

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0001-00(575) Floyd County
P.I. No.: 0001575
Safety Improvements @ Various Median Openings

OFFICE: Traffic Operations
Atlanta, Georgia
DATE: September 18, 2000

FROM: ^{MGW} Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO: Kent Sager, District Engineer, Cartersville
Attn: DeWayne Comer

SUBJECT: APPROVED CONCEPT REPORT

Attached is a copy of the approved concept report and a copy of our files on the above listed project for your use and further handling.

This project consists of the reconstruction of the existing median cross overs located on S.R. 53 in Floyd County.

By copy of this letter, this office is transmitting a copy of the approved concept report to the Office of Environmental/Location for their use in performing the appropriate environmental studies.

Should you have any questions, please contact Ken Werho of this office at 404-635-8125.

MGW:KPW

Attachments

cc: Frank Danchetz
Tom Turner, w/attach.
David Millins, w/attach.
Wayne Hutto, w/attach.
Herman Griffin, w/attach.
Harvey Keepler, w/attach.
Harry Maddox, w/attach.
Dick Graves, w/attach.
Jim Chambers, Attn: Otis Clarke, w/attach.
General Files

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FLOYD COUNTY

STP-0001-00(575)

FEDERAL ROUTE NO:

STATE ROUTE NO: 53

GADOT P.I. NO: 0001575

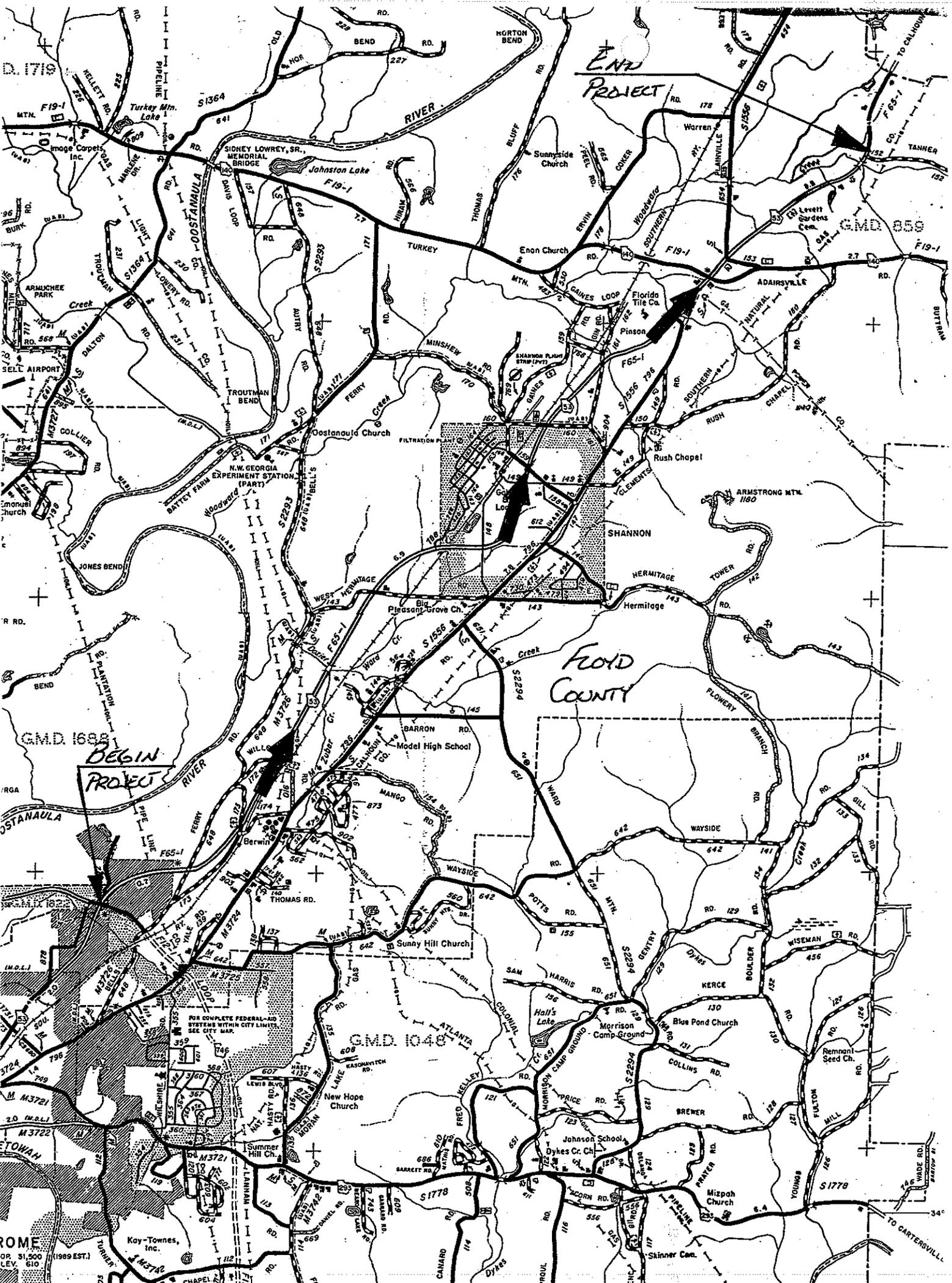
SEE ATTACHED
LOCATION SKETCH

Date of Report: August 15, 2000

RECOMMENDED:	<u>8/16/2000</u>	<u><i>Maria Hulston</i></u>
	DATE	STATE TRAFFIC OPERATIONS ENGINEER
RECOMMENDED:	<u>8/25/00</u>	<u><i>Kate Sgar</i></u>
	DATE	DISTRICT ENGINEER
RECOMMENDED:	<u>8-31-00</u>	<u><i>L. L. Douby</i></u>
	DATE	CHIEF ENGINEER
APPROVED:	_____	<u><i>Tom Clump</i></u>
	DATE	COMMISSIONER

D. 1719

ENR
PROJECT



ROME
 OR. 51,500
 LEY. 610
 (1969 EST.)

G.M.D. 1048

BEGIN
 PROJECT

FLOYD
 COUNTY

G.M.D. 000

G.M.D. 1688

PROJECT CONCEPT REPORT

P.I. No.: 0001575

Project No.: STP-0001-00(575) Floyd County

Route No.: SR 53 @
Floyd County

- | | |
|---|---|
| SR 1 Loop/E. Rome Bypass | CR 160/Pierce Hill Rd. |
| CR 372/Broadus Rd. | CR 161/Pinson Rd. |
| CR 648/Bells Ferry Rd. | Florida Tile Inc. MP 31.71 |
| CR 173/Tift Rd. | CR 796/Old Calhoun Rd. |
| CR 172/Willow Rd. | SR 140/Adairsville Rd & Turkey Mtn. Rd. |
| Median X-Over MP 27.33 | CR 153 & 654/Old Adairsville Rd. & Plainville Rd. |
| CR 143/W. Hermitage Rd. | Median X-Over MP 33.37 |
| CR 788/1 st Street Extension | Median X-Over MP 33.75 |
| CR 148/Old Shannon Rd. | CR 152/Autry Rd. |
| CR 149/Todd St. | |

Location: The project begins at SR 1 Loop/ East Rome Bypass and runs north to the beginning of the 5-lane at MP 34.36 in Bartow County, approximately 9.93 miles, on SR 53.

Description: At the various locations located on this corridor the existing median cross over will be reconstructed to provide Type "B" Median Cross Overs – Offset left turn lanes for S.R. 53. The existing Type "A" Median Cross Overs – Adjacent Left turn Lanes will be reconstructed as Type "B" Median Cross Overs. Right turn lanes will also be constructed and/or extended to meet speed design deceleration distances at various locations. Right turn lanes will only be constructed if they can be done within the existing R/W.

Traffic – Current ADT: S.R.53 from:

Bartow County	M.P. 24.43 to M.P. 28.18 ----- 15,600 (1998 ADT)
	M.P. 28.18 to M.P. 31.98 ----- 15,000 (1998 ADT)
	M.P. 31.98 to M.P. 34.36 ----- 9,000 (1998 ADT)

Existing Typical: S.R. 53: 4 – 12' Travel lanes two in each direction, with 10' paved outside shoulder and 4' paved inside shoulder. Median width is 44' with left & right turn lanes at various locations.

Existing Right of Way: S.R. 53 ----- 320' (Estimated)

Existing Traffic Control: S.R. 53 currently has 2 stop & go traffic signals, with the remainder of the corridor being a through movement.. The side roads are controlled by stop signs.

Existing Major Structures: None.

Statement of Need & Purpose: Accident history for the years of '95 - '98 shows 41% of the accidents are struck object, 32% are angle intersecting, 13% are rear end and 6% are side swipe. The proposed improvements would decrease these numbers considerably. The offset left turn lanes will improve sight distance to on coming traffic. The construction of these turn lanes would allow vehicles to move out of the flow of traffic to decelerate, decreasing rear end and side swipe accidents. To improve the safety and orderly progression of traffic through the corridor and help eliminate angle intersecting, rear end and side swipe accidents, these improvements are recommended.

Length: 9.93 miles

Termini: - SR 53 -
From M.P.: 24.43
To M.P.: 34.36

PDP Class: Minor Existing

Functional Class: S.R. 53 - Floyd -- MP 24.43 to MP 30.47 --- Urban Minor Arterial
MP 30.47 to MP 34.36 --- Rural Minor Arterial

Max Degree of Curve: +/- 1 Degrees **Max Grades:** +/- 3.0 %

Design Speed: 55 & 65 mph

Proposed Typical Section: S.R. 53: 4 - 12' Travel lanes two in each direction, with 10' paved outside and 4' paved inside shoulders with 12' left & right turn lanes added or reconstructed.

Proposed major structures: None.

Type Access: By Permit.

Traffic Control During Construction: Existing operation shall be maintained during construction.

Right-of-Way Requirement: Georgia Department of Transportation shall be responsible for the acquisition of all Required Right-of-Way for this project. None anticipated.

Utilities: Georgia Department of Transportation shall be responsible for all Utility adjustments.

Estimated Cost:

<u>Item</u>	<u>Total Amount</u>
R/W -----	\$ 0 (Ga. D.O.T.)
Utilities -----	\$ 0 (Ga. D.O.T.)
Estimated LGPA Total -----	\$ 0
Construction -----	\$ 5,043,925
Traffic Signals -----	\$ 100,000
E & C 10% -----	\$ 514,393
Total Construction -----	\$ 5,568,318

Permits Required: None.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None.

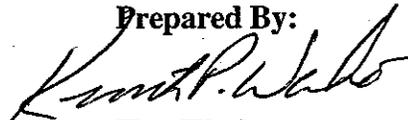
Time Saving Procedures Appropriate: Yes (X) No ()

Design Variances Required: None.

Alternatives Considered: None.

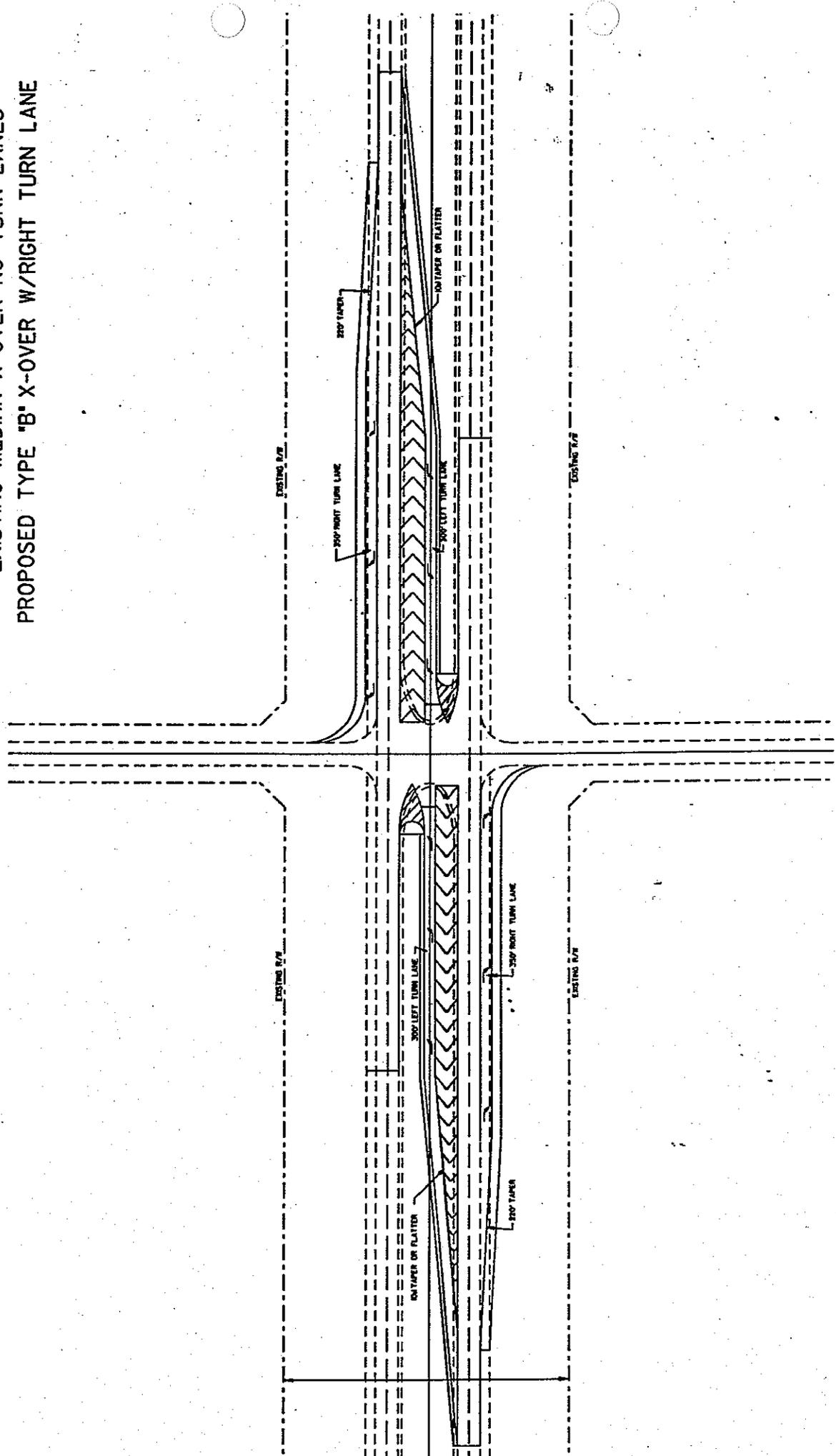
Comments: None.

Prepared By:



Ken Werho

EXISTING MEDIAN X-OVER NO TURN LANES
PROPOSED TYPE 'B' X-OVER W/RIGHT TURN LANE



EXISTING TYPE 'A' X-OVER
PROPOSED TYPE 'B' X-OVER W/RIGHT TURN LANE

