
1082	015	000300		1	14		
1087	015	000300	INE 001	1	14	SB ON FM SR 61	
1088	015	000300	RPL000308 ITR0020410	1	14	NB OFF TO SR 61	
1091	015	000300	RPR000303 ITR0020120	1	14		
1098	015	000300		1	14		
1100	015	000300	MP 011	1	14	NB ON FM SR 61	
1101	015	000300	RPR000307 ITR0020110	1	14	TENNESSEE ST	SR 61
1105	015	000300	BRH00090	1	14	SR 61 US HWY 411	
1106	015	000300	BRH00100	1	14	SB ON FM SR 61	
1111	015	000300	RPR000304 ITR0020310	1	14	SB OFF TO SR 61	
1116	015	000300	RPL000306 ITR0020320	1	14	NB ON FM SR 61	
1118	015	000300	RPR000305 ITR0020210	1	14		
1120	015	000300	INE 001	1	14	CSX RR	
1122	015	000300	BRR00110	1	14	CSX RR	
1123	015	000300	BRR00120	1	14		
1125	015	000300		1	14		
1127	015	000300		1	14		
1132	015	000300	ACCLOC C	1	14		
1136	015	000300		1	14		
1142	015	000300		1	14		
1153	015	000300		1	14	LIPSCOMB CIR	
1158	015	000300	ACCLOC R PRT RD	1	14		
1160	015	000300		1	14	LEDFORD LN	
1161	015	000300	ACCLOC L PRT RD	1	14	LIPSCOMB CIR	
1162	015	000300	ACCLOC R PRT RD	1	14		
1164	015	000300		1	14	PETTIT CK	
1167	015	000300	BRS00130	1	14	PETTIT CK	
1168	015	000300	BRS00140	1	14		
1172	015	000300	MP 012	1	14		
1176	015	000300	CCC015-0118 CARTERSV	1	14		
1180	015	000300		1	14	MASSELL DR	
1183	015	000300	PRT 000000 E	1	14		
1187	015	000300		1	14		
1191	015	000300		1	14		
1197	015	000300	CL CVILLE INTO	1	14	CLUB VIEW DR	OAKHILL CIR
1198	015	000300	CSX 089103RCS0892L	1	14		
1199	015	000300	MP 012	1	14		
1203	015	000300	CL CVILLE OUT OF	1	14		
1205	015	000300		1	14		
1218	015	000300		1	14		
1220	015	000300		1	14		
1221	015	000300		1	14	GRASSDALE RD	
1226	015	000300	CRX 015500	1	14		
1227	015	000300	CL CVILLE OUT OF	1	14		
1233	015	000300		1	14		
1252	015	000300					

Note - SR 3 common with SR 20 for 2.98 Miles in this area

DATA FOR 1995
BARTON CO, SR 3 @ CR 155(GRASSDALE RD)

CASE	DATE	TIME	COUNTY	TP	ROUTE	SUF	MILE	RAMP SECT	INT RD TYPE	INT RD	INT SUF	TYPE ACCIDENT	INJ	FAT
52500344	10/17/95	9:20	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
50440065	02/27/95	16:54	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
51280701	06/21/95	13:10	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	1	0
51860962	08/25/95	21:31	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	1	0
51860948	08/23/95	8:15	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
51380703	06/14/95	12:56	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
50210514	01/17/95	15:12	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
51670040	07/17/95	17:28	BARTOW	SR	3	00	12.26	0	CR	155	00	SIDESWIPE SAME DIR	0	0
51510112	07/20/95	13:12	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
52500300	10/09/95	11:56	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
50330514	02/17/95	15:44	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
51990024	09/14/95	7:46	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
52910256	12/08/95	10:21	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	3	0
52910234	12/06/95	16:09	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
50010209	03/16/95	21:14	BARTOW	SR	3	00	12.26	0	CR	155	00	SIDESWIPE SAME DIR	0	0
51510126	07/20/95	12:46	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
52910222	12/05/95	7:28	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
50120101	01/25/95	15:35	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
51140633	05/27/95	16:15	BARTOW	SR	3	00	12.26	0	CR	155	00	SIDESWIPE SAME DIR	0	0
50660435	03/03/95	8:05	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	2	0
50910735	04/22/95	13:35	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
50210441	01/02/95	19:23	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	2	0
52130960	09/20/95	14:40	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	5	0
51860954	08/24/95	17:56	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
52130966	09/22/95	7:05	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	1	0
52790715	12/08/95	15:32	BARTOW	SR	3	00	12.26	0	CR	155	00			
51140547	05/14/95	13:46	BARTOW											

REPORT TOTALS..... ACCIDENTS: 27 FATALITIES: 1 INJURIES: 16

PAGE TOTALS..... ACCIDENTS: 27 FATALITIES: 1 INJURIES: 16

DATA FOR 1996
BARTON CO, SR 3 @ CR 155 (GRASSDALE RD)

CASE	DATE	TIME	COUNTY	TP	ROUTE	SUF	MILE	RAMP SECT	INT RD TYPE	INT RD	INT SUF	TYPE ACCIDENT	INJ	FAT
62370468	09/03/96	16:17	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
62750361	10/08/96	6:28	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
60710536	03/26/96	7:40	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	4	0
61830310	07/14/96	22:32	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	2	0
60440514	02/06/96	21:55	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
61570453	06/29/96	16:05	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
62370496	09/08/96	15:42	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
60440577	02/16/96	15:40	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
60710467	03/14/96	7:51	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	1	0
62110347	08/26/96	15:49	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
61570366	06/10/96	16:51	BARTOW	SR	3	00	12.26	0	CR	155	00	PEDESTRIAN	1	0
60990313	04/29/96	8:52	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
61350747	05/20/96	23:36	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	1	0
63180465	12/20/96	16:33	BARTOW	SR	3	00	12.26	0	CR	155	00	SIDESWIPE SAME DIR	0	0
60710530	03/25/96	8:18	BARTOW	SR	3	00	12.26	0	CR	155	00	SIDESWIPE SAME DIR	0	0
60250390	01/31/96	19:29	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
61570338	06/06/96	19:20	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	2	0
60990170	04/02/96	13:16	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	1	0
60250298	01/18/96	13:58	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
60990312	04/29/96	8:30	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
62370579	09/21/96	21:35	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	2	0
63180452	12/19/96	7:51	BARTOW	SR	3	00	12.26	0	CR	155	00	HEAD ON	0	0
60250204	01/04/96	23:50	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
60990267	04/20/96	16:10	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	1	0
60250218	01/06/96	19:01	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
63180450	12/18/96	19:45	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
62370612	09/27/96	21:10	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
60590725	03/13/96	14:30	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
60440582	02/17/96	15:09	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	4	0
62370627	09/28/96	16:51	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
61570405	06/17/96	17:16	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
63030690	11/14/96	16:01	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	4	0
60250360	01/26/96	19:07	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
61830327	07/14/96	19:28	BARTOW	SR	3	00	12.26	0	CR	155	00	HEAD ON	0	0
62750513	10/26/96	19:55	BARTOW											

REPORT TOTALS..... ACCIDENTS: 35 FATALITIES: 0 INJURIES: 23

PAGE TOTALS..... ACCIDENTS: 35 FATALITIES: 0 INJURIES: 23

DATA FOR 1997
BARTON CO, SR 3 @ CR 155(GRASSDALE RD)

CASE	DATE	TIME	COUNTY	TP	ROUTE	SUF	MILE	RAMP SECT	INT RD TYPE	INT RD	INT SUF	TYPE ACCIDENT	INJ	FAT
72150625	08/29/97	20:40	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
73030032	11/12/97	19:43	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	1	0
70790269	03/05/97	15:49	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
71350615	05/17/97	13:50	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
71350556	05/09/97	19:52	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	1	0
71870128	07/23/97	7:31	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
71870117	07/22/97	23:30	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
72490754	09/16/97	21:52	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
72150525	08/15/97	13:12	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	1	0
70310314	01/24/97	16:19	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
72490798	09/25/97	5:47	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
71330021	05/21/97	12:30	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
71350614	05/17/97	13:43	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
71870105	07/18/97	17:10	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
71350493	05/02/97	22:54	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
70310216	01/05/97	18:17	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
70580447	02/28/97	17:53	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
72150479	08/09/97	11:42	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
71350706	05/30/97	8:16	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
71350570	05/12/97	15:00	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
71870080	07/14/97	13:12	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
70310367	01/15/97	19:59	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
71870021	07/02/97	15:03	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	1	0
71870193	07/31/97	15:40	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
70580337	02/13/97	20:13	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	1	0
70580448	02/28/97	17:53	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
73030134	11/22/97	7:47	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	1	0

REPORT TOTALS..... ACCIDENTS: 27 FATALITIES: 0 INJURIES: 14

PAGE TOTALS..... ACCIDENTS: 27 FATALITIES: 0 INJURIES: 14

DATA FOR 1998 (INCOMPLETE)
BARTOW CO, SR 3 @ CR 155(GRASSDALE RD)

CASE	DATE	TIME	COUNTY	TP	ROUTE	SUF	MILE	RAMP SECT	INT RD TYPE	INT RD	INT SUF	TYPE ACCIDENT	INJ	FAT
80380631	02/13/98	8:12	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	2	0
80530865	02/28/98	23:24	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	3	0
81390448	05/27/98	18:52	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	1	0
81680693	06/20/98	17:38	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	1	0
81390472	05/30/98	10:46	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
81680705	06/22/98	18:07	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
81060479	04/18/98	11:08	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
81060445	04/13/98	9:10	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
81390281	05/05/98	10:04	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	1	0
81060507	04/22/98	14:00	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	2	0
81590315	06/26/98	12:52	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
80770716	03/07/98	21:04	BARTOW	SR	3	00	12.26	0	CR	155	00	REAR END	0	0
81390284	05/05/98	16:22	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
80380632	02/13/98	7:55	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0
81680630	06/13/98	14:58	BARTOW	SR	3	00	12.26	0	CR	155	00	ANGLE INTERSECTING	0	0

REPORT TOTALS..... ACCIDENTS: 15 FATALITIES: 0 INJURIES: 10

PAGE TOTALS..... ACCIDENTS: 15 FATALITIES: 0 INJURIES: 10

NOTICE OF LOCATION AND DESIGN APPROVAL

STP-0000-000(994) Cherokee County
P.I. 0000994

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

This project consists of intersection improvements on SR20 (US 41) at Grassdale Road in Bartow County, in GMD 828, and in Land Lots 56, 4th District.

Date of Location and Design approval: MARCH 6, 2002

This project will provide intersection improvements on SR 20 at Grassdale and Ironbelt Roads in Bartow County.

Drawings or maps of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation.

James M. Thomason
Mike.Thompson@dot.state.ga.us
874 Peeples Vly Rd, N.W.
Cartersville, GA 30120
770-387-3680

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Curtis DeWayne Comer
Preconstruction Office
DeWayne.Comer@dot.state.ga.us
500 Joe Frank Harris Parkway
Cartersville, Georgia 30120
770-387-3619

Any written request or communication in reference to this notice SHOULD include the Project and P.I. Number as noted at the top of this notice.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
CARTERSVILLE DISTRICT OFFICE

Project Number: STP-0000-00(994)
County: BARTOW
P. I. Number: 0000994

Federal Route Number: NH 15
State Route Number: SR 3

Recommendation for approval:

DATE 11-7-2001 _____
Project Manager

DATE 11/7/01 _____
Office Head/District Engineer

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

DATE 02-04-02 _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Programming Engineer

DATE_____ _____
State Environmental/Location Engineer

DATE_____ _____
State Traffic Safety & Design Engineer

DATE_____ _____
Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
CARTERSVILLE DISTRICT OFFICE

Project Number: STP-0000-00(994)
County: BARTOW
P. I. Number: 0000994

Federal Route Number: NH 15
State Route Number: SR 3

Recommendation for approval:

DATE 11-7-2001 Curtis D. Cam
Project Manager

DATE 11/7/01 Kent Sager
Office Head/District Engineer

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

DATE_____
State Transportation Planning Administrator

DATE 1/30/02 Thomas J. Duff
State Transportation Programming Engineer

DATE_____
State Environmental/Location Engineer

DATE_____
State Traffic Safety & Design Engineer

DATE_____
Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
CARTERSVILLE DISTRICT OFFICE

Project Number: STP-0000-00(994)
County: BARTOW
P. I. Number: 0000994

Federal Route Number: NH 15
State Route Number: SR 3

Recommendation for approval:

DATE 11-7-2001 _____
Project Manager

DATE 11/7/01 _____
Office Head/District Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Programming Engineer

DATE 02/06/02 _____
State Environmental/Location Engineer

DATE_____ _____
State Traffic Safety & Design Engineer

DATE_____ _____
Project Review Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

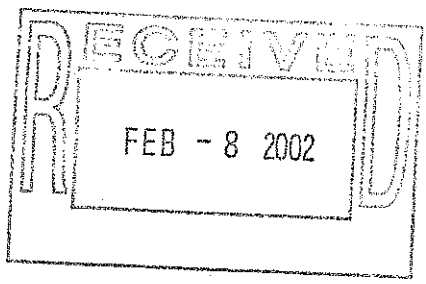
FILE: **P.I. No. 0000994**

OFFICE: Environment/Location

DATE: February 7, 2002

FROM: Harvey D. Keepler, State Environmental/Location Engineer

TO: Wayne Hutto, P.E., Assistant Director of Preconstruction



SUBJECT: **PROJECT CONCEPT REPORT**
STP-0000-00(994), BARTOW COUNTY

The above subject concept report has been reviewed. History - One N.R. eligible house and U.S. 41 is eligible.

If you have any questions, please contact me at (404) 699-4401.

HDK/rtt

Attachment

cc: David Mulling
Kent Sager

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
CARTERSVILLE DISTRICT OFFICE

Project Number: STP-0000-00(994)
County: BARTOW
P. I. Number: 0000994

Federal Route Number: NH 15
State Route Number: SR 3

Recommendation for approval:

DATE 11-7-2001 _____
Project Manager

DATE 11/7/01 _____
Office Head/District Engineer

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

DATE_____ _____
State Transportation Planning Administrator

DATE_____ _____
State Transportation Programming Engineer

DATE_____ _____
State Environmental/Location Engineer

DATE_____ _____
State Traffic Safety & Design Engineer

DATE 2/12/02 _____
Project Review Engineer

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-0000-00(994), Bartow County
P.I. No. 0000994

Office: Traffic Safety & Design
Atlanta, Georgia
Date: February 4, 2002

From: PMA/sz Phillip M. Allen, State Traffic Safety and Design Engineer

To: Wayne Hutto, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the proposed relocation of Iron Belt Road to intersect with SR 3 in Cherokee County.

The Office of Traffic Safety & Design finds this report satisfactory for approval because it will improve safety and traffic operations within this area.

PMA/sz

Attachment (signature page)

Cc: Harvey Keepler, State Environment/Location Engineer
Kent L. Sager, District Engineer
Attention: William M. Darby, District Design Engineer
David Mulling, State Review Engineer, w/ attachment
Marta Rosen, State Transportation Planning Administrator
Chuck Hasty, TMC
General Files
Office Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
CARTERSVILLE DISTRICT OFFICE

Project Number: STP-0000-00(994)
County: BARTOW
P. I. Number: 0000994

Federal Route Number: NH 15
State Route Number: SR 3

Recommendation for approval:

DATE 11-7-2001 Curtis D. Cox
Project Manager

DATE 11/7/01 Kent Sayer
Office Head/District Engineer

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

DATE_____
State Transportation Planning Administrator

DATE_____
State Transportation Programming Engineer

DATE_____
State Environmental/Location Engineer

DATE 2/4/02 Phillip M. Allen
State Traffic Safety & Design Engineer

DATE_____
Project Review Engineer