DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0006-00(049) Cobb/Paulding
P.I. No.: 0006049
S.R. 360 Widening

OFFICE: Engineering Services

DATE: May 29, 2008

FROM: Brian K. Summers, PE, Project Review Engineer REW

TO: Babs Abubakari, P.E., State Consultant Design and Program Delivery Engineer

SUBJECT: **IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES**

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
PAVEMENT (P)				
P-1	Use 11-ft.-wide lanes for all lanes in lieu of 12-ft.-wide lanes	$5,586,728	No	Based on traffic counts and accident history.
P-2	Use 11-ft.-wide lanes in lieu of 12-ft.-wide lanes for through lanes only	$4,269,516	N/A	This does not apply since VE Alternative "P-1" will be implemented.
P-3	Use 11-ft.-wide lanes in lieu of 12-ft.-wide lanes for the SR 360 inside through lanes only	$2,134,655	N/A	This does not apply since VE Alternative "P-1" will be implemented.
P-4	Use 11-ft.-wide lanes in lieu of 12-ft.-wide lanes for all turn lanes only	$1,316,765	N/A	This does not apply since VE Alternative "P-1" will be implemented.
P-6	Reduce taper and storage length for left-turn lanes	$781,899	No	Based on Capacity Analysis, the storage lengths shown are what are required based on the turning movements at each intersection.

ALT #	Description	Potential Savings/LCC	Implement	Comments
PAVEMENT (P) - continued				
P-7	Take out U-turn at Station 191+00	$198,417	Yes	This should be done.
P-8	Take out U-turn at Station 53+00	$302,592	No	This U-turn would service six residential properties as well as a church. It would require them to travel another 1233' to make a U-turn.
P-9	Take out U-turn at Station 307+50	$422,560 (proposed) $211,280 (actual)	Yes/partial	The EB to WB U-turn Pavement can be removed but the WB to EB U-turn Pavement needs to be left in place in order to accommodate the seven residential properties that will need to be serviced.
RIGHT-OF-WAY (ROW)				
ROW-1	Use 18-in.-wide curb and gutter sections in lieu of 30-in.-wide sections	$2,798,813	No	Results in a decrease in gutter spread. Since 11' lanes are now being used this would reduce the offset distance from the barrier face to the travel lane.
ROW-2	Use 24-in.-wide curb and gutter sections in lieu of 30-in.-wide sections	$1,399,574 (proposed) $1,051,363 (revised)	No	Results in a decrease in gutter spread. Since 11' lanes are now being used this would reduce the offset distance from the barrier face to the travel lane.
ROW-3	Use retaining walls to reduce right-of-way impacts	$90,179	Yes	This should be done.

ALT #	Description	Potential Savings/LCC	Implement	Comments
RIGHT-OF-WAY (ROW) - continued				
ROW-4	Reduce the width of the median from 24 ft. to 22 ft. wide	$1,655,346	N/A	This does not apply since VE Alternative "ROW-5" will be implemented.
ROW-5	Reduce the width of the median from 24 ft. to 20 ft. wide	$3,310,695	Yes	This should be done.
ROW-7	Delete the 4-ft.-wide buffer strips at the left-turn pockets in the median	$1,698,871	N/A	This does not apply since VE Alternative "ROW-5" will be implemented.
ROW-8	Reduce the width of the urban shoulder from 16 ft. to 12 ft.	$5,157,262	No	The 16' shoulders are needed in order to provide a space for the Utility Companies to relocate their facilities. (See attached list of proposed Utility Companies located along this corridor.) In addition, there are approximately 209 driveways along S.R. 360 and the sidewalks would have to wrap around the back side of the driveways in order to meet ADA requirements.
ROW-10	Reduce the back of outside curb to back of outside curb distance to the minimum (combines P-1, ROW-1 & ROW-7)	$15,435,112	N/A	Does not apply since most of the savings shown has already been accounted for in VE Alternative "P-1", "ROW-1", and "ROW-7".

ALT #	Description	Potential Savings/LCC	Implement	Comments
		GENERAL (G)		
G-1	Improve intersections at Poplar Spring Road with Old Atlanta Road and Macland Circle and remove intersections of Old Atlanta Road and Macland Circle with SR 360	$374,790	No	There is a project by Paulding County to widen Poplar Springs Road. Relocating the Old Atlanta Road/Macland Circle intersection would result in additional R/W impacts. The VE Alternative would not accommodate the widening project.
G-2	Cul-de-sac Bullard Road on south side of SR 360 and delete tee intersection	$525,042	No	A subdivision has been added to the SE quadrant of Bullard Road. If a Cul-de-sac were placed on Bullard Road now if would restrict the access they currently have.
		BRIDGES (B)		
B-1	Use a precast concrete arch culvert in lieu of a bridge at Powder Springs Creek	$1,628,171	No	A culvert was considered but would not work hydraulically. The grade needs to be raised to convey the Design Year storm.
B-2	Use a single-span bridge in lieu of a three-span bridge at each bridge location	$185,341	No	Based on the Hydraulic Study, the 150' long bridge is the shortest bridge that produces acceptable backwater values.

ALT #	Description	Potential Savings/LCC	Implement	Comments
		SIDEWALKS (S)		
S-1	Place sidewalks on one side of road only	$2,148,695	No	There are numerous churches, retail and commercial developments, 165 residential properties on S.R. 360 and many other subdivisions located on side roads that would generate significant pedestrian traffic.
S-2	Use asphalt in lieu of concrete for sidewalks	$2,130,806	No	Would require significantly more future maintenance costs.
S-3	Install a sidewalk on the north side of SR 360 from Bullard Road to SR 176 and along the east side of Bullard Road in lieu of throughout the project	$3,856,191	No	There are numerous churches, retail and commercial developments, 165 residential properties on S.R. 360 and many other subdivisions located on side roads that would generate significant pedestrian traffic.
		EMBANKMENT (E)		
E-1	Use 2:1 cut slopes in lieu of 4:1 cut slopes in selected locations	$1,689,170	Yes	This should be done.
E-3	Use 2:1 fill slopes in lieu of 4:1 fill slopes in selected locations, move the sidewalk closer to the edge of road, and add W-beam guard rail along the edge of the embankment	$2,569,339	Yes	This should be done.

A meeting was held on May 21, 2008 and Scott Gero and Ken McDuff with Mulkey Engineers, Inc., Stanley Hill, and Vinesha Pegram of Consultant Design, and Brian Summers, Ron Wishon and Lisa Myers of Engineering Services were in attendance.

Additional information was provided by the Project Manager on May 28, 2008.

The results above reflect the consensus of those in attendance and those who provided input.

Approved: _____ **Date:** 6/27/08
Gerald M. Ross, P. E., Chief Engineer

BKS/REW

Attachments

c: Gus Shanine, FHWA
Todd Long
Babs Abubakari
Stanley Hill
Vinesha Pegram
James Magnus
Mickey McGee
James Harry
Kenny Beckworth
Paul Liles
Bill Ingalsbe
Bill DuVall
Steve Gaston
Emmanuella Myrthil
Patrick Allen
Lisa Myers

Preconstruction Status Report By PI Number

Print Date: 05/29/2008

PROJ ID	COUNTY	DESCRIPTION	MGMT. ROW DATE	SCHED DATE	MGMT. LET DATE
0006049	Cobb, Paulding	SR 360 FROM SR 176/NEW MACLAND ROAD/COBB TO SR 120/PAULDING	Oct-08	Mar-11	Oct-10

CSSTP-0006-00(049)
TIP #: CO-367
MPO: Atlanta TMA
MODEL YR: 2030
PROJ MGR: Pegram, Vinesha
PROG TYPE: Reconstruction/Rehabilitation
CONCEPT: ADD 4R
FIELD DIST: 6, 7
TWIN:
US:
EST DATE: 2/26/2007
PROJ LENGTH: 5.80
TYPE WORK: Widening
LET RESP: DOT
Congressional Districts: 11

Phase	Approved	Proposed	Cost	Fund	Status
PE	2005	2005	5,004,691.38	Q24	AUTHORIZED
ROW	LR	LR	47,800,000.00	L240	PRECST
CST	LR	LR	41,918,000.00	L240	PRECST

SCHED START	SCHED FINISH	ACTIVITY	ACTUAL START	ACT/EST FINISH	PCT	DISTRICT COMMENTS
		Define Project Concept	2/24/2006	11/30/2006	100	
		Concept Meeting	11/28/2006	11/28/2006	100	
		Concept Submittal and Review	1/16/2007	2/16/2007	100	
		Receive Preconstruction Concept Approval	2/16/2007	2/16/2007	100	
		Management Concept Approval Complete	**2/16/2007**	**2/16/2007**	**100**	
6/11/2008	6/17/2008	Value Engineering Study	12/11/2006		98	
		Public Information Open House Held	12/14/2006	12/14/2006	100	
6/6/2008	1/29/2009	Environmental Approval	3/1/2006		78	
11/6/2008	11/6/2008	Public Hearing Held			0	
7/4/2008	7/24/2008	Mapping			0	
6/6/2008	7/3/2008	Field Surveys/SDE	11/6/2006		95	
6/6/2008	**2/12/2009**	**Preliminary Plans**	**2/2/2007**		66	
10/24/2008	10/23/2008	Preliminary Bridge Design	3/30/2007		76	
6/11/2008	6/10/2008	Underground Storage Tanks	8/9/2007		99	
8/29/2008	11/13/2008	404 Permit Obtainment			0	
3/6/2009	3/9/2009	PFPR Inspection			0	
4/14/2009	7/6/2009	R/W Plans Preparation			0	
9/1/2009	**9/4/2009**	**R/W Plans Final Approval**			**0**	
4/14/2009	4/16/2009	L & D Report Development and Approval			0	
9/7/2009	1/17/2011	R/W Acquisition			0	
1/28/2010	2/10/2010	Stake R/W			0	
		Soil Survey	8/24/2007	12/7/2007	100	
4/14/2009	5/19/2009	Bridge Foundation Investigation			0	
4/17/2009	**2/19/2010**	**Final Design**			0	
5/18/2009	11/27/2009	Final Bridge Plans Preparation			0	
3/15/2010	3/16/2010	FFPR Inspection			0	
3/30/2010	4/12/2010	FFPR Response			0	

BIKE PROVISIONS INCLUDED?: N *MEASUREMENT SYSTEM:* E *CONSULTANT:* T *UT EST:*

PDD: JUN03 LR: Assigned to Road Design. 10/20/03.
Bridge: BRIDGE REQUIRED
Design: SH/VCP/MULKEY-(TURNKEY) Need Env. 4-1-08
EIS: DEAnot apvd|NotonSchedROW|Myrthil05.09.08
LGPA: NOTIFICATION LETTER SENT TO COBB & PAULDING 2-21-05.
Programming: #1 6-05|#2 1-06|#3 11-07|#4 12-07|#5 2-08
Traffic Op: SEND PFPR PLANS FOR REVIEW 6-18-07
Utility: CC: NEED PPLANS 05/04; OCD SUE:Tk1,Ct17
EMG: RECST/REHAB (WIDENING); FLY 6378/05;TURNKEY PROJECT

R/W INFORMATION:
PREL PARCEL CT: *TOTAL PARCEL CT:* *ACQUIRED BY:* DOT *ACQ MGR:*
UNDER-REVIEW CT: *RELEASED CT:* *OPT-PEND CT:* *DEEDS CT:* *COND-PEND CT:* *COND-FILED CT:*
RW CERT DT: *ACQUIRED CT:* *RELOCATION CT:*

Wishon, Ron

From:	Ken McDuff [kmcduff@mulkeyinc.com]
Sent:	Wednesday, June 04, 2008 1:17 PM
To:	Wishon, Ron
Cc:	Myers, Lisa; Scott Gero
Subject:	RE: VE Implementation Meeting --- CSSTP-0006-00(049) Cobb/Paulding --- {P.I. No. 0006049} --- S.R. 360 widening/reconstruction
Attachments:	2005 2006 Corridor Crashes.xls; SR 360 Corridor Crashes.xls; 360 Accident Data.xls; Traffic Count methodology.pdf; Traffic Counts GDOT 2005.pdf; Traffic counts GRICE 2006.pdf

Ron,

I have attached the traffic diagrams - which include truck traffic (in title block). I want to explain why I included two sets of diagrams (two separate methodologies – see attached sheets for computation details))

- The Grice Diagrams are the most current as provided from Grice and Associates. These numbers were approved through GDOT (and subsequently rechecked with Abby Ebodaghe) are what will be displayed in the plans as far as the traffic diagrams. These traffic numbers were also what were used in the traffic study for segment analysis. A 2.01% growth rate is used from the year 2000 to 2030.
- The second set of diagrams show a much higher volume. These numbers were generated prior to concept approval by GDOT. A 4.34% growth rate is used from 2005 to 2012 and a 2.86% rate is used from 2012 to 2032.

Please also find attached accident info.

Ken

Ken McDuff, P.E.
Project Manager/Project Engineer
Mulkey Engineers & Consultants
1255 Canton Street, Suite G
Roswell, GA 30075
678-795-3612 Direct
678-461-3494 Fax
www.mulkeyinc.com

From: Wishon, Ron [mailto:rwishon@dot.ga.gov]
Sent: Wednesday, June 04, 2008 10:21 AM
To: Ken McDuff
Cc: Myers, Lisa
Subject: VE Implementation Meeting --- CSSTP-0006-00(049) Cobb/Paulding --- {P.I. No. 0006049} --- S.R. 360 widening/reconstruction

Ken:
I figured I would just go directly to you about this. Gerald sent the VE Study Implementation Letter back. He had a couple of concerns/questions, most of which we can answer, but he specifically had a question about VE Alternative "P-1". This was the one about using 11' lanes. He wants to see the traffic volumes, including the % trucks. He also wants to see what the accident rate is, in particular, the sideswipe accident rate or number

(whichever way this is shown). We did have some of the Traffic Study (done by Grice) but I don't think we had something with the volumes, % trucks, or accident rates. Thanks!

Ron Wishon
Assistant Project Review Engineer
Engineering Services
Room 261
404-651-7470
404-463-6131 (FAX)

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678-461-3494 Fax
www.mulkeyinc.com

Accidents 2004		% Type	Accident Rate
Angle	18	23.68	
Head On	6	7.89	
Not A Collision with a Motor Vehicle	12	15.79	374
Rear End	38	50.00	
Sideswipe - Opposite Direction	2	2.63	

Not A Collision with a Motor Vehicle 2004		% Type
Tree	5	41.67
Ditch	3	25.00
Utility Pole	2	16.67
Other Non-collision	1	8.33
Overturn	1	8.33

Accidents 2003		% Type	Accident Rate
Angle	29	30.85	
Head On	3	3.19	
Not A Collision with a Motor Vehicle	15	15.96	308
Rear End	42	44.68	
Sideswipe - Same Direction	1	1.06	
Sideswipe - Opposite Direction	4	4.26	

Not A Collision with a Motor Vehicle 2003		% Type
Ditch	5	33.33
Tree	2	13.33
Deer	2	13.33
Utility Pole	1	6.67
Pedestrian	1	6.67
Overturn	1	6.67
Mailbox	1	6.67
Fence	1	6.67
Highway Traffic Sign Post	1	6.67

$$r_1 = \left(\sqrt[7]{\frac{V_{2012}}{V_{2005}}} - 1 \right) \times 100\%$$

$$r_2 = \left(\sqrt[20]{\frac{V_{2032}}{V_{2012}}} - 1 \right) \times 100\%$$

Where:

r_1 = annual growth rate from 2005 to 2012 (%)
r_2 = annual growth rate from 2012 to 2032 (%)
V_{2012} = 2012 ADT volume
V_{2032} = 2032 ADT volume

The average of various growth rates of different segments along SR 360 resulted from the above calculations indicate that:

- From 2005 to 2012, the projected average annual growth rate along SR 360 is 4.34%.
- From 2012 to 2032, the projected average annual growth rate along SR 360 is 2.86%.

And, finally, based on the year 2000 ADT and 2030 ADT obtained from the ARC Regional Travel Demand Model, as displayed in **Appendix G**, annual growth rates were calculated for each segment along SR 360 using the following equations:

$$r = \left(\sqrt[30]{\frac{V_{2030}}{V_{2000}}} - 1 \right) \times 100\%$$

Where:

r = annual growth rate from 2000 to 2030 (%)
V_{2000} = 2000 ADT volume
V_{2030} = 2030 ADT volume

The average of various growth rates of different segments along SR 360 resulted from the above calculations indicate that:

- From the year 2000 to 2030, the average annual growth rate along SR 360 is 2.01%.

Growth rates derived from GDOT Traffic Diagrams and ARC Regional Travel Demand Model were compared carefully. It was decided, based on the comparison, that the annual growth rate of 2.01% as calculated based on ARC Regional Travel Demand Model is used to forecast traffic volumes of build year 2012 and design year 2032 for the following reasons:

- The annual growth rates calculated based on GDOT Traffic Diagrams—4.34% from 2005 to 2012 and 2.86% from 2012 to 2032—are much higher than that calculated based on ARC Regional Travel Demand Model. A preliminary inspection of land use development in the study area does not support the higher growth rates (4.34% and 2.86%) as sustainable traffic growth.
- The ARC Regional Travel Demand Model is a validated and verified transportation model for the Metro Atlanta area, and therefore is more likely to reflect the future traffic growth of the study corridor based upon socioeconomic, demographic and land use changes.

Traffic volumes in the build year and design year, in terms of AM peak and PM peak Design Hourly Volume (DHV) and Average Daily Traffic (ADT) were then projected based on field traffic counts and developed annual growth rate. The forecasted traffic volumes as well as the current year (2006) ADT were used to update the Traffic Diagrams for the following scenarios:

- 2006 ADT
- 2012 ADT
- 2032 ADT
- 2032 AM DHV
- 2032 PM DHV

Please see **Appendix F** for updated traffic diagrams, which were submitted for GDOT Office of Environment/Location (OEL) to review and thereafter approved by the OEL.

5.2 Roadway Segment Analysis

Capacity and Level of Service analysis was conducted for the six (6) roadway segments along SR 360, as discussed previously. The two-lane module of HCS 2000 was used to analyze capacity and determine the LOS of each roadway segment for the following two scenarios:

- 2012 No-Build
- 2032 No-Build

The four-lane module of HCS 2000 was used to analyze capacity and determine the LOS of each roadway segments for the following two scenarios:

- 2012 Build
- 2032 Build

Similar data as used for roadway segment analysis of existing conditions were used for future conditions analysis. For Build conditions, roadway inventory reflects a four-lane

SHEET 1 OF 4

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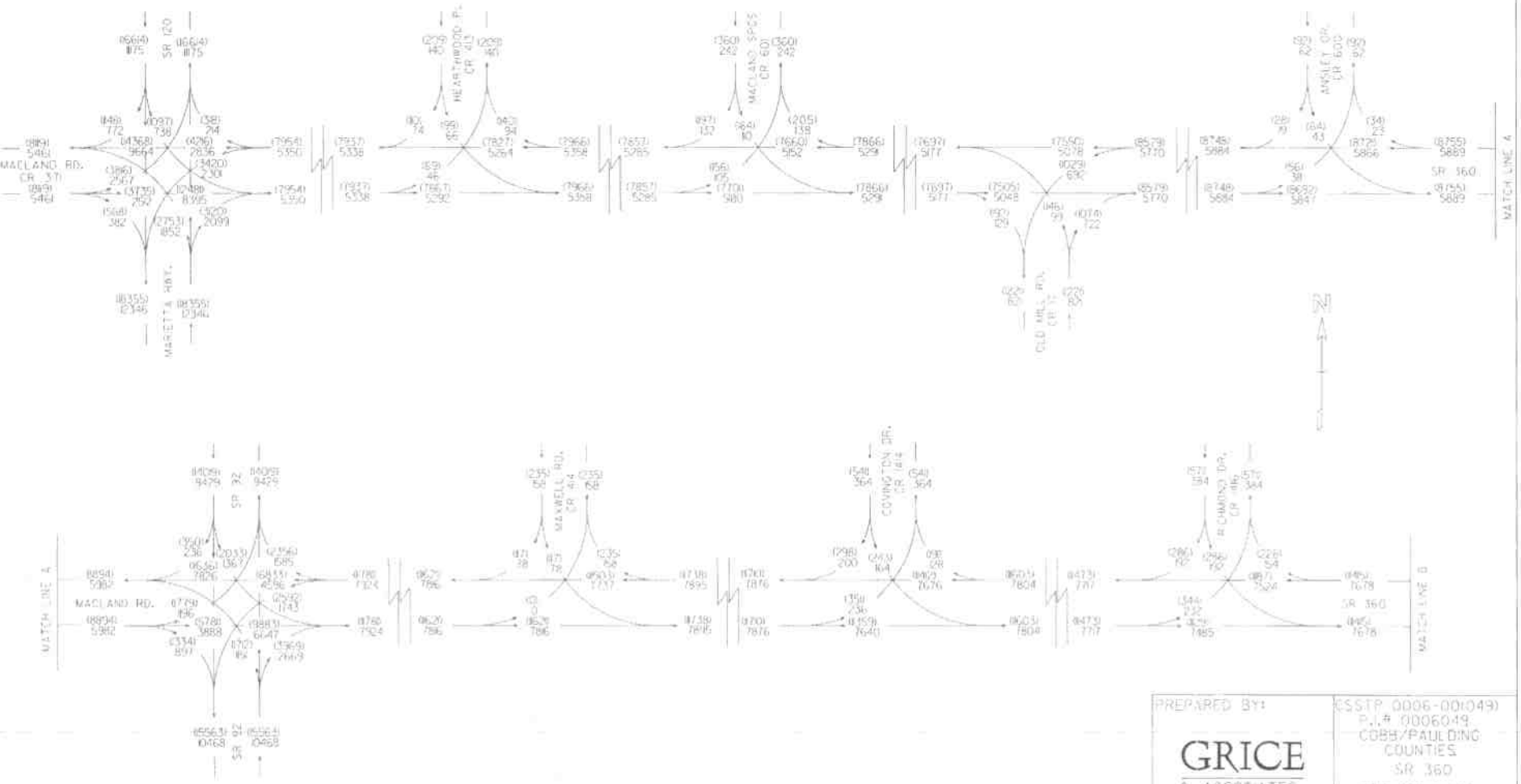

PREPARED BY:

GRICE
& ASSOCIATES

CSSTP 0006-00(049)
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COBB/PAULDING
COUNTIES
SR 360

2012 ADT = 000
2032 ADT = 0000
24 HR. T = 4%
S.U. = 3%
COMB. = 1%

0-2006

SHEET 2 OF 4

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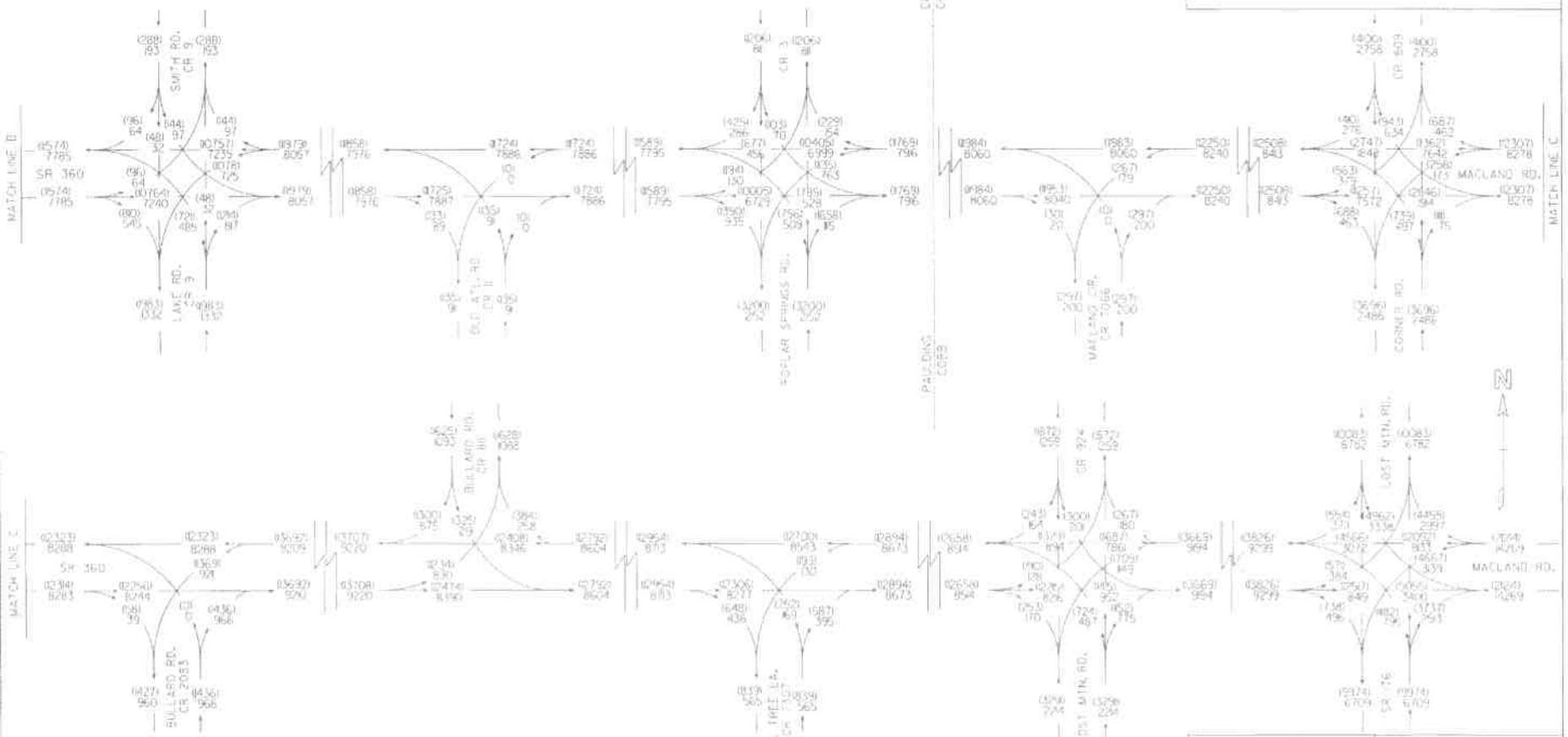

PREPARED BY:

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2012 ADT = 0000
2032 ADT = 0000

24 HR. T = 4%
S.U. = 3%
COMB. = 1%

12/2006

SHEET 3 OF 4

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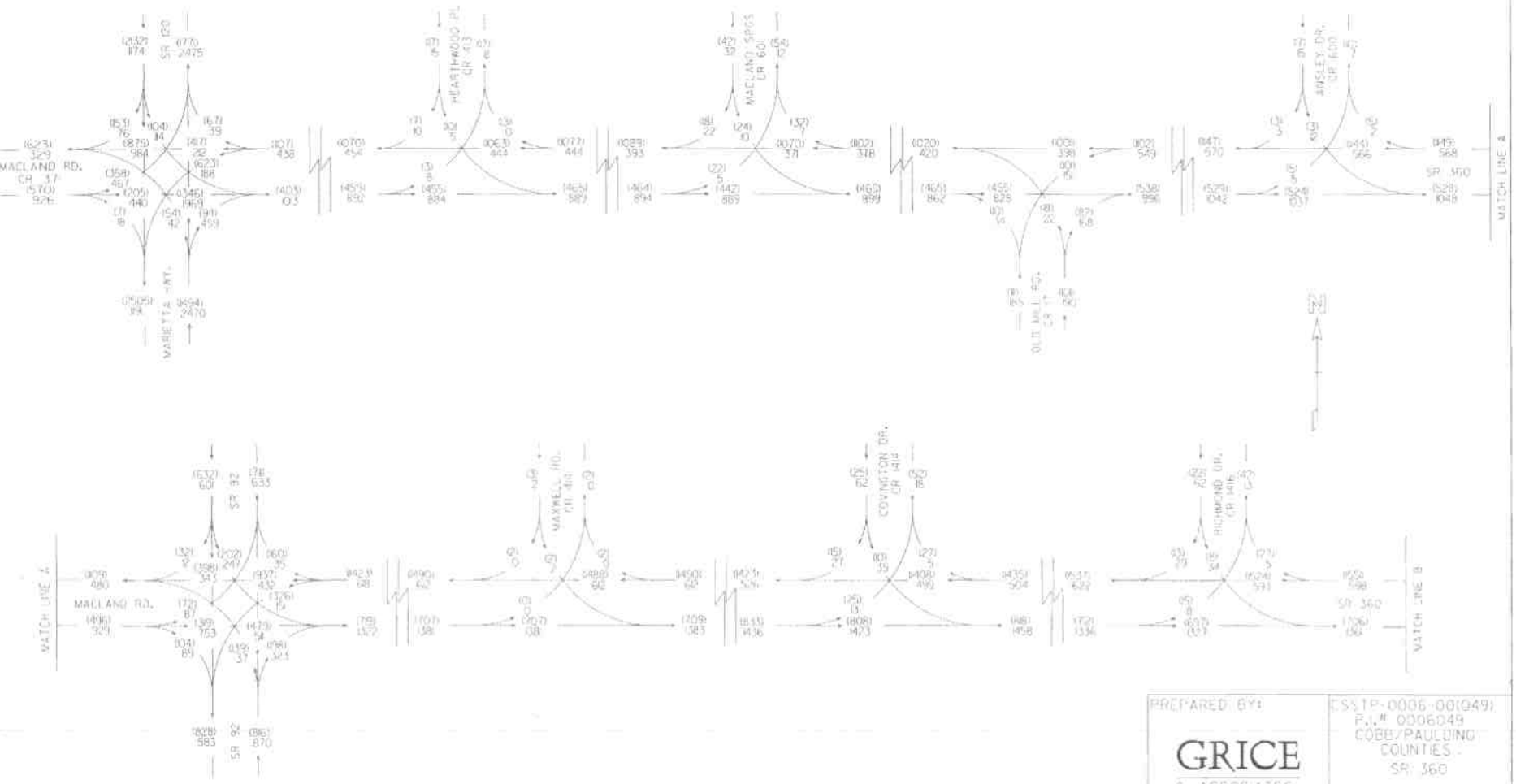

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02/2006

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2032 AM DHV = 000
2032 PM DHV = (000)

T = 3%

SHEET 4 OF 4

GEORGIA DEPARTMENT OF TRANSPORTATION

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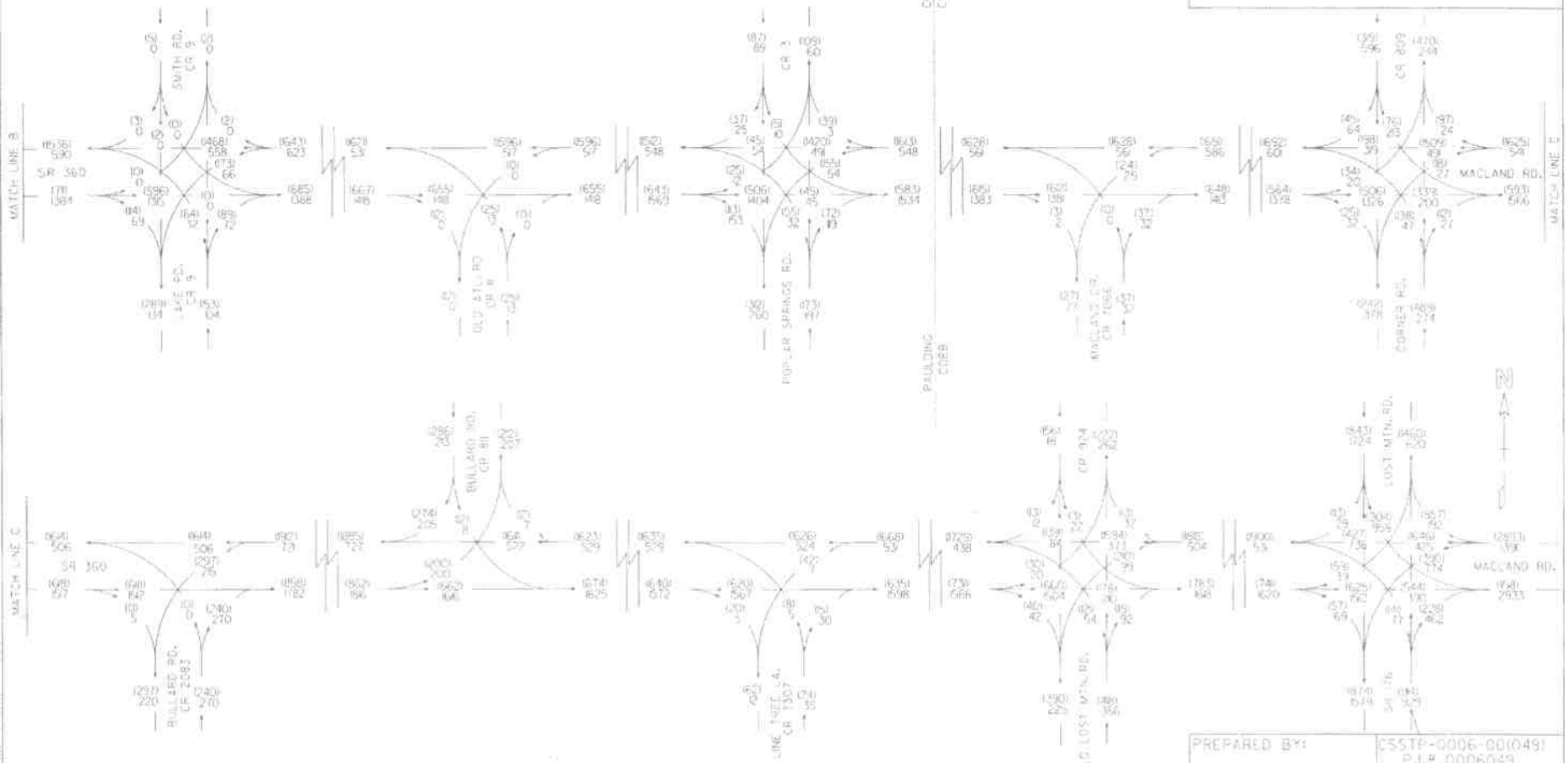

PREPARED BY:

GRICE & ASSOCIATES

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SR 360

2032 AM DHV = 000
2032 PM DHV = (000)

T = 3%

2/2006

SHEET 1 OF 4

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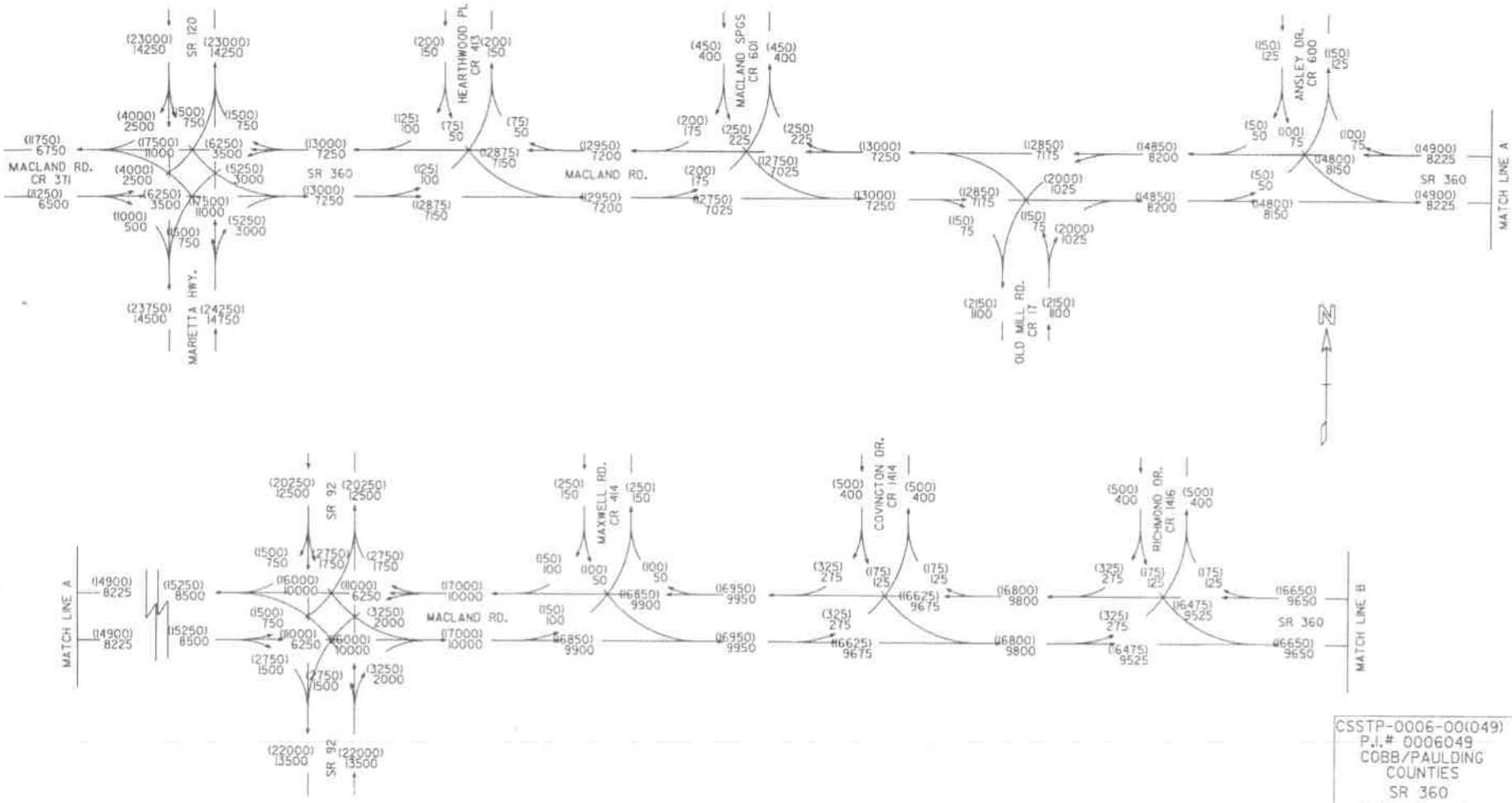

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2012 ADT = 000
2032 ADT = (000)

24 HR. T = 4%
S.U. = 3%
COMB. = 1%

RGL
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SHEET 2 OF 4

GEORGIA DEPARTMENT OF TRANSPORTATION
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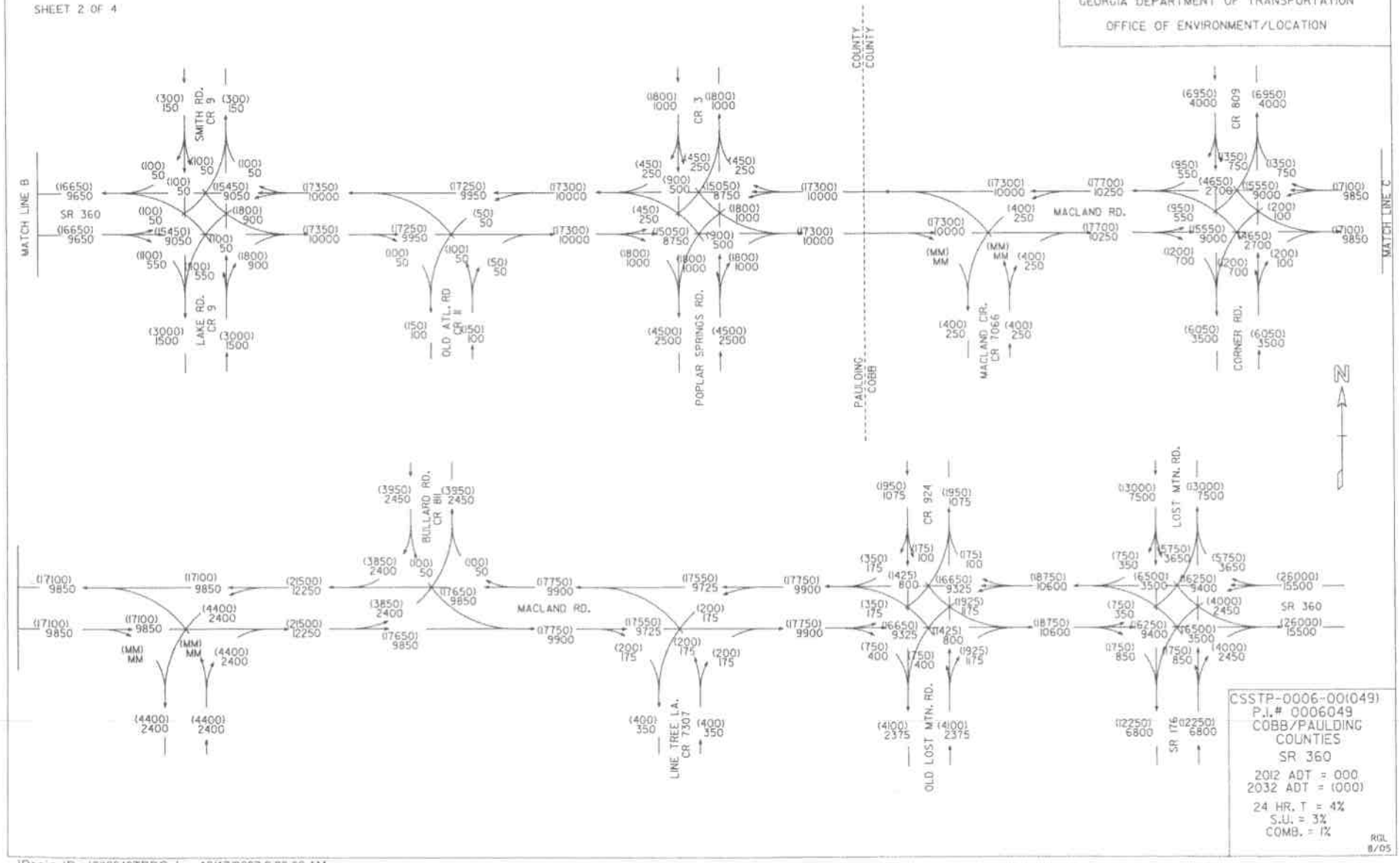

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SR 360

2012 ADT = 000
2032 ADT = (000)

24 HR. T = 4%
S.U. = 3%
COMB. = 1%

RGL
8/05

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SHEET 3 OF 4

GEORGIA DEPARTMENT OF TRANSPORTATION
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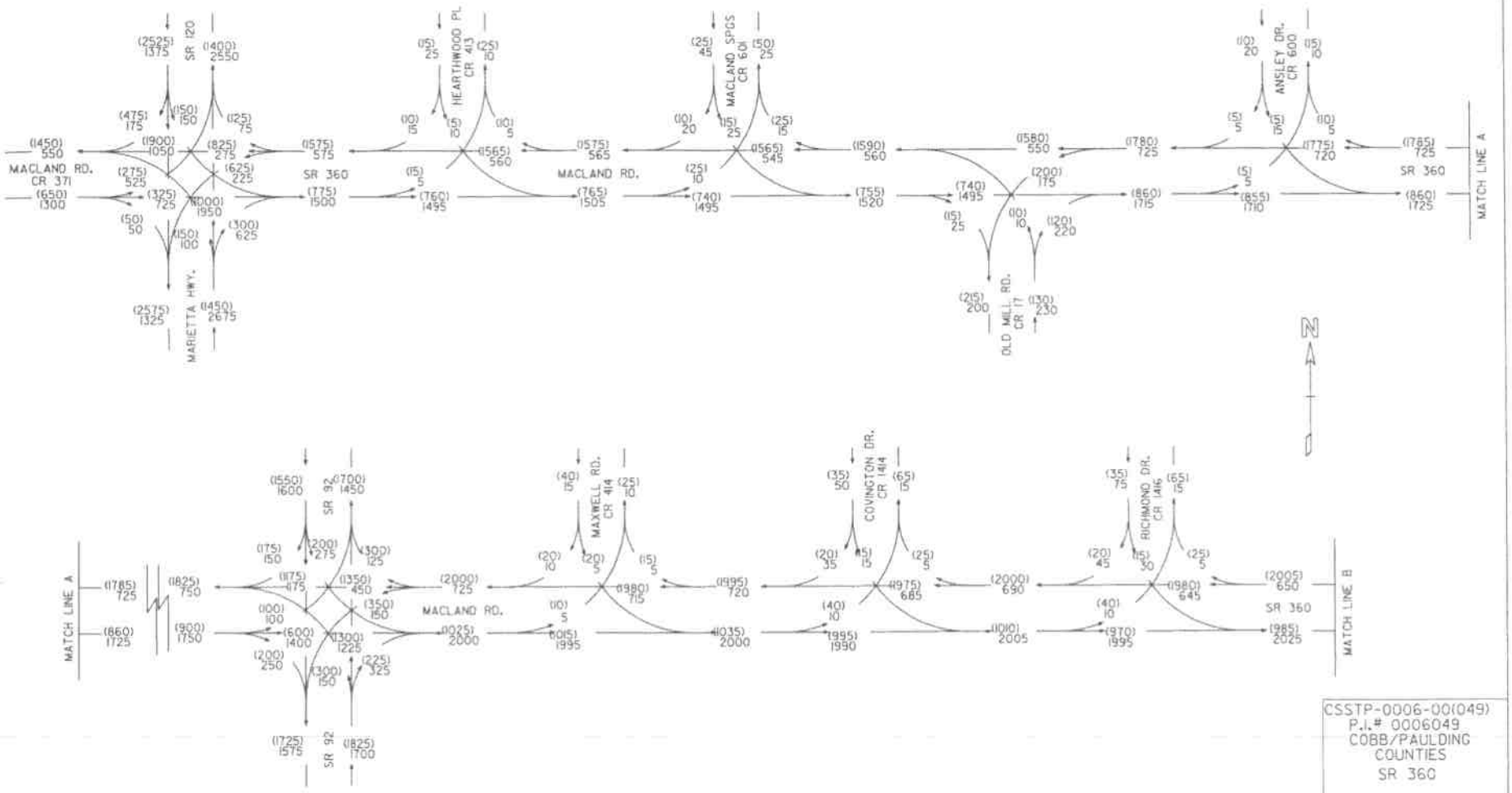

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2032 AM DHV = 000
2032 PM DHV = (000)

T = 2%

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SHEET 4 OF 4

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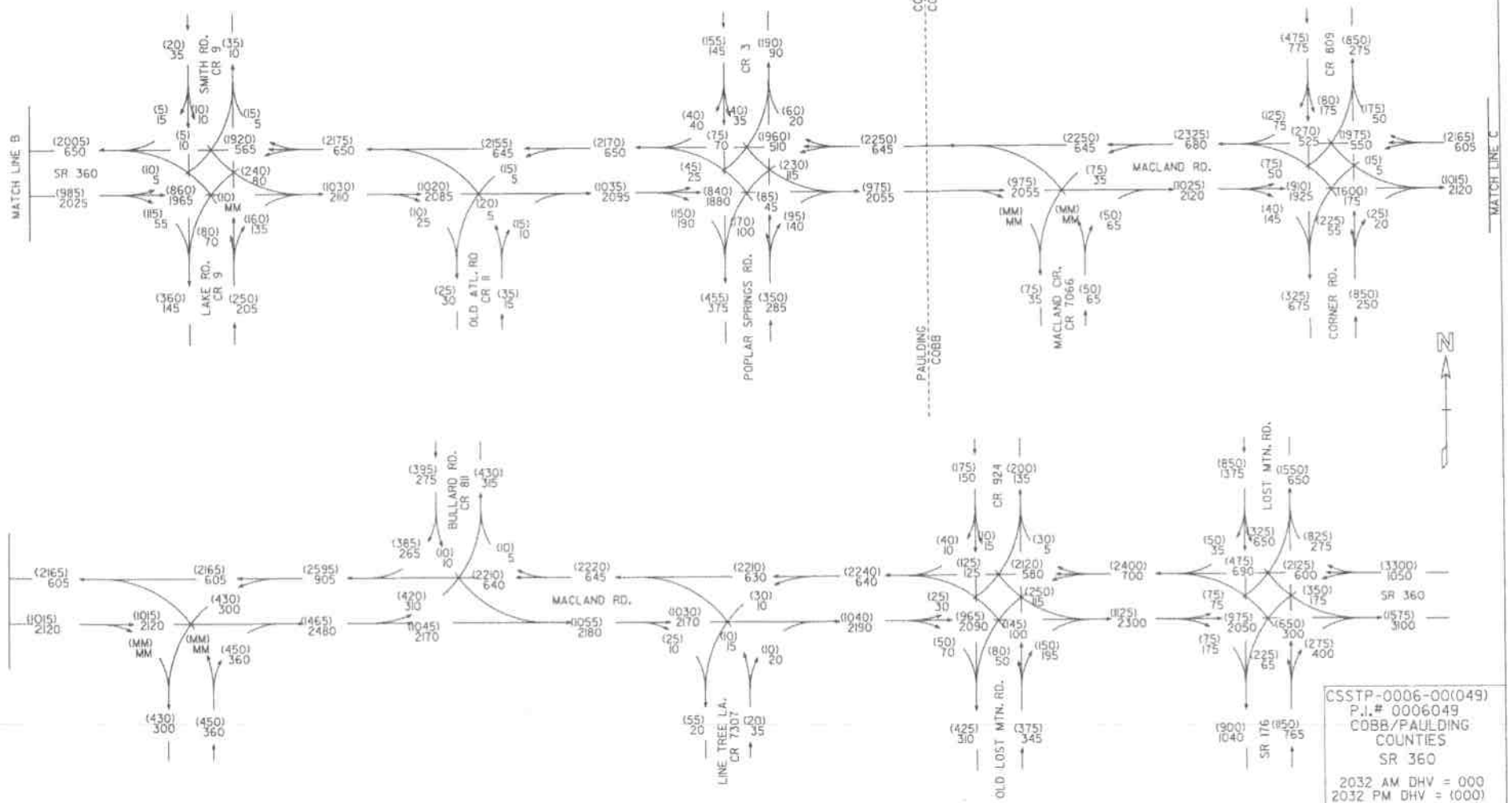

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2032 AM DHV = 000
2032 PM DHV = (000)

T = 2%

RGL
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SHEET 1 OF 2

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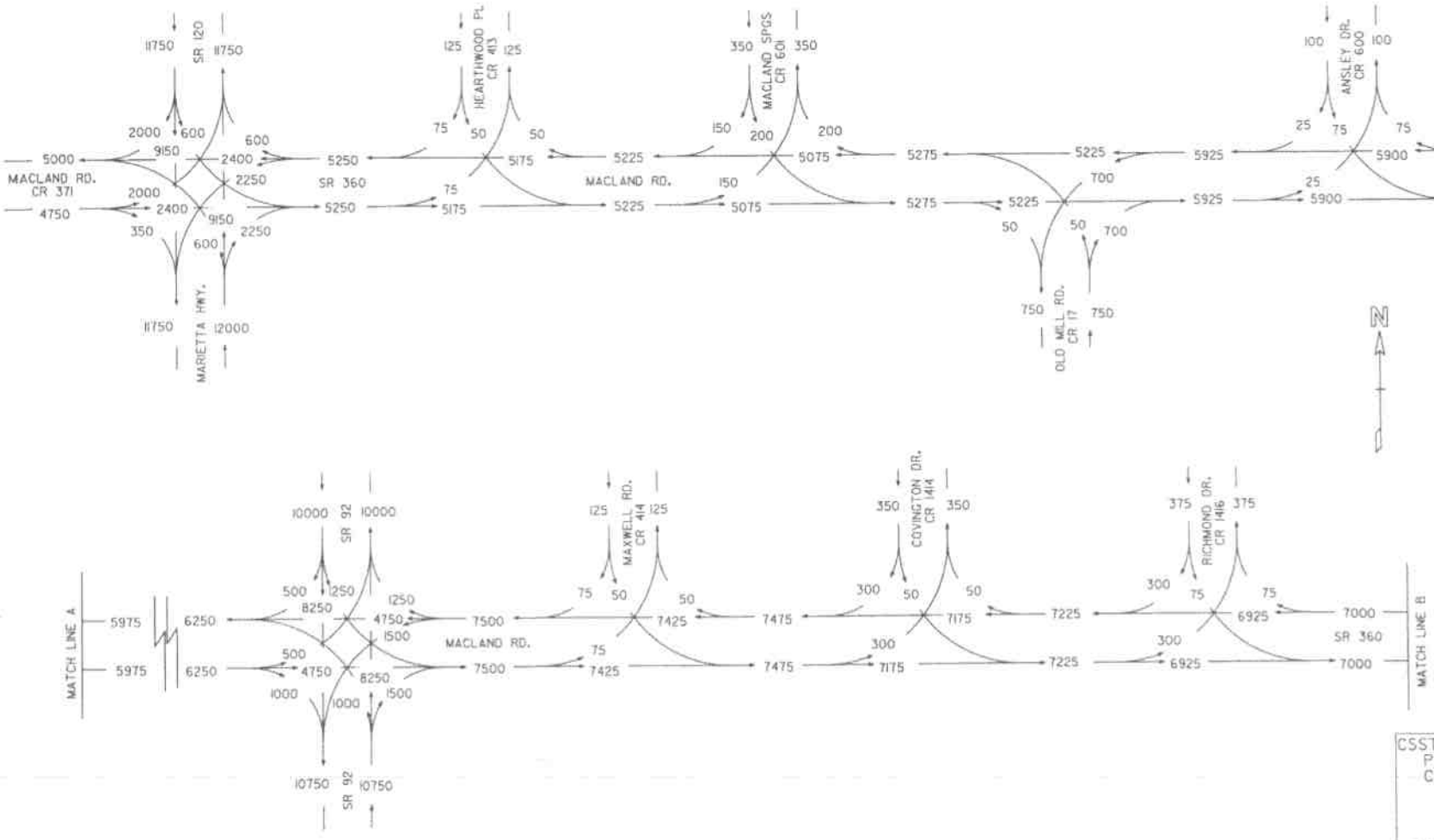

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EXISTING 2005 ADT

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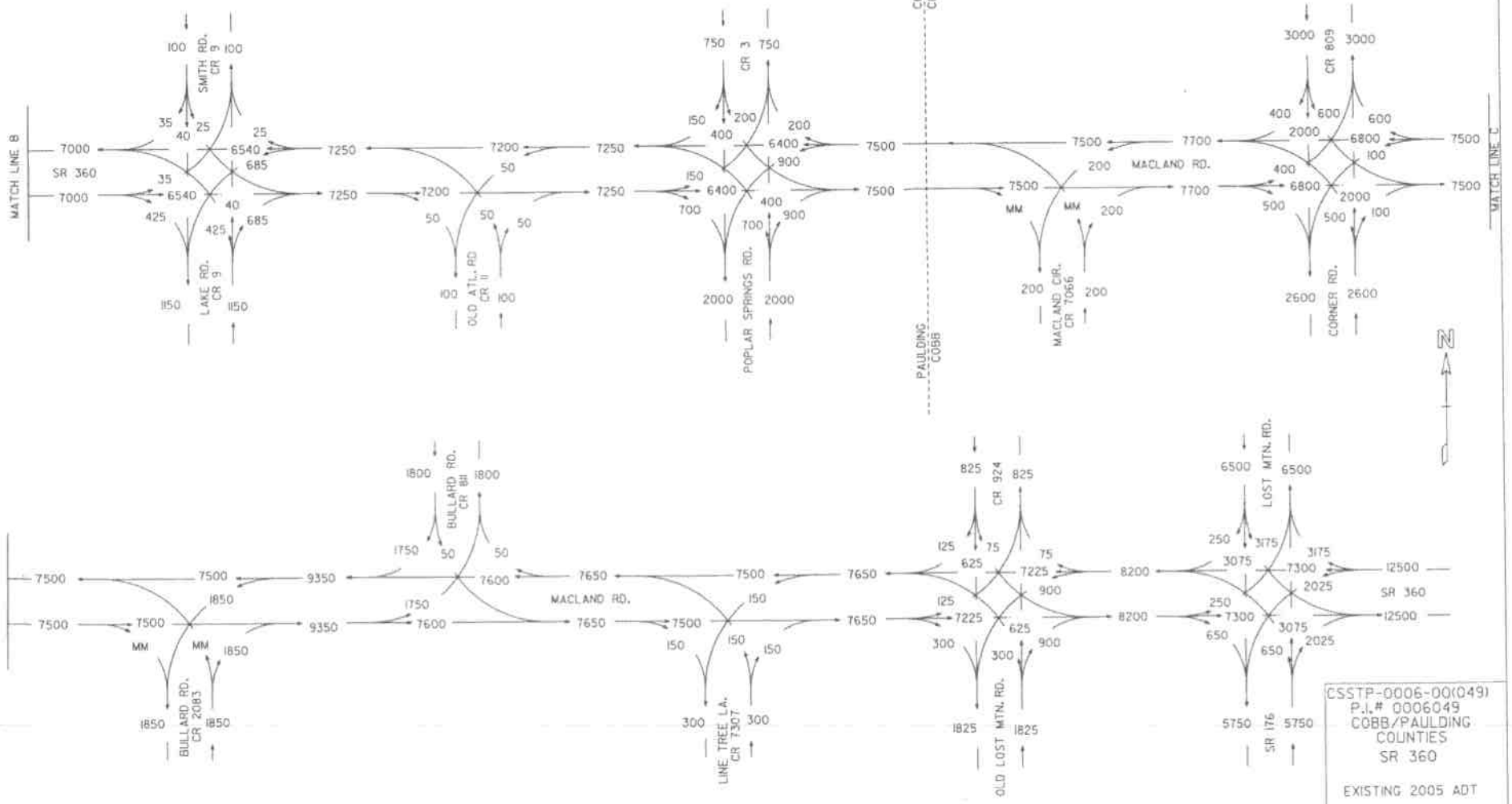

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SR 360

EXISTING 2005 ADT

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SR 360 from SR 176 in COBB COUNTY to SR 120 in PAULDING COUNTY - 2005-2006 Corridor Crashes

Accident No	Date	Time	County	Route Type	Route	Milelog	Intersecting Rt Type	Intersecting Rt	Injuries	Fatalities	Harmful Event	Collision	Location of Impact	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2
'50550387	2/24/2005	7:00 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Sideswipe - Same	On Roadway	Daylight	Dry	W	W	Changing Lanes	Turning Left
'50490400	2/22/2005	8:50 AM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'50140588	1/17/2005	6:40 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	N	N	Turning Right	Turning Right
'50360675	2/10/2005	11:03 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	N	N	Turning Right	Stopped
'50010252	1/4/2005	3:04 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Stopped	Straight
'50550408	2/28/2005	7:24 AM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	N	N	Straight	Straight
'51470333	5/5/2005	7:42 PM	Cobb	State Route	'017600	4.11	1	'036000	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	E	Turning Left	Straight
'50610438	3/4/2005	2:30 PM	Cobb	State Route	'017600	4.11	1	'036000	7	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W	Turning Left	Straight
'51730156	5/23/2005	12:53 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	S	Turning Left	Straight
'52750572	8/1/2005	7:00 PM	Cobb	State Route	'017600	4.11	1	'036000	3	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Stopped
'50980318	4/3/2005	1:45 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
'51050519	4/6/2005	6:04 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	N	Straight	Stopped
'51080038	4/8/2005	7:06 AM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Dawn	Dry	N	N	Turning Right	Turning Right
'51270530	4/21/2005	12:39 PM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Stopped
'51350450	4/28/2005	7:03 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Straight
'51570195	5/13/2005	12:40 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
'52030025	6/11/2005	12:05 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Straight
'51720477	5/23/2005	6:25 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Stopped	Negotiating a Curve
'54580285	12/7/2005	3:55 PM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Turning Right	Stopped
'54070460	11/3/2005	6:56 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Dry	W	W	Straight	Straight
'54220163	11/16/2005	5:26 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dusk	Dry	N	N	Turning Right	Stopped
'54370189	11/29/2005	6:32 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Straight
'53570067	10/3/2005	7:47 AM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	E	Turning Right	Stopped
'53090328	8/25/2005	6:35 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Turning Right	Stopped
'54070447	11/2/2005	9:27 PM	Cobb	State Route	'017600	4.11	1	'036000	3	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	W	E	Turning Left	Straight
'54070430	10/26/2005	10:48 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Dry	N	N	Turning Right	Turning Right
'52870010	8/13/2005	5:32 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	E	S	Straight	Straight
'52970251	8/20/2005	12:55 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'53540163	9/28/2005	8:10 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Wet	W	E	Turning Left	Straight
'52670266	7/29/2005	8:55 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Stopped
'52910570	7/18/2005	2:23 PM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'52120353	6/17/2005	2:58 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Turning Right
'50610454	3/5/2005	4:30 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	S	Turning Left	Stopped
'50610388	3/4/2005	3:55 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Stopped
'50170257	1/31/2005	2:45 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Stopped
'50750485	3/12/2005	4:04 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	E	Straight	Turning Left
'50020417	1/5/2005	1:06 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
'50070097	1/15/2005	9:40 AM	Cobb	State Route	'036000	0.12	2	'706600	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'53040412	8/24/2005	6:40 AM	Cobb	State Route	'036000	0.12	2	'706600	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dawn	Dry	E	E	Straight	Straight
'53850783	10/25/2005	2:43 PM	Cobb	State Route	'036000	0.12	2	'706600	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Turning Right	Stopped
'50020412	1/7/2005	7:10 AM	Cobb	State Route	'036000	0.51		'	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Dry	E	E	Negotiating a Curve	Stopped
'52040529	6/14/2005	10:46 AM	Cobb	State Route	'036000	0.57		'	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'53950578	11/1/2005	6:25 AM	Cobb	State Route	'036000	1		'	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dawn	Dry	E	E	Straight	Straight
'50130585	1/23/2005	3:31 PM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Other Fixed Object	Not A Collision With A	Off Roadway	Daylight	Dry	E		Negotiating a Curve	
'50750447	3/12/2005	12:18 PM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Turning Right	Turning Right
'52350329	7/9/2005	11:23 AM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Turning Left
'52760063	8/3/2005	5:01 PM	Cobb	State Route	'036000	1.01		'	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Stopped	Straight
'52860604	8/12/2005	2:01 PM	Cobb	State Route	'036000	1.01	2	'080900	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Straight	Straight
'54770374	12/15/2005	7:31 PM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Head On	On Roadway	Dark-Not Lighted	Wet	N	S	Turning Left	Straight
'54140119	11/8/2005	6:00 PM	Cobb	State Route	'036000	1.01	2	'080900	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	E	E	Straight	Stopped
'53950605	10/30/2005	1:55 PM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Turning Left
'53570152	10/4/2005	6:30 PM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	N	Straight	Stopped
'53690635	10/13/2005	4:50 AM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Animal	Not A Collision With A	On Roadway	Dark-Not Lighted	Dry	N		Straight	
'54060393	11/7/2005	5:39 PM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	W	W	Straight	Stopped
'52670276	7/19/2005	1:54 PM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Straight

53220652	9/7/2005	8:24 PM	Cobb	State Route	'036000	1.07			0	0	Animal	Not A Collision With A Motor	On Roadway	Dark-Not Lighted	Dry	E		Straight	
52760065	8/3/2005	5:12 PM	Cobb	State Route	'036000	1.22			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
51410569	5/3/2005	8:00 AM	Cobb	State Route	'036000	1.26	2	'208300	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry	W	W	Straight	Stopped
53470300	9/27/2005	6:20 PM	Cobb	State Route	'036000	1.26	2	'208300	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	E	Straight	Straight
50100429	1/18/2005	6:29 PM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	E	E	Stopped	Straight
50020541	1/8/2005	6:16 PM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	E	E	Straight	Stopped
50070112	1/14/2005	1:00 PM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Turning Left	Stopped
52180121	6/23/2005	6:43 PM	Cobb	State Route	'036000	1.35	2	'081100	5	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Turning Left
53430440	9/24/2005	4:36 AM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Ditch	Not A Collision With A Motor	On Shoulder	Dark-Lighted	Dry	N		Straight	
53570047	9/16/2005	7:45 PM	Cobb	State Route	'036000	1.35	2	'081100	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Dry	N	N	Straight	Stopped
53600114	10/7/2005	8:52 AM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E	Straight	Stopped
52870047	8/8/2005	8:15 PM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Tree	Not A Collision With A Motor	Off Roadway	Dusk	Wet	W		Straight	
51720420	3/18/2005	4:52 PM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Stopped	Straight
50880186	3/24/2005	6:54 AM	Cobb	State Route	'036000	1.44			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
53240228	9/4/2005	5:20 AM	Cobb	State Route	'036000	1.54			0	0	Deer	Not A Collision With A Motor	On Roadway	Dark-Not Lighted	Dry	E		Straight	
50130214	1/22/2005	1:30 PM	Cobb	State Route	'036000	1.65			0	0	Ditch	Not A Collision With A Motor	Off Roadway	Daylight	Wet	W		Turning Left	
54590153	12/11/2005	10:50 AM	Cobb	State Route	'036000	1.67	2	'730700	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
53470322	9/27/2005	6:38 PM	Cobb	State Route	'036000	1.88			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
53690556	10/2/2005	10:50 AM	Cobb	State Route	'036000	1.94			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
53390015	9/4/2005	11:03 AM	Cobb	State Route	'036000	2.03			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
51730178	5/24/2005	6:06 PM	Cobb	State Route	'036000	2.04			5	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Straight
50550021	3/1/2005	10:30 AM	Cobb	State Route	'036000	2.13	2	'092400	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Wet	E	E	Straight	Stopped
53600077	10/6/2005	7:00 AM	Cobb	State Route	'036000	2.13	2	'092400	3	0	Motor Vehicle in Motion	Angle	On Roadway	Dawn	Wet	W	E	Turning Left	Straight
53800156	10/23/2005	2:49 PM	Cobb	State Route	'036000	2.13	2	'092400	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	E	Turning Left	Turning Left
51920257	6/5/2005	9:00 PM	Cobb	State Route	'036000	2.13	2	'092400	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Wet	W	W	Straight	Straight
52180120	6/23/2005	5:50 PM	Cobb	State Route	'036000	2.13	2	'092400	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
52200218	6/27/2005	5:15 PM	Cobb	State Route	'036000	2.13	2	'092400	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W	Turning Left	Straight
52220411	6/28/2005	4:31 PM	Cobb	State Route	'036000	2.17			2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
53600081	10/6/2005	7:50 AM	Cobb	State Route	'036000	2.63			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E	Straight	Straight
50960605	3/31/2005	6:38 PM	Cobb	State Route	'036000	2.64			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Stopped
50430372	2/21/2005	12:24 PM	Cobb	State Route	'036000	2.77			0	0	Ditch	Not A Collision With A Motor	Off Roadway	Daylight	Wet	W		Straight	
54480127	12/1/2005	5:04 PM	Cobb	State Route	'036000	2.86			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Changing Lanes	Straight
54310775	11/28/2005	8:10 AM	Cobb	State Route	'036000	2.86			0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	S	W	Turning Left	Straight
52570130	7/20/2005	6:12 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Straight
51150822	3/23/2005	7:00 PM	Paulding	State Route	'009200	8.83	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	W	W	Negotiating a Curve	Stopped
52580367	6/3/2005	5:44 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
53490442	8/14/2005	1:38 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	S	Turning Left	Straight
53910538	9/21/2005	5:59 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Turning Right	Stopped
53490322	8/4/2005	5:39 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Turning Right	Stopped
53910590	9/25/2005	5:14 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Stopped
53000308	7/5/2005	5:56 AM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dawn	Dry	S	N	Turning Left	Straight
52580493	6/15/2005	6:20 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	S	Turning Left	Straight
51150882	3/28/2005	3:03 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Straight
51150729	3/13/2005	8:21 PM	Paulding	State Route	'009200	8.83	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Wet	S	S	Straight	Stopped
51150728	3/13/2005	2:39 PM	Paulding	State Route	'009200	8.83			2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Stopped
51580563	4/18/2005	12:14 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
50630418	2/3/2005	2:26 PM	Paulding	State Route	'036000	1.17			0	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	W	W	Backing	Stopped
54600565	11/26/2005	3:36 PM	Paulding	State Route	'036000	1.18			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Straight
54400531	10/21/2005	3:52 PM	Paulding	State Route	'036000	1.27			3	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
51150820	3/23/2005	3:24 PM	Paulding	State Route	'036000	1.37			0	0	Other Non-Collision	Not A Collision With A Motor	On Roadway	Daylight	Dry	E	W	Straight	Straight
54400313	10/3/2005	4:49 PM	Paulding	State Route	'036000	1.75			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
53120348	8/26/2005	4:38 PM	Paulding	State Route	'036000	2.26	2	'060100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Turning Left
53120247	8/26/2005	4:11 PM	Paulding	State Route	'036000	2.28			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Straight
50630484	2/9/2005	6:33 PM	Paulding	State Route	'036000	2.34			1	0	Highway Traffic Sign Post	Not A Collision With A Motor	Off Roadway	Dark-Not Lighted	Wet	E		Negotiating a Curve	
53910411	9/10/2005	12:42 AM	Paulding	State Route	'036000	2.37			2	0	Embankment	Not A Collision With A Motor	Off Roadway	Dark-Not Lighted	Dry	W		Negotiating a Curve	
52580648	6/30/2005	11:52 AM	Paulding	State Route	'036000	2.41	2	'060000	0	0	Other Fixed Object	Not A Collision With A Motor	Off Roadway	Daylight	Dry	E		Straight	
50420045	2/16/2005	6:47 PM	Paulding	State Route	'036000	2.44	2	'060000	0	0	Other Non-Collision	Rear End	On Roadway	Dark-Not Lighted	Dry	W	W	Straight	Straight
52580476	6/13/2005	7:22 PM	Paulding	State Route	'036000	2.48			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped

'51580603	4/21/2005	6:33 PM	Paulding	State Route	'036000	2.51			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'53000328	7/6/2005	5:02 PM	Paulding	State Route	'036000	2.52			0	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Wet	E	W	Turning Left	Straight
'53910377	9/7/2005	7:18 AM	Paulding	State Route	'036000	2.56	2	'047900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E	Turning Right	Straight
'52080601	5/20/2005	4:04 PM	Paulding	State Route	'036000	2.56	2	'047900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E	Straight	Straight
'52080476	5/7/2005	1:30 PM	Paulding	State Route	'036000	2.56	2	'047900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E	Turning Left	Straight
'51150689	3/9/2005	9:24 AM	Paulding	State Route	'036000	2.56	2	'047900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'54600410	11/13/2005	12:42 PM	Paulding	State Route	'036000	2.56	2	'047900	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E	Stopped	Straight
'53490413	8/11/2005	3:21 PM	Paulding	State Route	'036000	2.6			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'52580550	6/21/2005	9:52 PM	Paulding	State Route	'036000	2.6			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Dry	W	W	Straight	Entering/Leaving
'54800570	12/30/2005	4:33 PM	Paulding	State Route	'036000	2.61			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'54800427	12/14/2005	3:57 PM	Paulding	State Route	'036000	2.61			0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W	Turning Left	Straight
'50630597	2/18/2005	1:50 PM	Paulding	State Route	'036000	2.61			0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry	W	W	Turning Right	Straight
'52080441	5/4/2005	9:20 PM	Paulding	State Route	'036000	2.61			1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	W	W	Changing Lanes	Straight
'53910510	9/19/2005	5:29 PM	Paulding	State Route	'036000	2.61			1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W	Entering/Leaving Driveway	Straight
'53490467	8/17/2005	12:00 PM	Paulding	State Route	'036000	2.61			0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	W	Changing Lanes	Straight
'52580368	6/3/2005	5:28 PM	Paulding	State Route	'036000	2.65			1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W	Turning Left	Straight
'50200211	1/10/2005	5:15 PM	Paulding	State Route	'036000	2.65			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'52080464	5/6/2005	5:02 PM	Paulding	State Route	'036000	2.67			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'52580471	6/13/2005	3:01 PM	Paulding	State Route	'036000	2.68			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'53910515	9/20/2005	3:23 PM	Paulding	State Route	'036000	2.68			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'50200216	1/11/2005	11:52 AM	Paulding	State Route	'036000	2.72			2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Straight
'50200215	1/11/2005	11:52 AM	Paulding	State Route	'036000	2.72			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Straight
'50200265	1/16/2005	8:22 PM	Paulding	State Route	'036000	2.93			0	0	Highway Traffic Sign Post	Not A Collision With A Motor	On Shoulder	Dark-Not Lighted	Dry	E		Straight	
'53490458	8/16/2005	10:56 AM	Paulding	State Route	'036000	3.13	2	'141600	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	W	Turning Left	Straight
'50020435	1/6/2005	8:50 AM	Paulding	State Route	'036000	3.14			0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Wet	W	W	Changing Lanes	Turning Right
'54800517	12/24/2005	3:50 PM	Paulding	State Route	'036000	3.28	2	'000900	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Straight
'52580560	6/22/2005	2:15 PM	Paulding	State Route	'036000	3.28	2	'000900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'51150776	3/19/2005	4:59 PM	Paulding	State Route	'036000	3.56			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Entering/Leaving
'54600436	11/15/2005	6:07 AM	Paulding	State Route	'036000	3.58			2	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	E	W	Straight	Stopped
'54650087	11/15/2005	6:07 AM	Paulding	State Route	'036000	3.58			1	1	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	W	E	Turning Left	Straight
'50630454	2/7/2005	6:29 AM	Paulding	State Route	'036000	3.61			1	0	Embankment	Not A Collision With A Motor	Off Roadway	Dark-Not Lighted	Dry	W		Negotiating a Curve	
'52580372	6/3/2005	8:43 PM	Paulding	State Route	'036000	3.81			1	0	Mailbox	Not A Collision With A Motor	Off Roadway	Daylight	Dry	W		Straight	
'53910630	9/30/2005	5:27 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'54800453	12/17/2005	11:16 AM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	E	Straight	Straight
'50620051	1/26/2005	6:12 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	W	Turning Left	Straight
'51580632	4/25/2005	8:01 AM	Paulding	State Route	'036000	3.91	2	'000300	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E	Straight	Straight
'51580666	4/27/2005	8:35 AM	Paulding	State Route	'036000	3.91	2	'000300	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Straight	Straight
'51150709	3/11/2005	12:14 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Straight	Straight
'51150823	3/24/2005	4:55 AM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	N	E	Straight	Straight
'52580552	6/22/2005	6:57 AM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E	Straight	Straight
'53490595	8/30/2005	7:08 AM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	N	W	Turning Left	Straight
'53490596	8/30/2005	7:54 AM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	N	E	Turning Left	Straight
'53490619	8/31/2005	7:02 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'52580548	6/21/2005	5:15 PM	Paulding	State Route	'036000	3.91	2	'000300	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E	Turning Left	Straight
'50630433	2/4/2005	7:05 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	W	E	Turning Left	Straight
'52080430	5/3/2005	9:00 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	N	E	Straight	Straight
'52080622	5/22/2005	3:58 PM	Paulding	State Route	'036000	3.91	2	'000300	5	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Straight	Straight
'52080650	5/25/2005	4:28 PM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Straight	Straight
'51740528	5/20/2005	6:21 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	N	S	Changing Lanes	Changing Lanes
'51580601	4/21/2005	5:37 PM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	S	Turning Left	Straight
'51580620	4/23/2005	12:36 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Turning Left	Turning Right
'54800418	12/12/2005	7:09 AM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Straight	Straight
'54800540	12/27/2005	5:46 PM	Paulding	State Route	'036000	3.91	2	'000300	4	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	S	E	Straight	Straight
'51150708	3/11/2005	9:33 AM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
'54230093	11/15/2005	6:49 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	S	E	Straight	Straight
'54600340	11/7/2005	6:38 PM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	S	E	Straight	Straight
'53910500	9/19/2005	10:31 AM	Paulding	State Route	'036000	3.92			4	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped

50200146	1/3/2005	12:51 PM	Paulding	State Route	'036000	3.95			0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry	W	W	Straight	Stopped
52080579	5/18/2005	5:36 PM	Paulding	State Route	'036000	3.96			2	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	W	E	Straight	Straight
50200259	1/15/2005	6:37 PM	Paulding	State Route	'036000	3.96	2	'000300	2	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	N	E	Turning Left	Straight
60150515	1/20/2006	6:48 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dawn	Dry	N	N	Turning Right	Stopped
60010031	1/3/2006	5:27 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dusk	Dry	W	W	Straight	Straight
61090483	4/3/2006	7:15 AM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Wet	N	N	Straight	Stopped
61170544	4/4/2006	5:16 PM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Turning Left	Straight
60060332	1/11/2006	7:05 AM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Wet	N	N	Turning Right	Turning Right
61030583	3/30/2006	7:30 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Turning Right	Turning Right
60820304	3/10/2006	10:33 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Turning Right
61590388	5/4/2006	10:30 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
62560215	7/11/2006	12:52 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Turning Right
62560213	7/11/2006	7:08 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Turning Right
61000580	3/27/2006	6:39 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dawn	Dry	N	N	Turning Right	Stopped
60990208	3/23/2006	7:13 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Head On	On Roadway	Dark-Lighted	Wet	N	S	Turning Left	Straight
60320264	2/4/2006	1:00 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Wet	S	S	Straight	Stopped
60500532	2/20/2006	1:47 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E	Straight	Stopped
61910520	5/24/2006	2:15 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Turning Left	Turning Left
60150538	1/20/2006	8:10 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	N	N	Turning Right	Stopped
60270144	1/30/2006	1:57 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	W	W	Straight	Stopped
64360145	11/7/2006	4:20 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	W	E	Turning Left	Straight
63560396	9/20/2006	8:14 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
62530096	7/10/2006	11:29 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Turning Right
62660276	7/18/2006	4:00 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Stopped
64060201	10/20/2006	6:55 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Dry	S	S	Backing	Stopped
63260446	8/28/2006	5:35 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	N	Turning Left	Straight
63210698	8/28/2006	4:20 PM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	W	W	Changing Lanes	Stopped
63020227	8/14/2006	7:43 AM	Cobb	State Route	'017600	4.11	1	'036000	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	E	Turning Left	Straight
64190332	11/1/2006	6:49 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Turning Right
60150521	1/20/2006	11:26 AM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Turning Right
63930171	10/4/2006	7:50 PM	Cobb	State Route	'017600	4.11	1	'036000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	S	S	Straight	Stopped
63690602	9/29/2006	9:55 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry	S	S	Changing Lanes	Straight
63200113	8/23/2006	9:31 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Stopped
62940425	8/5/2006	5:45 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	E	N	Straight	Straight
61910656	5/24/2006	3:55 PM	Cobb	State Route	'017600	4.11	1	'036000	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	E	Turning Left	Straight
61800506	5/10/2006	6:43 AM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dawn	Dry	S	S	Straight	Stopped
61590353	5/1/2006	6:51 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	S	Entering/Leaving	Straight
63020390	8/12/2006	12:00 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Turning Right
61660048	4/7/2006	6:59 PM	Cobb	State Route	'017600	4.11	1	'036000	0	0	Motor Vehicle in Motion	Sideswipe - Opposite	On Roadway	Daylight	Dry	S	N	Stopped	Turning Right
61030592	3/30/2006	11:52 AM	Cobb	State Route	'017600	4.11	1	'036000	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Turning Right
62320071	5/28/2006	6:43 PM	Cobb	State Route	'036000	0.06			2	2	Other Non-Collision	Not A Collision With A Motor	Off Roadway	Daylight	Dry	W		Straight	
61260511	4/10/2006	9:05 AM	Cobb	State Route	'036000	0.1			2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
63020360	8/10/2006	9:00 PM	Cobb	State Route	'036000	0.32			0	0	Animal	Not A Collision With A Motor	On Roadway	Dark-Not Lighted	Dry	E		Straight	
63780608	10/1/2006	5:40 AM	Cobb	State Route	'036000	0.63			0	0	Other Non-Collision	Not A Collision With A Motor	Off Roadway	Dark-Not Lighted	Wet	W		Straight	
64220266	11/2/2006	7:08 AM	Cobb	State Route	'036000	0.95			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dawn	Wet	E	E	Negotiating a Curve	Stopped
50250414	1/24/2006	8:43 PM	Cobb	State Route	'036000	1.01	2	'080900	1	0	Motor Vehicle in Motion	Head On	On Roadway	Dark-Not Lighted	Dry	N	S	Turning Left	Straight
51470398	4/26/2006	6:01 AM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dawn	Dry	E	E	Straight	Stopped
52150463	6/9/2006	5:42 PM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
51440336	4/17/2006	4:25 PM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry	E	E	Straight	Straight
52820143	7/26/2006	5:00 PM	Cobb	State Route	'036000	1.01	2	'080900	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Straight
52020519	6/2/2006	5:05 PM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry	E	E	Straight	Turning Left
51960396	5/31/2006	12:13 PM	Cobb	State Route	'036000	1.01	2	'080900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	S	Straight	Straight
50940230	3/17/2006	6:24 PM	Cobb	State Route	'036000	1.02			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
50070609	1/11/2006	7:49 AM	Cobb	State Route	'036000	1.03			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E	Straight	Straight
52100380	6/5/2006	6:05 PM	Cobb	State Route	'036000	1.13			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
53690591	9/29/2006	8:14 PM	Cobb	State Route	'036000	1.2			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Dry	E	E	Straight	Stopped
54140401	10/28/2006	8:30 PM	Cobb	State Route	'036000	1.21			0	0	Deer	Not A Collision With A Motor	On Roadway	Dark-Lighted	Dry	E		Straight	
50090564	1/17/2006	3:40 PM	Cobb	State Route	'036000	1.35	2	'081100	1	0	Ditch	Not A Collision With A Motor	On Shoulder	Daylight	Wet	E		Straight	

'61730174	5/5/2006	7:38 AM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Backing	Stopped
'62310435	6/20/2006	9:13 AM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Ditch	Not A Collision With A Motor	Off Roadway	Daylight	Dry	E		Straight	
'64570600	11/20/2006	4:40 PM	Cobb	State Route	'036000	1.35	2	'081100	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'63810326	8/10/2006	4:13 PM	Cobb	State Route	'036000	1.35	2	'081100	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Stopped	Straight
'62740304	7/22/2006	4:40 PM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E	Straight	Stopped
'65230527	12/31/2006	6:12 PM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Wet	W	W	Straight	Stopped
'62280332	6/20/2006	6:17 AM	Cobb	State Route	'036000	1.35	2	'081100	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Dawn	Dry	N	N	Straight	Stopped
'65060344	12/21/2006	1:53 PM	Cobb	State Route	'036000	1.39			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Straight
'64630544	11/27/2006	2:00 AM	Cobb	State Route	'036000	1.54			1	0	Mailbox	Not A Collision With A Motor	Off Roadway	Dark-Not Lighted	Dry	E		Straight	
'64080372	10/23/2006	5:45 PM	Cobb	State Route	'036000	1.65			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'61910689	5/24/2006	9:45 PM	Cobb	State Route	'036000	1.67	2	'730700	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	W	W	Straight	Straight
'64710008	12/1/2006	8:00 AM	Cobb	State Route	'036000	1.76			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'60590508	2/26/2006	12:58 PM	Cobb	State Route	'036000	1.93			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'61090537	3/31/2006	7:19 AM	Cobb	State Route	'036000	1.93			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'60930397	3/18/2006	6:53 PM	Cobb	State Route	'036000	1.94			0	0	Overturn	Not A Collision With A Motor	On Shoulder	Dark-Lighted	Dry	E		Straight	
'61410476	4/12/2006	5:41 PM	Cobb	State Route	'036000	2.03			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'63260436	8/28/2006	4:21 PM	Cobb	State Route	'036000	2.04			1	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Wet	W	W	Passing	Straight
'64140590	10/24/2006	6:15 AM	Cobb	State Route	'036000	2.07			0	0	Deer	Not A Collision With A Motor	On Roadway	Dark-Not Lighted	Dry	E		Straight	
'61680213	5/10/2006	7:20 PM	Cobb	State Route	'036000	2.1			0	0	Motor Vehicle in Motion	Angle	On Roadway	Dusk	Wet	W	W	Changing Lanes	Straight
'63190156	8/23/2006	4:03 PM	Cobb	State Route	'036000	2.13	2	'092400	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Straight
'63590085	9/20/2006	4:55 PM	Cobb	State Route	'036000	2.13	2	'092400	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Turning Left	Straight
'62800564	7/28/2006	5:49 PM	Cobb	State Route	'036000	2.13	2	'092400	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'60030171	1/7/2006	3:40 PM	Cobb	State Route	'036000	2.19			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'61410548	4/21/2006	5:44 PM	Cobb	State Route	'036000	2.32			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Stopped	Straight
'62740312	7/14/2006	5:45 PM	Cobb	State Route	'036000	2.73			1	0	Tree	Not A Collision With A Motor	Off Roadway	Daylight	Dry	E		Straight	
'63260435	8/28/2006	4:20 PM	Cobb	State Route	'036000	2.83			1	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Wet	W	W	Passing	Straight
'64690306	11/29/2006	5:18 PM	Cobb	State Route	'036000	2.83			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	W	W	Straight	Stopped
'60310240	2/2/2006	4:45 PM	Cobb	State Route	'036000	2.91			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'60360332	2/16/2006	7:03 AM	Paulding	State Route	'009200	8.83	1	'036000	2	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	S	N	Turning Left	Straight
'62940140	7/13/2006	7:43 AM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Immersion	Rear End	On Roadway	Daylight	Dry	N	N	Turning Right	Turning Right
'60660317	3/9/2006	9:39 AM	Paulding	State Route	'009200	8.83	1	'036000	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	S	Straight	Straight
'65110757	12/18/2006	12:22 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	N	Turning Left	Straight
'64880525	12/4/2006	6:50 PM	Paulding	State Route	'009200	8.83	1	'036000	2	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	S	N	Turning Left	Straight
'63680534	9/25/2006	2:52 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Straight
'63210535	8/12/2006	3:20 AM	Paulding	State Route	'009200	8.83	1	'036000	4	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	E	S	Straight	Straight
'62260511	6/20/2006	8:40 AM	Paulding	State Route	'009200	8.83	1	'036000	2	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	N	S	Straight	Turning Left
'60040270	1/16/2006	12:55 AM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	W	S	Straight	Straight
'61150533	4/4/2006	7:11 AM	Paulding	State Route	'009200	8.83	1	'036000	2	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	S	N	Turning Left	Straight
'61630522	5/2/2006	4:33 PM	Paulding	State Route	'009200	8.83			0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry	N	N	Straight	Stopped
'61630523	5/2/2006	4:33 PM	Paulding	State Route	'009200	8.83			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	Straight	Stopped
'61260106	4/17/2006	6:34 PM	Paulding	State Route	'009200	8.83	1	'036000	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	N	Turning Left	Straight
'63140389	8/16/2006	4:55 PM	Paulding	State Route	'036000	1.18			0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Entering/Leaving Driveway	Straight
'64040439	10/13/2006	7:58 AM	Paulding	State Route	'036000	1.41	2	'002200	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E	Turning Left	Negotiating a Curve
'61770051	4/9/2006	10:59 PM	Paulding	State Route	'036000	1.41	2	'002200	1	1	Embankment	Not A Collision With A Motor	Off Roadway	Dark-Not Lighted	Dry	E		Straight	
'63140394	8/18/2006	5:32 PM	Paulding	State Route	'036000	1.72			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'60810181	3/20/2006	2:20 AM	Paulding	State Route	'036000	1.77			1	0	Tree	Not A Collision With A Motor	Off Roadway	Dark-Not Lighted	Dry	E		Negotiating a Curve	
'63060534	8/13/2006	3:28 PM	Paulding	State Route	'036000	1.92	2	'001600	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry	W	W	Passing	Straight
'62160516	6/16/2006	3:32 PM	Paulding	State Route	'036000	1.94			2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Straight	Stopped
'60090132	1/12/2006	5:08 AM	Paulding	State Route	'036000	1.95	2	'041300	0	0	Other Non-Collision	Not A Collision With A Motor	Off Roadway	Dark-Not Lighted	Dry	W		Straight	
'64980527	12/8/2006	5:45 PM	Paulding	State Route	'036000	1.97			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	W	W	Straight	Straight
'62260206	6/20/2006	5:30 PM	Paulding	State Route	'036000	2.05			1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W	Turning Left	Straight
'63340050	8/25/2006	3:44 PM	Paulding	State Route	'036000	2.34			1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W	Turning Left	Straight
'61150527	4/2/2006	2:58 PM	Paulding	State Route	'036000	2.34			0	0	Highway Traffic Sign Post	Not A Collision With A Motor	Off Roadway	Daylight	Dry	E		Negotiating a Curve	
'60540275	3/3/2006	9:00 AM	Paulding	State Route	'036000	2.38			1	0	Utility Pole	Not A Collision With A Motor	On Roadway	Daylight	Dry	E		Negotiating a Curve	
'60040127	1/2/2006	10:40 AM	Paulding	State Route	'036000	2.41	2	'060000	1	0	Other Fixed Object	Not A Collision With A Motor	On Shoulder	Daylight	Wet	E		Straight	
'63060552	8/16/2006	6:19 AM	Paulding	State Route	'036000	2.44			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	E	E	Straight	Stopped

'61150551	4/7/2006	4:37 PM	Paulding	State Route	'036000	2.54		'	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	E	Entering/Leaving Driveway	Straight
'64880498	11/30/2006	6:46 AM	Paulding	State Route	'036000	2.56	2	'047900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Wet	E	E	Straight	Stopped
'61930127	5/24/2006	8:17 AM	Paulding	State Route	'036000	2.56	2	'047900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S	Straight	Stopped
'62440543	6/30/2006	1:30 PM	Paulding	State Route	'036000	2.56	2	'047900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E	Turning Right	Straight
'62440775	7/6/2006	8:55 AM	Paulding	State Route	'036000	2.56	2	'047900	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E	Straight	Stopped
'63580674	9/11/2006	5:39 PM	Paulding	State Route	'036000	2.61		'	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	W	Entering/Leaving Driveway	Changing Lanes
'60190632	2/7/2006	9:11 PM	Paulding	State Route	'036000	2.61		'	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Lighted	Dry	W	W	Straight	Stopped
'61830206	5/20/2006	6:04 PM	Paulding	State Route	'036000	2.61		'	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W	Entering/Leaving Driveway	Straight
'63060524	8/11/2006	6:50 AM	Paulding	State Route	'036000	2.61		'	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Stopped	Straight
'62770546	7/28/2006	5:47 PM	Paulding	State Route	'036000	2.61		'	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	S	Straight	Entering/Leaving
'61760395	5/15/2006	10:05 AM	Paulding	State Route	'036000	2.62		'	0	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	S	W	Entering/Leaving Driveway	Straight
'60360434	2/23/2006	3:54 PM	Paulding	State Route	'036000	2.67		'	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped
'61370285	4/25/2006	7:27 PM	Paulding	State Route	'036000	2.67		'	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W	Turning Left	Straight
'65110795	12/21/2006	6:05 PM	Paulding	State Route	'036000	2.68		'	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Wet	E	W	Turning Left	Straight
'63340293	8/30/2006	5:43 PM	Paulding	State Route	'036000	2.83		'	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	Negotiating a Curve	Stopped
'60540284	3/4/2006	8:20 PM	Paulding	State Route	'036000	2.89		'	1	0	Pedestrian	Not A Collision With A Motor	On Roadway	Dark-Not Lighted	Dry	W		Negotiating a Curve	
'60360350	2/20/2006	4:53 PM	Paulding	State Route	'036000	3.12		'	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	E	W	Straight	Straight
'63060518	8/9/2006	9:30 PM	Paulding	State Route	'036000	3.28	2	'000900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	N	E	Straight	Straight
'60040159	1/5/2006	3:45 PM	Paulding	State Route	'036000	3.28	2	'000900	3	0	Motor Vehicle in Motion	Sideswipe - Opposite	On Roadway	Daylight	Dry	E	N	Turning Right	Stopped
'61260493	4/5/2006	12:42 AM	Paulding	State Route	'036000	3.38		'	1	0	Mailbox	Not A Collision With A Motor	On Shoulder	Dark-Not Lighted	Dry	E		Straight	
'61760414	5/19/2006	7:25 AM	Paulding	State Route	'036000	3.61		'	1	0	Ditch	Not A Collision With A Motor	Off Roadway	Daylight	Dry	W		Straight	
'65560205	10/27/2006	12:41 PM	Paulding	State Route	'036000	3.91	2	'000300	3	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	S	E	Turning Left	Straight
'65110835	12/24/2006	12:11 PM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	E	Straight	Straight
'64610654	11/9/2006	10:44 PM	Paulding	State Route	'036000	3.91	2	'000300	3	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	N	E	Straight	Straight
'64240011	10/27/2006	12:41 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Other Fixed Object	Not A Collision With A Motor	Off Roadway	Daylight	Wet	W		Straight	
'63680491	9/19/2006	5:26 PM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Not A Collision With A Motor	Off Roadway	Daylight	Dry	N	E	Straight	Straight
'60190450	2/6/2006	3:21 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	N	W	Turning Left	Turning Left
'60190597	2/2/2006	5:39 PM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Straight	Straight
'60040206	1/10/2006	12:51 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Straight	Turning Left
'60040226	1/11/2006	1:57 PM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	E	Straight	Straight
'60540268	3/1/2006	8:14 AM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Embankment	Not A Collision With A Motor	Off Roadway	Daylight	Dry	N	E	Turning Left	Straight
'61370679	4/25/2006	7:15 AM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E	Turning Right	Straight
'61260127	4/19/2006	4:14 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	N	Turning Left	Stopped
'61150560	4/8/2006	12:45 PM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	E	Straight	Straight
'61490299	4/29/2006	11:20 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	S	W	Straight	Straight
'61830215	5/22/2006	6:01 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	W	Turning Left	Turning Left
'62340035	6/28/2006	3:34 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	E	Straight	Straight
'62590385	7/12/2006	9:52 PM	Paulding	State Route	'036000	3.91	2	'000300	3	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	N	W	Straight	Straight
'62690074	7/20/2006	9:58 AM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E	Straight	Straight
'62950463	8/8/2006	10:13 PM	Paulding	State Route	'036000	3.91	2	'000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	N	W	Straight	Straight
'63140069	8/21/2006	6:01 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	E	Straight	Straight
'64100029	10/16/2006	6:14 PM	Paulding	State Route	'036000	3.91	2	'000300	7	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	N	E	Turning Left	Straight
'64240016	10/28/2006	6:48 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Dusk	Dry	E	E	Straight	Turning Right
'64880243	12/3/2006	1:20 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry	E	E	Passing	Turning Right
'64950767	12/14/2006	5:38 PM	Paulding	State Route	'036000	3.91	2	'000300	2	0	Motor Vehicle in Motion	Angle	On Roadway	Dusk	Dry	S	E	Straight	Straight
'65110800	12/22/2006	8:45 PM	Paulding	State Route	'036000	3.91	2	'000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	S	W	Turning Right	Straight
'60190601	2/3/2006	8:17 AM	Paulding	State Route	'036000	3.92		'	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E	Straight	Straight
'63060551	8/14/2006	5:23 PM	Paulding	State Route	'036000	4.01		'	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	Straight	Stopped

2003

													SR 360, Cobb, Paulding Counties										
Accident No	Date	Time	County	Route Type	Route	Milelog	Intersecting Rt Type	Intersecting Rt	Injuries	Fatalities	Harmful Event	Collision	Location of Impact	Light	Surface	DirVeh1	DirVeh2	DirVeh3	DirVeh4	MnvrVeh1	MnvrVeh 2	MnvrVeh3	MnvrVeh4
30030575	1/1/2003	4:15 PM	Cobb	State Route	036000	0.12	2	706600	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	S	W			Turning Left	Straight		
30060757	1/29/2003	5:23 PM	Cobb	State Route	036000	1.28	2	208300	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Dusk	Wet	E	E	E	E	Stopped	Straight	Stopped	Stopped
30060894	1/31/2003	3:24 PM	Cobb	State Route	036000	2.42			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Straight	Straight		
30360196	2/13/2003	12:14 PM	Cobb	State Route	036000	1.83		111400	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Straight	Straight		
30360727	2/26/2003	5:33 PM	Cobb	State Route	036000	1.01	2		0	0	Ditch	Not a collision with Motor Vehicle	Off Roadway	Daylight	Wet	E				Negotiating a Curve			
30480487	2/8/2003	6:05 PM	Cobb	State Route	036000	1.01	2		0	0	Motor Vehicle in Motion	Angle	On Roadway	Dusk	Dry	E	S			Turning Left	Straight		
30750412	6/5/2003	6:38 PM	Cobb	State Route	036000	1.01	2	080900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	S			Backing	Stopped		
30790410	3/1/2003	3:59 PM	Cobb	State Route	036000	1.88		000300	0	0	Motor Vehicle in Motion	Sideswipe - Same Direction	On Roadway	Daylight	Dry	W	W			Passing	Straight		
30800237	3/18/2003	7:30 AM	Cobb	State Route	036000	1.98		000300	1	0	Highway Traffic Sign Post	Not a collision with Motor Vehicle	On Shoulder	Daylight	Wet	W				Straight			
30800451	3/23/2003	4:43 PM	Cobb	State Route	036000	1.35	2	000300	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			Straight	Stopped		
30800633	3/28/2003	5:45 PM	Cobb	State Route	036000	1.01	2		0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Straight	Stopped		
30800662	3/28/2003	9:14 AM	Cobb	State Route	036000	1.35	2		0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			Straight	Turning Left		
30800702	3/29/2003	11:29 AM	Cobb	State Route	036000	1.93			0	0	Ditch	Not a collision with Motor Vehicle	On Shoulder	Daylight	Dry	W				Straight			
30800743	3/31/2003	7:44 AM	Cobb	State Route	036000	1.88			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			Straight	Straight		
31230314	4/3/2003	7:18 AM	Cobb	State Route	036000	0.51			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			Straight	Stopped		
31230336	4/4/2003	7:04 PM	Cobb	State Route	036000	0.31		000300	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Dark-Not Lighted	Dry	W	E			Straight	Straight		
31230375	4/4/2003	1:55 AM	Cobb	State Route	036000	2.15		000300	0	0	Mailbox	Not a collision with Motor Vehicle	Off Roadway	Dark-Not Lighted	Dry	W				Straight			
31240067	4/16/2003	6:31 PM	Cobb	State Route	036000	1.01	2	080900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S			Straight	Stopped		
31240547	4/26/2003	3:25 PM	Cobb	State Route	036000	1.28	2		1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E			Stopped	Straight		
31240556	4/25/2003	6:46 PM	Cobb	State Route	036000	1.01	2		0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E			Stopped	Straight		
31240781	4/30/2003	6:53 AM	Cobb	State Route	036000	1.35	2	081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N			Stopped	Straight		
31680412	5/2/2003	2:51 PM	Cobb	State Route	036000	1.28	2	080900	1	0	Ditch	Not a collision with Motor Vehicle	Off Roadway	Daylight	Dry	S				Turning Left			
31680434	5/3/2003	8:25 AM	Cobb	State Route	036000	1.69		081100	3	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	W	W		Straight	Turning Left	Straight	
31680850	5/11/2003	12:13 PM	Cobb	State Route	036000	0.91			1	0	Pedestrian	Not a collision with Motor Vehicle	On Shoulder	Daylight	Wet	E				Straight			
31680854	5/11/2003	8:49 PM	Cobb	State Route	036000	1.01	2		3	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	E	W			Turning Left	Straight		
31690411	5/23/2003	5:41 PM	Cobb	State Route	036000	1.88		000900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Straight	Straight		
31690673	5/29/2003	6:38 AM	Cobb	State Route	036000	2		000900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dawn	Dry	E	E			Stopped	Straight		
31690744	5/31/2003	1:07 PM	Cobb	State Route	036000	1.98		141400	3	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Turning Left	Straight		
32100512	6/11/2003	7:00 PM	Cobb	State Route	036000	1.01	2	000900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E			Straight	Straight		
32100665	6/13/2003	4:10 PM	Cobb	State Route	036000	1.01	2	000300	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	W	W			Stopped	Straight		
32110328	6/21/2003	11:27 AM	Cobb	State Route	036000	1.88			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Straight	Straight		
32110364	6/23/2003	9:07 AM	Cobb	State Route	036000	1.26	2		0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N			02	2		
32110560	6/27/2003	5:02 PM	Cobb	State Route	036000	1.63			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Straight	Straight		
32490098	7/2/2003	1:38 PM	Cobb	State Route	036000	1.28	2		0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	E			Stopped	Straight		
32490183	7/3/2003	10:09 AM	Cobb	State Route	036000	0.72		080900	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W			Straight	Turning Left		
32490709	7/14/2003	4:37 PM	Cobb	State Route	036000	2.42		208300	1	0	Tree	Not a collision with Motor Vehicle	Off Roadway	Daylight	Dry	E				Straight			
32500201	7/22/2003	5:50 PM	Cobb	State Route	036000	1.01	2	080900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E			Straight	Straight		
32910341	8/8/2003	6:56 AM	Cobb	State Route	036000	2.13	2	081100	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	W			Straight	Straight		
32910506	8/11/2003	7:30 AM	Cobb	State Route	036000	1.85			2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	W		Stopped	Stopped	Straight	
32910792	8/18/2003	4:46 PM	Cobb	State Route	036000	2.19			2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	W	W	Straight	Straight	Straight	Straight
33240397	9/10/2003	4:12 PM	Cobb	State Route	036000	2.83		141400	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Daylight	Dry	E	W			Straight	Straight		
33240397	9/10/2003	4:12 PM	Cobb	State Route	036000	2.83		208300	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Daylight	Dry	4							
33250178	9/23/2003	5:10 PM	Cobb	State Route	036000	1.26	2		1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Stopped	Straight		
33570103	10/3/2003	9:45 PM	Cobb	State Route	036000	1.01			0	0	Fence	Not a collision with Motor Vehicle	Off Roadway	Dark-Not Lighted	Dry	W				Straight			
33570177	10/4/2003	7:50 AM	Cobb	State Route	036000	1.26	2		3	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	W	E		Straight	Straight	Turning Left	
33570276	10/7/2003	7:08 AM	Cobb	State Route	036000	1.01	2		0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	E	W			Straight	Turning Left		
33570384	10/9/2003	6:17 PM	Cobb	State Route	036000	1.26	2		0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	S			Turning Right	Straight		
33940456	11/28/2003	11:30 PM	Cobb	State Route	036000	0.12	2		2	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	W	E			Straight	Turning Left		
33940520	11/29/2003	11:45 AM	Cobb	State Route	036000	0.12	2		0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	S			Straight	Straight		
33940531	11/29/2003	11:45 AM	Cobb	State Route	036000	0.12	2		0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	N			Straight	Straight		
34090712	11/12/2003	7:40 PM	Cobb	State Route	036000	1.01	2	000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	S	N			Straight	Turning Left		
34090720	11/20/2003	5:48 PM	Cobb	State Route	036000	2.13	2	000300	3	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			Turning Left	Straight		
34310658	12/13/2003	7:12 PM	Cobb	State Route	036000	1.01	2	000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Wet	S	S			Backing	Straight		
34320101	12/17/2003	4:25 PM	Cobb	State Route	036000	2.38			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	W	W	Stopped	Straight	Stopped	Stopped
34320640	12/30/2003	7:35 PM	Cobb	State Route	036000	2.07		060000	0	0	Deer	Not a collision with Motor Vehicle	On Roadway	Dark-Lighted	Wet	W				Straight			
30300655	1/30/2003	4:55 PM	Paulding	State Route	036000	2.77	2	060000	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Straight	Straight		
30620606	1/3/2003	4:50 PM	Paulding	State Route	036000	3.96	2	000300	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Straight	Stopped		

2003

30620635	1/7/2003	5:09 PM	Paulding	State Route	036000	3.96	2	080900	0	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	N	S			Turning Left	Straight		
30620698	1/14/2003	7:55 PM	Paulding	State Route	036000	2.65		080900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Lighted	Dry	W	W			Straight	Changing Lanes		
30650413	2/9/2003	11:13 AM	Paulding	State Route	036000	2.87			1	0	Ditch	Not a collision with Motor Vehicle	Off Roadway	Daylight	Dry	E				Negotiating a Curve			
30650461	2/14/2003	4:31 PM	Paulding	State Route	036000	2.71		208300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	W			Entering/Leaving Driveway	Straight		
30650461	2/14/2003	4:31 PM	Paulding	State Route	036000	2.71		208300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	4							
30650501	2/20/2003	3:55 PM	Paulding	State Route	036000	2.62			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Stopped	Straight		
30680057	3/13/2003	5:59 PM	Paulding	State Route	036000	2.72			0	0	Motor Vehicle in Motion	Head On	Gore	Daylight	Dry	S	W			Turning Left	Passing		
30680089	3/18/2003	2:49 PM	Paulding	State Route	036000	3.96	2	208300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	W			Turning Right	Straight		
30710089	4/20/2003	4:25 PM	Paulding	State Route	036000	3.96	2		4	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	W			Turning Right	Straight		
30900074	7/21/2003	8:20 PM	Paulding	State Route	036000	3.33	2		0	1	Motor Vehicle in Motion	Angle	On Roadway	Dusk	Dry	W	W			Passing	Turning Left		
31140658	6/15/2003	3:43 PM	Paulding	State Route	036000	3.33	2	080900	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Straight	Turning Left		
31140701	6/19/2003	6:06 PM	Paulding	State Route	036000	3.03	2		0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			Stopped	Straight		
31140703	6/19/2003	6:39 PM	Paulding	State Route	036000	3.33	2		1	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Daylight	Dry	S	N	N		Straight	Turning Left	Stopped	
31170840	7/1/2003	9:51 AM	Paulding	State Route	036000	3.96	2		3	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	N	W			Straight	Straight		
31170912	7/7/2003	5:29 PM	Paulding	State Route	036000	3.52			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E			Straight	Stopped		
31600475	8/5/2003	7:23 PM	Paulding	State Route	036000	2.94		092400	1	0	Overturn	Not a collision with Motor Vehicle	Off Roadway	Daylight	Dry	W				Straight			
31600603	8/19/2003	5:25 PM	Paulding	State Route	036000	3.95		092400	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W	W		Stopped	Stopped	Straight	
31600666	8/26/2003	8:15 AM	Paulding	State Route	036000	3.96	2		0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	N			Straight	Straight		
31600693	8/29/2003	7:56 AM	Paulding	State Route	036000	3.03	2		1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			Stopped	Straight		
32020242	9/3/2003	5:18 PM	Paulding	State Route	036000	4.02			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			Straight	Straight		
32020265	9/5/2003	5:56 PM	Paulding	State Route	036000	2.66			0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	W			Entering/Leaving Driveway	Passing		
32020282	9/8/2003	6:35 AM	Paulding	State Route	036000	3.96	2	208300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	S	E	N		Straight	Straight	Stopped	
32020289	9/8/2003	1:16 PM	Paulding	State Route	036000	3.13		208300	1	0	Ditch	Not a collision with Motor Vehicle	Off Roadway	Daylight	Dry	E				Straight			
32020323	9/11/2003	11:00 AM	Paulding	State Route	036000	3.96	2	208300	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	W			Straight	Straight		
32020326	9/12/2003	6:45 AM	Paulding	State Route	036000	2.85		080900	1	0	Tree	Not a collision with Motor Vehicle	Off Roadway	Dark-Not Lighted	Dry	E				Negotiating a Curve			
32020337	9/12/2003	6:05 PM	Paulding	State Route	036000	2.7		208300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	W			Entering/Leaving Driveway	Stopped		
32020398	9/19/2003	11:04 AM	Paulding	State Route	036000	2.44	2	706600	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	E		Straight	Straight	Turning Left	
32020493	9/29/2003	2:30 PM	Paulding	State Route	036000	3.96	2	706600	4	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	W	E			Straight	Straight		
32420483	10/28/2003	6:56 AM	Paulding	State Route	036000	2.56		706600	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			Straight	Stopped		
32840305	11/5/2003	2:51 PM	Paulding	State Route	036000	2.63		080900	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E			Straight	Straight		
32840386	11/12/2003	5:45 PM	Paulding	State Route	036000	2.72		092400	2	0	Motor Vehicle in Motion	Angle	On Roadway	Dusk	Dry	W	E			Straight	Turning Left		
32840400	11/14/2003	2:27 AM	Paulding	State Route	036000	3.33	2	000900	0	0	Deer	Not a collision with Motor Vehicle	On Roadway	Dark-Not Lighted	Dry	W				Straight			
32840471	11/20/2003	5:05 PM	Paulding	State Route	036000	2.64		000900	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	W			Straight	Turning Right		
32840476	11/21/2003	7:45 AM	Paulding	State Route	036000	2.24			3	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	E		Stopped	Stopped	Straight	
34270209	12/3/2003	2:55 PM	Paulding	State Route	036000	2.42			1	0	Utility Pole	Not a collision with Motor Vehicle	Off Roadway	Daylight	Dry	E				Negotiating a Curve			
34270490	12/21/2003	12:57 PM	Paulding	State Route	036000	3.33	2		0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			Stopped	Straight		
34270407	12/22/2003	5:51 PM	Paulding	State Route	036000	2.64			0	0	Motor Vehicle in Motion	Angle	On Roadway	Dusk	Dry	E	W			Turning Left	Straight		

2004

Accident No	Date	Time	County	Route Type	Route	Milelog	Intersecting Rt Type	Intersecting Rt	Injuries	Fatalities	Harmful Event	Collision	Location of Impact	Light	Surface	DirVeh1	DirVeh2	DirVeh3	DirVeh4		MnvrVeh1	MnvrVeh2	MnvrVeh3	MnvrVeh4
40080681	1/26/2004	8:10 AM	Cobb	State Route	036000	1.82			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	W	W			2	Straight	Turning Left		
40070037	1/26/2004	6:56 PM	Cobb	State Route	036000	1.14			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-lighted	Dry	W	W			2	Straight	Stopped		
40220165	1/12/2004	8:03 AM	Cobb	State Route	036000	2.13	2	092400	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-lighted	Dry	S	N			2	Turning Left	Turning Left		
40730273	9/22/2004	2:50 PM	Cobb	State Route	036000	0.99			0	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	E	S			2	Straight	Turning Left		
41070471	3/21/2004	12:20 AM	Cobb	State Route	036000	2.78			0	0	Tree	Not a Collision with a Motor Vehicle	Off Roadway	Dark-Not Lighted	Wet	W				1	Straight			
41100691	4/6/2004	7:32 AM	Cobb	State Route	036000	2.13	2	092400	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N			2	Straight	Stopped		
41110265	4/14/2004	7:30 PM	Cobb	State Route	036000	1.01	2	080900	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			2	Stopped	Straight		
41110444	4/18/2004	1:36 PM	Cobb	State Route	036000	2.13	2	092400	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			2	Straight	Stopped		
41110493	4/19/2004	8:09 PM	Cobb	State Route	036000	0.83			1	0	Ditch	Not a Collision with a Motor Vehicle	Off Roadway	Dusk	Dry	E				1	Turning Right			
41220548	4/23/2004	2:31 PM	Cobb	State Route	036000	1.25	2	208300	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			2	Straight	Stopped		
41470140	5/2/2004	11:08 AM	Cobb	State Route	036000	1.01	2	080900	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	W	W			2	Straight	Stopped		
41470438	5/8/2004	3:40 AM	Cobb	State Route	036000	0.81			1	0	Utility Pole	Not a Collision with a Motor Vehicle	Off Roadway	Dark-Not Lighted	Dry	W				1	Negotiating a Curve			
41470445	5/8/2004	12:31 PM	Cobb	State Route	036000	0.51			3	0	Utility Pole	Not a Collision with a Motor Vehicle	On Roadway	Daylight	Dry	W				1	Straight			
41480143	5/21/2004	5:34 PM	Cobb	State Route	036000	2.34			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			2	Straight	Stopped		
41780198	6/7/2004	8:47 AM	Cobb	State Route	036000	1.35	2	081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	S	N	N			2	Stopped	Straight		
41850485	6/8/2004	1:12 PM	Cobb	State Route	036000	1.35	2	081100	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			2	Straight	Stopped		
41890601	6/13/2004	1:10 PM	Cobb	State Route	036000	1.98			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E			2	Straight	Stopped		
41860043	5/30/2004	2:06 PM	Cobb	State Route	036000	2.13	2	092400	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Daylight	Dry	S	E			2	Straight	Turning Left		
41880629	6/10/2004	1:32 PM	Cobb	State Route	036000	3			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			2	Straight	Straight		
41900438	6/18/2004	2:13 PM	Cobb	State Route	036000	0.51			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			2	Straight	Straight		
41980297	6/23/2004	8:51 AM	Cobb	State Route	036000	0.51			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			2	Straight	Straight		
42100384	7/2/2004	5:25 PM	Cobb	State Route	036000	1.26	2	208300	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			2	Straight	Stopped		
42100512	7/6/2004	5:45 PM	Cobb	State Route	036000	1.35	2	081100	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			2	Stopped	Straight		
42320179	7/16/2004	11:13 PM	Cobb	State Route	036000	0.81			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Dry	W	W			2	Straight	Straight		
42430231	7/17/2004	8:53 AM	Cobb	State Route	036000	1.35	2	081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	S	N			2	Backing	Stopped		
42500431	8/3/2004	8:36 AM	Cobb	State Route	036000	1.35	2	081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N			2	Backing	Stopped		
42980065	8/10/2004	7:21 AM	Cobb	State Route	036000	1.26	2	208300	5	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	N	E			2	Turning Right	Straight		
42880175	8/11/2004	1:04 PM	Cobb	State Route	036000	2.13	2	092400	2	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	S	E			2	Turning Left	Straight		
42890186	8/12/2004	4:43 PM	Cobb	State Route	036000	1.26	2	208300	2	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	E		3	Stopped	Straight	Turning Left	
43090536	8/25/2004	11:15 PM	Cobb	State Route	036000	1.28			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Dry	E	E			2	Straight	Straight		
43200718	8/31/2004	5:24 PM	Cobb	State Route	036000	2.8			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			2	Straight	Stopped		
44140481	11/17/2004	6:00 PM	Cobb	State Route	036000	0.12	2	706900	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-lighted	Dry	E	W			2	Turning Left	Straight		
44140911	11/18/2004	9:24 AM	Cobb	State Route	036000	1.37			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E	E		3	Straight	Stopped	Stopped	
44140519	11/18/2004	8:37 AM	Cobb	State Route	036000	0.12	2	706600	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	N	N	N		3	Stopped	Stopped	Turning Left	
44270108	11/27/2004	2:00 PM	Cobb	State Route	036000	1.35	2	081100	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	W	W			2	Straight	Straight		
44270110	11/27/2004	3:15 PM	Cobb	State Route	036000	1.35	2	081100	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	S	S			2	Straight	Stopped		
44510151	12/10/2004	5:10 PM	Cobb	State Route	036000	1.96			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	W	W			2	Stopped	Straight		
44510287	12/7/2004	8:13 AM	Cobb	State Route	036000	1.35	2	081100	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	W	W	W	W	4	Stopped	Stopped	Straight	Stopped
44510364	12/8/2004	7:43 AM	Cobb	State Route	036000	2.13	3	092400	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E			2	Straight	Straight		
44680416	12/17/2004	9:35 PM	Cobb	State Route	036000	1.88			0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-lighted	Dry	W	W			2	Stopped	Turning Left		
44680801	10/20/2004	7:10 AM	Cobb	State Route	036000	2.88			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Dark-Not Lighted	Wet	E	E			2	Straight	Straight		
44680773	11/4/2004	6:43 PM	Cobb	State Route	036000	1.18			0	0	Ditch	Not a Collision with a Motor Vehicle	Off Roadway	Dark-Not Lighted	Dry	W	W			1	Passing			
45200069	10/16/2004	11:36 PM	Cobb	State Route	036000	2.73			1	0	Other Non-Collision	Not a Collision with a Motor Vehicle	Off Roadway	Dark-lighted	Dry	x				1	Straight			
41040547	1/20/2004	7:03 PM	Paulding	State Route	036000	3.33	2	000900	2	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-lighted	Dry	N	E			2	Turning Left	Straight		
41040559	1/22/2004	1:34 PM	Paulding	State Route	036000	3.96	2	000300	1	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	N	E			2	Turning Left	Straight		
41040626	1/28/2004	5:32 PM	Paulding	State Route	036000	3.96	2	000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dusk	Dry	N	E			2	Turning Left	Straight		
41180240	2/5/2004	7:47 AM	Paulding	State Route	036000	2.93			1	0	Overturn	Not a Collision with a Motor Vehicle	Off Roadway	Daylight	Wet	W				1	Straight			
41190267	2/9/2004	8:33 AM	Paulding	State Route	036000	2.52			1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			2	Stopped	Stopped		
41180403	2/23/2004	1:35 PM	Paulding	State Route	036000	3.96	2	000300	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			2	Straight	Stopped		
41570404	3/11/2004	7:43 PM	Paulding	State Route	036000	3.03	2	141400	0	0	Motor Vehicle in Motion	Head On	On Roadway	Dark-lighted	Dry	W	W			2	Backing	Stopped		
41570528	3/28/2004	7:52 AM	Paulding	State Route	036000	3.96	2	000300	0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			2	Straight	Stopped		
42280263	4/6/2004	3:13 PM	Paulding	State Route	036000	3.33	2	000900	3	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W			2	Straight	Turning Left		
42280377	4/18/2004	8:17 AM	Paulding	State Route	036000	3.94			0	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			2	Straight	Stopped		
42280442	4/26/2004	8:15 AM	Paulding	State Route	036000	4.01			0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	N	E			2	Entering/Leaving Driveway	Straight		
42710520	5/17/2004	5:03 PM	Paulding	State Route	036000	3.96	2	000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	S			2	Straight	Straight		
42890472	6/25/2004	8:11 PM	Paulding	State Route	036000	3.96	2	000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	S	E			2	Straight	Straight		
43110220	8/14/2004	11:36 AM	Paulding	State Route	036000	3.96	2	000300	4	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	E	E			2	Stopped	Straight		
43140303	7/6/2004	2:19 PM	Paulding	State Route	036000	3.96	2	000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	W	N			2	Straight	Straight		
43140385	7/15/2004	5:47 PM	Paulding	State Route	036000	3.96	2	000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	W			2	Straight	Turning Left		
43140487	7/27/2004	8:35 PM	Paulding	State Route	036000	3.96	2	000300	3	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Dry	N	W			2	Straight	Straight		
43420584	8/18/2004	9:16 PM	Paulding	State Route	036000	3.76			0	0	Tree	Rear End	On Roadway	Dark-Not Lighted	Dry	W	W			2	Straight	Straight		
43420675	8/26/2004	6:37 PM	Paulding	State Route	036000	2.65			4	0	Motor Vehicle in Motion	Head On	On Roadway	Daylight	Dry	E	W			2	Turning Left	Straight		
43540027	9/3/2004	4:06 PM	Paulding	State Route	036000	3.96			3	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Dry	W	W			2	Straight	Stopped		
43770434	10/4/2004	7:56 AM	Paulding	State Route	036000	3.79			1	0	Tree	Not a Collision with a Motor Vehicle	Off Roadway	Daylight	Dry	W				1	Straight			
44060080	10/28/2004	6:00 PM	Paulding	State Route	036000	3.16	2	141600	0	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Wet	S	W			2	Turning Left	Straight		
44280470	11/17/2004	11:00 PM	Paulding	State Route	036000	2.28			1	0	Tree	Not a Collision with a Motor Vehicle	On Shoulder	Dark-Not Lighted	Dry	W	E			1	Straight			
44280471	11/18/2004	2:02 AM	Paulding	State Route	036000	2.44	2	060000	0	0	Tree	Not a Collision with a Motor Vehicle	On Shoulder	Dark-Not Lighted	Dry	S				1	Straight			
44280455	11/18/2004	4:05 PM	Paulding	State Route	036000	3.96	2	000300	1	0	Motor Vehicle in Motion	Rear End	On Roadway	Daylight	Wet	E	E			2	Straight	Straight		
44280458	11/18/2004	6:22 PM	Paulding	State Route	036000	3.96	2	000300	0	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Wet	E	S			2	Straight	Straight		
44280550	11/23/2004	3:08 PM	Paulding	State Route	036000	3.96	2	000300	0	0	Ditch	Not a Collision with a Motor Vehicle	Off Roadway	Daylight	Wet	N	E			2	Straight	Turning Left		
44280580	11/25/2004	10:01 PM	Paulding	State Route	036000	3.96	2	000300	1	0	Tree	Not a Collision with a Motor Vehicle	Off Roadway	Dark-Not Lighted	Dry	W				1	Turning Left			
44770486	12/6/2004	10:38 PM	Paulding	State Route	036000	3.71	2	001100	2	0	Motor Vehicle in Motion	Head On	On Roadway	Dark-Not Lighted	Wet	E	W			2	Straight	Straight		
44770505	12/10/2004	8:36 AM	Paulding	State Route	036000	3.96	2	000300	2	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	E	S			2	Straight	Straight		
44770550	12/15/2004	2:45 PM	Paulding	State Route	036000	3.96	2	000300	3	0	Motor Vehicle in Motion	Angle	On Roadway	Daylight	Dry	S	S			2	Straight	Straight		
44770564	12/16/2004	3:23 PM	Paulding	State Route	036000	3.96	2	000300	0	0	Motor Vehicle in Motion	Sideswipe - Opposite Direction	On Roadway	Daylight	Dry	W	E			2	Turning Left	Straight		
44770623	12/22/2004	7:34 PM	Paulding	State Route	036000	3.96	2	000300	1	0	Motor Vehicle in Motion	Angle	On Roadway	Dark-Not Lighted	Wet	W	N			2	Straight	Straight		

Wishon, Ron

From: Summers, Brian
Sent: Wednesday, May 28, 2008 2:30 PM
To: Wishon, Ron
Subject: FW: SR360 VE Study implementation meeting - aditional information
Attachments: P-6 Turn lane lengths.pdf; ROW-2 C&G within existing Right of way.xls; P-6 Turn lane storage diagrams.pdf; ROW-2 C&G calculation.xls

Brian K. Summers, P.E.
State Project Review Engineer
404-656-6846

From: Ken McDuff [mailto:kmcduff@mulkeyinc.com]
Sent: Wednesday, May 28, 2008 2:16 PM
To: Pegram, Vinesha C.; Hill, Stanley
Cc: Myers, Lisa; Summers, Brian; Scott Gero
Subject: SR360 VE Study implementation meeting - aditional information

Vinesha,

The following are the items from the VE study that we discussed as needing additional information / additional information. (also see attachments)

P-6	Reduce taper and storage length for left-turn lanes	$781,899	No	Additional information from the traffic report will be supplied to justify the storage lengths

- Please find attached pages from the traffic study showing designed storage lengths based on traffic counts.

ROW-2	Use 24-inch-wide curb and gutter sections in lieu of 30-inch-wide sections	$1,399,574	No	See response comments. The cost savings was questioned. Further information is to be provided to justify retaining 30 inch curb and gutter

- The cost savings for the reduction in curb and gutter from 30 inch to 24 inch was re-evaluated. We calculated an actual cost savings of $1,051,363 vs. the $1,399,574 per the report. The calculation shown in the VE study was based on the entire project length. However, there are many areas where reducing the curb and gutter width on the plans does not reduce the amount of Required RW needed – these are areas that use existing RW. (two spreadsheets are attached – one show areas where we use existing RW and the second shows the calculations.)
- The use of 24 inch Curb and gutter is not recommended due to the reduced savings as originally anticipated, concerns of reducing the offset distance to the barrier face to the travel lane (now that 11 ft lanes are implemented) reducing safety, and reduced gutter width taking away from available area for water storage creating the need for additional drainage structures – increasing cost.

ROW-5	Reduce the width of the median from 24 ft. to 20 ft. wide	$3,310,695	Yes, with further investigation	Stanley is to talk to Todd Long to determine the direction the Department wants to take. Stanley noted that Todd stated previously that he prefers either 24 ft medians or 16 ft medians

- Need direction from OCD.
- Stanley to discuss with Todd Long

ROW-8	Reduce the width of the urban shoulder from 16 ft to 12 ft	$5,157,262	No	Additional information regarding utiliies to be relocated in the shoulders will be provided to justify keeping the shoulder at 16 ft.. The number of driveways will also be included for justification of the 16 ft shoulder for driveways

- A 16 ft shoulder is recommended to provide available space for utilities. Subsurface Utility Engineering has determined that the existing facilities are on the project :
    - Austell Gas
    - Southern Natural Gas
    - Cobb County Water and Sewer
    - Cobb County Marietta Water Authority (CCMWA)
    - Cobb Electric Membership
    - AT&T
    - Comcast Cable
    - Oglethorpe Power
    - Greystone Power
    - Cobb County DOT Traffic
    - Paulding County Water Systems (water)
    - Paulding County Water Systems (sewer)
    - Atlanta Gas Light Company
    - Bellsouth Telephone
- There are approximately 209 driveways on this project. The 16 ft shoulder allows the sidewalks to remain in their typical location and not have to jog out to go around driveways.

Ken

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- Right-of-way requirement/availability
- Constructability
- Maintenance
- Impact on land use along the SR 360 corridor
- Impact on historic resources along the SR 360 corridor
- Environmental impact

A number of different improvement alternatives were proposed, evaluated and tested using the SYNCHRO software and other tools, against the above factors. Selected improvement measures for each study intersection are described in the following section.

5.4.1 Proposed Intersection Improvements

The following intersection geometry and essential traffic control were proposed along the SR 360 widened as a four-lane divided transportation facility. It should be noted that all lane widths are 12 feet unless specified otherwise. Tapers for left-turn and right-turn lanes are not explicitly specified but should be designed properly. Please refer to **Appendix B – Proposed Intersection Configuration** for graphical display of the proposed intersection concepts.

SR 360 at SR 120 - Signalized

1. Eastbound Approach:
    - 2 left-turn lanes with 350 feet storage
    - 1 through lane
    - 1 right-turn lane with 300 feet storage
    - A raised channelization island for right-turn vehicular traffic
2. Westbound Approach:
    - 2 left-turn lanes with 500 feet storage
    - 1 through lane
    - 1 right-turn lane extending back to the upstream intersection
    - A raised channelization island for right-turn vehicular traffic
3. Northbound Approach:
    - 1 left-turn lane with 350 feet storage
    - 2 through lanes
    - 1 right-turn lane with 400 feet storage
4. Southbound Approach:
    - 1 left-turn lane with 350 feet storage
    - 2 through lanes
    - 1 right-turn lane with 300 feet storage

SR 360 at Ragsdale Road - Unsignalzied

1. Eastbound Approach:

    - 1 U-Turn lane with 350 feet storage. A full width flare-out should be installed on the opposing departure end to accommodate U-turn maneuver
    - 2 through lanes
    - 1 right-turn lane with 300 feet storage

2. Westbound Approach:

    - 1 left-turn/U-turn lane with 350 feet storage. A full width flare-out should be installed on the opposing departure to accommodate U-turn maneuver
    - 2 through lanes

3. Northbound Approach:

    - 1 Shared left-turn/right-turn lane
    - A stop sign should be installed

4. Realign Ragsdale Road to cross SR 360 at right angle

SR 360 at Hearthwood Place - Unsignalzied

1. Eastbound Approach:

    - 1 left-turn/U-turn lane with 350 feet storage. A full width flare-out should be installed on the opposing departure to accommodate U-turn maneuver
    - 2 through lanes

2. Westbound Approach:

    - 1 U-Turn lane with 350 feet storage. A full width flare-out should be installed on the opposing departure to accommodate U-turn maneuver
    - 2 through lanes
    - 1 right-turn lane with 300 feet storage

3. Southbound Approach:

    - 1 Shared left-turn/right-turn lane
    - A stop sign should be installed

SR 360 at Gin Road

No median opening will be provided at this intersection. Therefore this intersection will function as a right-in/right-out access point.

SR 360 at Macland Springs Drive/Old Mill Road - Unsignalized

1. Realign Old Mill Road to line up with Macland Springs Drive. Both streets should intersect with SR 360 at right angle.

2. Eastbound Approach:

    - 1 left-turn lane with 350 feet storage
    - 2 through lanes
    - 1 right-turn lane with 250 feet storage

3. Westbound Approach

    - 1 left-turn lane with 350 feet storage
    - 2 through lanes
    - 1 right-turn lane with 250 feet storage

4. Northbound Approach

    - 1 shared left-turn/through/right-turn lane
    - A stop sign should be installed

5. Southbound Approach

    - 1 shared left-turn/through/right-turn lane
    - A stop sign should be installed

SR 360 at Ansley Dr

No median opening will be provided at this intersection. Therefore this intersection will function as a right-in/right-out access point.

SR 360 at SR 92 - Signalized

1. Eastbound Approach:

    - 1 left-turn lane with 450 feet storage
    - 2 through lanes
    - 1 right-turn lane with 350 feet storage
    - A raised channelization island for right-turn vehicular traffic

2. Westbound Approach:

    - 1 left-turn lane with 550 feet storage
    - 2 through lanes
    - 1 right-turn lane with 350 feet storage
    - A raised channelization island for right-turn vehicular traffic

3. Northbound Approach

   - 1 left-turn lane with 450 feet storage
   - 2 through lanes
   - 1 right-turn lane with 350 feet storage
   - A flush channelization island for right-turn vehicular traffic

4. Southbound Approach

   - 1 left-turn lane with 450 feet storage
   - 2 through lanes
   - 1 right-turn lane with 350 feet storage
   - A flush channelization island for right-turn vehicular traffic

SR 360 at Maxwell Road

No median opening will be provided at this intersection. Therefore this intersection will function as a right-in/right-out access point.

SR 360 at Cindy Lane

The access of Cindy Lane to SR 360 was proposed to be closed, thus eliminating this intersection.

SR 360 at Covington Drive - Unsignalized

1. Eastbound Approach

   - 1 left-turn/U-turn lane with 350 feet storage. A full width flare-out should be installed on the opposing departure to accommodate the U-turn maneuver
   - 2 through lanes

2. Westbound Approach

   - 1 U-turn lane with 350 feet storage. A full width flare-out should be installed on the opposing departure to accommodate the U-turn maneuver
   - 2 through lanes
   - 1 right-turn lane with 300 feet storage

3. Southbound

   - 1 shared left-turn/right-turn lane
   - A stop sign should be installed

SR 360 at Richmond Drive

No median opening will be provided at this intersection. Therefore this intersection will function as a right-in/right-out access point.

SR 360 at Smith Road/Lake Road - Signalized

1. Eastbound Approach:

    - 1 left-turn lane with 400 feet storage
    - 2 through lanes
    - 1 right-turn lane with 300 feet storage
    - A flush channelization island for right-turn vehicular traffic

2. Westbound Approach:

    - 1 left-turn lane with 400 feet storage
    - 2 through lanes
    - 1 right-turn lane with 300 feet storage
    - A flush channelization island for right-turn vehicular traffic

3. Northbound Approach:

    - 1 Shared left-turn/through/right-turn lane

4. Southbound Approach:

    - 1 Shared left-turn/through/right-turn lane

SR 360 at Old Atlanta Road

The access of Old Atlanta Road to SR 360 was proposed to be closed, thus eliminating this intersection.

SR 360 at Poplar Springs Road - Signalized

1. Eastbound Approach:

    - 1 left-turn lane with 400 feet storage
    - 2 through lanes
    - 1 right-turn lane with 300 feet storage
    - A flush channelization island for right-turn vehicular traffic

2. Westbound Approach:

    - 1 left-turn lane with 400 feet storage
    - 2 through lanes

- 1 right-turn lane with 300 feet storage
- A flush channelization island for right-turn vehicular traffic

3. Northbound Approach:

    - 1 left-turn lane with 250 feet storage
    - 1 shared through/right-turn lane

4. Southbound Approach:

    - 1 left-turn lane with 150 feet storage
    - 1 shared through/right-turn lane

SR 360 at Macland Circle

No median opening will be provided at this intersection. Therefore this intersection will function as a right-in/right-out access point.

SR 360 at Corner Road/Florence Road – Signalized

1. Eastbound Approach:

    - 1 left-turn lane with 450 feet storage
    - 2 through lanes
    - 1 right-turn lane with 300 feet storage

2. Westbound Approach:

    - 1 left-turn lane with 450 feet storage
    - 2 through lanes
    - 1 right-turn lane with 300 feet storage

3. Northbound Approach:

    - 1 left-turn lane with 150 feet storage
    - 1 shared through/right-turn lane

4. Southbound Approach:

    - 1 left-turn lane with 150 feet storage
    - 1 shared through/right-turn lane

SR 360 at South Bullard Road

No median opening will be provided at this intersection. Therefore this intersection will function as a right-in/right-out access point.

SR 360 at North Bullard Road - Signalized

1. Eastbound Approach:

    - 1 left-turn/U-turn lane with 400 feet storage. A full width flare-out should be installed on the opposing departure to accommodate the U-turn maneuver
    - 2 through lanes

2. Westbound Approach:

    - 1 U-turn lane with 350 feet storage. A full width flare-out should be installed on the opposing departure to accommodate the U-turn maneuver
    - 2 through lanes
    - 1 right-turn lane with 300 feet storage
    - A flush channelization island for right-turn vehicular traffic

3. Southbound Approach:

    - 1 left-turn lane with 200 feet storage.
    - 1 right-turn lane
    - A flush channelization island for right-turn vehicular traffic

SR 360 at Line Tree Lane - Unsignalized

1. Eastbound Approach:

    - 1 U-turn lane with 350 feet storage. A full width flare-out should be installed on the opposing departure to accommodate the U-turn maneuver
    - 2 through lanes
    - 1 right-turn lane with 250 feet storage

2. Westbound Approach:

    - 1 left-turn/U-turn lane with 350 feet storage. A full width flare-out should be installed on the opposing departure to accommodate the U-turn maneuver
    - 2 through lanes

3. Northbound Approach:

    - 1 shared left-turn/right-turn lane
    - A stop sign should be installed

SR 360 at Old Lost Mountain Road - Signalized

1. Eastbound Approach:

    - 1 left-turn lane with 400 feet storage

- 2 through lanes
- 1 right-turn lane with 300 feet storage
- A flush channelization island for right-turn vehicular traffic

2. Westbound Approach:

    - 1 left-turn lane with 450 feet storage.
    - 2 through lanes
    - 1 right-turn lane with 300 feet storage
    - A flush channelization island for right-turn vehicular traffic

3. Northbound Approach:

    - 1 left-turn lane with 300 feet storage.
    - 1 shared through/right-turn lane

4. Southbound Approach:

    - 1 left-turn lane with 300 feet storage.
    - 1 shared through/right-turn lane

SR 360 at SR 176 - Signalized

1. Eastbound Approach:

    - 1 left-turn lane with 450 feet storage.
    - 2 through lanes
    - 1 right-turn lane with 350 feet storage
    - A flush channelization island for right-turn vehicular traffic

2. Westbound Approach:

    - 2 left-turn lane with 350 feet storage.
    - 2 through lanes
    - 1 right-turn lane with 500 feet storage
    - A flush channelization island for right-turn vehicular traffic

3. Northbound Approach:

    - 2 left-turn lane with 250 feet storage.
    - 2 through lanes
    - 1 right-turn lane with 200 feet storage
    - A flush channelization island for right-turn vehicular traffic

4. Southbound Approach:

    - 2 left-turn lane with 250 feet storage.

- 2 through lanes
- 1 right-turn lane with 200 feet storage
- A flush channelization island for right-turn vehicular traffic

5.4.2 Intersection LOS of Build Conditions

The proposed intersection configurations as described in the previous sections were analyzed for traffic operational performance during the build year (2012) and the design year (2032) using SYNCHRO. Since not all of the proposed intersection configurations will provide favorable capacity and LOS during the design year (2032), a sensitivity analysis for the following intermediate future years was performed using SYNCHRO to find out, with all the proposed improvements installed, what intersections will fall to unacceptable operational conditions and during what time period they will fail:

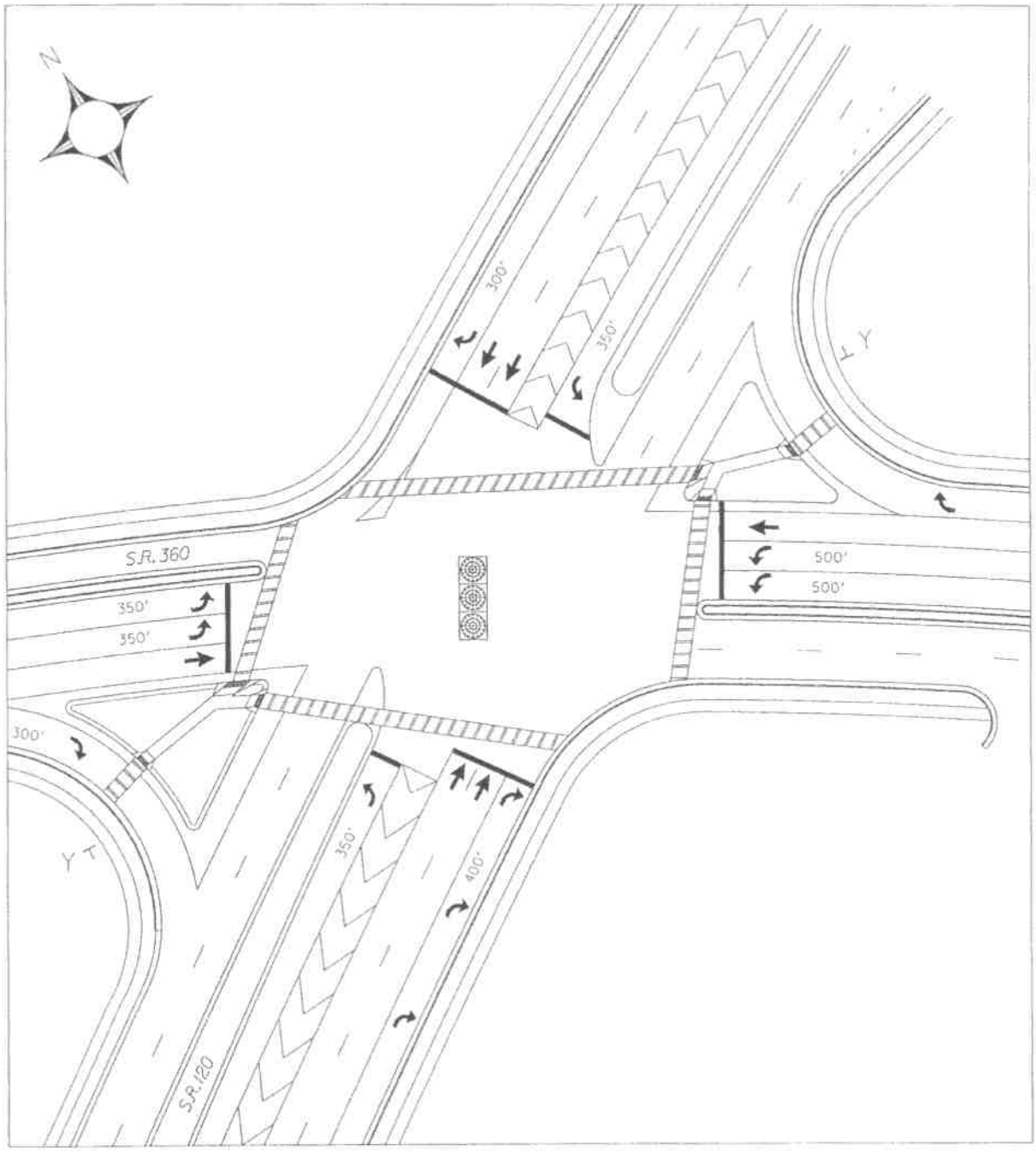
- Year 2017
- Year 2022, and
- Year 2027

The analysis results for the build and design years as well as the above three intermediate future years are summarized in **Tables 27—36.** It should be noted that intersections where no median openings will be provided were not analyzed since generally there will not be capacity issues at these locations.

Table 27

LOS for Signalized Intersections – Build 2012

Intersection	Intersection LOS (Control delay in seconds)	
	AM Peak	PM Peak
SR 360 at SR 176	D (49.3)	C (34.0)
SR 360 at Old Lost Mountain Road	C (24.9)	C (27.2)
SR 360 at North Bullard Road	A (4.9)	B (19.2)
SR 360 at Corner Road/Florence Road	C (20.3)	B (19.3)
SR 360 at Poplar Springs Road	A (6.7)	B (19.7)
SR 360 at Smith Road/Lake Road	C (22.2)	A (3.5)
SR 360 at SR 92	C (20.7)	C (20.1)
SR 360 at SR 120	C (31.2)	D (40.2)



Legend

- TRAFFIC SIGNAL

Y - YIELD SIGN

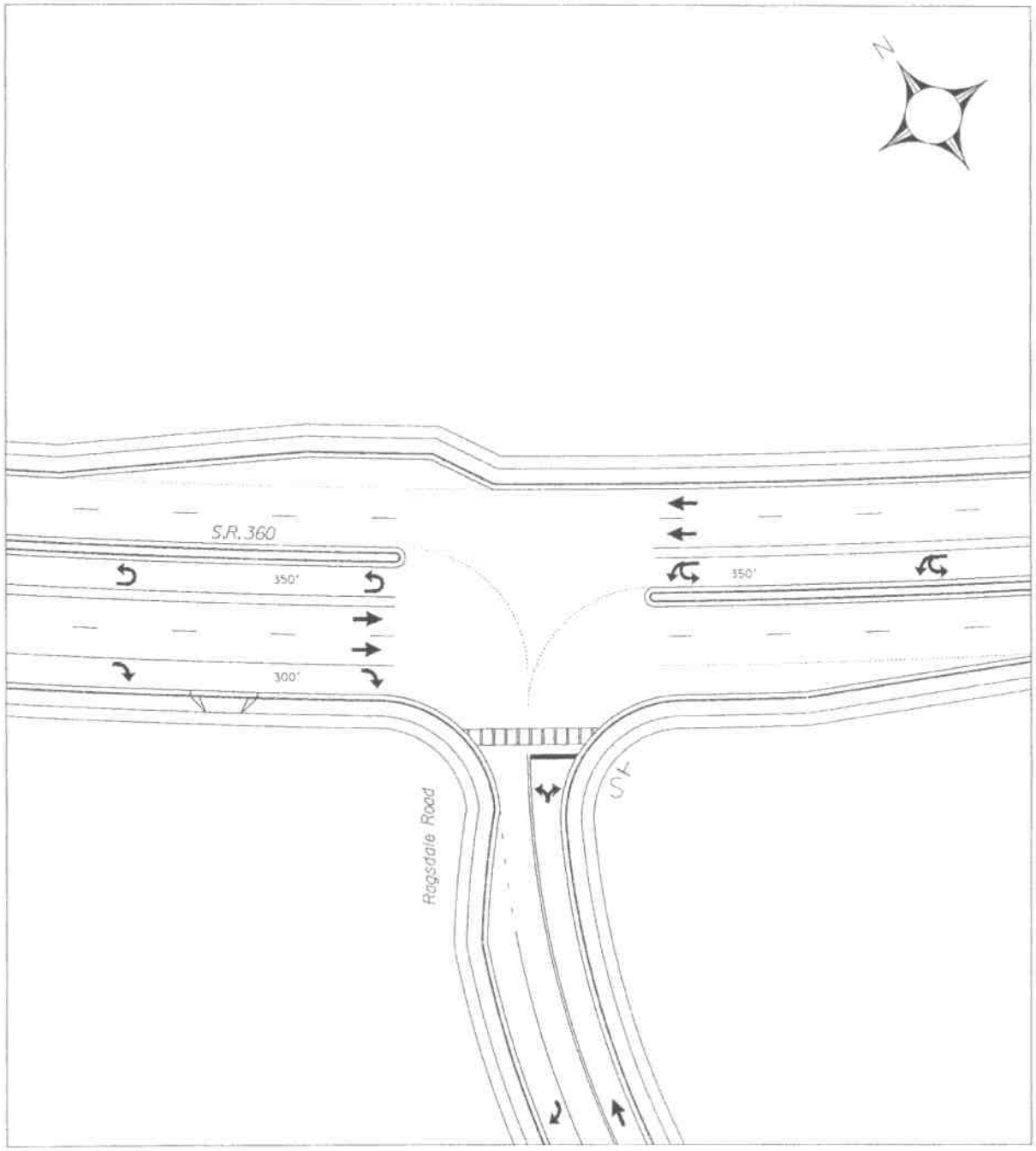
000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360 at S.R. 120

NOT TO SCALE

GRICE
& ASSOCIATES, INC.



Legend

-|S - STOP SIGN

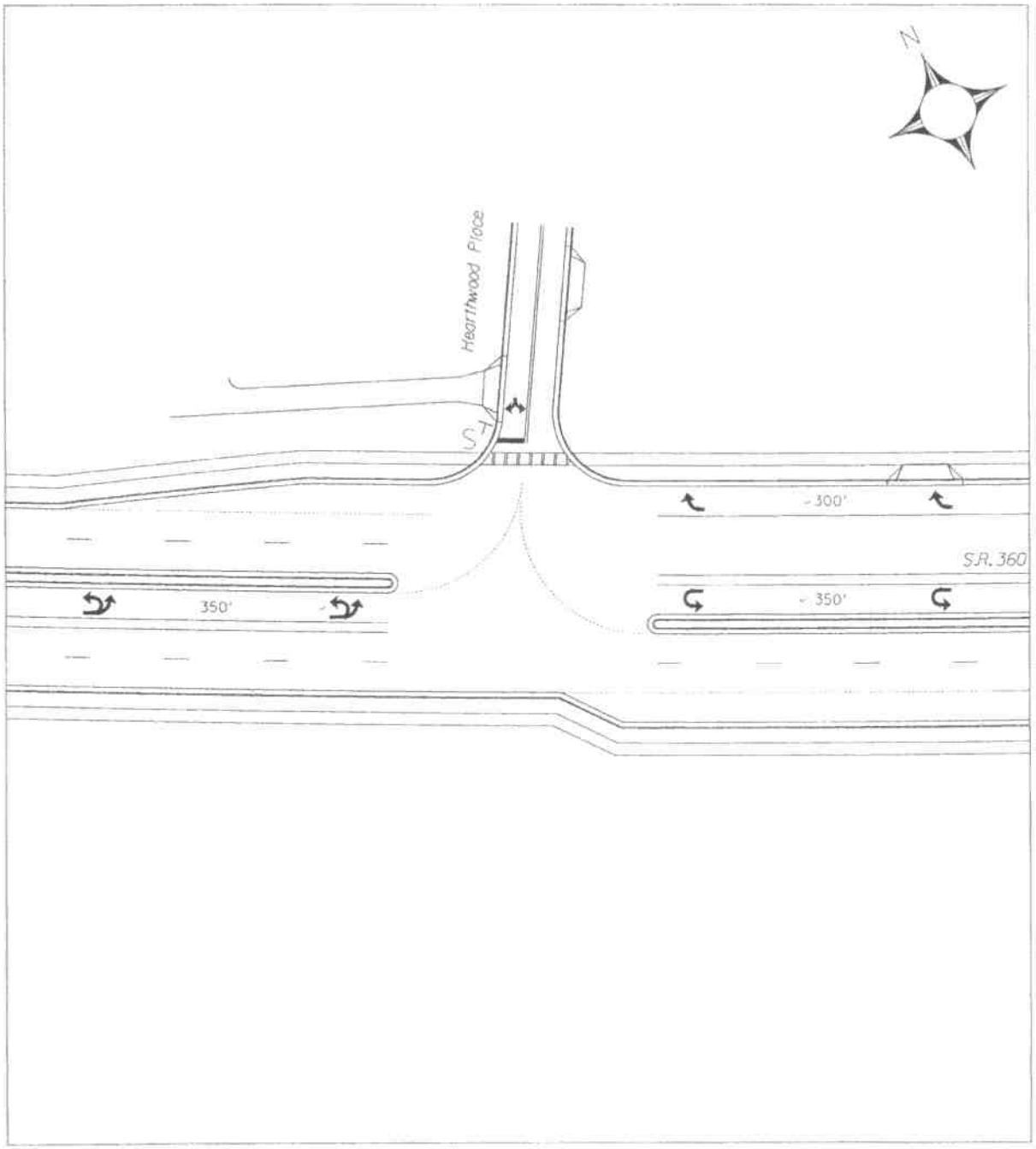
000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360 at Ragsdale Road

NOT TO SCALE

GRICE
& ASSOCIATES, INC.



Legend

+S - STOP SIGN

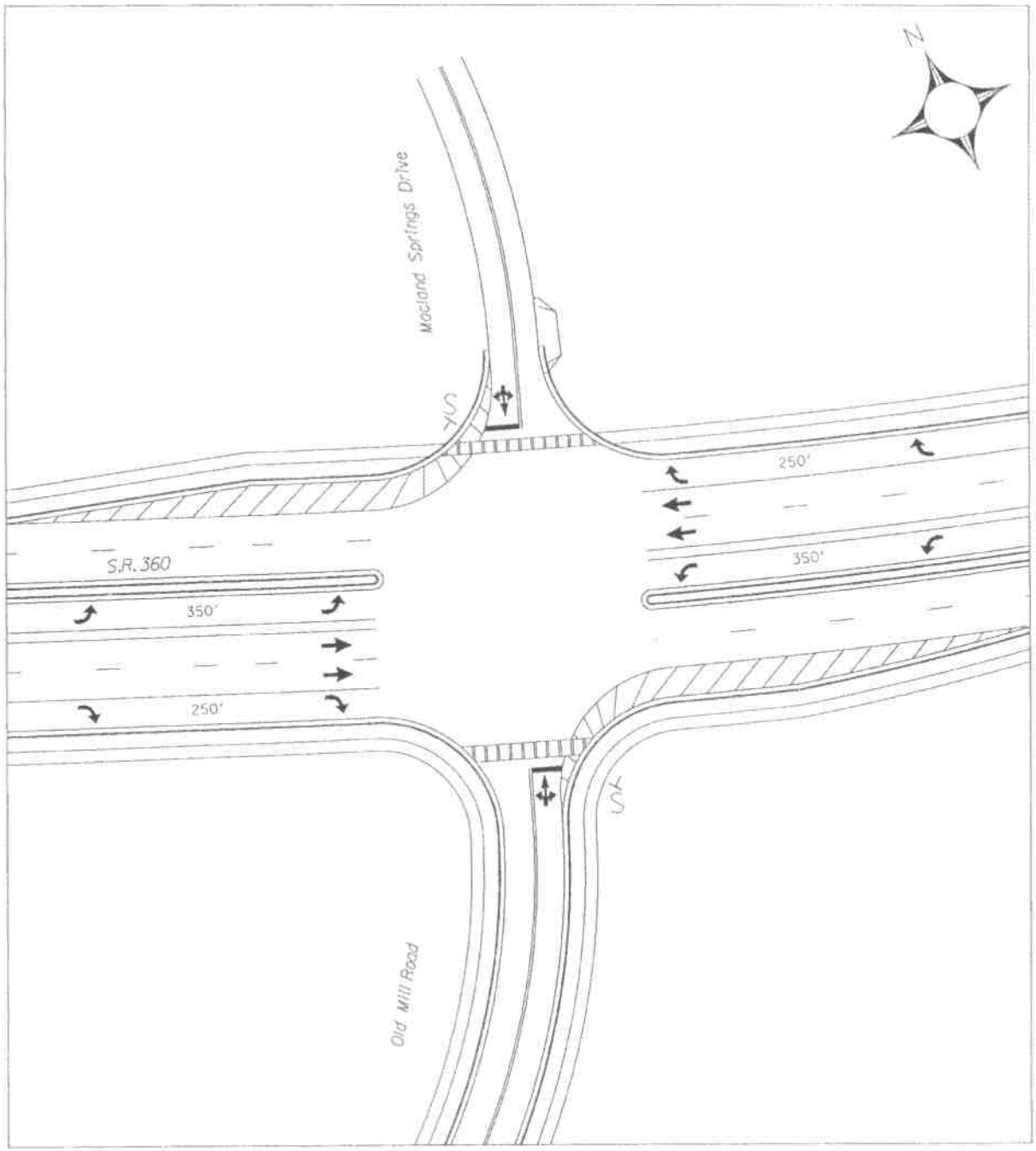
000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360 at Hearthwood Place

NOT TO SCALE

GRICE
& ASSOCIATES, INC.



Legend

HS - STOP SIGN

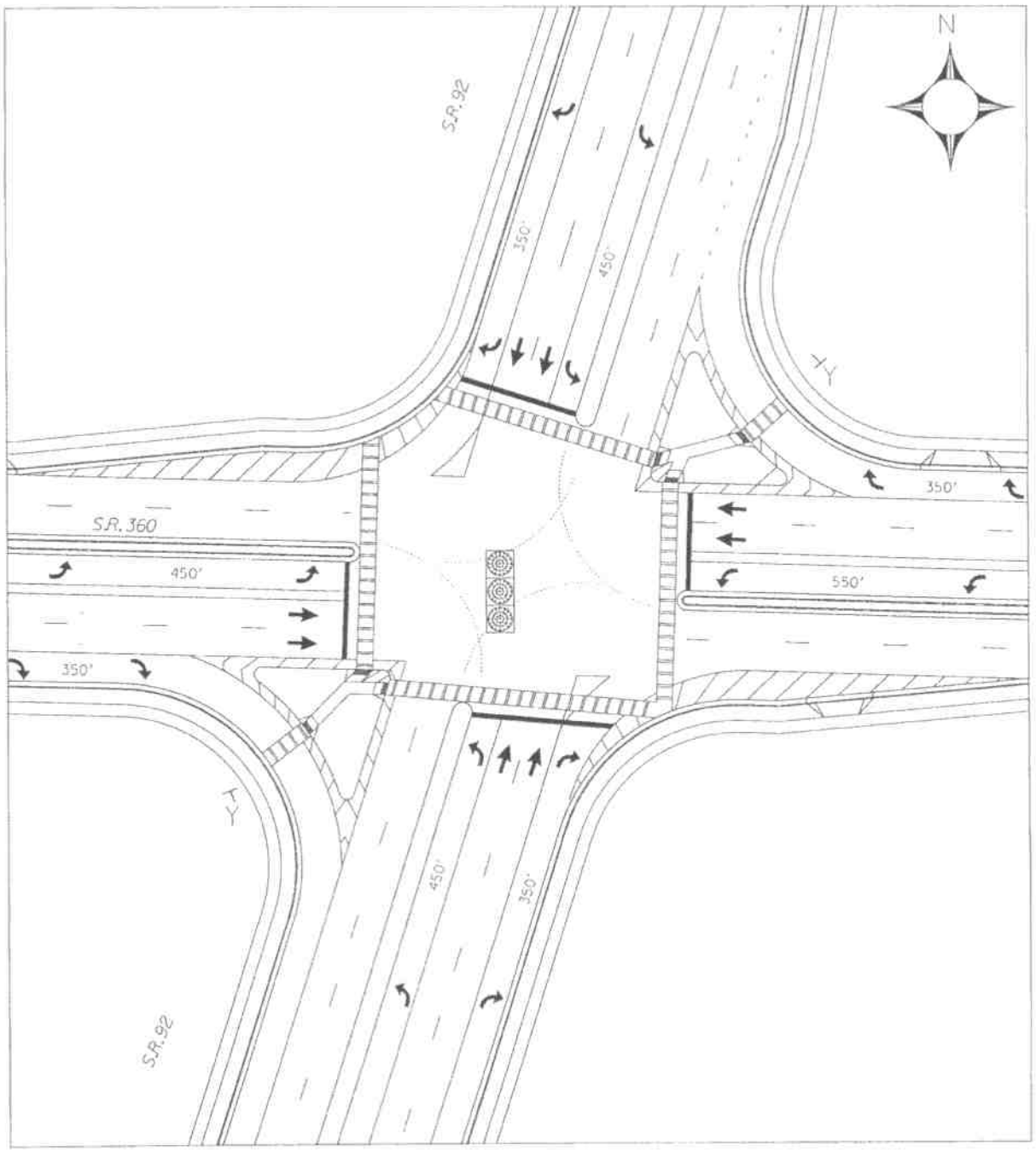
000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360 at
Macland Springs Drive
/ Old Mill Road

NOT TO SCALE

GRICE
& ASSOCIATES, INC.



Legend

- TRAFFIC SIGNAL

Y - YIELD SIGN

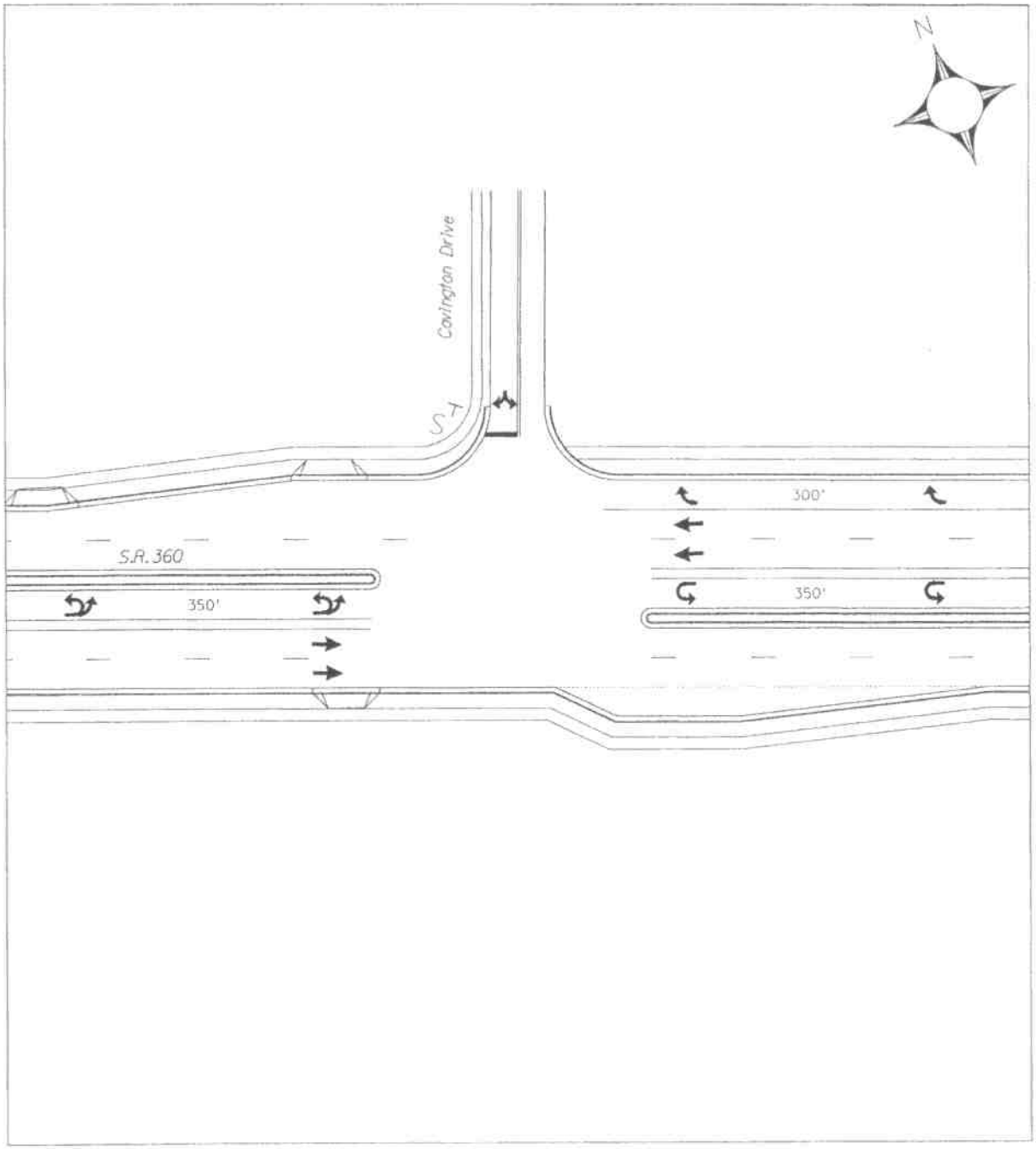
000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360 at S.R. 92

NOT TO SCALE

GRICE
& ASSOCIATES, INC.



Legend

+S - STOP SIGN

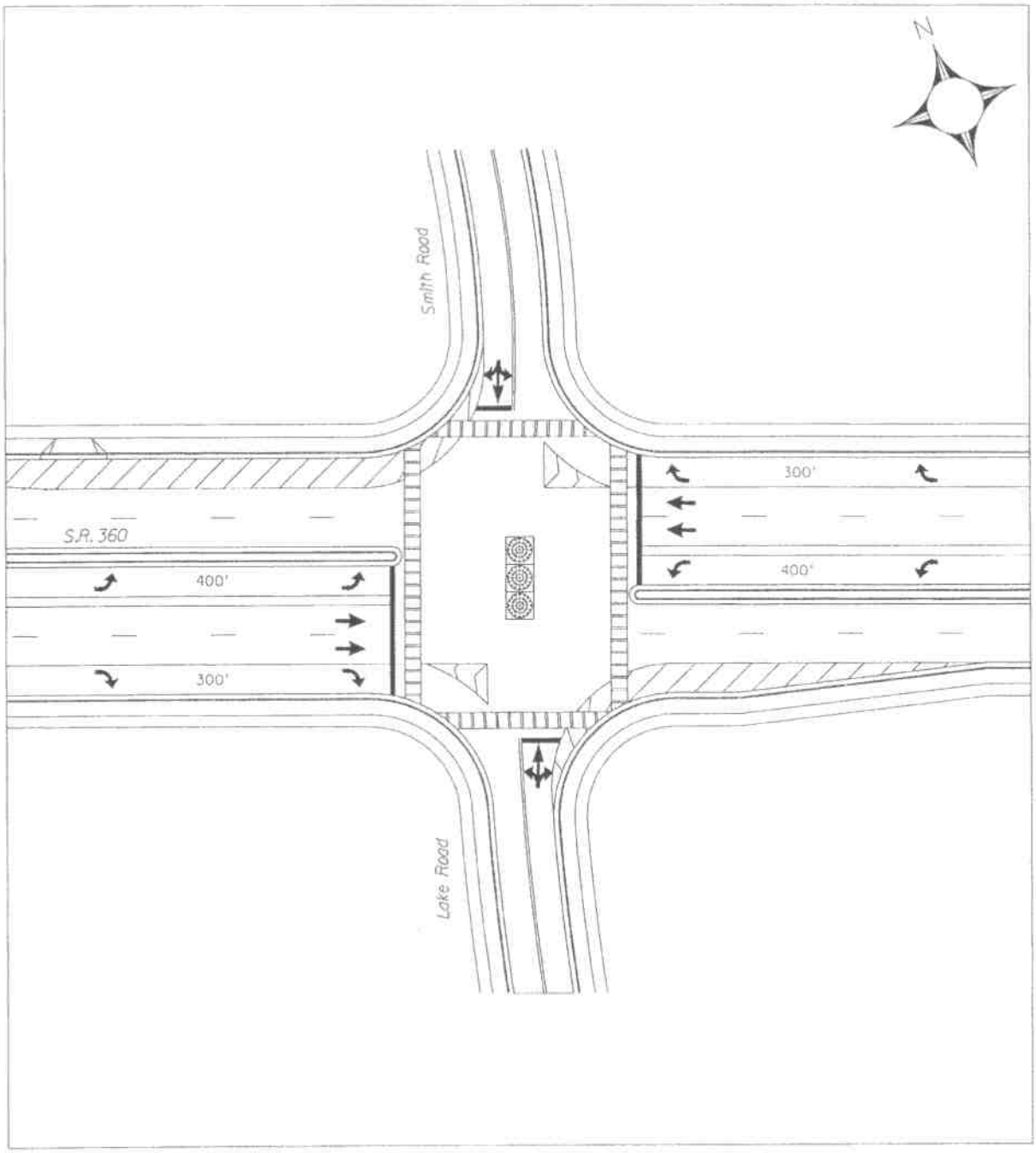
000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360 at Covington Drive

NOT TO SCALE

GRICE
& ASSOCIATES, INC.



Legend

- TRAFFIC SIGNAL

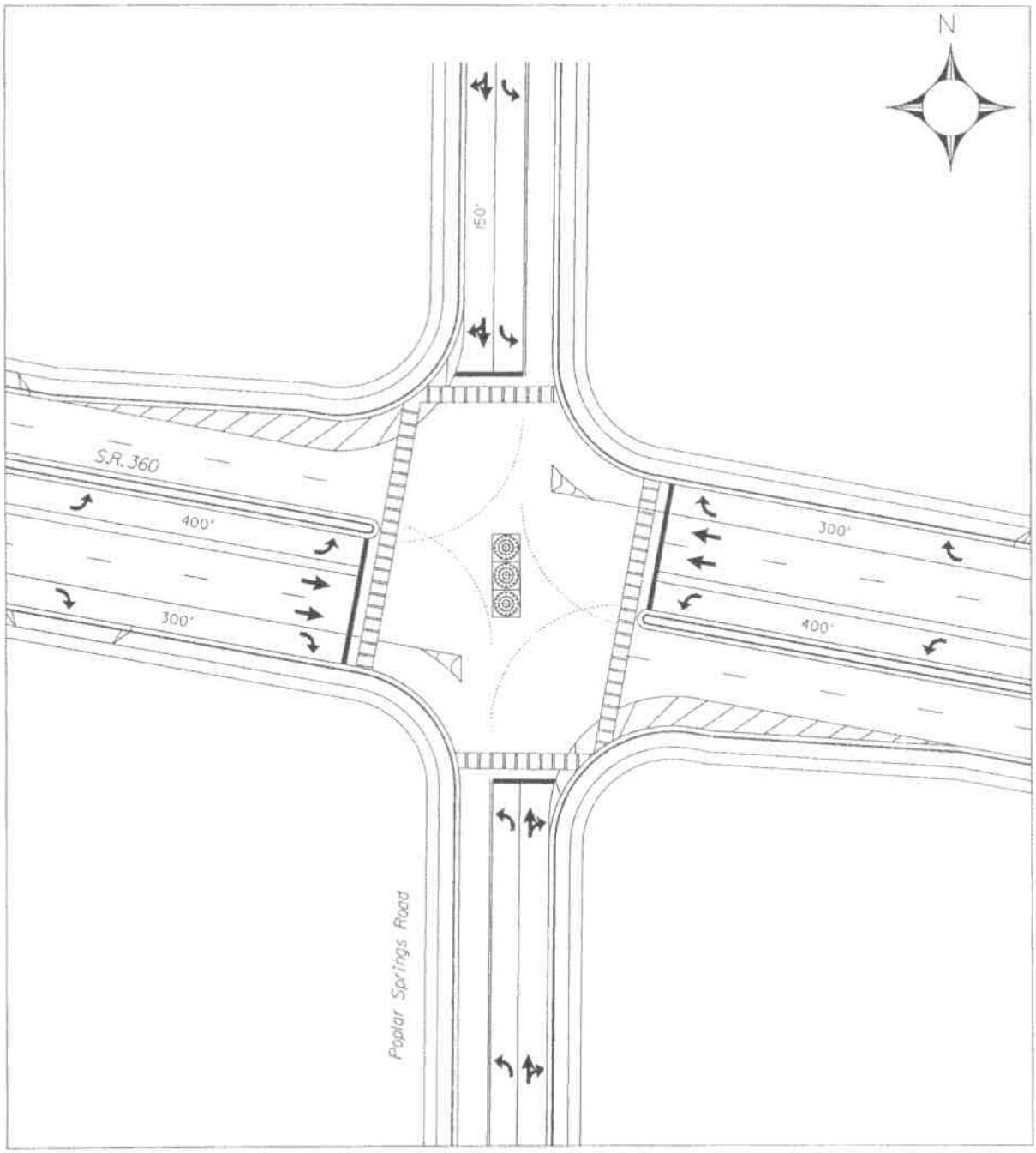
000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360
at
Smith Road / Lake Road

NOT TO SCALE

GRICE
& ASSOCIATES, INC.



Legend

- TRAFFIC SIGNAL

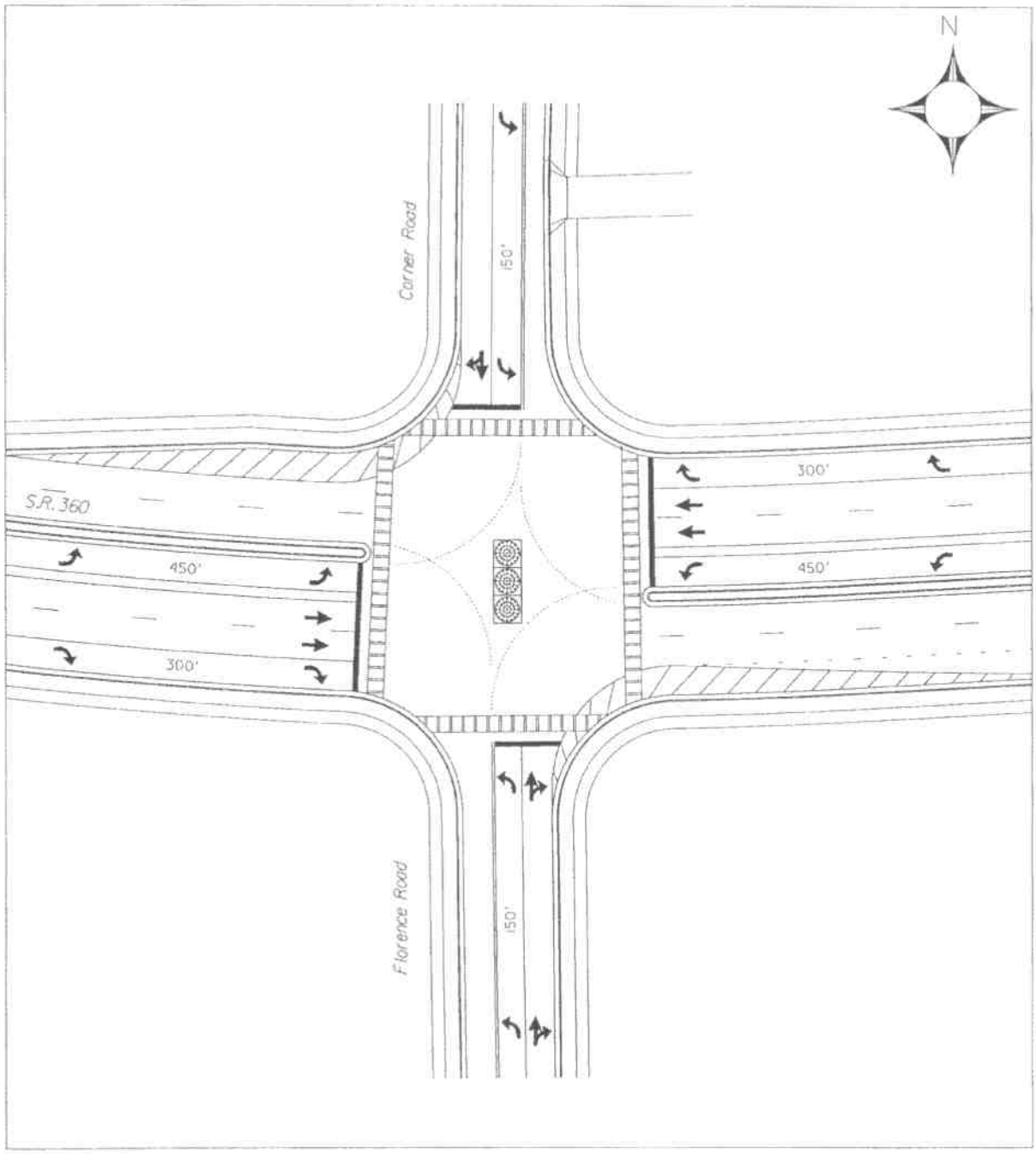
000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360 at
Poplar Springs Road

NOT TO SCALE

GRICE
& ASSOCIATES, INC.



Legend

- TRAFFIC SIGNAL

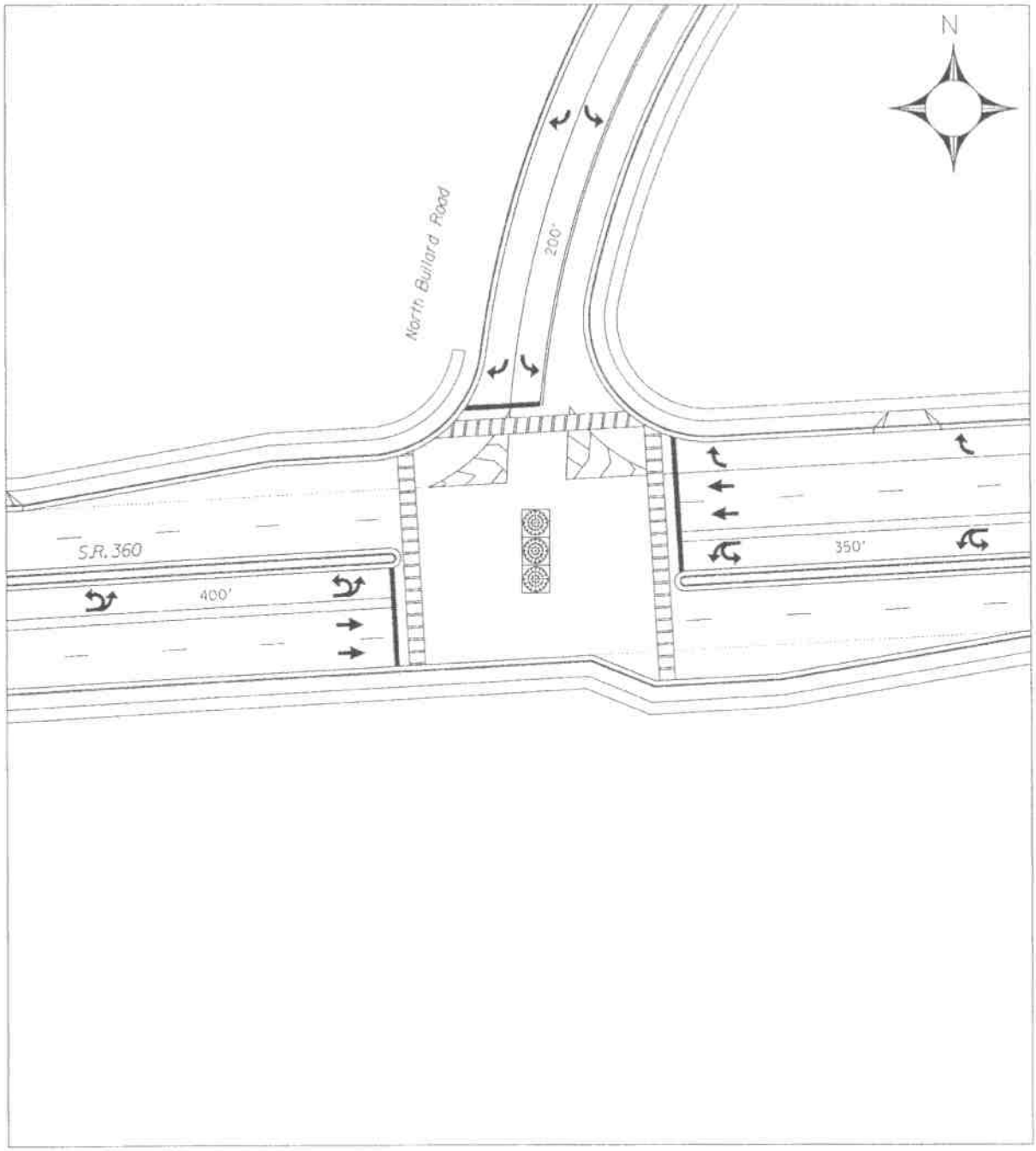
000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360
at
Corner Road / Florence Road

NOT TO SCALE

GRICE
& ASSOCIATES, INC.



Legend

- TRAFFIC SIGNAL

000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360 at
North Bullard Road

NOT TO SCALE

GRICE
& ASSOCIATES, INC.

Legend

+S - STOP SIGN

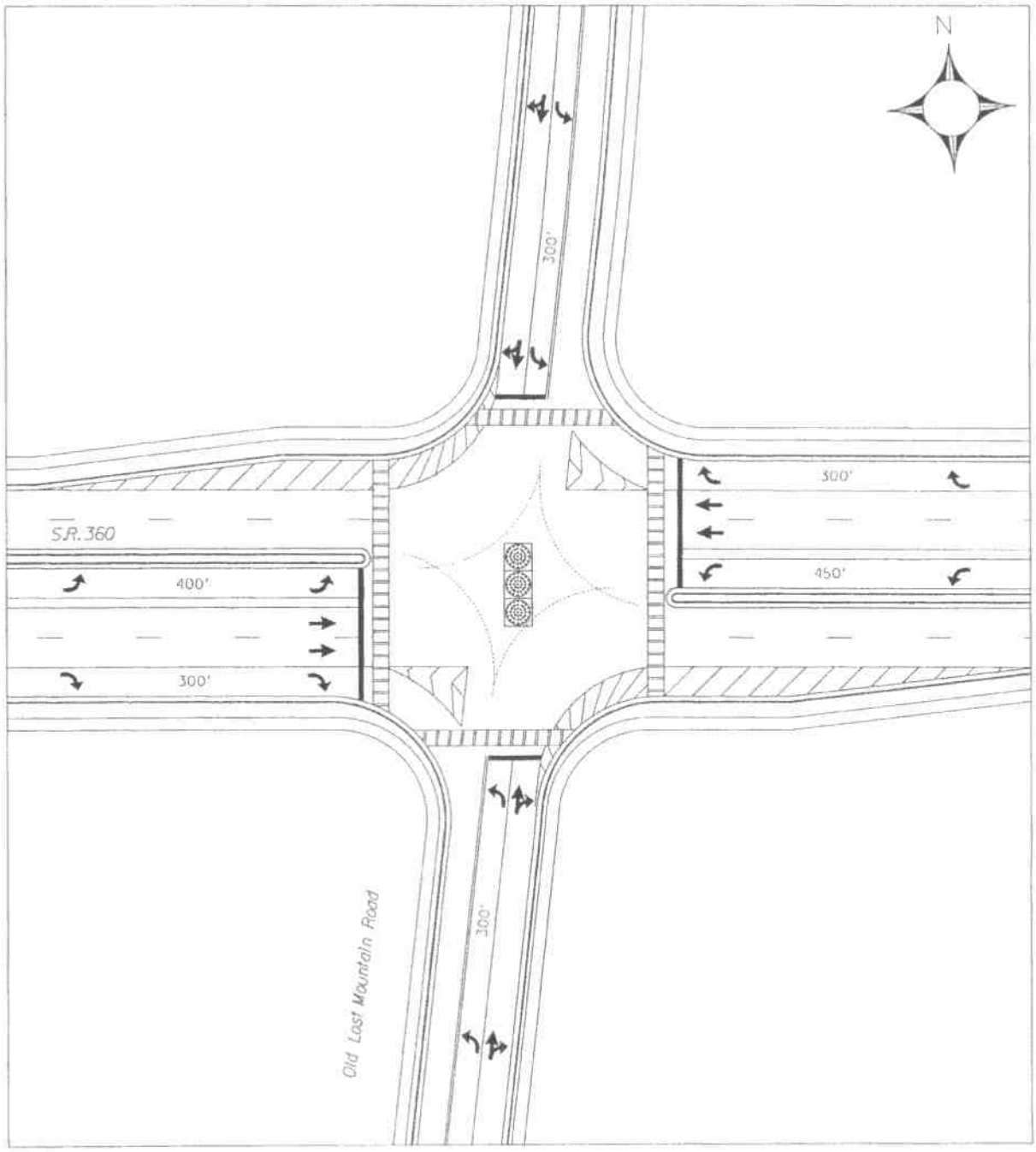
000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360 at Line Tree Lane

NOT TO SCALE

GRICE
& ASSOCIATES, INC.



Legend

- TRAFFIC SIGNAL

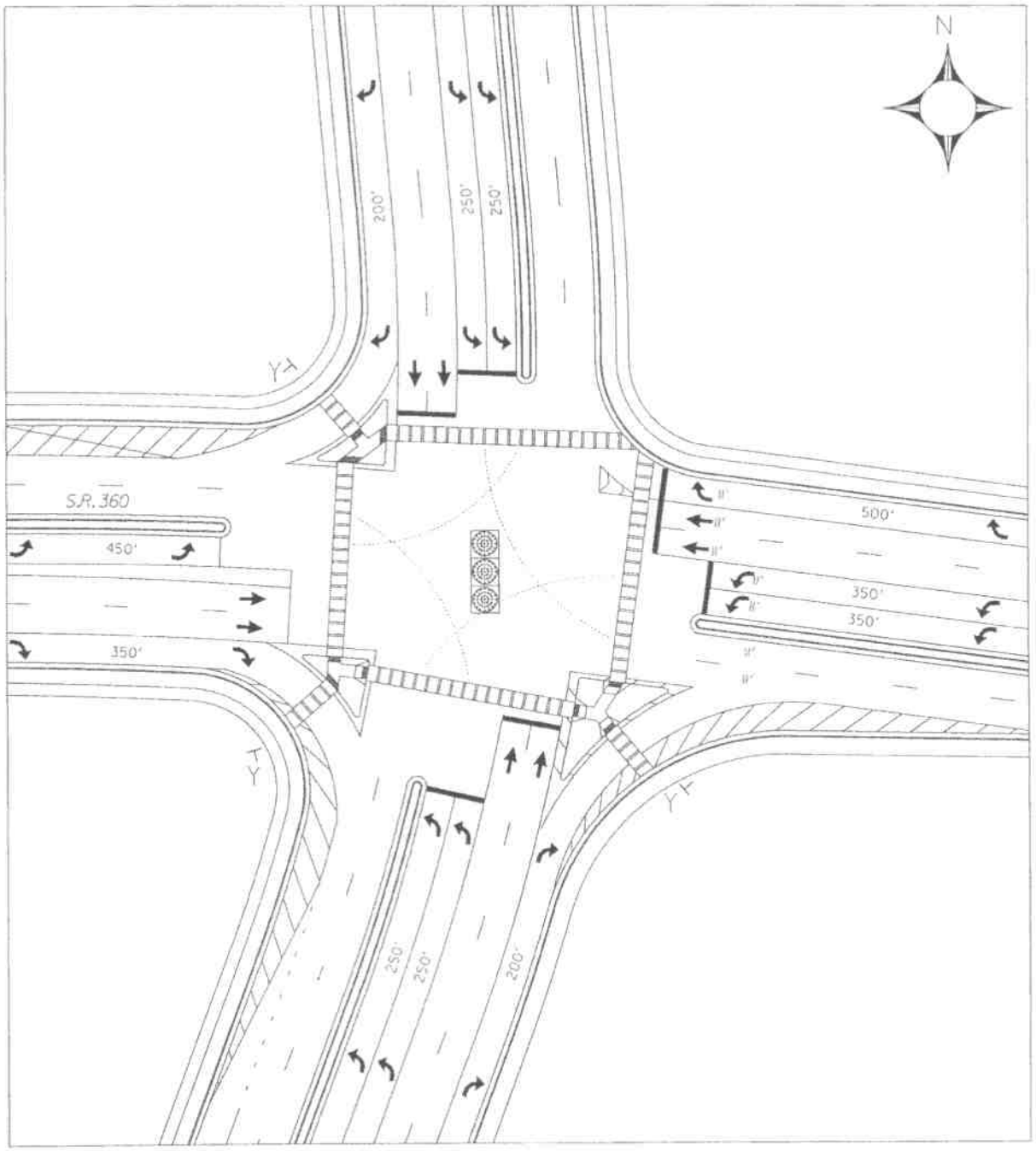
000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360 at
Old Lost Mountain Road

NOT TO SCALE

GRICE
& ASSOCIATES, INC.



Legend

- TRAFFIC SIGNAL

◄Y - YIELD SIGN

000' - FULL WIDTH STORAGE LENGTH

PROPOSED
INTERSECTION CONFIGURATION

S.R. 360 at S.R. 176

NOT TO SCALE

GRICE
& ASSOCIATES, INC.

County	SR360		XRoad		Total (ft)
	Left (ft)	Right (ft)	Left (ft)	Right (ft)	
Pauling	10038	2378	950	1330	**14696**
Cobb	3880	8960	0	830	**13670**

Therefore, the subtotal reduction in ROW cost from the original scope ($) will be:

County	Width reduction from using 30"-wide curb and gutter to 24"-wide curb and gutter	Project Length	Reduction from retaining existing ROW	Unit Price/FT^2	Total
Paulding	0.5'x2	(32790'x0.5)2	14696'	$3.44	**=0.5'x2x(32,790'-14696')x$3.436=$62,171**
Cobb	0.5'x2	(32790'x0.5)2	13670'	$3.65	**=0.5'x2x(32,790'-13670')x$3.647=$69,731**
Subtotal (including mark up)					**=(62171+69731)+ (62171+69731) x247%= $457,700**

With the cost reduction for concrete of $593,663, alternative ROW-2 should reduce from the original scope the total amount of $457,700+$593,663=$1,051,363

SR 360 Using Existing R/W

Left		Right		Left	Right
Station	To Station	Station	To Station	Length (ft)	Length (ft)
1000	1278	1000	1278	278	278
1570	2960	1570	2420	1390	850
6160	8100			1940	0
8800	8880			80	0
9030	10000			970	0
10040	10440			400	0
10600	12660			2060	0
12700	13470			770	0
13620	15770	16010	16250	2150	240
		16310	16620	0	310
		17000	17700	0	700
21640	22300	17820	21620	660	3800
		22400	22720	0	320
		22820	24010	0	1190
		24100	26800	0	2700
		27640	28160	0	520
		29000	29110	0	110
29440	31320			1880	0
32500	33840	32500	32820	1340	320
			Total	13918	11338

Xroad

Left		Right		Left	Right
Station	To Station	Station	To Station	Length (ft)	Length (ft)
2460	2930.00	2460	2930.00	470.00	470.00
440	690.00	440	690.00	250.00	250.00
400	630.00	400.00	750	230.00	350.00
		1440.00	1700	0.00	260.00
		1640.00	2230	0.00	590.00
		2660.00	2900	0.00	240.00
			Total	950	2160

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

MAY 2008
REC'D
Office of
Engineering Services
D.O.T.

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0006-00(049), Cobb and Paulding Counties
P.I. No. 0006049, Widening of SR 360 from
SR120/Charles Hardy Parkway
to SR176/Lost Mountain Road

OFFICE: Consultant Design

DATE: May 6, 2008

FROM: Stanley Hill for Mohammed (Babs) Abubakari, P.E.
State Program Delivery and Consultant Design Engineer

TO: Brian Summers, P.E.
State Project Review Engineer

SUBJECT: **Value Engineering Study-Responses**

Reference is made to the recommendations that were contained in the Value Engineering Study (VE) – Final Report dated February 2008 for the above referenced project. Note that the costs shown, as stated at the VE meeting debrief, were generated by using 10 year projection compounded at 8% per year. (The Cost Savings shown below represent the markups from the calculation sheets showing 237.5% markup on Construction (escalation) and 247% markup for RW costs (Fees and escalation) to an analysis year of 2018. Our responses and recommendations are as follows:

PAVEMENT (P)

VE Alternative P-1 - Use 11- ft. wide lanes at all locations along SR 360/Macland Road.
(Cost Savings = $5,586,728)

Recommendation

Approval of the VE Alternative P-1 is recommended.

- According to the 2004 AASHTO Green Book, page 312, "Although lane widths of 12 ft are desirable on both rural and urban facilities, there are circumstances where lanes less than 12 ft wide should be used. In urban areas where pedestrian crossings, right-of-way, or existing development become stringent controls, the use of 11 ft lanes is acceptable"
- Note that 24 hr truck traffic along SR 360 is 4%. The AASHTO Green Book pages 472-473 states that "Lane widths of 11 ft are used quite extensively for urban arterial street

designs. The 12 ft lane widths are most desirable and should be used, where practical, on higher speed, free-flowing, principle arterials."

- The recommendation to go with 11 ft lanes is acknowledged that a design Variance will need to be processed and signed off by GDOT since it goes against current GDOT design policy as follows:
    - According to the GDOT Design Policy Manual, table 6.3 "Design Standards for Arterial Roadways the lane widths under item No. 4 as 12-ft.
    - Lane width information is also provided in section 6.2.1 where table 6.5 shows the lane width for an arterial as 12-ft.
    - Additionally in table 6.5 for an Urban Type B the lane width is 12-ft (type B classification is met due to a combination of caracteristics including design speed = 45 mph, less urbanized, numerous driveways, etc.

VE Alternative P-2 – Use 11 - ft. wide through lanes along SR 360/Macland Road.
(Cost Savings = $4,269,516)

Recommendation

Approval of the VE Alternative P-2 is recommended.

- According to the 2004 AASHTO Green Book, page 312, "Although lane widths of 12 ft are desirable on both rural and urban facilities, there are circumstances where lanes less than 12 ft wide should be used. In urban areas where pedestrian crossings, right-of-way, or existing development become stringent controls, the use of ll ft lanes is acceptable"
- Note that 24 hr truck traffic along SR 360 is 4%. The AASHTO Green Book pages 472-473 states that "Lane widths of 11 ft are used quite extensively for urban arterial street designs. The 12 ft lane widths are most desirable and should be used, where practical, on higher speed, free-flowing, principle arterials."
- The recommendation to go with 11 ft lanes is acknowledged that a design Variance will need to be processed and signed off by GDOT since it goes against current GDOT design policy as follows:
    - According to the GDOT Design Policy Manual, table 6.3 "Design Standards for Arterial Roadways the lane widths under item No. 4 as 12-ft.
    - Lane width information is also provided in section 6.2.1 where table 6.5 shows the lane width for an arterial as 12-ft.
    - Additionally in table 6.5 for an Urban Type B the lane width is 12-ft (type B classification is met due to a combination of caracteristics including design speed = 45 mph, less urbanized, numerous driveways, etc.

VE Alternative P-3 – Use 11 - ft. wide lanes for the inside through lanes along SR 360/Macland Road.

Recommendation

(Cost Savings = $2,134,655)
Approval of the VE Alternative P-3 is recommended.

- According to the 2004 AASHTO Green Book, page 312, "Although lane widths of 12 ft are desirable on both rural and urban facilities, there are circumstances where lanes less than 12 ft wide should be used. In urban areas where pedestrian crossings, right-of-way, or existing development become stringent controls, the use of ll ft lanes is acceptable"
- Note that 24 hr truck traffic along SR 360 is 4%. The AASHTO Green Book pages 472-473 states that "Lane widths of 11 ft are used quite extensively for urban arterial street designs. The 12 ft lane widths are most desirable and should be used, where practical, on higher speed, free-flowing, principle arterials."
- The recommendation to go with 11 ft lanes is acknowledged that a design Variance will need to be processed and signed off by GDOT since it goes against current GDOT design policy as follows:
    - According to the GDOT Design Policy Manual, table 6.3 "Design Standards for Arterial Roadways the lane widths under item No. 4 as 12-ft.
    - Lane width information is also provided in section 6.2.1 where table 6.5 shows the lane width for an arterial as 12-ft.
    - Additionally in table 6.5 for an Urban Type B the lane width is 12-ft (type B classification is met due to a combination of caracteristics including design speed = 45 mph, less urbanized, numerous driveways, etc.

<u>VE Alternative P-4</u> – Reduce all turn lane widths to 11 – ft wide along SR 360/Macland Road. **(Cost Savings = $1,316,765)**

<u>Recommendation</u>

Approval of the VE Alternative P-4 is recommended.

- According to the 2004 AASHTO Green Book, page 312, "Although lane widths of 12 ft are desirable on both rural and urban facilities, there are circumstances where lanes less than 12 ft wide should be used. In urban areas where pedestrian crossings, right-of-way, or existing development become stringent controls, the use of ll ft lanes is acceptable"
- Note that 24 hr truck traffic along SR 360 is 4%. The AASHTO Green Book pages 472-473 states that "Lane widths of 11 ft are used quite extensively for urban arterial street designs. The 12 ft lane widths are most desirable and should be used, where practical, on higher speed, free-flowing, principle arterials."
- The recommendation to go with 11 ft lanes is acknowledged that a design Variance will need to be processed and signed off by GDOT since it goes against current GDOT design policy as follows:
    - According to the GDOT Design Policy Manual, table 6.3 "Design Standards for Arterial Roadways the lane widths under item No. 4 as 12-ft.
    - Lane width information is also provided in section 6.2.1 where table 6.5 shows the lane width for an arterial as 12-ft.
    - Additionally in table 6.5 for an Urban Type B the lane width is 12-ft (type B classification is met due to a combination of caracteristics including design speed = 45 mph, less urbanized, numerous driveways, etc.

VE Alternative P-6 – Use minimum storage lengths and taper lengths according to detail "M-3" to allow for fewer pavement areas where possible based on traffic counts.
(Cost Savings = $781,899)

Recommendation

Approval of the VE Alternative P-6 is not recommended.

- The tapers and storage lengths were set to match the GDOT approved traffic study for storage lengths. Each intersection was analyzed and the lengths were set to accommodate each specific turning movement.
- If the taper and storage lengths are reduced then the vehicle storage area and deceleration area is reduced which will no longer meet the recommendation from the traffic study. GDOT policy prefers deceleration to be included in the turn lanes.

VE Alternative P-7 – Delete the U-turn at Station 191+00
(Cost Savings = $198,417)

Recommendation

Approval of the VE Alternative P-9 is recommended.

- The U-turn to provide the westbound to eastbound movement will be removed. The traffic generated from two (2) residential driveways along the northside of the road will be required to travel an additional 1315 ft or 0.25 miles (westward to the median opening at station 177+80) in order to make a U-turn to travel eastbound. (there is no U-turn eastbound to westbound)

VE Alternative P-8 – Delete the U-turn at Station 53+00
(Cost Savings = $302,592)

Recommendation

Approval of the VE Alternative P-8 is not recommended.

- This U-turn eastbound to westbound services six (6) residential driveways as well as the Christ Life Church. Removing this U-turn would require travel an additional 1233 ft or 0.23 miles (eastward to the median opening at station 65+33) in order to make a U-turn to travel westbound. (there is no U-turn westbound to eastbound)

VE Alternative P-9 – Delete the U-turn at Station 307+50
(Cost Savings = $422,560)

Recommendation

Approval of the VE Alternative P-9 is recommended eastbound to westbound

- Eastbound to westbound recommend that the U-turn be removed. This U-turn services one (1) residential driveway along the south side of the road. Removing this U-turn will

require travel an additional 1370 ft or 0.26 miles (eastward to the median opening at station 321+20) in order to make a U-turn to travel westbound

Approval of the VE Alternative P-9 is not recommended westbound to eastbound

- Westbound to eastbound recommend that the U-turn remain. This U-turn services seven (7) residential driveways along the north side of the road. Removing this U-turn would require travel an additional 1932 ft or 0.37 miles (westward to the median opening at station 288+18) in order to make a U-turn to travel eastbound.

RIGHT-OF-WAY (ROW)

VE Alternative ROW-1 – Use an 18 in. wide curb and gutter section with a 6 in. wide curb and 12 in. wide gutter pan and reduce the width of the right-of-way.
(Cost Savings = $2,798,813)

Recommendation

Approval of the VE Alternative ROW-1 is not recommended because of the following:

- According to the GDOT Design Policy Manual section 6.5.3 Curb and gutter: "The GDOT standard curb and gutter width is 2.5 ft for both sloped and barrier type curb and gutter.
- Conventional GADOT curb and gutter has a 30 in section (24" gutter, 6" curb) as shown on GA Standard 9032B
- Reducing the gutter width reduces the offset distance from the edge of pavement to the curb barrier face. Reducing gutter width reduces safety – by moving this 6" high hazard closer to the travel lane or wheel path.
- Reducing the gutter width also reduces the storage space for drainage gutter spread. The number of curb inlets would increase in order not to exceed maximum gutter spread.

VE Alternative ROW-2 – Use a 24 in. wide curb and gutter section with a 6 in. wide curb and 24 in. wide gutter pan.
(Cost Savings = $1,399,574)

Recommendation

Approval of the VE Alternative ROW-2 is not recommended because of the following:

- According to the GDOT Design Policy Manual section 6.5.3 Curb and gutter: "The GDOT standard curb and gutter width is 2.5 ft for both sloped and barrier type curb and gutter.
- Conventional GADOT curb and gutter has a 30 in section (24" gutter, 6" curb) as shown on GA Standard 9032B
- Reducing the gutter width reduces the offset distance from the edge of pavement to the curb barrier face. Reducing gutter width reduces safety – by moving this 6" high hazard closer to the travel lane or wheel path.
- Reducing the gutter width also reduces the storage space for drainage gutter spread. The number of curb inlets would increase in order not to exceed maximum gutter spread.

VE Alternative ROW-3 – Use retaining walls at these locations to reduce the impact to adjacent lands and eliminate right-of-way or easement purchase. (sta 21+00 lt, 31+00 lt, 60+00 lt.)
(Cost Savings = $90,179)

Recommendation

Approval of the VE Alternative ROW-3 is recommended

- The designer will investigate areas to construct walls to maximize cost savings. (including the Hardy Auto dealership ~sta 21+00 Lt, and Lee Dentistry ~sta 27+00 Rt. (where a wall is currently proposed), ~sta 31+00 lt, ~sta 60+00 lt.

VE Alternative ROW-4 – Reduce the median width to 22 ft. by decreasing the width of the buffer zone between the left-turn and the through travel lane by 2 ft.
(Cost Savings = $1,655,346)

Recommendation

Approval of the VE Alternative ROW-4 is not recommended because of the following:

- According to the GDOT Design Policy Manual section 6.8.2 where the ADT - Design year > 24,000 (SR 360 ADT=27652 in year 2032) GDOT prefers the use of a 24 ft. raised median if there are minimal impacts associated with a wider median.
- The 24' median vs the 22' median provides additional offset distance to opposing left turn lanes in the median which increases sight distance around the opposing vehicle improving safety and operations.

VE Alternative ROW-5 – Reduce the median width to 20 ft. by decreasing the width of the buffer zone between the left-turn lane and the through travel lane by 4 ft.
(Cost Savings = $3,310,695)

Recommendation

Approval of the VE Alternative ROW-5 is not recommended because of the following:

- According to the GDOT Design Policy Manual section 6.8.2 where the ADT - Design year > 24,000 (SR 360 ADT=27652 in year 2032) GDOT prefers the use of a 24 ft. raised median if there are minimal impacts associated with a wider median.
- The 24' median vs the 20' median provides additional offset distance to opposing left turn lanes in the median which increases sight distance around the opposing vehicle improving safety and operations. The sight distance using a 24' median is 405 ft where a 20' median only has 270'. (see attached)

VE Alternative ROW-7 – Delete the 4 ft. wide painted pavement area.
(Cost Savings = $1,698,871)

Recommendation

Approval of the VE Alternative ROW-5 is not recommended

- By removing the 4 ft wide buffer the vehicle in the turning lane is positioned 4 additional feet further from the centerline. The opposing vehicle is also shifted 4 feet netting a total of 8' shift in vehicle position. As shown on the attachment the line of sight is severly diminished by removing the 4' buffer strip. Oncoming vehicles are much closer at the critical decision point to turn. Removing the buffer strip sacrifices safety and operations.

VE Alternative ROW-8 – Reduce the shoulder width to 12 ft. The new shoulder will include 2.5 ft. of inside grass strip, 5 ft. of concrete sidewalk and 2.5 ft. of outside grass strip.
(Cost Savings = $5,157,262)

Recommendation

Approval of the VE Alternative ROW-8 is not not recommended because of the following:

- According to the GDOT Design Policy Manual table 6.5, the outside shoulder with curb and gutter (ft) is 16'.
- Reducing the shoulder reduces the amount of available space for placing proposed utilities. The reduced area creates potential conflicts and increases the cost of the project to resolve. Also reducing the shoulder width places the utilities under the sidewalk making maintenance more difficult.
- Reducing the shoulder widths requires bumpouts at driveways to meet ADA cross slope minimum requirements – which is not desirable.

VE Alternative ROW-10 – Reduce the back of outside curb to back of outside curb dimension to the minimum by using 18 in. wide curb and gutter sections at the outside edge of roadway and at the median, 11 ft. wide paved travel lanes, and 16 ft. wide landscaped median for a total width of 66 ft. At the nose sections where left turn lanes are added to the median, use an 11 ft. wide lane, delete the 4 ft. wide buffer zone, leaving an 8 ft. wide median consisting of two 18 in. wide curb and gutter sections and a 5 ft. wide concrete infill piece. Use an 11 ft. wide lane for the four dedicated right turn lanes. Move centerlilne alignment so the total savings in right-of-way occurs on one side of the road in order to avoid taking some residential and commercial properties. (combines P-1, ROW-1, & ROW-7)
(Cost Savings = $15,435,112)

Recommendation

Approval of the VE Alternative ROW-10 not recommended (11 ft lanes are recommended).

- As listed in the above reasons it is not recommended to use the combination of 18-in wide curb and gutter, 16' wide median, and deleting the 4' wide buffer strip. The reduced curb and gutter, width of median sacrifice safety and operations.

GENERAL (G)

VE Alternative G-1 – Remove proposed intersections and cul-de-sac Macland Circle and Old Atlanta Road. Improve the intersection of Poplar Springs Road with Macland Circle/Old Atlanta Road by relocating it south if needed to miss left-turn pockets from proposed Poplar Springs Road/SR 360 intersection improvements.
(Cost Savings = $374,790)

Recommendation

Approval of the VE Alternative G-1 is not recommended

- Poplar Springs Road is a County Road. There is a future widening project along Poplar Springs Road 4-lane with a median and no median break is placed at the intersection with Old Atlanta Road and Macland Circle. (email Scott Greene (Paulding County) to Fred Bentley dated December 14, 2006 "Macland Circle would not have access to a median break due to the storage needed for the left turn movement onto Macland from Poplar northbound") The connectivity is provided through connection of Old Atlanta Road and Macland Circle to SR 360.
- Relocating the Old Atlanta Rd/Macland Circle to Poplar Springs intersection further to the south would add further RW impacts as well as potentially developing a poor skew angle for the side street connections.
- The area has been coordinated with the property owners.

VE Alternative G-2 – Provide a Cul-de-sac on Bullard Road just south of SR 360 and require all traffic to use Florence Road to access SR 360.
(Cost Savings = $525,042)

Recommendation

Approval of the VE Alternative G-2 is not recommended

- A subdivision has since been added to the south eastern quadrant of Bullard Road (South) and SR 360. There is additional traffic generation traveling Bullard Rd (South) to SR 360. Cul-de-sacing Bullard Road would lengthen the drive for residents along Bullard and residents of the subdivision. This would be a restriction from the access that they currently have.

BRIDGES (B)

VE Alternative B-1 – Use a double-arch, precast concrete culvert.
(Cost Savings = $1,628,171)

Recommendation

Approval of the VE Alternative B-1is not recommended

- Since the drainage area is less than 20 square miles, a culvert was considered. However, the channel width at this crossing is approximately 50 ft and the banks are unstable. In conjunction with this, the stream is downcutting and there is currently a vertical drop of approximately 2 ft on the downstream side of the existing culvert. As a result, one of the existing culvert wingwalls has failed and fallen into the creek and a replacement wingwall constructed. These conditions are not desirable for an arch culvert.
- In addition, the 50 and 100-year storms overtops the roadway. To meet the design criteria, the roadway must be raised and the drainage structure sized to convey the design year storm (50-year). Additional area of opening must be provided to accommodate the additional flow. The largest standard arch culvert size is 48 ft and does not meet the above stated design criteria. The proposed 150 ft long bridge produces 0.95 ft of backwater, which is just below the maximum allowable backwater of 1.0 ft.

VE Alternative B-2 – At each site, use a single-span bridge with a length of 150 ft.
(Cost Savings = $185,341)

Recommendation

Approval of the VE Alternative B-2 is not recommended

- The proposed 150 ft long bridge is the shortest bridge that produces acceptable backwater values (0.95 ft < 1.0 ft max allowable - 100 year). In addition, the FEMA regulatory floodway width is 123 ft at this location and the 150 long bridge currently in preliminary design may need to be lengthened by a few ft to avoid the placement of fill within the regulatory floodway. A single span bridge in the 150 ft + range is not practical using standard PSC beams and allowable concrete strengths.

SIDEWALKS (S)

VE Alternative S-1 – Eliminate the sidewalk on the right side (south side) of the road.
(Cost Savings = $2,148,695)

Recommendation

Approval of the VE Alternative S-1 is not recommended because it goes against current GDOT policy.

- The right side of the road has:
  - 4 places of worship
    - sta 43+00 rt Christ Life Church
    - sta 210+00 rt Temple Baptist Church
    - sta 274+00 rt Trinity Chapel Church of God
    - sta 334+00 rt McEachern United Methodist Church,
  - sta 327+00 Retail / commercial (Proposed Development)
  - sta 98+89 Crosses project at SR92 GDOT project 621720 which has sidewalk
  - There are approximately 71 residences on the right side of the road

- There are subdivisions located on or just off the southern side of the road at Sta 37+00 rt Ragsdale Rd, 69+00 rt, 241+00 rt Bullard Rd (South), 263+00 rt Line Tree Lane, 296+00 rt Old Lost Mountain Rd,

- It is recommended to provide sidewalk along this developing corridor on both sides of the road to provide interconnectivity to the residences that live along the corridor, the subdivisions that are adjacent, and the developing commercial areas.
- According to the GDOT Design Policy Manual section 6.6 "Sidewalks shall be provided wherever curb and gutter is utilized along the outside edges of pavement of the mainline roadway.
- Reducing sidewalks to one side of the road means that pedestrians are required to cross a busy roadway

VE Alternative S-2 – Retain the 5 ft. wide sidewalks, but in lieu of 4 in. of concrete, use 4 in. of asphalt in its place.
(Cost Savings = $2,130,806)

Recommendation

Approval of the VE Alternative S-2 is not recommended because of the following:

- According to GDOT Construction details A-1, A-2, A-3 concrete is used for sidewalks.
- Concrete has a longer life cycle and historically requires less maintenance.
- Due to the high residential area and potential for pedestrian traffic, for a desired wearability, concrete is needed.

VE Alternative S-3 – Eliminate the sidewalk altogether, except in the areas at Sta 248+00 to 330+00 and along the east side of Bullard Road. At these stations, the sidewalk will only be on the northern side of the roadway. Sidewalk will remain 5 ft. wide and 4 in. thick.
(Cost Savings = $3,856,191)

Recommendation

Approval of the VE Alternative S-3 is not recommended because of the following:

- The project has:
  - 5 places of worship
    - sta 43+00 rt Christ Life Church
    - sta 144+00 lt Future home of the Mighty Fortress Church
    - sta 210+00 rt Temple Baptist Church
    - sta 274+00 rt Trinity Chapel Church of God
    - sta 334+00 rt McEachern United Methodist Church,
  - sta 323+00 lt Retail (Kroger, etc.)
  - sta 327+00 rt Retail / commercial (Proposed Development)
  - sta 98+89 Crosses project at SR92 GDOT project 621720 which has sidewalk
  - There are approximately 94 residences on the left side of the road
  - There are approximately 71 residences on the right side of the road

- There are subdivisions located on or just off of the road at Sta 37+00 rt Ragsdale Rd, 65+00 lt Hearthwood place, 69+00 rt, 82+00 lt Macland Springs Dr, 89+50 lt Ansley Dr, 120+00 lt Covington Drive, 127+00 lt Richmond Drive, 241+00 rt Bullard Rd (South), 263+00 rt Line Tree Lane, 265+00 lt Bullard Rd (north), 296+00 rt Old Lost Mountain Rd,

- It is recommended to provide sidewalk along this developing corridor on both sides of the road to provide interconnectivity to the residences that live along the corridor, the subdivisions that are adjacent, and the developing commercial areas.
- According to the GDOT Design Policy Manual section 6.6 "Sidewalks shall be provided wherever curb and gutter is utilized along the outside edges of pavement of the mainline roadway.

EMBANKMENT (E)

VE Alternative E-1 – Use 2:1 cut slopes at selected locations to reduce the impacts to properties.

Recommendation

Approval of the VE Alternative E-1 is recommended

- The backslopes in cut sections will be revised from 4:1 to 2:1

VE Alternative E-3 – Use more 2:1 fill slopes with relocated sidewalks and W-beam guardrail to reduce impacts to adjacent properties.

Recommendation

Approval of the VE Alternative E-1 is recommended

- In areas of fill greater than 6', the slopes were modified to 2:1, guardrail was added, and the sidewalk was shifted closer to the roadway.

GDOT

POLICIES

VE ALT P-1
P-2
P-3
P-4

Table 6.3. GDOT Design Standards for Arterial Roadways

Item No.	Item	Rural				Urban[1]	
		Two-Lane		Four-Lane			
1	Design Speed (mph)[2]	50	60	60	70	40	50
2	Level of Service	B	B	B	B	C[3]	C[3]
3	Number of Travel Lanes	2	2	4	4	2 min-4 typ.	2 min-4 typ.
4	Width of Travel Lanes	12-ft.	12-ft.	12-ft.	12-ft.	12-ft.	12-ft.
5	Overall Width of Shoulders						
	Outside	10-ft.	10-ft.	10-ft.	10-ft.	n/a	n/a
	Median[4]	n/a	n/a	6-ft.	6-ft.	6-ft.	6-ft.
6	Width of Paved Shoulders						
	Outside	6.5-ft.	6.5-ft.	6.5-ft.	6.5-ft.	n/a	n/a
	Median[4]	n/a	n/a		2-ft.	2-ft.	2-ft.
7	Width of Median (ft)						
	Depressed	n/a	n/a	32-44-ft.	32-44-ft.	n/a	n/a
	Raised	n/a	n/a	20-24-ft.	20-24-ft.	Turn Lane[5] plus 8-12-ft.	Turn Lane[5] plus 8-12-ft.
	Flush	n/a	n/a	14-ft.	14-ft.	14-ft.	14-ft.
8	Sidewalks						
	Width of Sidewalk	n/a	n/a	n/a	n/a	5-ft.	5-ft.
	Sidewalk Offset from Curb	n/a	n/a	n/a	n/a	6-ft.	6-ft.
9	Width of Bike Lane[6]	n/a	n/a	n/a	n/a	4-ft.	4-ft.
10	Fore Slope – Ratio	4:1	4:1	4:1	4:1	2:1 max.	4:1
11	Back Slope – Ratio	2:1 max.	2:1 max.	2:1 max.	2:1 max.	2:1 max.	2:1 max.
12	Pavement Cross Slope	0.02-ft./ft.	0.02-ft./ft.	0.02-ft./ft.	0.02-ft./ft.	0.02-ft./ft.	0.02-ft./ft.
13	Stopping Sight Distance[7]	425-ft.	570-ft.	570-ft.	730-ft.	305-ft.	425-ft.
14	Maximum Superelevation	0.06-ft./ft.	0.06-ft./ft.	0.06-ft./ft.	0.08-ft./ft.	0.04-ft./ft.	0.06-ft./ft.
15	Minimum Radius						
	Without Superelevation (+ .02)[8]	5,700-ft.	8,060-ft.	8,060-ft.	10,700-ft.	3,220-ft.	5,700-ft.
	Without Superelevation (- .02)[8]	7,870-ft.	11,100-ft.	11,100-ft.	14,500-ft.	4,770-ft.	7,870-ft.
16	Minimum Radius (With Superelev.)	833-ft.	1,330-ft.	1,330-ft.	1,810-ft.	533-ft.	833-ft.
17	Maximum Grade (%)						
	Level	4%	3%	3%	3%	7%	6%
	Rolling	5%	4%	4%	4%	8%	7%
	Mountainous	7%	6%	6%	5%	10%	9%
18	Minimum Vertical Clearance (ft)[9]	16.75-17.5	16.75-17.5	16.75-17.5	16.75-17.5	14.5	14.5
19	Minimum Horizontal Clearance (ft)						
	From Edge of Travel Lane[10]	26	36	26	36	N/A	N/A
	Outside (From Back of Curb)	n/a	n/a	n/a	n/a	6 typ. – 15	6 typ. – 15
	Median (From Back of Curb)	n/a	n/a	n/a	n/a	4 typ. – 15	4 typ. – 15
20	Minimum Width of Right of Way (ft)[11]	As needed	As needed	As needed	As needed	As needed	As needed

Notes: [1] Applies to curbed sections only unless stated otherwise. Use rural standards for uncurbed sections.
[2] See current AASHTO Green Book, Chapter 7, Design Speed. Also see notes 6, 7, and 8 below for design speeds not shown.
[3] LOS D is permissible in heavily developed areas.
[4] Applies to uncurbed sections.
[5] GDOT prefers the use of 24-ft. raised median if there are minimal impacts associated with a wider median.
[6] Values shown are for the given design speed. For other design speeds, refer to current AASHTO *Green Book*, Chapter 3.
[7] Values shown are for the given design speed. For other design speeds, see current AASHTO *Green Book*, Chapter 3.
[8] Values shown are for the given design speed. For other design speeds, see **Chapter 4** of this Manual.
[9] Minimum values are for vehicular clearances. Please refer to GDOT *Bridge and Structures Policy Manual* for further information, clearances at other facilities and limitations.
[10] Minimum horizontal clearance equals to clear zone plus 4-ft. typical ditch.
[11] Please refer to **Section 6.10.** of this Manual for determination of width of required right-of-way.

As previously noted, the Concept Development Phase will set the approved values and typical sections to be used. Should any proposed value be less than AASHTO Design Standards, a design exception will be required. Refer to the GDOT *Plan Development Process*[3] for further guidance on completing design exceptions. On Federally funded projects, the typical section is subject to Federal Highway Administration (FHWA) approval.

6.2.1. Lane Widths

GDOT's standard for lane widths is 12-ft., except as noted in Table 6.5. The values presented in Table 6.5. represent typical values used by GDOT and are not a complete list of all lane and shoulder widths used.

Table 6.5. Typical Lane and Shoulder Widths[(1)]

Lane Type	Lane Width (ft)	Inside Shoulder (ft) No Curb and Gutter		Outside Shoulder (ft) No Curb and Gutter		Outside Shoulder With Curb and Gutter (ft)
		Overall[(2)]	Paved	Overall[(2)]	Paved	
Arterial or Collector	12	6	2	10	6.5	16
Urban Type A	11					16
Urban Type B	12					
Local Roads (if ADT<400, refer to AASHTO *Green Book*)	12	6	2	10	6.5	
Shared Bike Routes	14					
Designated Bike Routes	4					
Channelized Turn Lane	16 (min.)					
HOV	14					
Two Way Left Turn Lane (TWLTL)	14					
TWLTL with provision for future 20-ft.raised median	14	*See special details for other roadway dimensions*				
One-Way Roadway, Single Lane	16					
One-Way Roadway, Multilane	12					
Loop Ramp						
Free Flow Ramps						
Single Lane Entrance/Exit Ramps	16	6	4	12	10	
Multi Lane Entrance/Exit Ramps	12	6	4	12	10	
Interstates & Freeways	12	Refer to the current AASHTO publication, *A Policy on Design Standards -- Interstate System*[4]				

(1) The need for additional widening shall be determined in accordance with AASHTO recommendations.
(2) Overall shoulder width does not include additional width required for the installation of barrier.

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[3] GDOT. *Plan Development Process*. 2004
The current version of this document is available on the GDOT Repository for Online Access to Documentation and Standards (R-O-A-D-S) web page at: http://www.dot.state.ga.us/dot/preconstruction/r-o-a-d-s/Other%20Resources/index.shtml

[4] AASHTO. *A Policy on Design Standards---Interstate System, 5th Edition*. 2005

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		Overall[2]	Paved	Overall[2]	Paved	
Arterial or Collector	12	6	2	10	6.5	16
Urban Type A	11					16
Urban Type B	12					
Local Roads (if ADT<400, refer to AASHTO *Green Book*)	12	6	2	10	6.5	
Shared Bike Routes	14					
Designated Bike Routes	4					
Channelized Turn Lane	16 (min.)					
HOV	14					
Two Way Left Turn Lane (TWLTL)	14					
TWLTL with provision for future 20-ft.raised median	14	*See special details for other roadway dimensions*				
One-Way Roadway, Single Lane	16					
One-Way Roadway, Multilane	12					
Loop Ramp						
Free Flow Ramps						
Single Lane Entrance/Exit Ramps	16	6	4	12	10	
Multi Lane Entrance/Exit Ramps	12	6	4	12	10	
Interstates & Freeways	12	Refer to the current AASHTO publication, *A Policy on Design Standards – Interstate System*[4]				

[1] The need for additional widening shall be determined in accordance with AASHTO recommendations.
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[3] GDOT. *Plan Development Process*. 2004
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[4] AASHTO. *A Policy on Design Standards---Interstate System, 5th Edition*. 2005

 VE Alternative P-1, P-2, P-3, P-4

Where unequal-width lanes are used, locating the wider lane on the outside (right) provides more space for large vehicles that usually occupy that lane, provides more space for bicycles, and allows drivers to keep their vehicles at a greater distance from the right edge. Where a curb is used adjacent to only one edge, the wider lane should be placed adjacent to that curb. The basic design decision is the total roadway width, while the placement of stripes actually determines the lane widths.

Although lane widths of 3.6 m [12 ft] are desirable on both rural and urban facilities, there are circumstances where lanes less than 3.6 m [12 ft] wide should be used. In urban areas where pedestrian crossings, right-of-way, or existing development become stringent controls, the use of 3.3-m [11-ft] lanes is acceptable. Lanes 3.0 m [10 ft] wide are acceptable on low-speed facilities, and lanes 2.7 m [9 ft] wide are appropriate on low-volume roads in rural and residential areas. For further information, see NCHRP Report 362, *Roadway Widths for Low-Traffic Volume Roads* (**5**). In some instances, on multilane facilities in urban areas, narrower inside lanes may be utilized to permit wider outside lanes for bicycle use. In this situation, 3.0-m to 3.3-m [10- to 11-ft] lanes are common on inside lanes with 3.6-m to 3.9-m [12- to 13-ft] lanes utilized on outside lanes.

Auxiliary lanes at intersections and interchanges often help to facilitate traffic movements. Such added lanes should be as wide as the through-traffic lanes but not less than 3.0 m [10 ft]. Where continuous two-way left-turn lanes are provided, a lane width of 3.0 m to 4.8 m [10 to 16 ft] provides the optimum design.

It may not be cost-effective to design the lane and shoulder widths of local and collector roads and streets that carry less than 400 vehicles per day using the same criteria applicable to higher volume roads or to make extensive operational and safety improvements to such very low-volume roads. AASHTO is currently evaluating alternative design criteria for local and collector roads and streets that carry less than 400 vehicles per day based on a safety risk assessment.

SHOULDERS

General Characteristics

A shoulder is the portion of the roadway contiguous with the traveled way that accommodates stopped vehicles, emergency use, and lateral support of subbase, base, and surface courses. In some cases, the shoulder can accommodate bicyclists. It varies in width from only 0.6 m [2 ft] on minor rural roads where there is no surfacing, or the surfacing is applied over the entire roadbed, to approximately 3.6 m [12 ft] on major roads where the entire shoulder may be stabilized or paved.

The term "shoulder" is variously used with a modifying adjective to describe certain functional or physical characteristics. The following meanings apply to the terms used here:

VE ALT ROW-1
ROW-2

6.5.1. Outside Curb Location Relative to Travel Lanes, Guardrail, etc.

For a typical roadway section with curb and gutter, the curb is offset from the through travel lane as shown in Chapter 5 of the AASHTO *Roadside Design Guide* (2006). When used to delineate raised islands, like those commonly placed at Intersections, the curb should be offset from the travel lane as discussed in **Section 6.5.5**. of this Manual. Additional discussion on the location of curbs is provided in Chapters 4 and 9 of the AASHTO *Green Book* (2004).

The relationship of curb-to-guardrail is critical. If the curb is not properly located, the guardrail will not function as intended. Chapter 5 of the AASHTO *Roadside Design Guide* (2006) discusses the location of curb with respect to the face of the guardrail. For additional information, refer to GDOT *Construction Standards and Details*, Ga. Std. 4280.

6.5.2. Curb Types

Sloped Curbs or Barrier Curbs

Curb shapes are generally classified as either sloped or barrier curbs. The sloped curb has a flat sloping face. The barrier curb is characteristic of a steep face.

Generally, barrier curb is only used when sidewalks are provided and in the curb return of turnouts to intersecting streets. See **Table 6.7** for proper use of curb.

Concrete or Asphaltic Curbs

Portland cement concrete is used for most curbs. Asphaltic curbs are limited primarily to header curbs in parking areas. Asphaltic curbs are also used to control runoff and erosion on high fills (>20-ft.) with 2:1 side slopes or in guardrail sections along rural roadways. See GDOT *Construction Standards and Details,* Construction Detail S-4 for information regarding the placement of asphaltic curbs behind guardrail.

6.5.3. Methods of Construction

Integral

For concrete pavements, integral curb is preferred to curb and gutter because of economy in initial construction and maintenance. With this method, the concrete curb is poured when the concrete slab for the roadway is still in a plastic state. This creates an integral bond between the roadway and the curb. An alternate, and more popular, method of construction is to place tie bars in the concrete of the roadway slab. Later, when the pavement has hardened, the curb is poured so that the tie bars hold the curb firmly in place on the roadway. Although not truly integral with the pavement, this curb is commonly referred to as integral/tied curb. The depth of integral/tied curb should match the depth of the roadway slab.

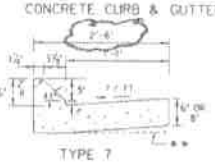
Curb and Gutter

Concrete curb and gutter, as shown in the *GDOT Construction Standards and Details*, Ga. Std. 9032B, is generally used with asphaltic concrete pavement. Under this method, both the curb and the gutter are poured together, but not at the same time as the roadway pavement. The GDOT standard curb and gutter width is 2.5-ft. for both sloped and barrier type curb and gutter. Where curb and gutter is placed adjacent to concrete pavement on curbed sections, tie bars should be used to connect the curb and gutter to the adjacent pavement. This prevents separation of the curb and gutter from the edge of the pavement.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

NOTE:
IF CONCRETE MEDIAN INTERSECTS PEDESTRIAN CROSSWALKS, WHEELCHAIR RAMPS (STANDARD 9031-W) WILL BE REQUIRED.

CONCRETE CURB & GUTTER



TYPE 7

SCALE: 1" = 1 FT.

* **AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OR BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

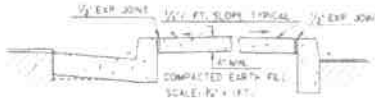
RAISED EDGE WITH CONCRETE GUTTER

SCALE: 1" = 1 FT.

RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED MONOLITHICALLY AFTER GUTTER HAS BEEN FINISHED OR FORMED MONOLITHIC WITH GUTTER JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

CONCRETE MEDIAN (Between Curbs)

NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER TYPES MAY BE SPECIFIED.



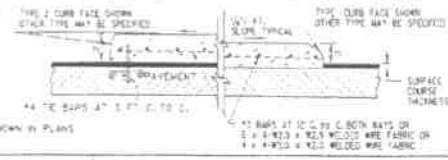
SCALE: 1/2" = 1 FT.

NOTE: WIDTH OF CONCRETE MEDIAN WILL BE AS SHOWN IN PLANS

CONCRETE MEDIANS (Integral)

SCALE: 1" = 1 FT.

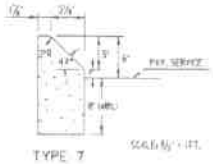
-WITH TIE BARS-



-WITHOUT TIE BARS-

TYPE 2 CURB FACE SHOWN
OTHER TYPE MAY BE SPECIFIED

CONCRETE HEADER CURB



TYPE 7

SCALE: 1/2" = 1 FT.

THE 8" MIN. DEPTH MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB ALIGNS WITH PAV. BOTTOM.

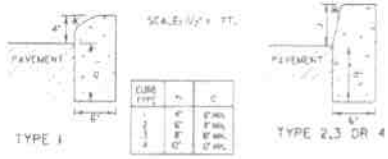
CONCRETE HEADER CURB (TYPE 6)

SCALE: 1/2" = 1 FT.

CONCRETE HEADER CURBS

(STANDARD FACE DESIGNS)

SCALE: 1/2" = 1 FT.



CURB TYPE	H	C
1	6"	8" MIN.
2	6"	8" MIN.
3	8"	10" MIN.
4	12"	12" MIN.

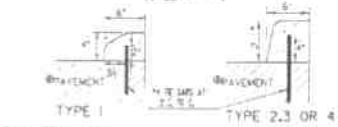
TYPE 1

TYPE 2, 3 OR 4

THE DIMENSION C MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVING.

CONCRETE DOWELED INTEGRAL CURBS

SCALE: 1" = 1 FT.



TYPE 1

TYPE 2, 3 OR 4

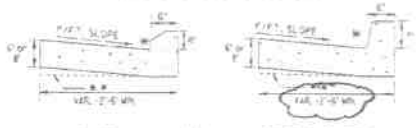
@ P.C. CONCRETE PAVEMENT:
TIE BARS WILL BE PLACED AS SOON AS PRACTICABLE AFTER FINISHING AND BEFORE INITIAL SET HAS TAKEN PLACE. JOINTS IN CURB OR CONC. MEDIAN WILL MATCH THOSE IN PAVEMENT.

@ ASPHALT PAVEMENT:
TIE BARS MAY BE DRIVEN IN OR DRILLED AND GROUTED IN. CONTRACTION JOINTS ARE TO BE CONSTRUCTED IN CURB OR CONCRETE MEDIAN AT 30 FT. SPACINGS.

MINIMUM TIE BAR LENGTHS FOR CONC. DOWELED CURBS OR CONC. MEDIANS		
CURB TYPE	P.C. CONC. PAV.	ASPHALT PAV.
1	6"	6"
2, 3 OR 4	8"	12"

NOTE:
TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT (AASHTO M-31)

CONCRETE CURB & GUTTER

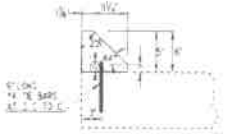


TYPE 1

TYPE 2, 3 OR 4

* **AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OR BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

CONCRETE DOWELED INTEGRAL CURB



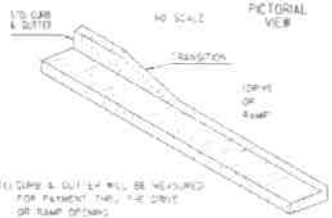
TYPE 7

SCALE: 1/2" = 1 FT.

THE BARS WILL BE PLACED AS SOON AS PRACTICAL AFTER FINISHING AND BEFORE INITIAL SET IN PCC PAVEMENT. TIE BARS MAY BE DRIVEN IN OR DRILLED & GROUTED IN ASPHALT PAVING. JOINTS IN CURB SHALL MATCH THOSE IN PCC PAV. OR BE AT 20' SPA. FOR ASPHALT PAVING.

DETAILS OF RECESSED CURB

TYPICAL USE AT DRIVEWAYS OR CURB CUT RAMPS

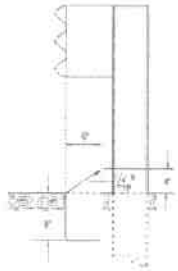


NOTE: CURB & GUTTER WILL BE MEASURED FOR PAYMENT THRU THE DRIVE OR RAMP OPENING.

SECTIONAL VIEW

SEE SEPARATE STANDARD FOR DRIVEWAY OR CURB RAMP FOR ADDITIONAL DETAILS.

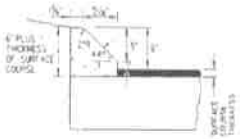
FACE OF CURB MUST ALIGN WITH BACK EDGE OF QUADRANT AND THE FACE OF THE OFFSET BLOCK.



TYPE 8

TYPE 8 CURB IS USED IN CONJUNCTION WITH CONFORMING CONNECTIONS TO CONCRETE GUTTER AS NOTED ON DR. STD. 9021.

CONCRETE INTEGRAL CURB

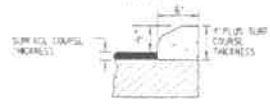


TYPE 7

SCALE: 1/2" = 1 FT.

CONCRETE INTEGRAL CURB

(TYPE 6)



SCALE: 1/2" = 1 FT.

*STANDARD CURB FACE DESIGN

SCALE: 2" = 1 FT.

TYPE 7

TYPE 1

TYPE 2, 3 OR 4

TYPE	H
1	6"
2	6"
3	8"
4	12"

REVISIONS TO DETAILS		DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
			STANDARD CONCRETE CURB & GUTTER CONCRETE CURBS, CONCRETE MEDIANS
			SCALE: AS SHOWN — REDRAWN SEPT., 199[illegible]
			SEC. ___ TRN. ___ TRA. ___ DRN. ___ — SUBMITTED: [illegible] STATE DESIGN ENGINEER — APPROVED: [illegible] CHIEF ENGINEER — NUMBER 9032B

VE ALT ROW -4
ROW -5

6.8.2. Arterial (Non-GRIP) Medians

The required medians for arterials (non-GRIP) with posted speeds or design speeds less than or equal to 45 mph are described in **Table 6.8.**

Table 6.8. Medians for Non-GRIP Arterials with Posted Speeds or Design Speeds ≤ 45 mph

Median	ADT (Base Year)	ADT (Design Year)
5- lane section (flush median)	≤ 18,000	≤ 24,000
5-lane section (flush median)[1]	≤ 18,000	> 24,000
20-ft. raised median [2]	> 18,000	> 24,000

[1] The project shall be designed to incorporate a future 20-ft. raised median or preferably a 24-ft. raised median depending on impacts. Right-of-way shall be purchased for footprint determined by raised 20-ft. or 24-ft. median typical section. The need and implementation of a raised median section shall be determined by monitoring of accidents and traffic volumes on a five-year cycle by the Safety Engineer in the GDOT Office of Traffic Operations.

[2] GDOT prefers the use of a 24-ft. raised median if there are minimal impacts associated with a wider median.

Raised medians shall be constructed on multi-lane facilities at intersections that exhibit one of the following characteristics:

high turning volumes relating to 18,000 ADT (base year) and 24,000 ADT (design year)

accident rate greater than the state average for its classification

excessive queue lengths (as determined by District Traffic Engineer) in conjunction with excessive number of driveways

All arterials with design speeds greater than 45 mph will require:

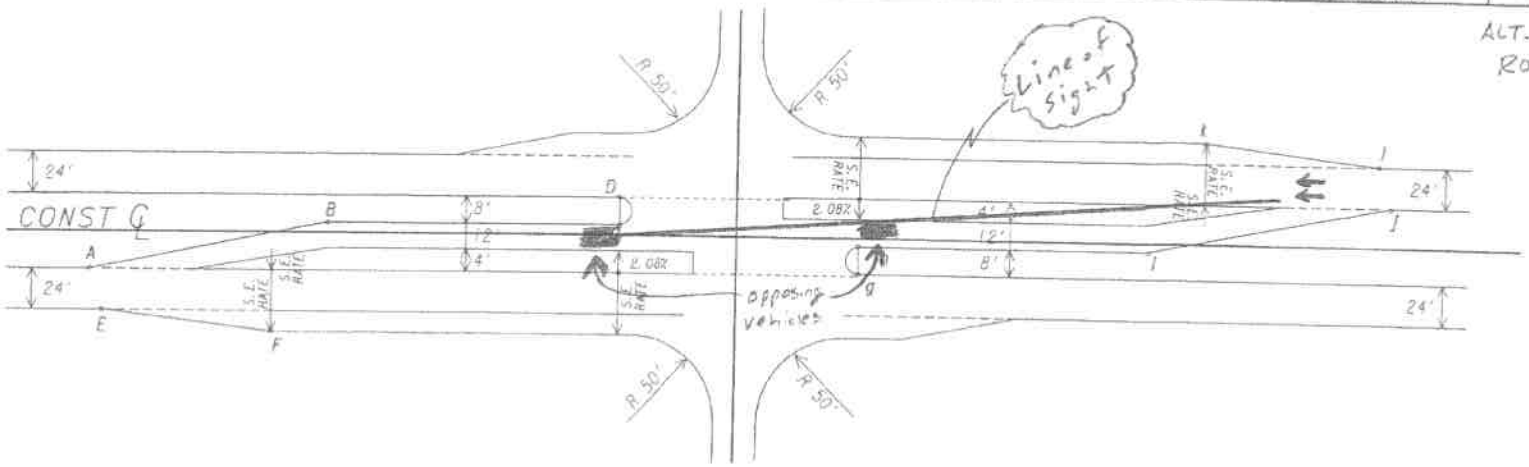
A 24-ft. raised median with a sloped curb (Type 7 curb-face), which will require a 2-ft. additional paved shoulder offset from the edge of travel to the edge of the gutter (4-ft. inside shoulder width from the edge of travel to the face of the curb).

A 44-ft. depressed median or a positive barrier system depending upon functional classification, the type of development along the corridor, type of access management and right-of-way impacts.

All multi-lane facilities with three or more lanes in each direction shall include positive separation of opposing traffic using a median. The type of median required shall depend on guidelines stated above.

All rural multi-lane roadways interchanging with an interstate highway shall have a raised median for a minimum distance of 1,000-ft. from the ramp termini or the first major intersection. A median break may be provided in accordance with the GDOT's access guidelines, which are described in **Chapter 3, Design Controls** of this Manual.

ALT. NO.
ROW-7



MEDIAN OPENING NO.	MEDIAN OPENING LOCATION	A	B	C	D	E	F	G	H	I	J	K	L
	MEDIAN TYPE C	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION
1	37+41.70	31+28.36	33+68.19	35+89.49	36+89.49	31+28.64	33+08.36	37+94.17	37+94.17	42+62.62	45+02.60	--------	--------
2	65+33.59	56+90.31	59+29.71	64+79.54	64+79.54	--------	--------	65+88.71	65+88.71	71+38.51	73+78.61	69+17.35	70+17.35
3	81+71.78	73+20.41	75+61.08	81+11.15	81+11.15	74+05.68	75+86.28	82+22.94	82+22.94	86+97.43	89+39.08	86+78.74	88+61.07
4	98+88.74	86+97.43	89+39.41	98+19.28	98+19.28	90+63.15	92+47.39	99+56.44	99+56.44	104+37.62	107+47.69	109+46.69	111+25.17
5	120+06.72	111+90.63	114+30.46	119+45.93	119+45.93	--------	--------	120+59.46	120+59.46	125+09.46	128+49.46	--------	--------
6	135+43.99	127+23.80	129+63.80	134+92.80	134+92.80	127+83.80	129+63.80	135+92.80	135+92.80	141+21.80	143+61.80	141+21.80	143+01.80
7	168+87.30	160+39.48	162-80.18	168+23.25	168+23.25	160+98.49	162+79.04	169+40.43	169+40.43	174+70.99	177+10.64	174+18.20	175+98.20
8	178+00.00	--------	--------	177+02.02	177+01.99	171+20.00	173+00.00	178+53.99	178+53.99	182+34.68	184+73.35	--------	--------
9	190+94.89	182+35.16	184+74.44	190+45.99	190+45.89	--------	--------	191+43.89	191+43.89	196+38.24	198+77.62	--------	--------
10	210+74.90	203+44.90	205+24.90	210+22.90	210+20.90	203+44.90	205+24.90	211+28.90	211+28.90	216+75.77	218+55.83	--------	--------
11	228+04.87	219+95.63	221+75.63	227+39.69	227+39.69	219+95.63	221+75.63	228+57.70	228+57.70	234+03.74	235+83.73	234+03.74	235+83.73
12	247+53.97	239+21.66	241+62.38	247+12.38	247+12.38	--------	--------	248+30.38	248+30.38	253-47.60	255+88.92	251+96.29	253+76.88
13	262+96.71	254+05.15	256+45.44	262+45.92	262+45.92	257+08.06	258+88.09	263+46.40	263+46.40	267+88.04	269+68.04	--------	--------
14	274+54.79	267+88.39	269-68.39	274+05.79	274+05.79	267+88.39	269+68.39	275+03.79	275-03.79	282+23.55	282+03.55	277+13.18	278+93.18
15	288+17.95	280+23.90	282+03.89	287+53.89	287+53.89	281+17.32	282+97.32	288+81.68	288+81.68	294+31.68	296+11.67	293+38.28	295+18.28
16	306+44.55	299+13.53	300+99.48	305+99.55	305-99.55	--------	--------	306+93.55	306+93.55	312+28.89	314+68.89	--------	--------
17	321+25.00	312+29.42	314-69.09	320+76.00	320+76.00	317+51.00	318+51.00	321+74.00	321+74.00	322+71.58	325+11.54	--------	--------

AS DESIGNED

MULKEY ENGINEERS & CONSULTANTS
1255 CANTON STREET, SUITE G
ROSWELL, GEORGIA 30075
(678) 461-3511

DRAWING NOT TO SCALE

REVISION DATES

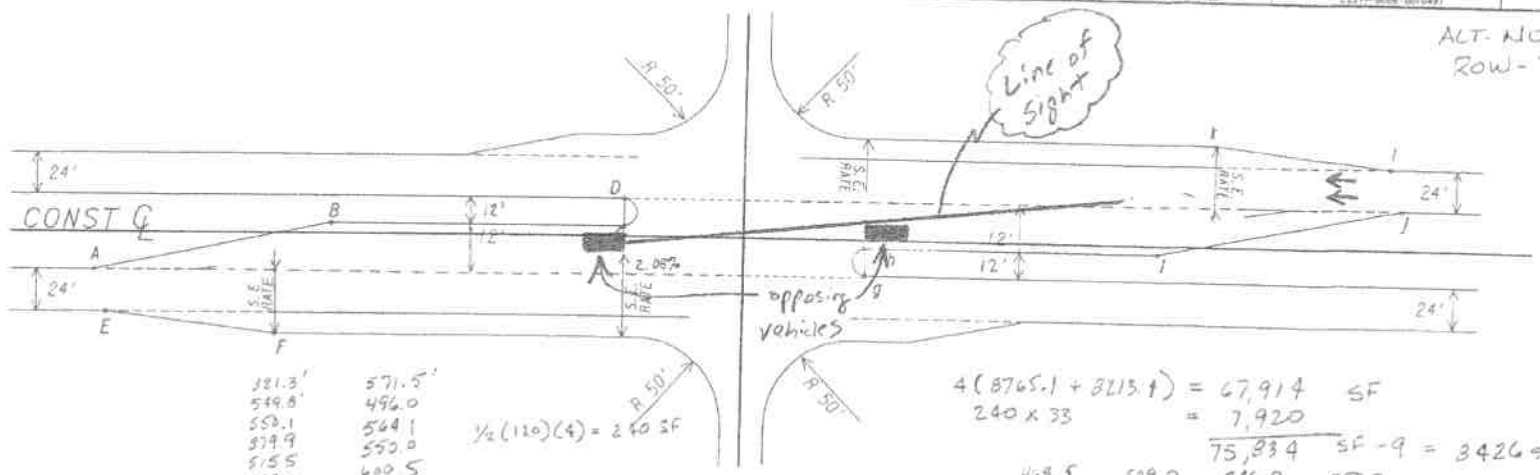
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: OFFICE OF CONSULTANT DESIGN

TYPICAL SECTIONS

MEDIAN DETAILS

SHEET NO. 5-10

ALT- NO.
ROW-7



321.3' 549.8' 550.1 549.9 515.5 529.0 543.1 566.4 4495.6 + 571.5' 496.0 564.1 550.0 600.5 437.4 550.0 500.0 4269.5 = 8765.1

½(120)(4) = 240 SF

4(8765.1 + 8213.9) = 67,914 SF
240 x 33 = 7,920
75,834 SF ÷ 9 = 8426 SY

408.5 549.9 +74.5 481.2 550.0 529.0 530.6 530.9 494.4 546.9 2524.1 + 546.0 517.2 441.6 519.8 550.0 2481.8 = 2024.6 + 550.0 535.3 97.6 1182.9 = 8213.9 LF

MEDIAN OPENING NO.	MEDIAN OPENING LOCATION	A	B	C	D	E	F	G	H	I	J	K	L
	MEDIAN TYPE C	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION	STATION
1	37+41.70	31+28.36	33+68.19	36+89.49	36+89.49	31+28.64	33+08.36	37+94.17	37+94.17	42+62.62	45+02.60	--------	--------
2	55+33.59	56+90.31	59+29.71	64+79.54	64+79.54	--------	--------	65+88.71	65+88.71	71+38.61	73+78.61	69+17.35	70+17.35
3	81+71.78	73+20.41	75+61.08	81+11.15	81+11.15	74+06.68	75+66.28	82+22.94	82+22.94	86+97.43	89+39.08	96+78.74	88+61.07
4	98+88.74	86+97.43	89+39.41	98+19.28	98+19.28	90+68.15	92+47.39	99+56.44	99+56.44	104+37.62	107+47.69	109+46.69	111+25.17
5	120+06.72	111+90.63	114+30.46	119+45.93	119+45.93	--------	--------	120+59.46	120+59.46	126+09.46	128+49.46	--------	--------
6	135+43.99	127+23.80	129+63.80	134+92.80	134+92.80	127+83.80	129+63.80	135+92.80	135+92.80	141+21.80	143+61.80	141+21.80	143+01.80
7	168+87.30	160+39.48	162+80.18	168+23.25	168+23.25	160+98.49	162+79.04	169+40.43	169+40.43	174+70.99	177+10.64	174+18.22	175+98.20
8	178+00.00	--------	--------	177+02.02	177+01.99	171+20.00	173+00.00	178+53.99	178+53.99	182+34.68	184+73.35	--------	--------
9	190+94.89	182+35.16	184+74.44	190+45.89	190+45.89	--------	--------	191+43.89	191+43.89	196+38.24	198+77.62	--------	--------
10	210+74.90	203+44.90	205+24.90	210+20.90	210+20.90	203+44.90	205+24.90	211+28.90	211+28.90	216+75.77	218+55.83	--------	--------
11	228+04.87	219+95.63	221+75.63	227+39.69	227+39.69	219+95.63	221+75.63	228+57.70	228+57.70	234+03.74	235+83.73	234+03.74	235+83.73
12	247+63.97	239+21.66	241+62.38	247+12.38	247+12.38	--------	--------	248+30.38	248+30.38	253+47.60	255+88.92	251+96.29	253+76.88
13	262+96.71	254+05.15	256+45.44	262+45.92	262+45.92	257+08.06	258+88.09	263+46.40	263+46.40	267+88.04	269+68.04	--------	--------
14	274+54.78	267+88.39	269+68.39	274+05.79	274+05.79	267+88.39	269+68.39	275+03.79	275+03.79	280+23.55	282+03.55	277+13.18	278+93.18
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16	306+44.55	299+19.53	300+99.48	305+99.55	305+99.55	--------	--------	306+93.55	306+93.55	312+28.89	314+68.89	--------	--------
17	321+25.00	312+29.42	314+69.09	322+76.00	322+76.00	317+51.00	318+51.00	321+74.00	321+74.00	322+71.58	325+11.54	--------	--------

ALTERNATIVE

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REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: OFFICE OF CONSULTANT DESIGN

TYPICAL SECTIONS

MEDIAN DETAILS

DRAWING NO. 5-10

VE ALT ROW-8

As previously noted, the Concept Development Phase will set the approved values and typical sections to be used. Should any proposed value be less than AASHTO Design Standards, a design exception will be required. Refer to the GDOT *Plan Development Process*[3] for further guidance on completing design exceptions. On Federally funded projects, the typical section is subject to Federal Highway Administration (FHWA) approval.

6.2.1. Lane Widths

GDOT's standard for lane widths is 12-ft., except as noted in Table 6.5. The values presented in Table 6.5. represent typical values used by GDOT and are not a complete list of all lane and shoulder widths used.

Table 6.5. Typical Lane and Shoulder Widths[1]

Lane Type	Lane Width (ft)	Inside Shoulder (ft) No Curb and Gutter		Outside Shoulder (ft) No Curb and Gutter		Outside Shoulder With Curb and Gutter (ft)
		Overall[2]	Paved	Overall[2]	Paved	
Arterial or Collector	12	6	2	10	6.5	16
Urban Type A	11					16
Urban Type B	12					
Local Roads (if ADT<400, refer to AASHTO *Green Book*)	12	6	2	10	6.5	
Shared Bike Routes	14					
Designated Bike Routes	4					
Channelized Turn Lane	16 (min.)					
HOV	14					
Two Way Left Turn Lane (TWLTL)	14					
TWLTL with provision for future 20-ft.raised median	14	*See special details for other roadway dimensions*				
One-Way Roadway, Single Lane	16					
One-Way Roadway, Multilane	12					
Loop Ramp						
Free Flow Ramps						
Single Lane Entrance/Exit Ramps	16	6	4	12	10	
Multi Lane Entrance/Exit Ramps	12	6	4	12	10	
Interstates & Freeways	12	Refer to the current AASHTO publication, *A Policy on Design Standards -- Interstate System*[4]				

[1] The need for additional widening shall be determined in accordance with AASHTO recommendations.
[2] Overall shoulder width does not include additional width required for the installation of barrier.

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[3] GDOT. *Plan Development Process*. 2004
The current version of this document is available on the GDOT Repository for Online Access to Documentation and Standards (R-O-A-D-S) web page at: http://www.dot.state.ga.us/dot/preconstruction/r-o-a-d-s/Other%20Resources/index.shtml

[4] AASHTO. *A Policy on Design Standards---Interstate System, 5th Edition*. 2005

VE ALT S-1 S-3

6.5.4. Raised Median Noses

To prevent vehicles from breaking the curb in the nose of raised medians, a monolithic section of curb and median pavement should be constructed. See *GDOT Construction Standards and Details*, Construction Details of Median Crossovers (M-3).

6.5.5. Raised Channelizing Islands

Raised channelizing islands help control and direct the movement of traffic by reducing excess pavement areas, and channelizing turning movements at intersections. In urban locations, a sloped curb is generally used in conjunction with striping to delineate the island. In rural locations where higher speeds are likely, islands are typically delineated with a sloped curb and offset appropriately. In areas with crosswalks where raised islands will be used for pedestrian refuge, the geometry of the intersection and the right turn lanes may need to be modified to ensure that the raised islands are large enough to accommodate ramps and pedestrian refuge areas, along with support for pedestrian signals and control buttons, that are compliant with the Americans with Disabilities Act[8] (ADA) guidelines.

Raised islands should be offset from the travel lane as shown in the current GDOT *Regulations for Driveway and Encroachment Control*. Refer to Chapter 9 of the current AASHTO *Green Book* for additional information. Raised islands should be offset 4-ft. from travel lanes when posted speeds are $\leq$ 45 mph and 10-ft. from travel lanes when posted speeds are > 45 mph.

6.6. Sidewalks

Sidewalks shall be provided wherever curb and gutter is utilized along the outside edges of pavement of the mainline roadway, i.e., urban sections. A sidewalk may be omitted on side road tie-ins where there is no existing sidewalk and the additional widening of shoulders for sidewalk would result in excessive impacts as determined by the design team on a case by case basis. Sidewalks are not required in rural areas where curb and gutter is placed at the back of the useable shoulder for the purpose of reducing construction limits. Refer to GDOT *Construction Standards and Details*, Construction Details A-1, A-2, A-3, A-4 and the GDOT *Pedestrian and Streetscape Guide*[9] for additional information regarding the location of sidewalks and ramps.

The current interim details for concrete sidewalk and curb cut ramps shows the section which has a 2-ft. typical, 6-ft. desirable dimension from the back of the curb to the sidewalk as the preferred section. A 16-ft. shoulder is recommended when there is sufficient space for the use of a 6-ft. grass strip.

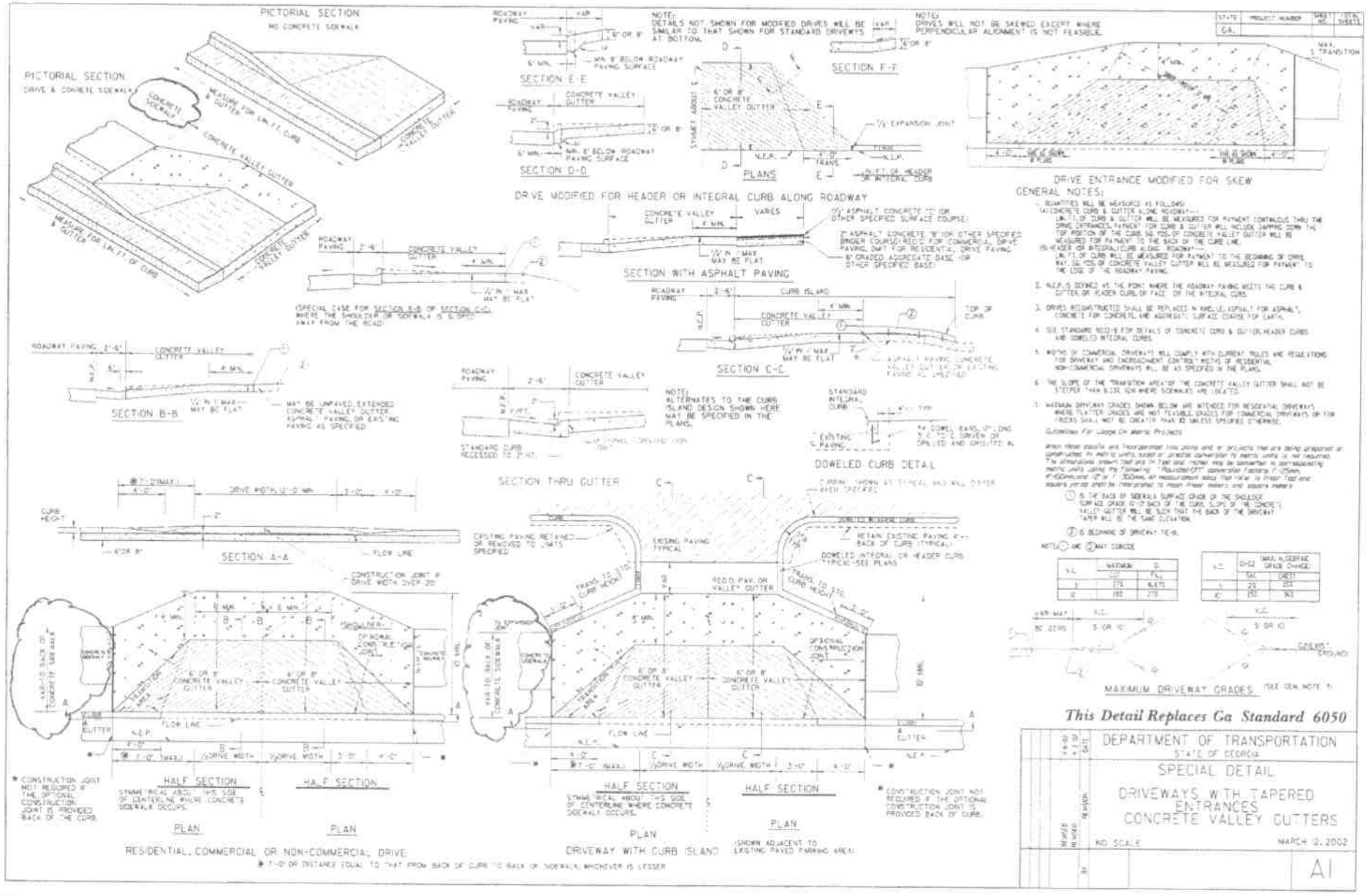
6.6.1. Location

Sidewalks should be at least 5-ft. wide. Sidewalks should be offset a minimum of 2-ft. from the back of curb (6-ft. desirable), with a grass strip usually separating the curb and sidewalk. A different material may be used to separate the curb from the sidewalk, as long as the alternative material has sufficient contrasting color and texture from the sidewalk. The city or authority responsible for

---

[8] Visit the following FHWA web page for additional information relating to Americans with Disabilities Act (ADA) requirements http://www.fhwa.dot.gov/environment/te/te_ada.htm

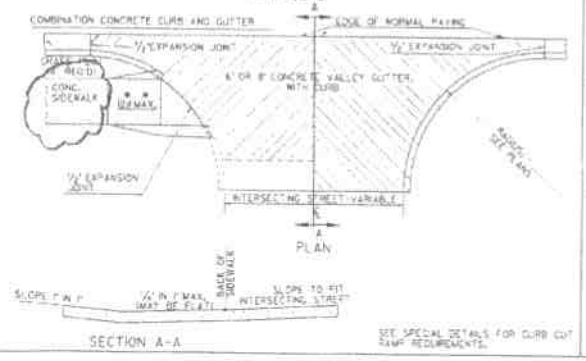
[9] GDOT/Otak. *Pedestrian and Streetscape Guide*. 2003
This publication is available online at: http://www.dot.state.ga.us/dot/plan-prog/planning/projects/bicycle/ped_streetscape_guide/index.shtml


PICTORIAL SECTION
NO CONCRETE SIDEWALK
PICTORIAL SECTION
DRIVE & CONCRETE SIDEWALK
CONCRETE SIDEWALK
MEASURE FOR LIN. FT. CURB & GUTTER
CONCRETE VALLEY GUTTER
MEASURE FOR LIN. FT. OF CURB & GUTTER
SECTION E-E
SECTION D-D
NOTE: DETAILS NOT SHOWN FOR MODIFIED DRIVES WILL BE SIMILAR TO THAT SHOWN FOR STANDARD DRIVEWAYS
NOTE: DRIVES WILL NOT BE SKEWED EXCEPT WHERE PERPENDICULAR ALIGNMENT IS NOT FEASIBLE.
SECTION F-F
PLANS
DRIVE MODIFIED FOR HEADER OR INTEGRAL CURB ALONG ROADWAY
DRIVE ENTRANCE MODIFIED FOR SKEW
GENERAL NOTES:
SECTION WITH ASPHALT PAVING
SECTION C-C
SECTION B-B
STANDARD CURB RECESSED TO 2" HT.
NOTE: ALTERNATES TO THE CURB ISLAND DESIGN SHOWN HERE MAY BE SPECIFIED IN THE PLANS.
DOWELED CURB DETAIL
SECTION THRU GUTTER
SECTION A-A
HALF SECTION
PLAN
RESIDENTIAL, COMMERCIAL OR NON-COMMERCIAL DRIVE
DRIVEWAY WITH CURB ISLAND
MAXIMUM DRIVEWAY GRADES
This Detail Replaces Ga Standard 6050
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
SPECIAL DETAIL
DRIVEWAYS WITH TAPERED ENTRANCES CONCRETE VALLEY GUTTERS
NO SCALE
MARCH 2, 2002
A1

VE ALT S-2

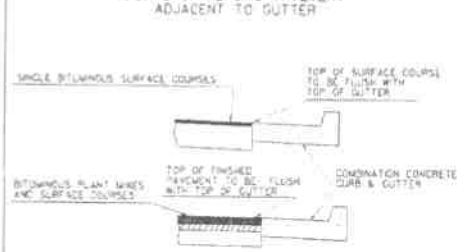
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

DETAIL OF CONCRETE VALLEY GUTTER WITH CURB

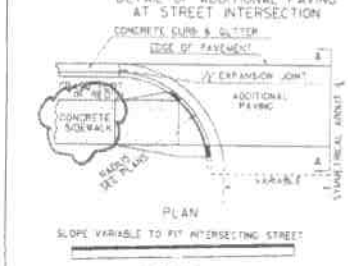


SEE SPECIAL DETAILS FOR CURB CUT RAMP REQUIREMENTS.

DETAIL OF PLACING PAVEMENT ADJACENT TO GUTTER



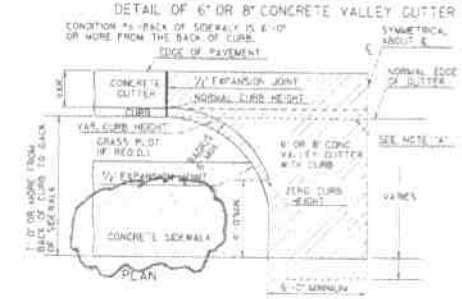
DETAIL OF ADDITIONAL PAVING AT STREET INTERSECTION



NOTE:
ADDITIONAL PAVING TO EXTEND TO END OF RETURN WHEN NO CONCRETE SIDEWALK IS SET UP.

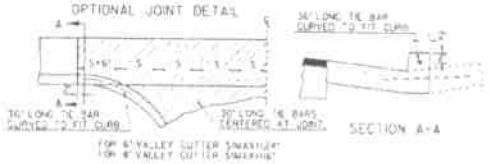
**SEE SPECIAL DETAILS FOR CURB CUT RAMP REQUIREMENTS.

DETAIL OF 6" OR 8" CONCRETE VALLEY GUTTER AT DRIVE WITHOUT CURB



NOTE "A":
CONSTRUCTION JOINT OPTIONAL - WHEN IMPLEMENTED #4 TIE BARS WILL BE REQUIRED AS SHOWN BELOW TO BE INCLUDED IN UNIT PRICE FOR VALLEY GUTTER. IF CURB IS POURED THROUGH VALLEY GUTTER, THE TOP PORTION WILL BE REMOVED BEFORE SETTING TO MATCH GRADE OF VALLEY GUTTER.

OPTIONAL JOINT DETAIL



CONDITION "B"-BACK OF SIDEWALK IS 7'-0" OR MORE FROM BACK OF CURB.

ZERO CURB AT TO BE A MINIMUM OF 3'-0" FROM GUTTER LINE. IF CURB TRANSITION EXTENDS PAST EDGE OF SIDEWALK THE TOP OF THE VARIABLE HEIGHT CURB TO REMAIN FLUSH WITH THE TOP OF THE SIDEWALK THROUGHOUT TRANSITION. ZERO CURB HEIGHT WILL BE A MINIMUM OF 4" TO FROM BACK OF SIDEWALK.

SECTION AT ℄ OF DRIVEWAY

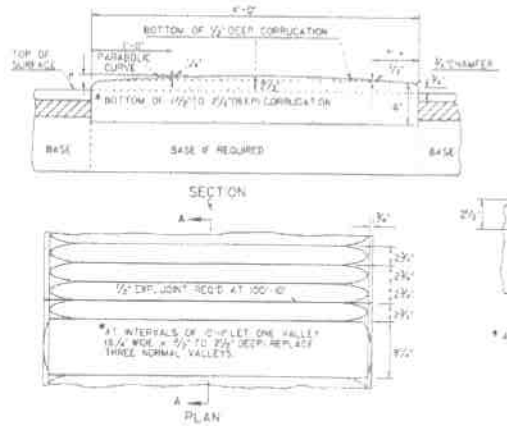
SEE SPECIAL DETAILS FOR DETAILS OF CONCRETE SIDEWALK.

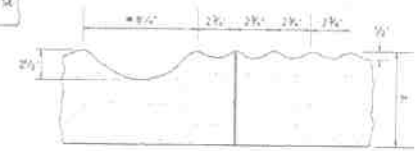
PERCENTAGE OF ASCENDING GRADE MAY BE INCREASED * AT A DISTANCE OF 23' FROM THE GUTTER LINE.

PERCENTAGE DESCENDING GRADE MAY BE INCREASED * AT A DISTANCE 18' FROM THE GUTTER LINE.

* NOTE:
MAXIMUM DRIVEWAY GRADES SHOWN ABOVE ARE INTENDED FOR RESIDENTIAL DRIVEWAYS WHERE FLATTER GRADES ARE NOT FEASIBLE. GRADES FOR COMMERCIAL DRIVEWAYS OR FOR TRUCKS SHALL NOT BE GREATER THAN 10% UNLESS SPECIFIED OTHERWISE.

DETAIL OF 4" CORRUGATED CONCRETE MEDIAN





* APPLIES ONLY TO SUPERELEVATED CURVES, INCLUDING TRANSITIONS.

This Detail Replaces Ga Standard 9031J

Suggested for Usage On Metric Projects

When these details are used on projects that are being designed or constructed in metric units, exact or precise conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to dual-labeling metric units using the following: "Rounded-Off" conversion factors: 1 inch = 25 millimeters (2" = 50mm), so measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

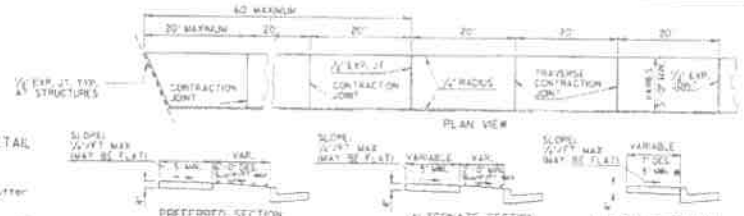
REVISIONS	DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
		SPECIAL DETAIL CONCRETE VALLEY GUTTER AT STREET INTERSECTION 6" OR 8" CONCRETE VALLEY GUTTER AT DRIVE PLACING PAVEMENT ADJACENT TO GUTTER ADDITIONAL PAVING AT STREET INTERSECTION 4" CORRUGATED CONCRETE MEDIAN
		NO SCALE — MARCH 12, 2002
		A2

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

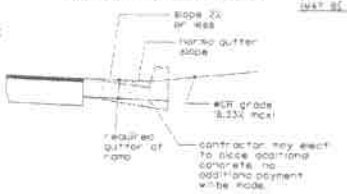
TYPICAL LOCATIONS FOR CURB CUT RAMPS - PLAN VIEW

NOTE: THE RAMP LENGTH IS NOT REQUIRED TO EXCEED 15 FEET. THE RAMP SLOPE MAY EXCEED 12:1 IF THE SITE CONDITIONS PREVENT THE USE OF A RAMP 15 FEET LONG

CONCRETE SIDEWALK DETAILS



GUTTER TRANSITION DETAIL



NOTES FOR CONCRETE SIDEWALKS

A. CONCRETE TO BE PLACED 4" THICK AND FINISHED WITH TRAMPS, WOOD FLOATS AND STIFF-BRISTLE BROOMS.

B. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 20 FT. INTERVALS. ALL JOINTS TO BE ROUNDED TO 1/2" RADIUS.

C. LONGITUDINAL JOINTS SHALL BE PLACED WHERE SIDEWALKS TIE INTO A STRUCTURE OR TERMINATE AT CURB RAMPS OR DRIVEWAYS AND AT 60' INTERVALS.

NOTES FOR CURB CUT RAMPS:

1. CURB CUT RAMPS WILL BE LOCATED AS FOLLOWS UNLESS PLANS OR CONTRACT SPECIFY OTHERWISE:

   A) AT ALL PEDESTRIAN CROSSWALKS WHERE CURB IS CONSTRUCTED OR REPLACED.

   B) WHERE THE SIDEWALK, CONCRETE OR UNPAVED, IS INTERRUPTED BY THE CURB AT TERMINUS OF AT INTERSECTIONS.

   C) AT OTHER LOCATIONS SUCH AS HOSPITALS, NURSING HOMES, REST AREAS, ETC., WHERE THE CURB WOULD OTHERWISE BE AN OBSTRUCTION TO THE PHYSICALLY DISABLED.

2. RAMPS WILL BE CONSTRUCTED FROM CONCRETE. SPECIFICATIONS FOR RAMP WILL BE THE SAME AS FOR CONCRETE SIDEWALK. RAMPS SHALL HAVE EITHER A HOOED OR A TEXTURED FINISH.

3. DROP INLETS ARE NOT TO BE LOCATED DIRECTLY IN FRONT OF RAMPS. CATCH BASINS SHOULD BE LOCATED AT LEAST 10 FT. FROM RAMPS WHEN FEASIBLE.

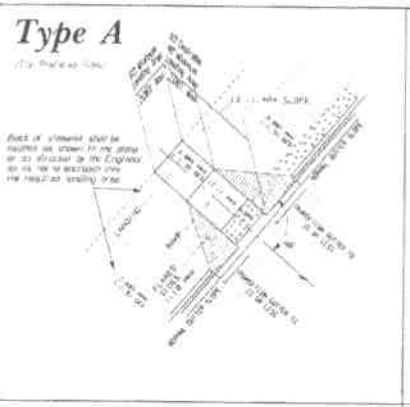
4. WHERE RAMPS ARE LOCATED IN RADII, THE DIMENSIONS SHOWN FOR RAMP WIDTHS AND TAPERS ARE MEASURED PERPENDICULAR TO THE RAMP AND NOT ALONG THE CURVE.

5. WHERE UTILITY STRUCTURES CONFLICT, WHERE SIDEWALK GEOMETRY VARIES AT SKEWED INTERSECTIONS, OR IN OTHER SPECIAL CASES, THE RAMP DESIGN MAY BE MODIFIED BY THE DESIGNER OR ENGINEER, PROVIDED THAT THE WIDTH REMAINS A MINIMUM OF 48 INCHES, AND NO SLOPE ON THE ACCESSIBLE PART OF THE RAMP IS STEEPER THAN 12:1.

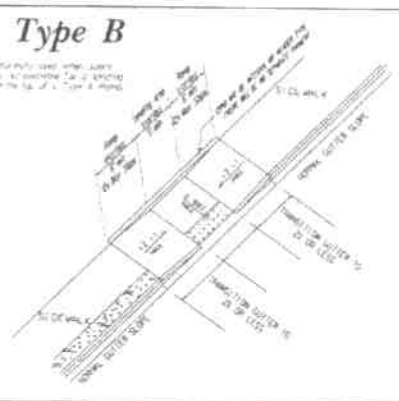
6. 1.00 FT. OF CURB AND GUTTER WILL INCLUDE THE TRANSITIONED CURB (IN FRONT OF RAMP), 50 SQ. FT. OF CONCRETE SIDEWALK, AND CONCRETE MEDIAN PAVING WILL INCLUDE RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR CURB RAMPS. NO ADDITIONAL PAYMENT WILL BE MADE FOR SAWING AND REMOVING EXISTING SIDEWALK OR CURB WHERE NECESSARY FOR RAMP CONSTRUCTION.

7. WHEN A CURB RAMP IS PLACED ON EXISTING PAVEMENT, THE PAVEMENT SHALL BE REMOVED TO PROVIDE A MINIMUM THICKNESS OF 5 INCHES OF CONCRETE AT ALL LOCATIONS. NO SEPARATE PAYMENT WILL BE MADE FOR THE REMOVAL OF THE PAVEMENT.

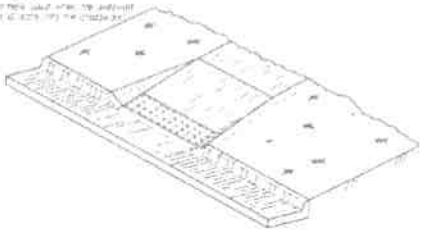
Type A



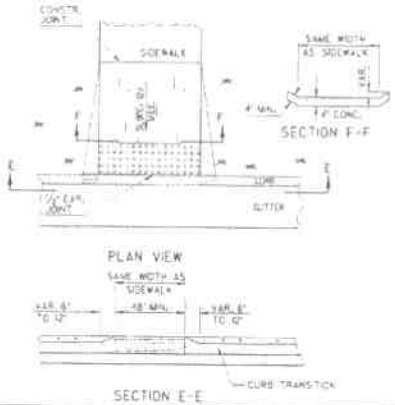
Type B



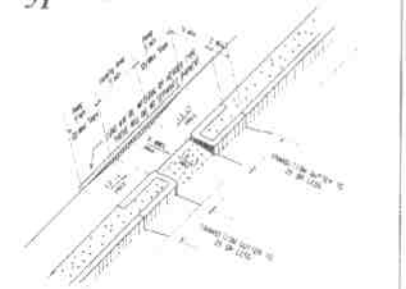
Type D



IN AREAS WHERE THE GUTTER HAS A SLOPE FOR A GIVEN NORMAL GUTTER SLOPE AT A DISTANCE OF 6 TO 10 FEET FROM THE RAMP AND BEGIN TRANSITION TO A FLAT GUTTER SLOPE. NORMAL GUTTER SLOPE SHALL BE RESUMED AT A SIMILAR DISTANCE BEYOND THE RAMP.



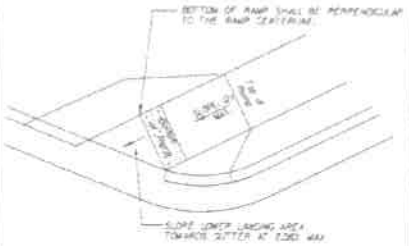
Type C



Skewed Ramp Details

(Applies to Type A & Type D Ramps Only)

WHEN THE RAMP CENTERLINE IS NOT PERPENDICULAR TO THE CURB A LEVEL LANDING AREA WITH SLOPES LESS THAN 2.08% MUST BE PROVIDED AT THE BOTTOM OF THE RAMP



This Detail Replaces Ga Standard 9031W

Guidelines for usage on active projects

When these details are incorporated into plans and or projects that are being prepared or constructed in metric units, except or practice conversion to metric units is not required. The dimensions shown that are in feet and inches may be converted to corresponding metric units using the following: "Inches/25.4" conversion factors, 1" = 25mm, 1" = 100mm and 12" to 1' = 300mm. All measurement notes that refer to linear feet and square yards shall be interpreted to mean linear meters and square meters.

NO.	DATE	REVISION	BY	INITIALS	DATE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

SPECIAL DETAIL
CONCRETE SIDEWALK DETAILS
CURB CUT (WHEELCHAIR) RAMPS

NO SCALE

MARCH 12, 2002

A3