ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0004-00(915);STP-19-1(15);BHF-019-1(16) **OFFICE** Preconstruction
Bartow-Floyd County P. I. Nos. 0004915; 621500; 621505
SR 140 Widening and Reconstruction **DATE** March 1, 2005

FROM for Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL

Attached for your files is the approval for subject project.

MBP/cj

Attachment

DISTRIBUTION:

David Mulling
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Joe Palladi (file copy)
Paul Liles
Babs Abubakari
Kent Sager
BOARD MEMBER

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0004-00(915); STP-019-1(15); BHF-019-1(16) **OFFICE** Preconstruction
Bartow-Floyd Counties, P.I. Nos. 0004915; 621500; 621505
SR 140 Widening and Reconstruction **DATE** February 21, 2005

FROM Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

TO Paul V. Mullins, P.E., Chief Engineer

SUBJECT PROJECT CONCEPT REPORT

These combined projects comprise the widening and reconstruction of SR 140 from SR 53 in Floyd County to SR 3/US 41 in Bartow County including bridges over Oothkalooga Creek and CSX Railroad. The existing SR 140 within the project limits consists of two, 12' lanes with rural shoulders that vary in width, and a posted speed of 55 MPH. This portion of SR 140 serves as a Surface Transportation Assistance Act (STAA) truck route providing access to I-75. Accident analysis for years 2000 through 2002 indicate a total of 162 accidents along SR 140 between SR 53 and SR 3. The accidents in 2001 and 2002 included one fatality each. The fatality rates for 2001 and 2002 exceeded the average statewide fatality rates for the same functional classification. The 2003 traffic volumes range from 10,300 to 13,800 VPD. Traffic is projected to increase to 29,000 VPD by 2028. The current level of service (LOS) is at a level "D," and without improvements, the LOS is projected to drop to a level "E" by 2028. Widening SR 140 to four lanes will provide a LOS "C" through 2028.

Construction is proposed as follows:

STP-0004-00(915) Bartow-Floyd Counties
The proposed project consists of the widening and reconstruction of SR 140 from SR 3 (Floyd) to 0.3 mile west of Oothkalooga Creek (Bartow). This 6.2 miles project proposes a rural divided 4 lane typical section with a 44' depressed grassed median. The proposed widening transitions to a urban typical section of 4 lanes with a 20' raised median near the end of the project. Side roads will be improved and realigned as needed to provide safe intersections.

STP-019-1(15) Bartow County
The proposed project consists of widening and reconstruction of SR 140 from 0.3 mile west of Oothkalooga Creek to SR 3/US 41. The 0.9 mile project will involve constructing a urban divided 4 lane facility with a 20' raised median. Side roads will be improved and realigned as needed.

BHF-019-1(16) Bartow County
This project is the bridge replacement on SR 140 over Oothkalooga Creek and CSX Railroad. This project will be contained in and be an exception to project STP-019-1(15).

Environmental concerns include requiring a COE 404 Permit; an Environmental Assessment will be prepared; a public hearing open house will be held; time saving procedures are not appropriate.

STP-0004-00(915); STP-019-1(15); BHF-019-1(16) Bartow-Floyd
February 22, 2005

The estimated costs for these projects are:

STP-0004-00(915) P.I. No. 0004915

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	$27,370,000	$27,369,000	Q25	2010
Right-of-Way	$ 6,500,000	$14,000,000	Q25	2008
Utilities*	$ 2,472,000	-----		

STP-019-1(15) P.I. No. 621500

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	$4,774,000	$4,774,000	Q25	LR
Right-of-Way	$1,200,000	$6,000,000	Q25	2008
Utilities*	$ 98,000	-----		

STP-019-1(16) P.I. No. 621505

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C and inflation)	$1,362,000	$2,058,000	Q10	LR
Right-of-Way	-0-	-----		
Utilities*	$ 97,000	-----		

*LGPA to be sent.

I recommend these project concepts be approved.

MBP:JDQ/cj

Attachment

CONCUR _____
Buddy Gratton, P.E., Director of Preconstruction

APPROVE _____
Paul V. Mullins, P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

RECEIVED FEB 21 2005

FILE: STP-0004-00(915) Bartow/Floyd
STP-019-1(15) Bartow
BHF-019-1(16) Bartow
P.I. Nos. 0004915, 621500, & 621505
S.R. 140 widening/reconstruction

OFFICE: Engineering Services

DATE: February 18, 2005

FROM: David Mulling, Project Review Engineer DEW

TO: Meg Pirkle, Assistant Director of Preconstruction

SUBJECT: **CONCEPT REPORT**

We have reviewed the Concept Report submitted November 17, 2004 by the letter from Kent Sager dated November 16, 2004 and the additional information that was submitted on January 7, 2005 and February 18, 2005, and have no comments.

The costs for these projects are:

(0004915)

Construction	$22,568,000
Inflation	$2,313,220
E&C	$2,488,122
Reimbursable Utilities	$2,471,780
Right of Way	$6,500,000

(621500)

Construction	$3,936,400
Inflation	$403,481
E&C	$433,990
Reimbursable Utilities	$97,519
Right of Way	$1,200,000

(621505)

Construction	$1,122,740
Inflation	$115,081
E&C	$123,782
Reimbursable Utilities	$96,899
Right of Way	Purchased under Project STP-019(15) Bartow

NOTE: Sufficiency Ratings were over 50 and the bridges will be replaced. The replacement costs shown above were lower than the widening costs, therefore; all the costs for replacement are eligible for BR funds.

REW

c: Kent Sager, Attn.: David Moore

SCORING RESULTS AS PER MOG 2440-2

Project Number:	County:	PI No.:
STP-0004-00(915), STP-019-1(15), & BHF-019-1(16)	Bartow/Floyd	0004915, 621500, & 621505

Report Date:	Concept By:
November 16, 2004	DOT Office: District 6
☒ Concept Stage	Consultant: N/A

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

FOCUS AREAS	SCORE	RESULTS
Presentation	100	
Judgement	100	
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	

Department of Transportation
State of Georgia

INTERDEPARTMENTAL CORRESPONDENCE

File: STP-0004-00(915) Bartow/Floyd Counties
STP-019-1 (15) & BHF-019-1 (16) Bartow County
P.I. Nos. 0004915, 621500 & 621505

Office: Traffic Safety & Design
Atlanta, Georgia
Date: December 01, 2004

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

To: Meg Pirkle, Assistant Director of Preconstruction

Subject: Project Concept Report Review

We have reviewed the above referenced concept report for the widening and reconstruction on SR 140 from SR 53 to US 41 and bridge over CSX Railroad and Oothkalooga Creek.

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

PMA/SZ/nr

Attachment (signature page)

11-18-04

Cc: Harvey Keepler, State Environment /Location Engineer
David Mulling, State Review Engineer
Joe Palladi, State Transportation Planning Administrator
Jamine Simpson, Financial Management Administrator
Paul Liles, State Bridge Design Engineer
Andy Rikard, District Planning/Programming Engineer
Kent L. Sager, District Engineer
Attn.: Curtis D. Comer, Assistant District Engineer
General Files
Office Files

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

NOV 17 2004

FILE: **STP-0004-00 (915), Bartow/Floyd Counties**
STP-019-1 (15) & BHF-019-1 (16) Bartow County
P.I. Nos. 0004915, 621500 & 621505
Widening & Reconstruction on SR 140 from
SR 53 to US 41 and bridges over CSX Railroad
And Oothkalooga Creek

OFFICE: **Cartersville, Georgia**

DATE: **November 16, 2004**

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

TO: **Meg Pirkle, Assistant Division Director of Preconstruction**

SUBJECT: **Project Concept Report**

Attached is a copy of the concept report for the above mentioned projects. Copies have been forwarded to the appropriate offices for review and comment.

If additional information is needed, please call Curtis D. Comer at 770-387-3619. As always, your assistance is greatly appreciated.

Curtis D. Comer, P.E.
Assistant District Engineer

KLS/CDC/DPM/sbm
Attachments:

cc:
David Mulling, Project Review Engineer
Phillip Allen, State Traffic Safety & Design Engineer
Harvey Keepler, State Environmental/Location Engineer
Joseph Palladi, State Planning Administrator
Jamie Simpson, Office of Financial Management Administrator
Paul Liles, State Bridge & Structural Engineer
Andy Rikard, District Planning/Programming Engineer
File

Project Concept Report
Project Numbers: STP-0004-00(915), STP-019-1(15), BHF-019-1(16)
P. I. Numbers: 0004915, 621500, 621505
Counties: Bartow/Floyd

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project Number: STP-0004-00 (915), STP-019-1 (15), and BHF-019-1 (16)
Counties: Bartow/Floyd
P. I. Numbers: 0004915, 621500, and 621505

Federal Route Number: None
State Route Number: SR 140

Widening & Reconstruction on SR 140 from SR 53 in Floyd County to SR 3/US 41 in Bartow County to include bridges over Oothkalooga Creek and CSX Railroad.

Recommendation for approval:

DATE 11-16-04 Curtis O. Cox
Project Manager

DATE 11/16/04
Office Head/District Engineer

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

DATE _____
State Transportation Planning Administrator

DATE _____
State Transportation Programming Engineer

DATE _____
State Environmental/Location Engineer

DATE _____
State Traffic Safety and Design Engineer

DATE _____
State Bridge Engineer

DATE _____
Project Review Engineer

Project Concept Report
Project Numbers: STP-0004-00(915), STP-019-1(15), BHF-019-1(16)
P. I. Numbers: 0004915, 621500, 621505
Counties: Bartow/Floyd

Need and Purpose: See Attachment

Description of the proposed projects: These projects are the widening and reconstruction of SR 140 from 2 to 4 lanes in Bartow and Floyd Counties. This project will begin at the intersection of SR 140 and SR 53 in Floyd County and continue east on SR 140 to SR 3/US 41 in Bartow County to include bridges over Oothkalooga Creek and CSX Railroad. The total length will be approximately 7.1 miles. Project STP-000-00 (915) will begin at intersection of SR 140 and SR 53 and continue east on SR 140 to approximately 0.3 miles west of Oothkalooga Creek for a project length of approximately 6.2 miles. Project STP-019-1 (15) will begin 0.3 miles west of Oothkalooga Creek and continue east on SR 140 to the intersection of SR 140 and SR 3/US 41 for a project length of approximately 0.9 miles. Project BHF-019-1 (16) will be contained in and be an exception to project STP-019-1 (15).

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

PDP Classification: Major_X___ Minor____

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

Functional Classification: Rural Minor Arterial

U. S. Route Number(s): None **State Route Number(s):** 140

Traffic (AADT):

Current Year: (2008) 17800 Design Year: (2028) 29000

Existing design features:

- Typical Section: 2 – 12 ft. lanes with variable shoulders
- Posted speed: 55 mph, 45 mph from Oothkalooga Creek Bridge to US 41/SR 3
- Maximum grade: 7% Maximum degree of curvature: 6
- Width of right of way: Approximately 80 to 120 ft.
- Major structures: **(1)** 160' X 28' Concrete & Steel Bridge over Oothkalooga Creek, Location ID # 115-00140D-003.91E, Structure ID # 115-0048-0, Sufficiency Rating 68.21.
  (2) 114' X 28' Concrete & Steel Bridge over CSX Railroad, Location ID # 115-00140D-004.30E, Structure ID # 115-0049-0, Sufficiency Rating 80.00.
  (3) Triple 10' X 10' Concrete Bridge Culvert
- Major interchanges or intersections along the project: SR 53 Floyd County and US 41 in Bartow County
- Existing length of roadway segment and beginning mile log from each county segment: Project STP-0000-00 (915) will begin at approximate MP 7.7 and end at approximate MP 10.4 for approximately 2.7 miles in Floyd County and continue from MP 0.00 and end at approximate MP 3.5 for approximately 3.5 miles in Bartow County. Project STP-019-1 (15) will begin at approximate MP 3.5 and continue to approximate MP 4.4 for approximately 0.9 miles in Bartow County. The total miles in Floyd County will be approximately 2.7 miles and approximately 4.4 miles in Bartow County.

Proposed Design Features:

- Proposed typical section(s): 4 – 12 ft. lanes with 10 ft. shoulders (4 ft. paved) and with 44 ft. grassed median [Project STP-0000-00 (915) and STP-019-1 (15)]
- Proposed typical section(s): 4 – 12 ft. lanes with 12 ft. shoulders to include concrete curb and gutter and with 20 ft. raised median [STP-019-1 (15) and BHF-019-1 (16)]
- Proposed Design Speed Mainline: 55 mph [Project STP-0000-00 (915) and STP-019-1 (15)] and 45 mph [Project STP-019-1 (15) and BHF-012-1 (16)]
- Proposed Maximum grade Mainline: 5% Maximum grade allowable: 6%
- Proposed Maximum grade Side Street: 7% Maximum grade allowable: 12%
- Proposed Maximum grade driveway: 20%
- Proposed Minimum Radius: 1490 ft. Minimum radius allowable: 965 ft.
- Right of way
  - Width: Approximately 200 ft.
  - Easements: Temporary (X), Permanent ( ), Utility ( ), Other ( ).
  - Type of access control: Full ( ), Partial ( ), By Permit (X), other ( ).
  - Number of parcels: 174 Number of displacements: 34
    - Business: 5
    - Residences: 29
    - Mobile homes:
    - Other:
- Structures:
  - Bridges: **(1)** Approximate 200' X 92' Concrete & Steel Bridge over Oothkalooga Creek; **(2)** Approximate 150' X 92' Concrete & Steel Bridge over CSX Railroad; **(3)** Triple 10' X 10' Concrete Bridge Culvert 150' long.
  - Retaining walls: Possible (estimated 300')
- Major intersections and interchanges: SR 53 and SR3/US 41
- Traffic control during construction: Existing operation shall be maintained during construction.
- Design Exceptions to controlling criteria anticipated:

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

- Design Variances: None

- Environmental concerns: Section 404, Water Quality, Hazardous waste sites

- Level of environmental analysis:
  - Are Time Savings Procedures appropriate? Yes ( ), No (X),
  - Categorical Exclusion Anticipated (NO),
  - Environmental Assessment/Finding of No Significant Impact (FONSI), 4F, and EA (X), or
  - Environmental Impact Statement (EIS) (NO).
- Utility involvements: Expected to be normal.

Project responsibilities:

- Design: GDOT
- Right of Way Acquisition: GDOT
- Relocation of Utilities: By Permit
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: contractor
- Providing detours: Not Required

Coordination

- Initial Concept Meeting date and brief summary: See attachments
- Public involvement: Will hold Public Information Open House
- Local government comments:
- Other projects in the area:
- Other coordination to date:

Scheduling – Responsible Parties' Estimate

- Time to complete the environmental process: 24 Months.
- Time to complete preliminary construction plans: 18 Months.
- Time to complete right of way plans: 6 Months.
- Time to complete the Section 404 Permit: 12 Months
- Time to complete final construction plans: 12 Months.
- Time to complete to purchase right of way: 18 Months.
- List other major items that will affect the project schedule: None

Other alternates considered: No Build

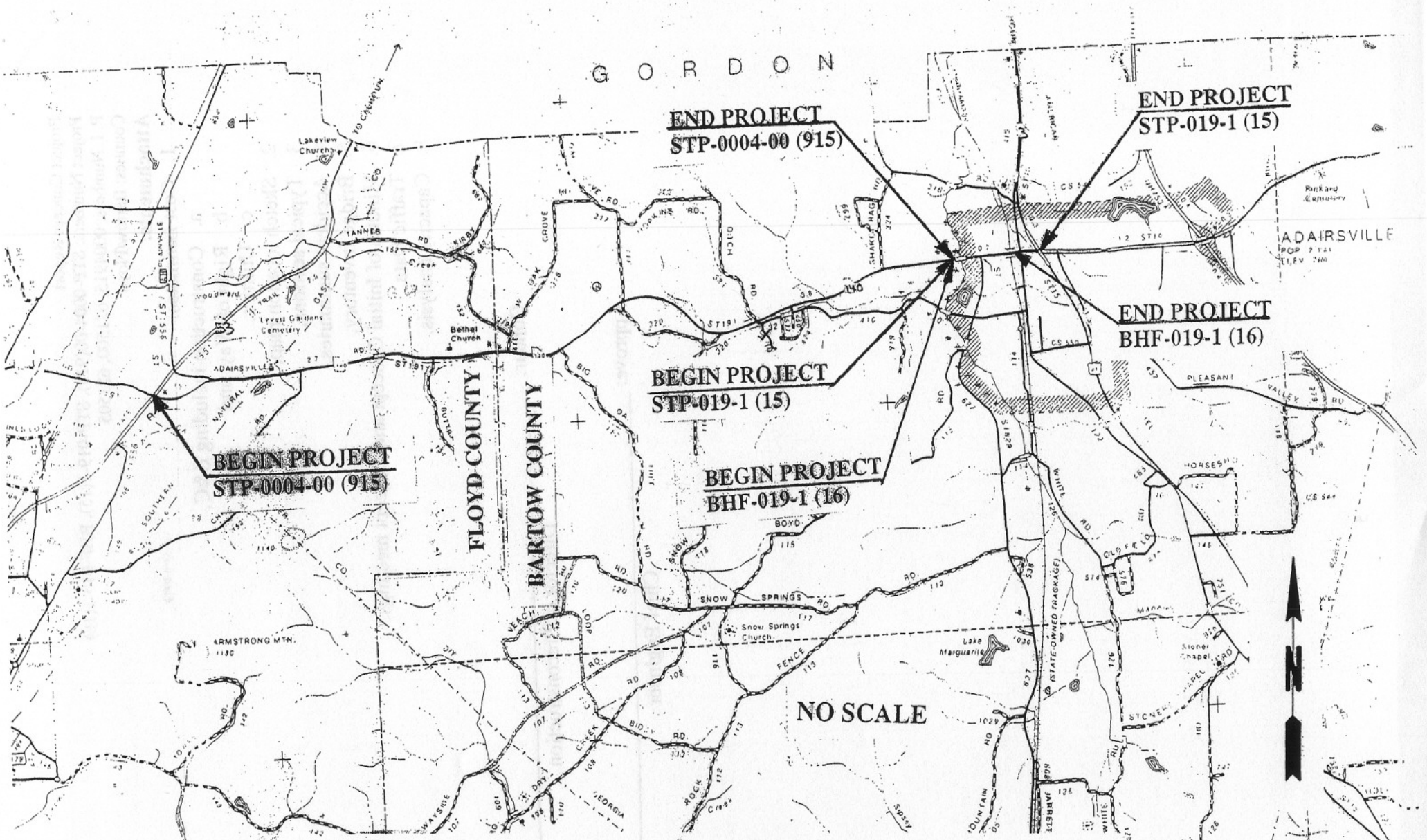
Comments:

Attachments:

1. Cost Estimates:
    a. Construction including E&C,
    b. Right of Way, and
    c. Utilities.
2. Sketch location map,
3. Typical sections,
4. Accident summaries,
5. Bridge Inventory,
6. Minutes of Initial Concept and Concept meetings,
7. Traffic Data,
8. Capacity analysis.

Concur: _____
Director of Preconstruction

Approve: _____
Chief Engineer



STP-0004-00 (915), Bartow/Floyd Counties, PI# 0004915, Widening & Reconstruction of State Route 140 from State Route 53 (Floyd) to Oothkalooga Creek (Bartow)

BHF-019-1 (16), Bartow County, PI# 621500, Bridge Replacement on State Route 140 over Oothkalooga Creek and CSX Railroad

STP-019-1 (15), Bartow County, PI# 621505, Widening & Reconstruction of State Route 140 from Oothkalooga Creek to US 41

State Route 140 Widening
STP-0004-00(915); STP-019-1 (15); BHF-019-1 (16)
Bartow/Floyd
PI# 0004915, 621500 and 621505

Existing Conditions

The existing characteristics of State Route 140 from SR-53 in Floyd County to SR 3/US 41 in Bartow County consists of two 12-foot lanes with a rural section that includes grass shoulders that varies in width and a posted speed of 55 miles per hour. The land use along this section of SR 140 is primarily residential and agricultural in Floyd County; undeveloped and residential in Bartow; and residential, commercial, industrial, and public land use in Adairsville. SR 140 serves as a Surface Transportation Assistance Act (STAA) truck route providing access to I-75. It also serves as a local school bus route. However, it is not presently part of a local or state bike plan.

A portion of SR 140 lies inside the Floyd-Rome Urbanized area. The section of SR 140 in Floyd County is inside the urbanized area, thus project 0004915 falls within the urban planning process. This project is in Rome's 2030 Transportation Plan. The 2030 Transportation Plan also includes a project to widen the section of SR 140 from SR 1 to SR 53.

Logical Termini

Project 0004915 begins at SR 53 in Floyd County where another widening project is proposed. SR 53 at its intersection with SR 140 is four lanes and west of the intersection volumes on SR 140 are less than the eastern side (10,300 AADT). Traffic volumes drop to 5580 AADT at the TC Station west of the intersection. The drop in traffic volume, the proposed widening of SR 140 west of SR 53 and the four lane section of SR 53 provides a logical west terminus for project 0004915.

The east terminus of project 0004915 is widening project 621500. Project 621500 terminates east of Cass Street (City Street 051701) at milepost 4.6. The east terminus of project 621500 is the four-lane section of SR 140.

Traffic

The 2003 traffic volumes range from an AADT of 10,300 vehicles to 13,800 vehicles. Traffic volumes (10,300 AADT) are lowest in Floyd County and increase to 13,800 in Bartow County. Traffic is projected to increase to 29,000 AADT by 2028.

As traffic continues to increase the Level of Services (LOS) is expected to decrease. The current LOS is at a Level D, and without improvements, the LOS is projected to drop to a Level E by 2028. Increasing the number of lanes from two-lanes to four-lanes will enable SR 140 to function at a Level C through 2028.

Accident Information

There were 162 accidents along SR 140 between SR 53 and SR 3 between 2000 and 2002. The accidents increased by approximately 12% per year during the same period. There were 48 accidents in 2000, 54 in 2001 and 60 in 2002. The accidents in 2001 and 2002 included one fatality each.

From the total 162 accidents, 117 of the accidents occurred along a 5-mile section (Milepost 0.00 – 5.00) of SR 140 in Bartow County and 45 accidents occurred in Floyd County along a 2.88 mile section of SR 140. There are not a high percentage of accidents occurring in clusters along the section of SR 140. However, a large percentage of the accidents were either rear end or single vehicle type accidents. In Floyd County, rear end accidents accounted for 42% of the accidents and single vehicle type accidents accounted for 37%. In Bartow, approximately one-quarter of the accidents were rear end, another quarter were single vehicle and angle type accidents accounted for an additional quarter of the accidents.

The accident rates for 2001 and 2002 are below the statewide average for Rural Minor Arterials, and the 2000 accident rate is above the statewide average. The accident rates for SR 140 were 186 in 2002, 183 in 2001 and 193 in 2000. The statewide accident rates were 199, 186 and 182 for 2002, 2001 and 2000 respectively.

The one fatality in 2001 and 2002 resulted in fatality rates that exceed the average statewide fatality rates for the same functional classification. The fatality rate is 3 for both years and the statewide fatality rate is 2.32 for 2001 and 2.5 for 2002. The injury rates are below the statewide injury rates for all three years.

Bridges

There are two bridges located along the section of SR 140 in Bartow County. Work on the two bridges is being done under project 621505. One of the bridges is located over the CSX railroad and the other over Oothkalooga Creek. Both bridges have a sufficiency rating above 50. The bridge over CSX sufficiency rating is 80 and is not currently on the Highway Bridge Replacement and Rehabilitation Program (HBRRP) Selection List. The bridge over CSX is expected to be added to the HBRRP selection List in April 2005 at which time it will be eligible for federal funds. The Oothkalooga Creek bridge has a sufficiency rating is 68.21and is on the HBRRP Selection List. The Oothkalooga Creek Bridge currently meets the Department's policy 2405-1 for replacement and the bridge over CSX is expected to be in compliance in April 2005.

Projects 0004915, 621500 and 621505 are able to function independent of other projects and they do not limit future improvements in the area. There are no projects in the immediate area.

The widening of SR-140 will accommodate both the current and projected traffic along the corridor. This will allow the corridor to function at an acceptable Level of Service through 2028 and address the majority of accident types which are along this corridor.

A initial concept meeting was held May 27, 2004 for projects BHF 019 – (16), STP 019 – 1 (15), and STP 004 – 00 (915). The meeting was held in the District Six conference room and the following topics were discussed:

1. An open house will need to be held for the projects. Jim Shell will organize the event and invitees should include:
    a. Representatives from local government including state representative
    b. Special interest groups
    c. Someone from Environmental Justice
    d. Federal Agencies including FHWA
2. A Value Engineering study will need to be done on the whole project.
3. A planning study was done and the project was recommended due to traffic and truck traffic.
4. SHPO will be involved after the historic survey is complete.
5. The PDP classification needs to be checked (thought to be Exempt)
6. Due to high truck volume (14%), the following needs to be investigated:
    a. including eyebrows at turn-around
    b. pavement design
    c. grade on existing road
    d. include a median break at least every ½ mile
7. Look into replacing triple 10 x 10 culvert with bridge.
8. Have OEL delineate stream.
9. Have Traffic Ops look at intersections.
10. For the closing of a road, a letter will be written to the County and/or city (after the concept meeting but before the PIM).
11. Check to see if both bridges fall in the city limits of Adairsville.
12. Get letters from County on roads with un-posted speed limits.
13. Find out if Utilities will need to be attached to bridges.
14. The following changes needed to be made to the concept report:
    a. under "level of environmental analysis:
        i. "No" to time saving procedures
        ii. "No" to categorical exclusion anticipated
        iii. add Environmental Assessment / FONSI
    b. Clarify who will be responsible for utilities
    c. Under "Coordination – Public involvement" add "PIM and Open House"
    d. Under "Scheduling" change ROW purchase to 18 months.
15. The existing gas line needs to be shown on the plans.
16. Include existing drainage calculations as well as proposed drainage calculations in Design data book.
17. Make sure sediment basins are placed as required.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

September 10, 2004

To: See attached list

From: DeWayne Comer, P.E., Assistant District Engineer

Subject: Minutes from the Concept Team Meeting held September 8, 2004 for
Projects: STP-0004-00 (915), STP-019-1 (15) & BHF-019-1 (15)
PI #: 0004915, 621500 & 621505
Counties: Bartow & Floyd

The meeting proceeded as follows:

- Introductions of those in attendance were made.
- A brief overview of the project was presented.
- The Draft Concept Report was reviewed along with the following additional information:
  - Possible historic properties and other environmental concerns.
  - Crash data along the projects.
  - Cost estimates for the projects.
- The floor was then turned over to questions and comments, of which there were none.

Please review this and submit any additional comments you may have to me at the District Six Preconstruction Office. Thank you for your attendance and comments.

JMC

Attendees:

Patrick Bowers – GDOT
David Moore – GDOT
Larry Pratt – City of Adairsville
Kathy Spradley – GDOT
Lisa Crawford – GDOT
Stanley Horton – GDOT
Kerry Bonner – GDOT
Harlan Conley - GDOT
Joe Ciavarro – GDOT
Julie Smith – GDOT
Kenny Beckworth – GDOT
James Hughes – GDOT
Andy Rikard – GDOT
Pam Digsby – GDOT
Paul Smith – State Representative
Joey Davidson – Rome / Floyd County MPO
Kevin Poe – Floyd County
John Boyd – Floyd County
Stanley McCarley – GDOT
DeWayne Comer - GDOT
Tom Bennett – Floyd County Commissioner

PRELIMINARY COST ESTIMATE

DATE: 5-Apr-04
PROJECT: STP-0000-00 (915), Floyd/Bartow Cc
P.I. NO.: 4915

DESCRIPTION: This project is for the widening and reconstruction of SR 140 from SR 53 to approximately 0.3 miles west of Oothkalooga Creek.

PROPOSED CONCEPT

EXISTING ROAD (If applicable)

TRAFFIC: Existing: 8900 Design: 14500

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEVELOPMENT

PROJECT COST

A. RIGHT OF WAY

1. PROPERTY (Land and Easements)

2. DISPLACEMENTS

3. OTHER COSTS

SUBTOTAL: See Attached Sheet

B. REIMBURSABLE UTILITIES

1. RAILROAD

2. TRANSISSION LINES

3. SERVICES

SUBTOTAL: See Attached Sheet

C. MAJOR STRUCTURES

1. WALLS 300' x 12' @ $460/CY Concrete	$67,500.00
2. BRIDGE STREAM CROSSINGS	$332,000.00
3. BRIDGE OVER/UNDERPASS	$0.00
4. BOX CULVERTS	$250,000.00

SUBTOTAL: $649,500.00

D. GRADING AND DRAINAGE

1. EARTHWORK $3,750,000.00
   750,000 Cu Yds @ $5.00
2. DRAINAGE
   a. Cross drain pipes (exc. Box culverts) $384,400.00
   4 -18" FES, 340' of 18" Storm Drain Pipe
   10-24 FES, 850' of 24" Storm Drain Pipe
   10-36" FES, 850' of 36" Storm Drain Pipe
   2-42" FES, 170' of 42" Storm Drain Pipe
   6-48" HW, 510' of 48" Storm Drain Pipe
   154-18" SE, 3850' of Side Drain Pipe, 12-48" SE, 300' of 48" Side Drain Pipe 2-60" HW, 100' Side Drain Pipe
   b. Curb & Gutter $0.00

   c. Longitudinal System (incl. Catch Basins) $0.00

SUBTOTAL: $4,134,400.00

E. BASE AND PAVING

1. AGGREGATE BASE $4,950,000.00
   198000 tons @ $25.00 / ton
2. ASPHALT PAVING $11,000,000.00
   220000 tons @ $50.00 / ton
3. CONCRETE PAVING

4. OTHER

SUBTOTAL: $15,950,000.00

F. LUMP ITEMS

1. TRAFFIC CONTROL $50,000.00

2. CLEARING AND GRUBBING $624,000.00
   156 acres @ $4,000.00 / acre
3. LANDSCAPING

4. EROSION CONTROL $750,000.00

5. DETOURS (Incl. Temp. Bridges)

SUBTOTAL: $1,424,000.00

G. MISCELLANEOUS

1. LIGHTING		
2. SIGNING - STRIPING	$160,000.00	
3. GUARDRAIL	$250,000.00	
4. OTHER		
	SUBTOTAL:	**$410,000.00**
H. SPECIAL FEATURES	**SUBTOTAL:**	**$0.00**

IATE SUMMARY

A. RIGHT OF WAY	See Attached Sheet
B. REIMBURSABLE UTILITIES	See Attached Sheet

TION COST SUMMARY

C. MAJOR STRUCTURES	$649,500.00
D. GRADING AND DRAINAGE	$4,134,400.00
E. BASE AND PAVING	$15,950,000.00
F. LUMP ITEMS	$1,424,000.00
G. MISCELLANEOUS	$410,000.00
H. SPECIAL FEATURES	$0.00

SUBTOTAL CONSTRUCTION COST	**$22,567,900.00**
E & C (10%)	**$2,256,790.00**
INFLATION (5% PER YEAR FOR 2 YEARS)	**$2,544,530.73**
TOTAL CONSTRUCTION COST	**$27,369,220.73**
GRAND TOTAL COST	**$0.00**

PRELIMINARY COST ESTIMATE

DATE: 3-May-04
PROJECT: STP - 019 - 1 (15), Bartow County
P.I. NO.: 621500

DESCRIPTION: This Project is for the widening and reconstruction of SR 140 from approximately 0.3 miles west of Oothkalooga Creek to US 41.

PROPOSED CONCEPT

EXISTING ROAD (If applicable)

TRAFFIC: Existing: 17800 Design: 29000

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEVELOPMENT

PROJECT COST

A. RIGHT OF WAY

1. PROPERTY (Land and Easements)
2. DISPLACEMENTS
3. OTHER COSTS

SUBTOTAL: See Attached Sheet

B. REIMBURSABLE UTILITIES

1. RAILROAD
2. TRANSISSION LINES
3. SERVICES

SUBTOTAL: See Attached Sheet

C. MAJOR STRUCTURES

1. WALLS	$0.00
2. BRIDGE STREAM CROSSINGS	$0.00
3. BRIDGE OVER/UNDERPASS	$0.00
4. BOX CULVERTS	$75,400.00
SUBTOTAL:	**$75,400.00**

D. GRADING AND DRAINAGE

1. EARTHWORK $0.00
   Included in roadway project
2. DRAINAGE
   a. Cross drain pipes (exc. Box culverts) $0.00

   b. Curb & Gutter $0.00

   c. Longitudinal System (incl. Catch Basins) $0.00

SUBTOTAL: $0.00

E. BASE AND PAVING

1. AGGREGATE BASE $0.00
   0 tons @ $0.00 / ton
2. ASPHALT PAVING $0.00
   0 tons @ $0.00 / ton
3. CONCRETE PAVING $0.00

4. OTHER $0.00

SUBTOTAL: $0.00

F. LUMP ITEMS

1. TRAFFIC CONTROL $25,000.00

2. CLEARING AND GRUBBING $8,000.00
   2 acres @ $4,000.00 / acre
3. LANDSCAPING $0.00

4. EROSION CONTROL $20,000.00

5. DETOURS (Incl. Temp. Bridges) $0.00

SUBTOTAL: $53,000.00

G. MISCELLANEOUS

1. LIGHTING $0.00

2. SIGNING - STRIPING $1,000.00

3. GUARDRAIL $0.00

4. OTHER $10,000.00

SUBTOTAL: $11,000.00

H. SPECIAL FEATURES **SUBTOTAL:** $0.00

ESTIMATE SUMMARY

A. RIGHT OF WAY	See Attached Sheet
B. REIMBURSABLE UTILITIES	See Attached Sheet

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	$1,632,800.00
D. GRADING AND DRAINAGE	$0.00
E. BASE AND PAVING	$0.00
F. LUMP ITEMS	$53,000.00
G. MISCELLANEOUS	$11,000.00
H. SPECIAL FEATURES	$0.00
SUBTOTAL CONSTRUCTION COST	**$1,696,800.00**
E & C (10%)	**$169,680.00**
INFLATION (5% PER YEAR FOR 2 YEARS)	**$191,314.20**
TOTAL CONSTRUCTION COST	**$2,057,794.20**
GRAND TOTAL COST	**$0.00**

ESTIMATE SUMMARY

A. RIGHT OF WAY	See Attached Sheet
B. REIMBURSABLE UTILITIES	See Attached Sheet

CONSTRUCTION COST SUMMARY

C. MAJOR STRUCTURES	$75,400.00
D. GRADING AND DRAINAGE	$886,000.00
E. BASE AND PAVING	$2,545,000.00
F. LUMP ITEMS	$300,000.00
G. MISCELLANEOUS	$130,000.00
H. SPECIAL FEATURES	$0.00
SUBTOTAL CONSTRUCTION COST	**$3,936,400.00**
E & C (10%)	**$393,640.00**
INFLATION (5% PER YEAR FOR 2 YEARS)	**$443,829.10**
TOTAL CONSTRUCTION COST	**$4,773,869.10**
GRAND TOTAL COST	**$0.00**

McCarley, Stanley

From: Digsby, Pam
Sent: Tuesday, February 10, 2004 3:11 PM
To: McCarley, Stanley
Subject: STP-0004-00(915) & STP-019-1(15) & (16) Floyd/Bartow

Stan,

The R/W cost for the above projects is $3.2 million.

Pam

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0004-00(915) P.I. 0004915
STP-019-1(15) P.I. 621500
BHF-019-01(16) P.I. 621505
Widening & Reconstruction on SR 140
From SR 53 to US 41 and bridges over CSX
Railroad and Oothkalooga Creek

FROM Kerry D. Bonner
District Utilities Engineer

DATE July 23, 2004

SUBJECT PRELIMINARY UTILITY COST ESTIMATE

As requested by your office, we are furnishing you with a Preliminary Utility Cost estimates for each utility with facilities potentially located within the project limits.

FACILITY OWNER	NON-REIMBURSABLE	REIMBURSABLE	LOCAL GOVT. COST
Floyd County Water	$668,310.00		
Southern Natural Gas	$630,620.00		
Georgia Power	$820,000.00		
BellSouth	$487,800.00		
Bartow County Water	$55,997.00		
City of Adairsville	$2,470.00		
Totals	$2,665,197.00		

Total Preliminary Utility Cost Estimate $2,665.197.00

If you have any questions, please contact Stanley Horton at 770-382-3616

KDB/lsh

C: Jeff Baker, State Utilities Engineer;
James M. Thomason, Area Engineer
File/Estimating Book

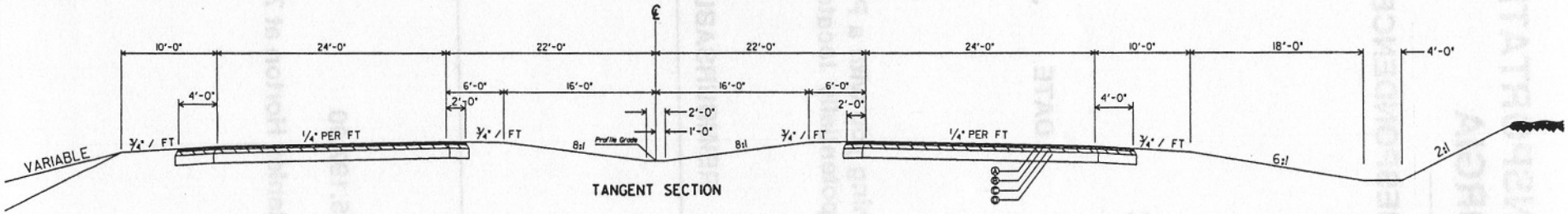
File

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

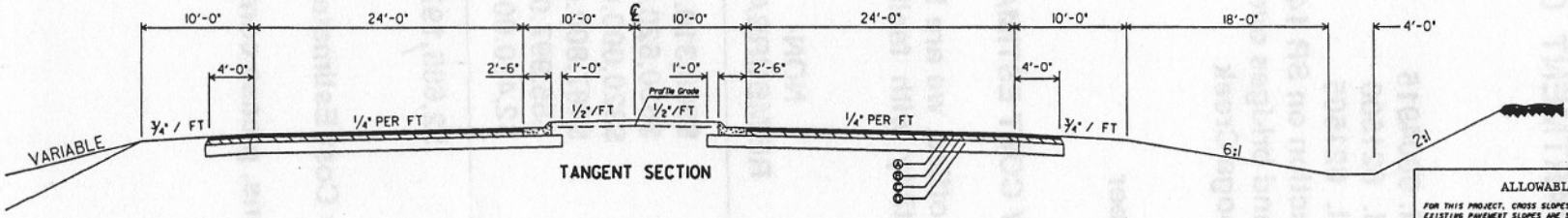
TYPICAL SECTION

STATE ROUTE 140

NO SCALE



TANGENT SECTION

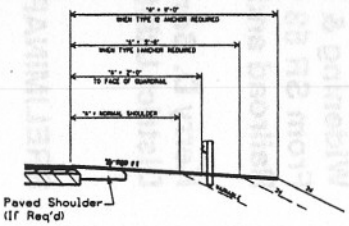


TANGENT SECTION

SLOPE	CONTROLS
SLOPE	FILL
4:1	0' - 10'
2:1	OVER 10'
	USE GUARDRAIL

NOTE: SLOPES MAY BE ADJUSTED BY THE ENGINEER TO STAY WITHIN THE REQUIRED RIGHT-OF-WAY OR EASEMENTS.

GUARDRAIL REQUIRED WITH SHOULDER



ALLOWABLE RANGES TABLE

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

A. NORMAL CROWN

SECTION WITH GRADES 0.5% OR GREATER	SECTION WITH GRADES LESS THAN 0.5%
0.0150 FT/FT - MINIMUM	0.0156 FT/FT - MINIMUM
0.0208 FT/FT - DESIRABLE	0.0208 FT/FT - DESIRABLE
0.0250 FT/FT - MAXIMUM	0.0300 FT/FT - MAXIMUM

B. SUPERELEVATION RATE

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

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

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

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

D. POSITIONING OF SUPERELEVATION TRANSITION LENGTH ON SIMPLE CURVES

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

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

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

FILE NAME :

\dgn\typ.dgn Jan. 13, 2004 12:56:40

GEORGIA DEPARTMENT OF TRANSPORTATION

Culvert Bridge Inspection Report

District: 6 **Inspection Date:** 10/24/2003 **Inspection Area:** 06

Bridge Inspector: Danny Mealer **Over:** WOODWARD CREEK TRIB. **Bridge Status:** 06

Location ID: 115-00140D-009.66E **County:** Floyd **Skew:** 30

Structure ID: 115-0056-0 **Road Name:** SR 140

EVALUATION & DEFICIENCIES

Construction Date: 1964 **Year Reconstructed:** 0000

Culvert Type: Q-RCBC - Reinforced concrete bridge culvert. 0-No Apron present.

3 Barrels at 10.00 X 10.00 Barrel Length: 62.00 Ft. Under 4 Feet of Fill.

Pipe Beveled: Inlet () Outlet () Toe Wall: Inlet (X) Outlet (X)

Channel Bed Probing: (Location of Probing & Findings)

The channel bed was probed both upstream & downstream for soundness.

The channel bed is a firm soil with a high gravel content with 1' or less penetration.

Channel Bed Scour: (Scour Description & Extent)

Inlet end - minor scour of 1.5' to 2.3' at the rear wing and barrel #1 with 1' of undermining.
1' of scour at the intermediate wall of barrel #2 and #3.

Outlet end - .3' at the rear wing and barrel #1.

Inspection Procedures & Findings

The culvert has no aprons present.

The culvert is in satisfactory condition except for minor cracking present inside of all barrels and wing connectors with efflorescence.

Minor gravel build up of 1' to 3' in barrels #2 and #3.

The channel alignment has changed since construction.
Gravel build up has shifted.

Culvert Condition Code:

6-Initial deterioration, chloride contamination, efflorescence, or spalls.

Scour Condition Code 6-Slight scour present.

*****Shool Bus Route.******

Structure Does Not Require Posting

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6
Bridge Inspector: Danny Mealer
Location ID: 015-00140D-004.30E
Structure ID: 015-0049-0

Inspection Date: 10/7/2002
Over: CSX RAILROAD (340492V)
County: Bartow
Road Name: SR 140

Inspection Area: 06
Bridge Status: 07

EVALUATION & DEFICIENCIES

SubStructure: **Year Painted:** 1980

Concrete cap units founded on (4 - 12") driven steel "H" piling.
The piling were last painted in 1980 with a lead paint system.

The substructure inventory capacity = HS-20 (design)

Both abutments have minor cap cracking.
Bent #3 on the bottom of the right end of the cap is a minor crack up the face due to shallow re-bar.
Minor corrosion on all piling in bents #2 and #3.

SuperStructure: **Year Painted:** 0000

3 spans with (4) concrete "T" beams per span.

The superstructure inventory capacity = HS-20 (design)

The superstructure has very minor deflection cracking.

Deck:

7" concrete slab.

The deck inventory capacity = HS-20 (design)

The deck has minor surface cracking.
Minor deck spall in span #3 of 2 square feet requires repair.

Spans #2 and #3 have several small areas which have been cut out and repaired.
The joints have several areas of failure, require sealing.

General:

Built in 1961 with project # S-0828 (4)
Proposed project # BHF-019-1 (16)

This structure is in good condition with only minor deficiencies.

Equipment used during this inspection, hand tools and binoculars.
Due to schedule this bridge will be snooper at later date.

Condition Rating

Component	Material	Rating
Substructure	Steel / Conc.	7
Superstructure	Concrete	7
Deck	Concrete	7

Temp Shored: **No**

Truck Type	Gross/H-Mod	HSMod	Tand	3-S-2	Log	Piggy
Calculated Posting	20	25	28	40	36	40
Posting Required	No	No	No	No	No	No
Existing Posting	00	00	00	00	00	00

*****School Bus Route.******

Structure Does Not Require Posting

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6 **Inspection Date:** 10/2/2002 **Inspection Area:** 06
Bridge Inspector: Danny Mealer **Over:** OOTHKALOOGA CREEK **Bridge Status:** 07
Location ID: 015-00140D-003.91E **County:** Bartow
Structure ID: 015-0048-0 **Road Name:** SR 140

EVALUATION & DEFICIENCIES

SubStructure: **Year Painted:** 1994

Bent #3 has (2) concrete columns founded on spread footings.
All other units are on (4 - 12") driven steel "H" piling.
The piling were last painted in 1994 with a non lead paint system.

The substructure inventory capacity = HS-20 (design)

Minor cracks in abutment #1.
Bent #2 pile were encased by maintenance with a 2' high encasement which was place on the channel bed and is now undermined.
The concrete encasements should be removed and encased 2' below the mud line.

Bent #4 cap has several minor cracks as detailed below.
Crack out from pile #2 and up each face 8".
At the right edge of beam #2 on the rear face a crack extends from the top down and across the bottom.
Under beam #3 a crack begins at the top and runs down the rear face and across the bottom to the right edge of pile #3.
At the right edge of beam #3 a crack begins 9" below the top of the cap rear face and extends across the bottom and up the forward face to the same location as the beginning.
2 small cracks under beam #4 from the top of the cap down 18" on both faces.
None of these cracks require sealing at this time.

All piling in bents #2 and #4 have minor corrosion at the ground line.

SuperStructure: **Year Painted:** 0000

4 spans with (4) concrete "T" beams per span.

The superstructure inventory capacity = HS-20 (design)

The superstructure has very minor deflection cracks.

Deck:

7" concrete slab.

The deck inventory capacity = HS-20 (design)

The deck is good except for very minor surface deterioration and cracking.

General:

Built in 1961 with project # S-0828 (4)
Proposed project # BHF-019-1(16)

This structure is in good condition with only minor deficiencies.

Equipment used during this inspection , hand tools .

GEORGIA DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

District: 6 **Inspection Date:** 10/2/2002 **Inspection Area:** 06

Bridge Inspector: Danny Mealer **Over:** OOTHKALOOGA CREEK **Bridge Status:** 07

Location ID: 015-00140D-003.91E **County:** Bartow

Structure ID: 015-0048-0 **Road Name:** SR 140

EVALUATION & DEFICIENCIES

Condition Rating

Component	Material	Rating
Substructure	Steel / Conc.	7
Superstructure	Concrete	7
Deck	Concrete	7

Temp Shored: **No**

Truck Type	Gross/H-Mod	HSMod	Tand	3-S-2	Log	Piggy
Calculated Posting	20	25	28	40	36	40
Posting Required	No	No	No	No	No	No
Existing Posting	00	00	00	00	00	00

*****School Bus Route.******

Structure Does Not Require Posting

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0048-0 **Bartow** SUFF. RATING 68.21

Location & Geography

*	Structure I.D.No:	015-0048-0	
200	Bridge Information	07	
* 6A	Feature Int:	OOTHKALOOGA CREEK	
* 6B	Critical Bridge:	0	
* 7A	Route Number Carried:	SR00140	
* 7B	Facility Carried:	SR 140	
* 9	Location:	IN WEST ADAIRSVILLE	
2	DOT District:	6	
207	Year Photo:	1998	
* 91	Inspection Frequency:	24	Date: 10/02/2002
92A	Fract Crit Insp Freq:	00	Date: 02/01/1901
92B	Underwater Insp Freq:	00	Date: 02/01/1901
92C	Other Spc. Insp Freq:	00	Date: 02/01/1901
* 4	Place Code:	00436	
* 5	Inventory Route (O/U):	1	
	Type:	3	
	Designation:	1	
	Number:	00140	
	Direction:	0	
* 16	Latitude: 34-22.6	MMS Prefix: SR	
* 17	Longitude 84-56.7	MMS Suffix: 00	MP: 3.91
98	Border Bridge: 000	%Shared: 00	
99	ID Number:	000000000000000	
* 100	STRAHNET:	0	
12	Base Highway Network:	1	
13A	LRS Inventory Route:	151014000	
13B	Sub Inventory Route:	0	
* 101	Parallel Structure:	N	
* 102	Direction of Traffic	2	
* 264	Road Inventory Mile Post:	003.82	
* 208	Inspection Area: 06	Initials: DEM	
	Engineer's Initial:	sgm	

* Location I.D. No.: 015-00140D-003.91E

* 104	Highway System:	0	
* 26	Functional Classification:	06	
* 204	Federal Route Type:	F	No.: 00191
105	Federal Lands Highway:	0	
* 110	Truck Route:	0	
206	School Bus Route:	1	
217	Benchmark Elevation:	0000.00	
218	Datum:	0	
* 19	Bypass Length:	11	
* 20	Toll:	3	
* 21	Maintenance:	01	
* 22	Owner:	01	
* 31	Design Load:	6	
37	Historical Significance:	5	
205	Congressional District:	07	
27	Year Constructed:	1961	
106	Year Reconstructed:	0000	
33	Bridge Median:	0	
34	Skew:	00	
35	Structure Flared:	0	
38	Navigation Control:	0	
213	Special Steel Design:	0	
267	Type of Paint:	2	
* 42	Type of Service on:	1	
		5	
214	Movable Bridge:	0	
203	Type Bridge:	O-N-O-O	
259	Pile Encasement:	1	
* 43	Structure Type Main:	1	04
45	No. Spans Main:	004	
44	Structure Type Appr:	0	00
46	No. Spans Appr:	0000	
226	Bridge Curve Horz:	0	Vert: 0
111	Pier Protection:	0	
107	Deck Structure Type:	1	
108	Wearing Surface Type:	1	
	Me	0	
	F	0	

Signs & Attachments

225	Expansion Joint Type:	02	
242	Deck Drains:	1	
243	Parapet Location:	0	
	Height:		0.00
	Width:		0.00
238	Curb:		1.20 1
239	Handrail:	1	1
* 240	Median Barrier Rail:	0	
241	Bridge Median Height:		0.00
	Width:		0.00
* 230	Guardrail Loc Dir Rear:	3	
	Fwrd:	3	
	Oppo Dir Rear:	0	
	Fwrd:	0	
244	Approach Slab:	3	
224	Retaining Wall:	0	
233	Posted Speed Limit:	45	
236	Warning Sign:	0	
234	Delineator:	1	
235	Hazard Boards:	1	
237	Utilities Gas:	00	
	W	00	
	Ele	00	
	Telephone:	21	
	Se	00	
247	Lighting Street:	0	
	Naviagtion:	0	
	Aerial:	0	
* 248	County Continuity No.:	00	

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0048-0 **Bartow** SUFF. RATING 68.21

Programming Data

201 Project No.: S-0828 (4)
202 Plans Available: 4
249 Prop. Proj. No. BHF-019-1 (16)
250 Approval Status: 0000
251 P.I. No.: 621505-
252 Contract Date: 02/01/1901
260 Seismic No.: 00008
75 Type Work: 34 1
94 Bridge Imp. Cost: $ 137
95 Roadway Imp. Cost: $ 48
96 Total Imp Cost: $ 256
76 Imp. Length: 000371
97 Imp. Year: 0000
114 Future ADT: 016650 Year: 2021

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0681.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
Drainage Area: 00022
Area Of Opening: 000670
113 Scour Critical: 5
216 Water Depth: 03.0 Br. Height: 15.8
222 Slope Protection: 1
221 Spur Dikes Rear: 0 Fwrd: 0
219 Fender System: 0
220 Dolphin: 0
223 Culvert Cover: 000
Type: 0
No. Barrels: 0
Width: 0.00 Height: 0.00
Length: 0 Apron: 0
* 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 015-00140D-003.91E

Measurements

* 29 ADT: 011100 Year: 2001
109 % Trucks: 15
* 28 Lanes On: 02 Under: 00
210 No. Tracks On: 00 Under: 00
* 48 Max. Span Length: 0040
* 49 Structure Length: 160
51 Br. Rwdy. Width: 28.00
52 Deck Width: 34.30
* 47 Tot. Horz. Cl: 28.00
50 Curb/Sdewlk Width 2.20/2.20
32 Approach Rdwy Width: 028
* 229 Shoulder Width:
Rear Lt: 2.00 Type: 2 Rt: 2.00
Fwrd Lt: 2.00 Type: 2 Rt: 2.00
Pavement Width:
Rear: 24.00 Type: 2
Fwrd: 24.00 Type: 2
Intersection Rear: 0 Fwrd: 0
36 Safety Features Br. Rail: 2
Transition: 2
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl.Over: 99 ' 99 "
Under: N 00 ' 00 "
* 228 Min. Vertical Cl
Act. Odm Dir: 99 ' 99 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
55 Lateral Undercl. Rt: N 99.90
56 Lateral Undercl. Lt: 0.00
* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
39 Nav Vert Cl: 000 Horz: 0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main: 7.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00
212 Year Last Painted: Sup: 0000 Sub: 1994

Ratings

65 Inventory Rating Method: 2
63 Inventory Rating Method: 2
66 Inventory Type: 2 Rating: 36
64 Operating Type: 2 Rating: 51
231 Calculated Loads
H-Modified: 20 0
HS-Modified: 25 0
Type 3: 28 0
Type 3s2: 40 0
Timber: 36 0
Piggyback: 40 0
261 H Inventory Rating: 20
262 H Operating Rating: 28
67 Structural Evaluation: 7
58 Deck Condition: 7
59 Superstructure Condition: 7
* 227 Collision Damage: 0
60A Substructure Condition: 7
60B Scour Condition: 7
60C Underwater Condition: N
71 Waterway Adequacy: 9
61 Channel Protection Cond: 7
68 Deck Geometry: 2
69 UnderClr. Horz/Vert: N
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
41 Struct Open, Posted, Cl: A
* 103 Temporary Structure: 0
232 Posted Load -Modified: 00
HS-Modified: 00
Type 3: 00
Type3s2: 00
Timber: 00
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

PRELIMINARY COST ESTIMATE

DATE: 3-May-04
PROJECT: BHF - 019 - 1 (16), Bartow County
P.I. NO.: 621505

DESCRIPTION: This project is for the bridge replacement of SR 140 over Oothkalooga Creek and CSX Railroad

PROPOSED CONCEPT

EXISTING ROAD (If applicable)

TRAFFIC: Existing: 17800 Design: 29000

( ) PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT ( ) DURING PROJECT DEVELOPMENT

PROJECT COST

A. RIGHT OF WAY

1. PROPERTY (Land and Easements)

2. DISPLACEMENTS

3. OTHER COSTS

SUBTOTAL: See Attached Sheet

B. REIMBURSABLE UTILITIES

1. RAILROAD

2. TRANSISSION LINES

3. SERVICES

SUBTOTAL: See Attached Sheet

C. MAJOR STRUCTURES

1. WALLS $0.00

2. BRIDGE STREAM CROSSINGS $889,200.00
(2) 180' x 38' bridges @ $65 sq. ft.

3. BRIDGE OVER/UNDERPASS $743,600.00
130' x 88' bridge @ $65 sq. ft.

4. BOX CULVERTS $0.00

SUBTOTAL: $1,632,800.00

D. GRADING AND DRAINAGE

1. EARTHWORK $540,000.00
   90000 Cu Yds @ $6.00
2. DRAINAGE
   a. Cross drain pipes (exc. Box culverts) $16,000.00
   400' of 18" pipe, 16 safety end sections (18")

   b. Curb & Gutter $150,000.00
   (Including median)
   c. Longitudinal System (incl. Catch Basins) $180,000.00

SUBTOTAL: $886,000.00

E. BASE AND PAVING

1. AGGREGATE BASE $785,000.00
   31400 tons @ $25.00 / ton
2. ASPHALT PAVING $1,760,000.00
   35200 tons @ $50.00 / ton
3. CONCRETE PAVING $0.00
4. OTHER $0.00

SUBTOTAL: $2,545,000.00

F. LUMP ITEMS

1. TRAFFIC CONTROL $50,000.00
2. CLEARING AND GRUBBING $100,000.00
   25 acres @ $4,000.00 / acre
3. LANDSCAPING $0.00
4. EROSION CONTROL $150,000.00
5. DETOURS (Incl. Temp. Bridges) $0.00

SUBTOTAL: $300,000.00

G. MISCELLANEOUS

1. LIGHTING $60,000.00
2. SIGNING - STRIPING $30,000.00
3. GUARDRAIL $30,000.00
4. OTHER $10,000.00

SUBTOTAL: $130,000.00

H. SPECIAL FEATURES **SUBTOTAL: $0.00**

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0049-0 **Bartow** SUFF. RATING 80.00

Location & Geography

*	Structure I.D.No:	015-0049-0	
	200 Bridge Information	07	
*	6A Feature Int:	CSX RAILROAD (340492V)	
*	6B Critical Bridge:	0	
*	7A Route Number Carried:	SR00140	
*	7B Facility Carried:	SR 140	
*	9 Location:	IN WEST ADAIRSVILLE	
	2 DOT District:	6	
	207 Year Photo:	1998	
*	91 Inspection Frequency:	24	Date: 10/07/2002
	92A Fract Crit Insp Freq:	00	Date: 02/01/1901
	92B Underwater Insp Freq:	00	Date: 02/01/1901
	92C Other Spc. Insp Freq:	00	Date: 02/01/1901
*	4 Place Code:	00436	
*	5 Inventory Route (O/U):	1	
	Type:	3	
	Designation:	1	
	Number:	00140	
	Direction:	0	
*	16 Latitude: 34-22.6	MMS Prefix: SR	
*	17 Longitude 84-56.3	MMS Suffix: 00	MP: 4.30
	98 Border Bridge: 000	%Shared: 00	
	99 ID Number:	000000000000000	
*	100 STRAHNET:	0	
	12 Base Highway Network:	1	
	13A LRS Inventory Route:	151014000	
	13B Sub Inventory Route:	0	
*	101 Parallel Structure:	N	
*	102 Direction of Traffic	2	
*	264 Road Inventory Mile Post:	004.18	
*	208 Inspection Area: 06	Initials: DEM	
	Engineer's Initial:	sgm	

* Location I.D. No.: 015-00140D-004.30E

*	104 Highway System:	0	
*	26 Functional Classification:	06	
*	204 Federal Route Type:	F	No.: 00191
	105 Federal Lands Highway:	0	
*	110 Truck Route:	0	
	206 School Bus Route:	1	
	217 Benchmark Elevation:	0000.00	
	218 Datum:	0	
*	19 Bypass Length:	00	
*	20 Toll:	3	
*	21 Maintenance:	01	
*	22 Owner:	01	
*	31 Design Load:	6	
	37 Historical Significance:	5	
	205 Congressional District:	07	
	27 Year Constructed:	1961	
	106 Year Reconstructed:	0000	
	33 Bridge Median:	0	
	34 Skew:	00	
	35 Structure Flared:	0	
	38 Navigation Control:	N	
	213 Special Steel Design:	0	
	267 Type of Paint:	1	
*	42 Type of Service on:	1	
		2	
	214 Movable Bridge:	0	
	203 Type Bridge:	E-N-O-O	
	259 Pile Encasement:	3	
*	43 Structure Type Main:	1 04	
	45 No. Spans Main:	003	
	44 Structure Type Appr:	0 00	
	46 No. Spans Appr:	0000	
	226 Bridge Curve Horz:	0	Vert: 1
	111 Pier Protection:	0	
	107 Deck Structure Type:	1	
	108 Wearing Surface Type:	1	
	M	0	
	F	0	

Signs & Attachments

	225 Expansion Joint Type:	02	
	242 Deck Drains:	0	
	243 Parapet Location:	0	
	Height:		0.00
	Width:		0.00
	238 Curb:		1.20 1
	239 Handrail:	1 1	
*	240 Median Barrier Rail:	0	
	241 Bridge Median Height:		0.00
	Width:		0.00
*	230 Guardrail Loc Dir Rear:	3	
	Fwrd:	3	
	Oppo Dir Rear:	0	
	Fwrd:	0	
	244 Approach Slab:	3	
	224 Retaining Wall:	0	
	233 Posted Speed Limit:	40	
	236 Warning Sign:	0	
	234 Delineator:	1	
	235 Hazard Boards:	1	
	237 Utilities Gas:	00	
	W	00	
	Ele	00	
	Telephone:	21	
	S	00	
	247 Lighting Street:	0	
	Naviagtion:	0	
	Aerial:	0	
*	248 County Continuity No.:	00	

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-0004-00(915) Floyd/Bartow
STP-01901(15) Bartow
P.I. Nos. 0004915 & 621500

OFFICE Environment/Location

DATE October 16, 2003

FROM Harvey D. Keepler, State Environmental/Location Engineer

TO Kent Sager, P.E., District Engineer, Cartersville
Attn: DeWayne Comer

SUBJECT Design Traffic Data for SR 140 FM SR 53/Floyd TO SR3/US 41/Bartow

Design traffic for the above project is in the attached Micro-station file.

If you have any questions, please call Teresa Williamson @ (404) 699-4458.

HDK/TJW

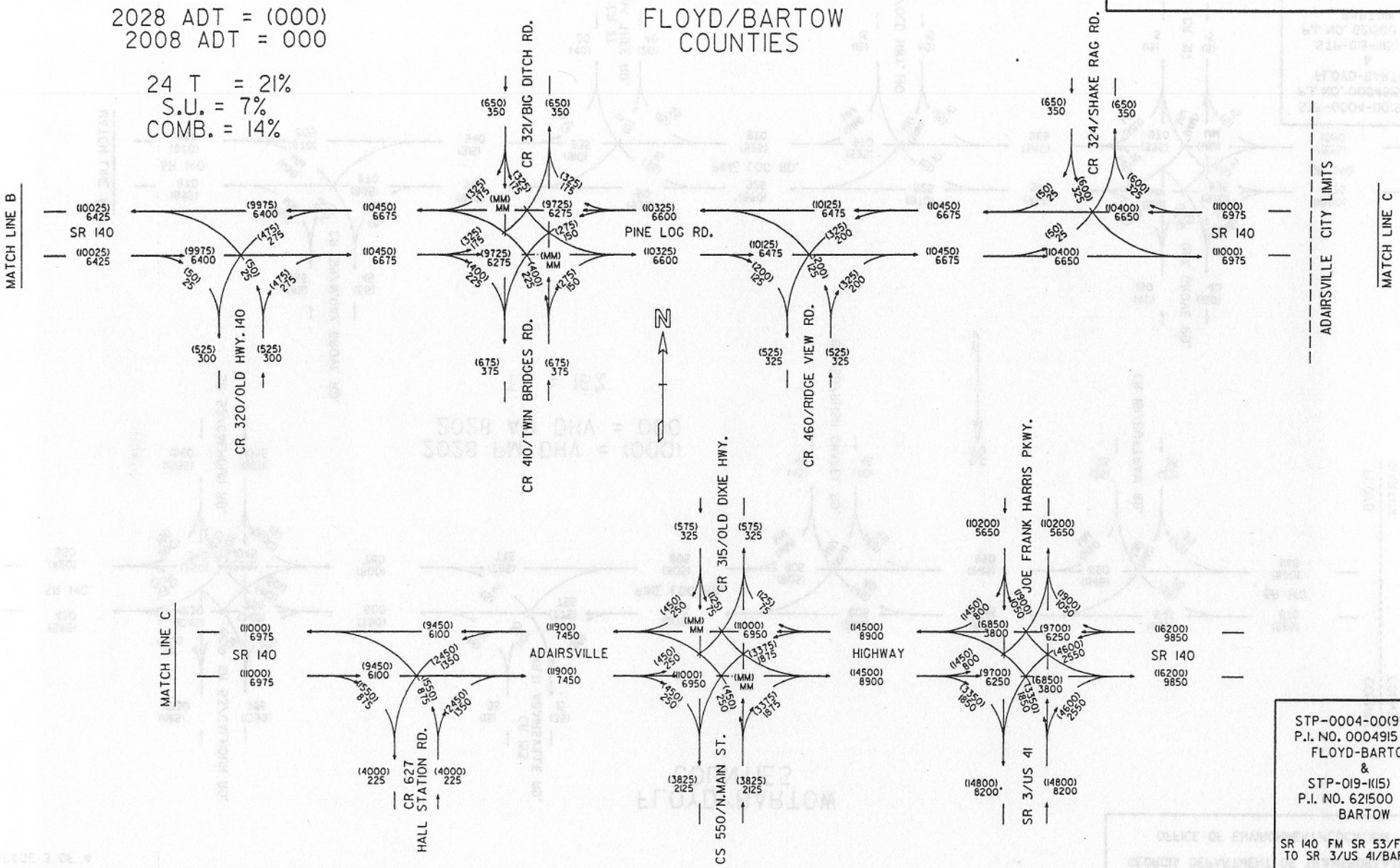
Attachment

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

2028 ADT = (000)
2008 ADT = 000

24 T = 21%
S.U. = 7%
COMB. = 14%

FLOYD/BARTOW COUNTIES



STP-0004-00(915)
P.I. NO. 0004915
FLOYD-BARTOW
&
STP-019-1(15)
P.I. NO. 621500
BARTOW

SR 140 FM SR 53/FLOYD
TO SR 3/US 41/BARTOW

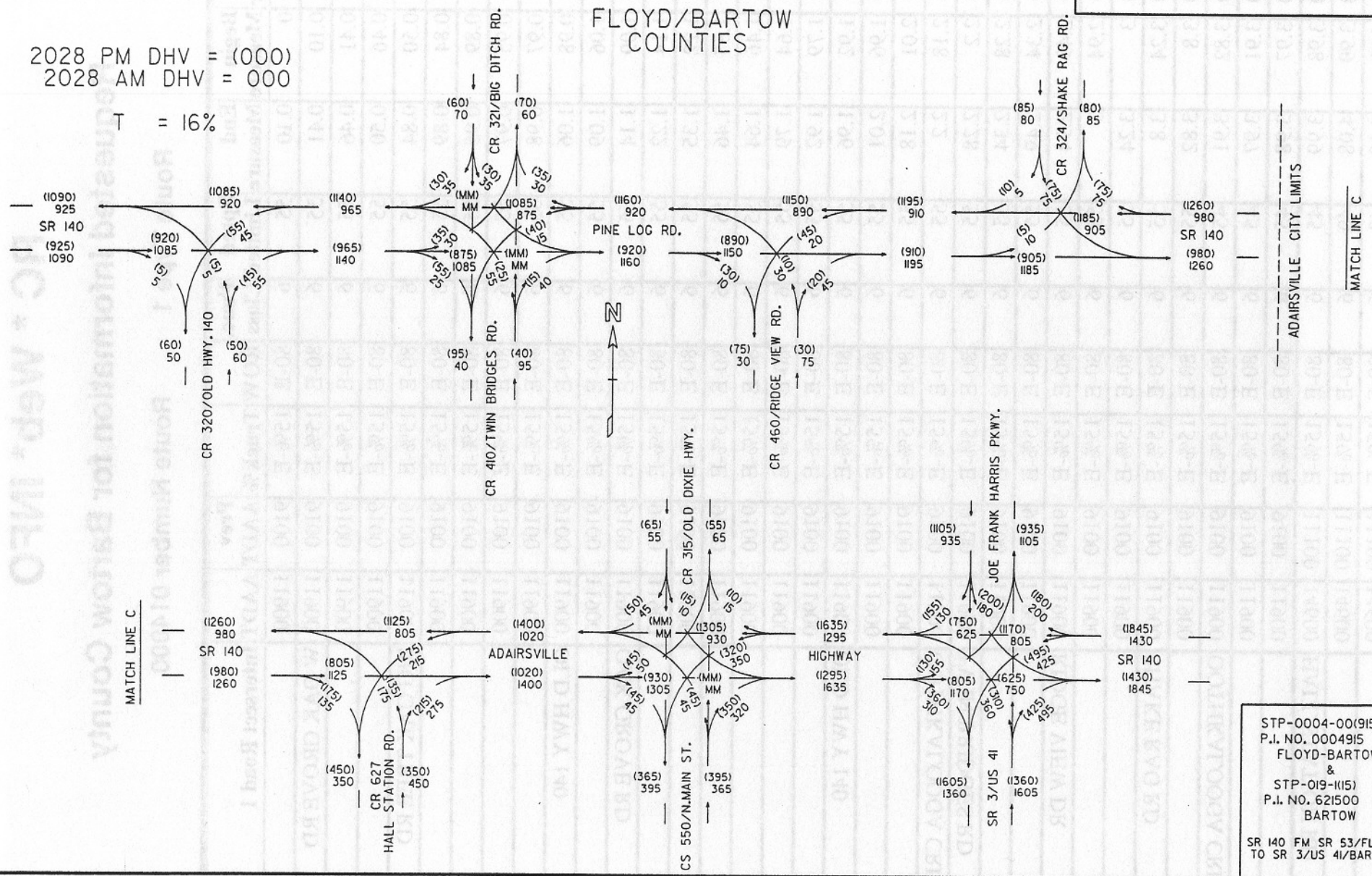
...\0004915 bartow-floyd.dgn Oct. 16, 2003 15:29:17

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

FLOYD/BARTOW COUNTIES

2028 PM DHV = (000)
2028 AM DHV = 000

T = 16%



STP-0004-00(915)
P.I. NO. 0004915
FLOYD-BARTOW
&
STP-019-1(15)
P.I. NO. 621500
BARTOW

SR 140 FM SR 53/FLOYD
TO SR 3/US 41/BARTOW

...\0004915 bartow-floyd.dgn Oct. 16, 2003 15:29:31

RC * Web* INFO

Requested Information for Floyd County

Route Type 1 Route Number 014000

Route Type	Route Number	Begin Measure	End Measure	Speed Limited	Func. Class	ROW	Truck%	Prev AADT	AADT	Intersect Road 1
1	014000	7.59	7.65	55	6	120-E	15%-E	5000	5300	
1	014000	7.65	7.67	55	6	120-E	15%-E	5000	5300	
1	014000	7.67	7.7	55	6	120-E	15%-E	5000	5300	
1	014000	7.7	7.76	55	6	84-E	15%-E	6200	7300	CALHOUN HWY SR53
1	014000	7.76	7.84	55	6	80-E	15%-E	6200	7300	
1	014000	7.84	8.03	55	6	80-E	15%-E	6200	7300	
1	014000	8.03	8.22	55	6	80-E	15%-E	6200	7300	
1	014000	8.22	8.64	55	6	80-E	15%-E	6200	7300	OLD ADAIRSVILLE RD
1	014000	8.64	8.87	55	6	80-E	15%-E	6200	7300	
1	014000	8.87	9.05	55	6	80-E	15%-E	6200	7300	RUSH CHAPEL RD
1	014000	9.05	9.49	55	6	80-E	15%-E	6200	7300	
1	014000	9.49	9.88	55	6	80-E	15%-E	6200	7300	WOODWARD CREEK?
1	014000	9.88	10.04	55	6	80-E	15%-E	6200	7300	BUTTRAM RD
1	014000	10.04	10.06	55	6	80-E	15%-E	6200	7300	
1	014000	10.06	10.38	55	6	80-E	15%-E	6200	7300	
1	014000	10.38	10.38	55	6	80-E	15%-E	6200	7300	

QUERY SUMMARY

For Year(s): 1995,1996,1997,1998,1999,2000,2001,2002

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Vehicles	No. Injuries	No. Fatalities
1995	Floyd	State Route	014000	7.60	999.99	8	12	5	0
					1995 SubTotal	8	12	5	0
1996	Floyd	State Route	014000	7.60	999.99	12	15	4	0
					1996 SubTotal	12	15	4	0
1997	Floyd	State Route	014000	7.60	999.99	13	23	7	2
					1997 SubTotal	13	23	7	2
1998	Floyd	State Route	014000	7.60	999.99	7	9	2	0
					1998 SubTotal	7	9	2	0
1999	Floyd	State Route	014000	7.60	999.99	7	11	1	0
					1999 SubTotal	7	11	1	0
2000	Floyd	State Route	014000	7.60	999.99	13	22	12	0
					2000 SubTotal	13	22	12	0
2001	Floyd	State Route	014000	7.60	999.99	13	24	11	0
					2001 SubTotal	13	24	11	0
2002	Floyd	State Route	014000	7.60	999.99	17	29	5	0
					2002 SubTotal	17	29	5	0
					All Year(s)Total	**90**	**145**	**47**	**2**

Based on the above table you may now run the Accident Rates and/or Pre-Defined and User-Defined Reports

Accident Rates

PRE-DEFINED REPORTS	USER-DEFINED REPORTS
Analysis Report 1 Analysis Report 2 (without Ramp Information) Analysis Report 3	Go to Field Selection (to select or view fields selected) Run Detail Report

You may CHANGE the Route(s) and/or Year(s) for both the PRE-DEFINED and USER-DEFINED Reports by clicking on the links below.

Route Selection Year Selection

Home Page

999990073240060	11:27:00.0	Floyd	Route	014000	8.22	2	015300	0	0	Angle	Roadway	Motion	Daylight	Dry	S	W	04	02
999990072640395	1997-10-12 01:58:00.0	Floyd	State Route	014000	8.78			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	W		05	
999990072640449	1997-10-26 10:09:00.0	Floyd	State Route	014000	8.87	2	015000	0	0	Head On	On Roadway	Motor Vehicle in Motion	Daylight	Wet	E	W	08	05
999990073240111	1997-12-13 23:24:00.0	Floyd	State Route	014000	8.87	2	015000	0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	E		05	
999990072170488	1997-08-12 16:49:00.0	Floyd	State Route	014000	9.88	2	015100	1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	01	05
999990072640379	1997-10-09 13:34:00.0	Floyd	State Route	014000	9.88	2	015100	1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	01	09
999990072640424	1997-10-21 15:56:00.0	Floyd	State Route	014000	9.88	2	015100	1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	E	E	01	05
999990072940505	1997-11-26 05:45:00.0	Floyd	State Route	014000	9.98			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	E		05	
999990072940405	1997-11-04 19:49:00.0	Floyd	State Route	014000	999.99			0	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	N	N	04	05
999990073320840	1997-12-08 15:25:00.0	Floyd	State Route	014000	999.99			0	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Daylight	Wet	E	W	05	09
999990072710355	1997-10-04 19:21:00.0	Floyd	State Route	014000	999.99			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Dusk	Dry	E		02	
999990081700645	1998-06-04 17:08:00.0	Floyd	State Route	014000	7.92			0	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Daylight	Wet	E	W	10	10
999990080180920	1998-01-16 23:00:00.0	Floyd	State Route	014000	8.17			1	0	Not A Collision With A Motor Vehicle	Off Roadway	Embankment	Dark-Not Lighted	Dry	W		10	
999990081260215	1998-05-12 09:28:00.0	Floyd	State Route	014000	8.22	2	015300	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	S	04	05
999990081820362	1998-07-02 04:37:00.0	Floyd	State Route	014000	8.25			1	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Dark-Not Lighted	Dry	W		05	
999990081820449	1998-07-27 00:52:00.0	Floyd	State Route	014000	8.52			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Dark-Not Lighted	Dry	W		05	
999990081260212	1998-05-11 23:45:00.0	Floyd	State Route	014000	9.88	2	015100	0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	W		05	
999990081530394	1998-06-18 06:54:00.0	Floyd	State Route	014000	10.38			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Daylight	Dry	E		05	
92860899	1999-12-17 00:00:00.0	Floyd	State Route	014000	7.80			0	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Lighted	Dry	S	W	11	05
91970141	1999-11-30 00:00:00.0	Floyd	State Route	014000	7.95			0	0	Angle	On Roadway	Deer	Dark-Not Lighted	Dry	E	W	10	10
92280307	1999-10-13 00:00:00.0	Floyd	State Route	014000	8.22	2	015300	0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Daylight	Wet	E		05	
92860920	1999-12-21 00:00:00.0	Floyd	State Route	014000	8.87	2	015000	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Wet	E	E	05	05
91970126	1999-11-26 00:00:00.0	Floyd	State Route	014000	8.87	2	015000	0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dusk	Dry	W		05	
92710135	1999-08-23 00:00:00.0	Floyd	State Route	014000	9.27			1	0	Not A Collision With A Motor Vehicle	Off Roadway	Culvert	Daylight	Dry	E	E	05	05
91970083	1999-11-19 00:00:00.0	Floyd	State Route	014000	9.88	2	015100	0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	W		05	

14210507	2001-08-12 00:00:00.0	Floyd	State Route	014000	10.37			2	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Wet	E	W	05	01
23190305	2002-10-07 00:00:00.0	Floyd	State Route	014000	7.64			1	0	Not A Collision With A Motor Vehicle	On Roadway	Overturn	Daylight	Dry	S		02	
24070196	2002-12-08 00:00:00.0	Floyd	State Route	014000	7.80			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	S	05	12
21220087	2002-04-15 00:00:00.0	Floyd	State Route	014000	7.90			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dawn	Dry	E		05	
20920843	2002-03-16 00:00:00.0	Floyd	State Route	014000	8.10			1	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Wet	E		05	
22890681	2002-09-25 00:00:00.0	Floyd	State Route	014000	8.54			0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Object (Not Fixed)	Daylight	Wet	E		05	
21500858	2002-05-15 00:00:00.0	Floyd	State Route	014000	8.57			1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	02	05
22570077	2002-08-29 00:00:00.0	Floyd	State Route	014000	8.87	2	015000	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	01
22570035	2002-08-20 00:00:00.0	Floyd	State Route	014000	8.87	2	015000	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	04	04
23190337	2002-10-17 00:00:00.0	Floyd	State Route	014000	8.87	2	015000	0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	W		05	
21500902	2002-05-29 00:00:00.0	Floyd	State Route	014000	8.97			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	W		05	
23540599	2002-11-23 00:00:00.0	Floyd	State Route	014000	9.46			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	W		01	
23190320	2002-10-13 00:00:00.0	Floyd	State Route	014000	9.79			1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	01	09
20930060	2002-03-28 00:00:00.0	Floyd	State Route	014000	9.98			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	E		05	
23540527	2002-11-07 00:00:00.0	Floyd	State Route	014000	10.13			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Dawn	Dry	W	W	04	05
21220094	2002-04-16 00:00:00.0	Floyd	State Route	014000	10.13			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	05
21790725	2002-06-11 00:00:00.0	Floyd	State Route	014000	10.18			1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	04	05
22060660	2002-07-27 00:00:00.0	Floyd	State Route	014000	10.28			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	01	09
				Total Accidents: 90			**Total Vehicles: 145**				**Total Injuries: 47**						**Total Fatalities: 2**	

ANALYSIS REPORT 1

Go To
List of Routes
Query Summary
Year Selection

Number of Records: 182

Accident #	Date	County	Rt Type	Route	Mile	Int Rt Type	Int Rt	Ramp	Inj	Fatal	Manner of Collision	LOC	First Harmful Event	Light	Surface	D1	D2	VM1	VM2
999990052130865	1995-09-01 21:37:00.0	Bartow	State Route	014000	0.15				1	0	Not A Collision With A Motor Vehicle	Off Roadway	Overturn	Dark-Not Lighted	Wet	W		10	
999990050520057	1995-05-15 16:46:00.0	Bartow	State Route	014000	0.17				3	1	Head On	On Roadway	Motor Vehicle in Motion	Daylight	Wet	E	W	05	05
999990052660344	1995-11-17 12:04:00.0	Bartow	State Route	014000	0.30				1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	10	12
999990052130955	1995-09-19 18:46:00.0	Bartow	State Route	014000	0.50	2	011700		1	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	09	02
999990050660464	1995-03-07 07:45:00.0	Bartow	State Route	014000	0.70				4	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	W	04	05
999990050210505	1995-01-16 07:55:00.0	Bartow	State Route	014000	0.78				0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	12
999990050660569	1995-03-24 16:01:00.0	Bartow	State Route	014000	0.88				0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	05
999990050430921	1995-02-07 00:13:00.0	Bartow	State Route	014000	0.98				1	0	Not A Collision With A Motor Vehicle	Off Roadway	Highway Traffic Sign Post	Dark-Not Lighted	Snowy	E		10	
999990052130873	1995-09-03 08:16:00.0	Bartow	State Route	014000	1.08				1	0	Not A Collision With A Motor Vehicle	Off Roadway	Fence	Daylight	Dry	E		10	
999990050910707	1995-04-16 06:11:00.0	Bartow	State Route	014000	1.09	2	031700		1	0	Not A Collision With A Motor Vehicle	Off Roadway	Overturn	Dawn	Dry	W		10	
999990051140539	1995-05-13 15:00:00.0	Bartow	State Route	014000	1.09	2	031700		0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	N	10	01
999990051380690	1995-06-11 19:12:00.0	Bartow	State Route	014000	1.09	2	031700		0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Wet	E	W	10	10
999990052660358	1995-11-19 13:29:00.0	Bartow	State Route	014000	2.11				3	0	Angle	On Shoulder	Motor Vehicle in Motion	Daylight	Dry	E	E	12	05
999990052910250	1995-12-07 23:25:00.0	Bartow	State Route	014000	2.24				1	0	Not A Collision With A Motor Vehicle	Off Roadway	Embankment	Dark-Not Lighted	Dry	N		05	
999990052500326	1995-10-13 15:10:00.0	Bartow	State Route	014000	2.49	2	046000		5	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	09	01
999990052500373	1995-10-21 07:48:00.0	Bartow	State Route	014000	2.70				4	0	Not A Collision With A Motor Vehicle	Off Roadway	Tree	Dawn	Dry	E		05	
999990050120036	1995-01-23 06:40:00.0	Bartow	State Route	014000	2.94				0	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Lighted	Wet	E	W	01	05
999990051860883	1995-08-11 06:20:00.0	Bartow	State Route	014000	3.49				0	0	Not A Collision With A Motor Vehicle	Off Roadway	Tree	Dark-Lighted	Dry	E		05	
999990050910678	1995-04-10 14:45:00.0	Bartow	State Route	014000	3.58				0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	04	05
999990051670060	1995-07-20 23:30:00.0	Bartow	State Route	014000	3.88				0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	E		05	
999990051980944	1995-09-26 18:23:00.0	Bartow	State Route	014000	4.06				2	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	W	01	05
999990050120032	1995-01-11 12:39:00.0	Bartow	State Route	014000	4.28	2	031500		3	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Wet	S	E	05	05
	1995-06-02		State									On							

999990061720499	1996-07-14 18:08:00.0	Bartow	State Route	014000	3.98	2	062700	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	02	04
999990060360188	1996-02-07 11:19:00.0	Bartow	State Route	014000	4.28	2	031500	1	0	Not A Collision With A Motor Vehicle	On Roadway	Other Non-Collision	Daylight	Dry	E	N	05	02
999990060590692	1996-03-01 12:05:00.0	Bartow	State Route	014000	4.28	2	031500	1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	01	05
999990061830400	1996-07-28 22:50:00.0	Bartow	State Route	014000	4.43			3	0	Not A Collision With A Motor Vehicle	Off Roadway	Mailbox	Dark-Not Lighted	Dry	N		10	
999990062880623	1996-11-05 06:53:00.0	Bartow	State Route	014000	4.43			1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	W	02	01
999990071080399	1997-04-20 17:00:00.0	Bartow	State Route	014000	0.05			1	0	Not A Collision With A Motor Vehicle	Off Roadway	Embankment	Daylight	Dry	E		05	
999990073300744	1997-12-17 09:40:00.0	Bartow	State Route	014000	0.30			0	0	Sideswipe - Same Direction	On Roadway	Parked Motor Vehicle	Daylight	Dry	E	E	08	10
999990072690348	1997-10-26 14:58:00.0	Bartow	State Route	014000	0.50	2	011700	1	0	Not A Collision With A Motor Vehicle	Off Roadway	Other Non-Collision	Daylight	Wet	W		10	
999990070310356	1997-01-27 19:43:00.0	Bartow	State Route	014000	0.98	2	032000	0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Wet	E		10	
999990071570525	1997-06-19 16:35:00.0	Bartow	State Route	014000	0.99			1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	W	01	05
999990072490686	1997-09-07 19:40:00.0	Bartow	State Route	014000	1.62			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Daylight	Dry	W		05	
999990071570598	1997-06-30 14:25:00.0	Bartow	State Route	014000	2.74			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Daylight	Dry	E		05	
999990070580387	1997-02-21 00:33:00.0	Bartow	State Route	014000	3.14			2	0	Not A Collision With A Motor Vehicle	Off Roadway	Embankment	Dark-Not Lighted	Dry	W		05	
999990070190054	1997-01-24 15:22:00.0	Bartow	State Route	014000	3.98	2	062700	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	W	05	05
999990070860002	1997-03-13 15:09:00.0	Bartow	State Route	014000	3.98	2	062700	0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	W	09	01
999990070860006	1997-03-25 08:12:00.0	Bartow	State Route	014000	3.98	2	062700	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	01	05
999990072630859	1997-10-14 14:39:00.0	Bartow	State Route	014000	3.98	2	062700	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	N	01	01
999990072150469	1997-08-07 06:25:00.0	Bartow	State Route	014000	3.98	2	062700	0	0	Not A Collision With A Motor Vehicle	On Roadway	Animal	Dawn	Dry	E	W	05	05
999990070450391	1997-02-14 12:38:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	N	07	05
999990072920528	1997-11-19 15:26:00.0	Bartow	State Route	014000	4.28	2	031500	1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	05	01
999990070450393	1997-02-18 09:35:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	09	01
999990081680080	1998-07-16 11:12:00.0	Bartow	State Route	014000	0.41			1	1	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	E	10	10
999990081390427	1998-05-24 23:00:00.0	Bartow	State Route	014000	1.16			1	0	Not A Collision With A Motor Vehicle	Off Roadway	Guardrail Face	Dark-Not Lighted	Dry	E		10	
999990081060355	1998-04-01 09:42:00.0	Bartow	State Route	014000	3.54			1	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	05	05
999990081950747	1998-07-05 17:08:00.0	Bartow	State Route	014000	3.54			1	0	Not A Collision With A Motor Vehicle	Off Roadway	Overturn	Daylight	Dry	E		05	

02000446	2000-07-27 00:00:00.0	Bartow	State Route	014000 3.98	2	062700	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	02	02
01310407	2000-04-05 00:00:00.0	Bartow	State Route	014000 3.98	2	062700	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	04
03500896	2000-12-01 00:00:00.0	Bartow	State Route	014000 4.04			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Dark-Lighted	Dry	W	W	05	04
02510492	2000-10-23 00:00:00.0	Bartow	State Route	014000 4.28	2	031500	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	02	02
02350629	2000-06-14 00:00:00.0	Bartow	State Route	014000 4.30			0	0	Not A Collision With A Motor Vehicle	On Shoulder	Other Fixed Object	Daylight	Dry	E		05	
03760472	2000-10-17 00:00:00.0	Bartow	State Route	014000 4.32			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	01	05
02960060	2000-09-30 00:00:00.0	Bartow	State Route	014000 4.33			0	0	Angle	On Roadway	Motor Vehicle in Motion - In Other Roadway	Daylight	Dry	W	E	01	05
03600261	2000-11-20 00:00:00.0	Bartow	State Route	014000 4.34			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	05
02510484	2000-10-02 00:00:00.0	Bartow	State Route	014000 4.38			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	01	05
00400772	2000-02-25 00:00:00.0	Bartow	State Route	014000 4.39			2	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	E	01	05
01800430	2000-06-23 00:00:00.0	Bartow	State Route	014000 4.40			0	0	Angle	On Roadway	Motor Vehicle in Motion - In Other Roadway	Daylight	Dry	N	E	01	05
02960057	2000-09-28 00:00:00.0	Bartow	State Route	014000 4.45			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	05
14140528	2001-12-07 00:00:00.0	Bartow	State Route	014000 0.10	2	031800	1	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	10	04
11170300	2001-05-13 00:00:00.0	Bartow	State Route	014000 0.20			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Mailbox	Dawn	Dry	W		10	
11170222	2001-05-04 00:00:00.0	Bartow	State Route	014000 0.50	2	011700	2	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	01	05
14200330	2001-11-03 00:00:00.0	Bartow	State Route	014000 0.59			0	0	Not A Collision With A Motor Vehicle	On Shoulder	Ditch	Daylight	Dry	W		12	
11130269	2001-06-10 00:00:00.0	Bartow	State Route	014000 0.70			1	0	Not A Collision With A Motor Vehicle	On Shoulder	Ditch	Daylight	Dry	W		05	
12430001	2001-01-03 00:00:00.0	Bartow	State Route	014000 0.79			2	1	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	06	05
14040235	2001-11-06 00:00:00.0	Bartow	State Route	014000 0.88			2	0	Not A Collision With A Motor Vehicle	Off Roadway	Embankment	Dark-Not Lighted	Dry	W		10	
14200290	2001-11-29 00:00:00.0	Bartow	State Route	014000 0.99			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	10	04
10940474	2001-03-13 00:00:00.0	Bartow	State Route	014000 1.09	2	031700	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	02	05
11100362	2001-08-22 00:00:00.0	Bartow	State Route	014000 1.29			0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	01
11130365	2001-06-21 00:00:00.0	Bartow	State Route	014000 2.20	2	032100	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	S	01	05
11200337	2001-04-19 00:00:00.0	Bartow	State Route	014000 3.20			0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Non-Collision	Daylight	Dry	W	E	05	05
11070234	2001-07-09 00:00:00.0	Bartow	State Route	014000 3.24	2	032400	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	05

22260693	2002-04-28 00:00:00.0	Bartow	State Route	014000	0.51			2	0	Head On	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	W	10	10
24190271	2002-11-05 00:00:00.0	Bartow	State Route	014000	0.60			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Culvert	Daylight	Wet	E		05	
21700018	2002-07-10 00:00:00.0	Bartow	State Route	014000	0.97			0	1	Not A Collision With A Motor Vehicle	On Roadway	Ditch	Daylight	Dry	W		10	
22320712	2002-06-27 00:00:00.0	Bartow	State Route	014000	0.98	2	032000	2	0	Angle	On Roadway	Motor Vehicle in Motion	Dusk	Wet	W	W	01	10
20750405	2002-01-26 00:00:00.0	Bartow	State Route	014000	1.02			1	0	Not A Collision With A Motor Vehicle	On Shoulder	Guardrail End	Daylight	Dry	W		10	
22290318	2002-05-03 00:00:00.0	Bartow	State Route	014000	1.03			1	0	Not A Collision With A Motor Vehicle	Off Roadway	Guardrail End	Daylight	Wet	W		05	
22370523	2002-07-21 00:00:00.0	Bartow	State Route	014000	1.03			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	05
23780314	2002-08-02 00:00:00.0	Bartow	State Route	014000	1.12			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	W	01	05
24180114	2002-01-08 00:00:00.0	Bartow	State Route	014000	1.92	2	032000	2	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	01	05
24220713	2002-12-22 00:00:00.0	Bartow	State Route	014000	1.92	2	032000	0	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	N	W	01	05
20780388	2002-02-12 00:00:00.0	Bartow	State Route	014000	2.19			1	0	Not A Collision With A Motor Vehicle	Off Roadway	Culvert	Daylight	Dry	E		05	
24190483	2002-11-26 00:00:00.0	Bartow	State Route	014000	2.20	2	032100	1	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	06	05
23780526	2002-08-25 00:00:00.0	Bartow	State Route	014000	2.20	2	032100	3	0	Rear End	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	E	E	05	04
22350646	2002-05-15 00:00:00.0	Bartow	State Route	014000	2.21			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	02
22370594	2002-07-30 00:00:00.0	Bartow	State Route	014000	2.24			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	05
22350501	2002-04-10 00:00:00.0	Bartow	State Route	014000	2.86			2	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	10	10
23920781	2002-10-11 00:00:00.0	Bartow	State Route	014000	3.24	2	032400	1	0	Angle	On Roadway	Motor Vehicle in Motion	Dusk	Dry	S	W	01	10
24190340	2002-11-13 00:00:00.0	Bartow	State Route	014000	3.78			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	E		05	
20430523	2002-01-09 00:00:00.0	Bartow	State Route	014000	3.98	2	062700	1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	04
21740339	2002-06-20 00:00:00.0	Bartow	State Route	014000	3.98	2	062700	1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	04
23500692	2002-11-07 00:00:00.0	Bartow	State Route	014000	3.98	2	062700	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	04
23130040	2002-10-26 00:00:00.0	Bartow	State Route	014000	3.98	2	062700	0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	09	01
22820658	2002-09-17 00:00:00.0	Bartow	State Route	014000	3.98	2	062700	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	04
22820660	2002-09-18 00:00:00.0	Bartow	State Route	014000	4.11			1	0	Head On	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	W	05	04
22820664	2002-09-26 00:00:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	W	05	05

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	JMC	Intersection	15
Agency or Co.	GDOT	Area Type	All other areas
Date Performed	11/3/2004	Jurisdiction	Bartow
Time Period	10% ADT	Analysis Year	2008
		Project ID	STP 0004-00(915)

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	1	1	2	1	1	2	1	1	2	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	80	625	185	255	625	105	185	380	255	105	380	80
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 13.4	G = 18.8	G =	G =	G = 10.7	G = 10.7	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 73.6			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	89	694	206	283	694	117	206	422	283	117	422	89
Lane group capacity, c	329	922	757	329	922	757	262	525	639	262	525	639
v/c ratio, X	0.27	0.75	0.27	0.86	0.75	0.15	0.79	0.80	0.44	0.45	0.80	0.14

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	JMC	Intersection	15
Agency or Co.	GDOT	Area Type	All other areas
Date Performed	11/3/2004	Jurisdiction	Bartow
Time Period	10% ADT	Analysis Year	2008
		Project ID	STP 019-1 (15)

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	1	1	2	1	1	2	1	1	2	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	80	625	185	255	625	105	185	380	255	105	380	80
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 13.4	G = 18.8	G =	G =	G = 10.7	G = 10.7	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 73.6		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	89	694	206	283	694	117	206	422	283	117	422	89
Lane group capacity, c	329	922	757	329	922	757	262	525	639	262	525	639
v/c ratio, X	0.27	0.75	0.27	0.86	0.75	0.15	0.79	0.80	0.44	0.45	0.80	0.14

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	JMC	Intersection	1
Agency or Co.	GDOT	Area Type	All other areas
Date Performed	11/2/2004	Jurisdiction	Floyd
Time Period	10% ADT	Analysis Year	2028
		Project ID	STP 0004-00(915)

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	1	1	2	1	1	2	1	1	2	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	80	300	125	455	300	35	125	1335	455	35	1335	80
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 31.9	G = 15.2	G =	G =	G = 10.2	G = 59.7	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 137.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	89	333	139	506	333	39	139	1483	506	39	1483	89
Lane group capacity, c	420	401	358	420	401	358	134	1573	1139	134	1573	1139
v/c ratio, X	0.21	0.83	0.39	1.20	0.83	0.11	1.04	0.94	0.44	0.29	0.94	0.08

HCS2000™ DETAILED REPORT

General Information		Site Information	
Analyst	JMC	Intersection	15
Agency or Co.	GDOT	Area Type	All other areas
Date Performed	11/3/2004	Jurisdiction	Bartow
Time Period	10% ADT	Analysis Year	2028
		Project ID	STP 019-1 (15)

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of lanes, N_1	1	2	1	1	2	1	1	2	1	1	2	1
Lane group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	145	970	335	460	970	190	335	685	460	190	685	145
% Heavy vehicles, %HV	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Pretimed (P) or actuated (A)	P	P	P	P	P	P	P	P	P	P	P	P
Start-up lost time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of effective green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial unmet demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR volumes	0		0	0		0	0		0	0		0
Lane width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking maneuvers, N_m												
Buses stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. time for pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 32.5	G = 33.8	G =	G =	G = 24.2	G = 31.0	G =	G =
	Y = 5	Y = 5	Y =	Y =	Y = 5	Y = 5	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 141.5		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted flow rate, v	161	1078	372	511	1078	211	372	761	511	211	761	161
Lane group capacity, c	415	862	719	415	862	719	309	791	782	309	791	782
v/c ratio, X	0.39	1.25	0.52	1.23	1.25	0.29	1.20	0.96	0.65	0.68	0.96	0.21

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JDS
Agency/Co.	GDOT
Date Performed	11/1/2004
Analysis Time Period	10% ADT

Site Information

Intersection	2
Jurisdiction	FLOYD
Analysis Year	2008

Project Description STP-0004-00(915)

East/West Street: SR 140 | North/South Street: CR 153/OLD ADAIRSVILLE RD

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	513	0	0	513	18
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	3	513	0	0	513	18
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	18	0	3
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	18	0	3
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (vph)	3						21	
C (m) (vph)	1047						473	
v/c	0.00						0.04	
95% queue length	0.01						0.14	
Control Delay	8.4						13.0	
LOS	A						B	
Approach Delay	--	--					13.0	
Approach LOS	--	--					B	

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JDS	Intersection	4
Agency/Co.	GDOT	Jurisdiction	FLOYD
Date Performed	11/1/2004	Analysis Year	2008
Analysis Time Period	10% ADT		

Project Description STP-0004-00(915)

East/West Street: SR 140	North/South Street: CR 151/BUTTRAM RD
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	560	0	18	560	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	560	0	18	560	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	18	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	18	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (vph)		18		18				
C (m) (vph)		1021		723				
v/c		0.02		0.02				
95% queue length		0.05		0.08				
Control Delay		8.6		10.1				
LOS		A		B				
Approach Delay	--	--	10.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JDS	Intersection	6
Agency/Co.	GDOT	Jurisdiction	BARTOW
Date Performed	11/1/2004	Analysis Year	2008
Analysis Time Period	10% ADT		

Project Description STP-0004-00(915)

East/West Street: SR 140	North/South Street: CR 117/BIG OAK TREE RD
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	598	3	15	598	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	598	3	15	598	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	3	0	15	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	3	0	15	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (vph)		15		18				
C (m) (vph)		986		619				
v/c		0.02		0.03				
95% queue length		0.05		0.09				
Control Delay		8.7		11.0				
LOS		A		B				
Approach Delay	--	--	11.0					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JDS	Intersection	8a
Agency/Co.	GDOT	Jurisdiction	BARTOW
Date Performed	11/1/2004	Analysis Year	2008
Analysis Time Period	10% ADT		

Project Description STP-0004-00(915)

East/West Street: SR 140 | North/South Street: CR 317/OAK GROVE RD. & CR 320

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	15	613	0	11	613	35
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	15	613	0	11	613	35
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	3	11	35	3	15
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	3	11	35	3	15
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (vph)	15	11		14			53	
C (m) (vph)	947	976		526			375	
v/c	0.02	0.01		0.03			0.14	
95% queue length	0.05	0.03		0.08			0.49	
Control Delay	8.9	8.7		12.0			16.2	
LOS	A	A		B			C	
Approach Delay	--	--		12.0			16.2	
Approach LOS	--	--		B			C	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JMC
Agency/Co.	GDOT
Date Performed	11/1/2004
Analysis Time Period	10% ADT

Site Information

Intersection	10
Jurisdiction	Bartow
Analysis Year	2008

Project Description STP 0004-00(915)

East/West Street: SR140 | North/South Street: CR321 (Big Ditch Rd)

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	18	628	0	0	628	18
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	18	628	0	0	628	18
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	18	0	18
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	18	0	18
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (vph)	18						36	
C (m) (vph)	949						481	
v/c	0.02						0.07	
95% queue length	0.06						0.24	
Control Delay	8.9						13.1	
LOS	A						B	
Approach Delay	--	--				13.1		
Approach LOS	--	--				B		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JMC
Agency/Co.	GDOT
Date Performed	11/1/2004
Analysis Time Period	10% ADT

Site Information

Intersection	11A
Jurisdiction	Bartow
Analysis Year	2008

Project Description STP 0004-00(915)

East/West Street: SR140 | North/South Street: CR460 (+ CR410)

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	648	13	20	648	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	648	13	20	648	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	36	0	35	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	36	0	35	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (vph)		20		71				
C (m) (vph)		937		467				
v/c		0.02		0.15				
95% queue length		0.07		0.53				
Control Delay		8.9		14.1				
LOS		A		B				
Approach Delay	--	--	14.1					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JMC
Agency/Co.	GDOT
Date Performed	11/1/2004
Analysis Time Period	10% ADT

Site Information

Intersection	13
Jurisdiction	Bartow
Analysis Year	2008

Project Description STP 019-1 (15)

East/West Street: SR 140 | North/South Street: CR627 (Hall Station Rd.)

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	610	88	135	610	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	610	88	135	610	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	88	0	135	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	88	0	135	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (vph)		135	88		135			
C (m) (vph)		908	290		697			
v/c		0.15	0.30		0.19			
95% queue length		0.52	1.25		0.71			
Control Delay		9.7	22.7		11.4			
LOS		A	C		B			
Approach Delay	--	--	15.9					
Approach LOS	--	--	C					

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

RECEIVED
NOV 29 2004

INTERDEPARTMENT CORRESPONDENCE

FILE: **P.I. No. 0004915, 621500, and 621505** **OFFICE:** Environment/Location

DATE: November 23, 2004

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

TO: Margaret B. Pirkle, P.E., Assistant Director of Preconstruction

SUBJECT: **PROJECT CONCEPT REPORT**
STP-0004-00(915), STP-019-1(15) and BHF-019-1(16) / Bartow & Floyd Cos.
Widening & Reconstruction on SR 140 from SR 53 to US 41 and bridges over CSX Railroad and Oothkalooga Creek.

The above subject concept report has been reviewed. This project will need fish and mussel survey and depending on results, we may need to consider constructing a bridge rather than the bridge culvert. On page 3, under environmental concerns, should also list five to ten possible eligible historic resources along the corridor. On page 4, under coordination, need to also indicate that a public hearing open house or opportunity will be required in addition to public information open house.

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

HDK:lc

Attachment

cc: David Mulling, P.E., Project Review Engineer
Kent L. Sager, District 6 Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project Number: STP-0004-00 (915), STP-019-1 (15), and BHF-019-1 (16)
Counties: Bartow/Floyd
P. I. Numbers: 0004915, 621500, and 621505

Federal Route Number: None
State Route Number: SR 140

Widening & Reconstruction on SR 140 from SR 53 in Floyd County to SR 3/US 41 in Bartow County to include bridges over Oothkalooga Creek and CSX Railroad.

Recommendation for approval:

DATE 11-16-04 Curtis O. Cowan
Project Manager

DATE 11/16/04
Office Head/District Engineer

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

DATE _____
State Transportation Planning Administrator

DATE _____
State Transportation Programming Engineer

DATE _____
State Environmental/Location Engineer

DATE 12-2-04 Phillip M. Allen
State Traffic Safety and Design Engineer

DATE _____
State Bridge Engineer

DATE _____
Project Review Engineer

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 015-0049-0 **Bartow** SUFF. RATING 80.00

Programming Data

201 Project No.: S-0828 (4)
202 Plans Available: 4
249 Prop. Proj. No. 0000000000000000
250 Approval Status: 0000
251 P.I. No.: 0000000
252 Contract Date: 02/01/1901
260 Seismic No.: 00007
75 Type Work: 00 1
94 Bridge Imp. Cost: $ 0
95 Roadway Imp. Cost: $ 0
96 Total Imp Cost: $ 0
76 Imp. Length: 000000
97 Imp. Year: 0000
114 Future ADT: 019200 Year: 2021

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
Drainage Area: 00000
Area Of Opening: 000000
113 Scour Critical: N
216 Water Depth: 00.0 Br. Height: 00.0
222 Slope Protection: 0
221 Spur Dikes Rear: 0 Fwrd: 0
219 Fender System: 0
220 Dolphin: 0
223 Culvert Cover: 000
Type: 0
No. Barrels: 0
Width: 0.00 Height: 0.00
Length: 0 Apron: 0
* 265 U/W Insp. Area: 0 Diver: ZZZ

* Location I.D. No.: 015-00140D-004.30E

Measurements

* 29 ADT: 012800 Year: 2001
109 % Trucks: 15
* 28 Lanes On: 02 Under: 00
210 No. Tracks On: 00 Under: 01
* 48 Max. Span Length: 0038
* 49 Structure Length: 114
51 Br. Rwdy. Width: 28.00
52 Deck Width: 34.80
* 47 Tot. Horz. Cl: 28.00
50 Curb/Sdewlk Width 2.20/2.20
32 Approach Rdwy Width: 028
* 229 Shoulder Width:
Rear Lt: 2.00 Type: 2 Rt: 2.00
Fwrd Lt: 2.00 Type: 2 Rt: 2.00
Pavement Width:
Rear: 24.00 Type: 2
Fwrd: 24.00 Type: 2
Intersection Rear: 1 Fwrd: 1
36 Safety Features Br. Rail: 2
Transition: 2
App. G. Rail: 1
App. Rail End: 1
53 Minimum Cl.Over: 99 ' 99 "
Under: R 23 ' 02 "
* 228 Min. Vertical Cl
Act. Odm Dir: 99 ' 99 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
55 Lateral Undercl. Rt: R 14.00
56 Lateral Undercl. Lt: 0.00
* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
39 Nav Vert Cl: 000 Horz: 0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main: 7.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 0.00
212 Year Last Painted: Sup: 0000 Sub: 1980

Ratings

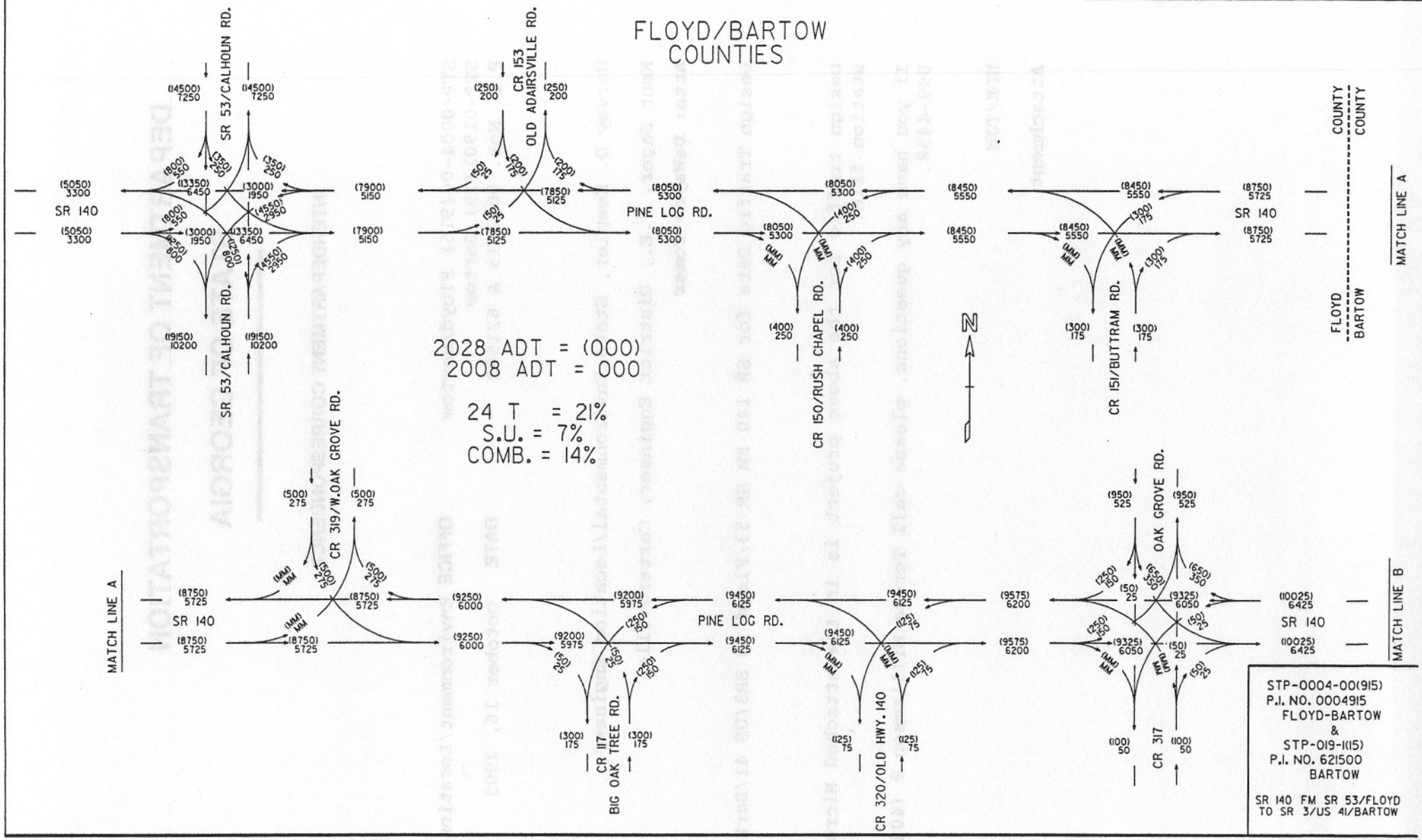
65 Inventory Rating Method: 2
63 Inventory Rating Method: 2
66 Inventory Type: 2 Rating: 36
64 Operating Type: 2 Rating: 51
231 Calculated Loads
H-Modified: 20 0
HS-Modified: 25 0
Type 3: 28 0
Type 3s2: 40 0
Timber: 36 0
Piggyback: 40 0
261 H Inventory Rating: 20
262 H Operating Rating: 28
67 Structural Evaluation: 7
58 Deck Condition: 7
59 Superstructure Condition: 7
* 227 Collision Damage: 0
60A Substructure Condition: 7
60B Scour Condition: N
60C Underwater Condition: N
71 Waterway Adequacy: N
61 Channel Protection Cond: N
68 Deck Geometry: 2
69 UnderClr. Horz/Vert: 5
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required: 5
41 Struct Open, Posted, Cl: A
* 103 Temporary Structure: 0
232 Posted Load -Modified: 00
HS-Modified: 00
Type 3: 00
Type3s2: 00
Timber: 00
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

FLOYD/BARTOW COUNTIES



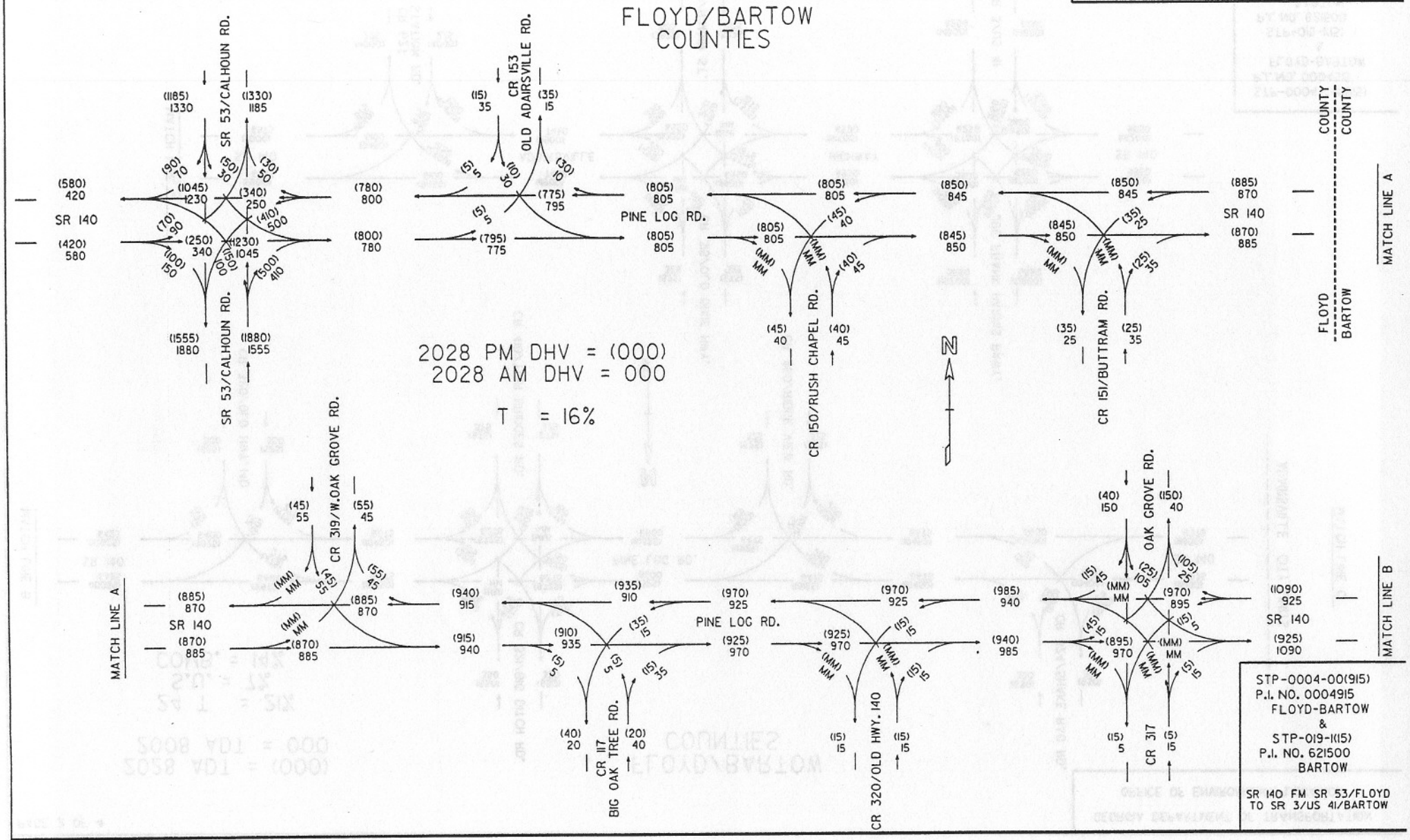
STP-0004-00(915)
P.I. NO. 0004915
FLOYD-BARTOW
&
STP-019-1(15)
P.I. NO. 621500
BARTOW

SR 140 FM SR 53/FLOYD
TO SR 3/US 41/BARTOW

...\0004915 bartow-floyd.dgn Oct. 16, 2003 15:29:08

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION

FLOYD/BARTOW COUNTIES



STP-0004-00(915)
P.I. NO. 0004915
FLOYD-BARTOW
&
STP-019-1(15)
P.I. NO. 621500
BARTOW

SR 140 FM SR 53/FLOYD
TO SR 3/US 41/BARTOW

RC * Web* INFO

Requested Information for Bartow County

Route Type 1 Route Number 014000

Route Type	Route Number	Begin Measure	End Measure	Speed Limited	Func. Class	ROW	Truck%	Prev AADT	AADT	Intersect Road 1
1	014000	0	0.10	55	6	80-E	15%-E	9100	11900	
1	014000	0.10	0.41	55	6	80-E	15%-E	9100	11900	W OAK GROVE RD
1	014000	0.41	0.46	55	6	80-E	15%-E	9100	11900	
1	014000	0.46	0.50	55	6	80-E	15%-E	9100	11900	
1	014000	0.50	0.84	55	6	80-E	15%-E	9100	11900	BIG OAK TREE RD
1	014000	0.84	0.89	55	6	80-E	15%-E	9100	11900	
1	014000	0.89	0.95	55	6	80-E	15%-E	9100	11900	
1	014000	0.95	0.97	55	6	80-E	15%-E	9100	11900	
1	014000	0.97	0.98	55	6	80-E	15%-E	9100	11900	
1	014000	0.98	1.06	55	6	80-E	15%-E	9100	11900	OLD HWY 140
1	014000	1.06	1.09	55	6	80-E	15%-E	9100	11900	
1	014000	1.09	1.14	55	6	80-E	15%-E	9100	11900	OAK GROVE RD
1	014000	1.14	1.22	55	6	80-E	15%-E	9100	11900	
1	014000	1.22	1.35	55	6	80-E	15%-E	9100	11900	
1	014000	1.35	1.46	55	6	80-E	15%-E	9100	11900	
1	014000	1.46	1.64	55	6	80-E	15%-E	9100	11900	
1	014000	1.64	1.79	55	6	80-E	15%-E	9100	11900	
1	014000	1.79	1.92	55	6	80-E	15%-E	9100	11900	
1	014000	1.92	1.96	55	6	80-E	15%-E	9100	11900	OLD HWY 140
1	014000	1.96	2.01	55	6	80-E	15%-E	9100	11900	
1	014000	2.01	2.18	55	6	80-E	15%-E	9100	11900	
1	014000	2.18	2.2	55	6	80-E	15%-E	9100	11900	OOTHKALOOGA CREEK TRIB
1	014000	2.2	2.28	55	6	80-E	15%-E	9100	11900	TWIN BRIDGES RD
1	014000	2.28	2.34	55	6	80-E	15%-E	9100	11900	
1	014000	2.34	2.49	55	6	80-E	15%-E	9100	11900	
1	014000	2.49	2.94	55	6	80-E	15%-E	9100	11900	RIDGE VIEW DR
1	014000	2.94	3	55	6	80-E	15%-E	9100	11900	
1	014000	3	3.24	55	6	80-E	15%-E	9100	11900	
1	014000	3.24	3.8	55	6	80-E	15%-E	9100	11900	SHAKE RAG RD
1	014000	3.8	3.82	55	6	80-E	15%-E	9100	11900	
1	014000	3.82	3.91	45	6	80-E	15%-E	9100	11900	OOTHKALOOGA CREEK
1	014000	3.91	3.97	45	6	80-E	15%-E	9100	11900	
1	014000	3.97	3.98	45	6	80-E	15%-E	9100	11900	
1	014000	3.98	3.99	45	6	80-E	15%-E	11100	14600	HALL STATION RD
1	014000	3.99	4.08	40	6	80-E	15%-E	11100	14600	
1	014000	4.08	4.18	40	6	80-E	15%-E	11100	14600	

1	014000	4.18	4.19	40	6	80-E	15%-E	11100	14600	CSX RR
1	014000	4.19	4.28	40	6	80-E	15%-E	11100	14600	
1	014000	4.28	4.31	40	6	80-E	15%-E	11100	14600	OLD DIXIE HWY
1	014000	4.31	4.36	40	6	80-E	15%-E	11100	14600	
1	014000	4.36	4.38	40	6	80-E	15%-E	11100	14600	
1	014000	4.38	4.42	40	6	80-E	15%-E	11100	14600	
1	014000	4.42	4.45	40	6	80-E	15%-E	11900	17900	JOE FRANK HARRIS PKWY VS 4
1	014000	4.45	4.48	50	6	101-E	15%-E	11900	17900	

ANALYSIS REPORT 1

Go To
List of Routes
Query Summary
Year Selection

Number of Records: 90

Accident #	Date	County	Rt Type	Route	Mile	Int Rt Type	Int Rt	Ramp	Inj	Fatal	Manner of Collision	LOC	First Harmful Event	Light	Surface	D1	D2	VM1	VM2
999990050370940	1995-02-15 06:15:00.0	Floyd	State Route	014000	7.64				0	0	Not A Collision With A Motor Vehicle	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	W	E	05	05
999990051330325	1995-06-05 19:33:00.0	Floyd	State Route	014000	7.80				0	0	Angle	On Roadway	Motor Vehicle in Motion	Dusk	Dry	W	W	09	02
999990051090309	1995-05-04 13:01:00.0	Floyd	State Route	014000	8.87	2	015000		0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	W	01	05
999990052590472	1995-11-30 22:40:00.0	Floyd	State Route	014000	9.07				0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	W		05	
999990052030509	1995-09-29 20:10:00.0	Floyd	State Route	014000	9.78				0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Object (Not Fixed)	Dark-Not Lighted	Dry	E		05	
999990051550367	1995-07-09 09:43:00.0	Floyd	State Route	014000	9.78				1	0	Not A Collision With A Motor Vehicle	Off Roadway	Fence	Daylight	Dry	W		10	
999990051890043	1995-08-12 14:30:00.0	Floyd	State Route	014000	10.08				0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Daylight	Dry	E		05	
999990050160330	1995-01-11 21:57:00.0	Floyd	State Route	014000	10.28				4	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Wet	W	W	01	09
999990061450805	1996-06-29 10:50:00.0	Floyd	State Route	014000	7.60				0	0	Not A Collision With A Motor Vehicle	Off Roadway	Fence	Daylight	Dry	W		02	
999990062280647	1996-09-02 20:03:00.0	Floyd	State Route	014000	7.67				1	0	Not A Collision With A Motor Vehicle	Off Roadway	Embankment	Dusk	Wet	E		10	
999990060620521	1996-03-13 17:24:00.0	Floyd	State Route	014000	7.71				0	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Lighted	Dry	S	E	01	05
999990060860882	1996-04-02 20:39:00.0	Floyd	State Route	014000	7.74				2	0	Not A Collision With A Motor Vehicle	On Shoulder	Culvert	Dark-Not Lighted	Dry	S		05	
999990061760618	1996-07-16 09:20:00.0	Floyd	State Route	014000	7.79				0	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Daylight	Dry	W		10	
999990060380916	1996-02-11 04:15:00.0	Floyd	State Route	014000	8.10				0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	E		05	
999990063090526	1996-12-10 21:32:00.0	Floyd	State Route	014000	8.67				0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	E	E	09	01
999990062870785	1996-11-11 11:40:00.0	Floyd	State Route	014000	9.57				0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Daylight	Dry	E		10	
999990062570607	1996-10-25 00:20:00.0	Floyd	State Route	014000	9.68				0	0	Not A Collision With A Motor Vehicle	On Shoulder	Mailbox	Dark-Not Lighted	Dry	E		05	
999990063090509	1996-12-05 23:30:00.0	Floyd	State Route	014000	9.77				0	0	Not A Collision With A Motor Vehicle	Off Roadway	Overturn	Dark-Not Lighted	Dry	E		05	
999990062280663	1996-09-08 19:07:00.0	Floyd	State Route	014000	9.88	2	015100		1	0	Not A Collision With A Motor Vehicle	Off Roadway	Overturn	Daylight	Dry	E		05	
999990062570614	1996-10-25 08:53:00.0	Floyd	State Route	014000	9.88	2	015100		0	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	W	10	10
999990070690439	1997-03-09 02:50:00.0	Floyd	State Route	014000	7.95				2	0	Not A Collision With A Motor Vehicle	Off Roadway	Tree	Dark-Not Lighted	Dry	W		10	
999990073080011	1997-11-14 11:33:00.0	Floyd	State Route	014000	8.03				2	2	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Wet	E	W	05	10
	1997-12-03		State									On	Motor Vehicle in						

02560783	2000-08-26 00:00:00.0	Floyd	State Route	014000	8.22	2	015300	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	10	10
03380930	2000-12-30 00:00:00.0	Floyd	State Route	014000	8.22	2	015300	1	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Daylight	Dry	E		10	
01600115	2000-05-26 00:00:00.0	Floyd	State Route	014000	8.22	2	015300	1	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Daylight	Dry	W		10	
02560536	2000-08-26 00:00:00.0	Floyd	State Route	014000	8.22	2	015300	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	10	10
01340557	2000-04-11 00:00:00.0	Floyd	State Route	014000	8.87	2	015000	0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dawn	Dry	W		05	
03770427	2000-01-20 00:00:00.0	Floyd	State Route	014000	9.77			2	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	05	05
03380916	2000-12-23 00:00:00.0	Floyd	State Route	014000	9.86			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	W		05	
01090630	2000-03-10 00:00:00.0	Floyd	State Route	014000	9.95			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	E	E	01	05
01760337	2000-06-21 00:00:00.0	Floyd	State Route	014000	9.98			5	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	W	W	09	01
01090659	2000-03-18 00:00:00.0	Floyd	State Route	014000	9.98			2	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	W	05	05
02220529	2000-07-05 00:00:00.0	Floyd	State Route	014000	10.08			1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	02	05
01760349	2000-06-25 00:00:00.0	Floyd	State Route	014000	10.34			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	05
03290564	2000-11-02 00:00:00.0	Floyd	State Route	014000	10.37			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	04	05
11760534	2001-05-21 00:00:00.0	Floyd	State Route	014000	7.90			1	0	Not A Collision With A Motor Vehicle	Off Roadway	Tree	Dark-Not Lighted	Dry	W		10	
11510303	2001-04-20 00:00:00.0	Floyd	State Route	014000	8.22	2	015300	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	02	05
12380682	2001-06-27 00:00:00.0	Floyd	State Route	014000	8.22	2	015300	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	S	05	01
13940015	2001-10-18 00:00:00.0	Floyd	State Route	014000	8.32			1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	04	05
14030319	2001-10-06 00:00:00.0	Floyd	State Route	014000	8.87	2	015000	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	05
11890641	2001-06-08 00:00:00.0	Floyd	State Route	014000	8.96			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Other Fixed Object	Daylight	Wet	W		05	
10850500	2001-03-16 00:00:00.0	Floyd	State Route	014000	9.58			1	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	01	05
13310615	2001-11-17 00:00:00.0	Floyd	State Route	014000	9.88	2	015100	3	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	04	04
11160146	2001-06-02 00:00:00.0	Floyd	State Route	014000	9.98			1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	04
13800119	2001-12-10 00:00:00.0	Floyd	State Route	014000	10.13			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Daylight	Wet	E		10	
11890691	2001-06-23 00:00:00.0	Floyd	State Route	014000	10.28			0	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	W	W	09	01
14170137	2001-12-08 00:00:00.0	Floyd	State Route	014000	10.33			2	0	Rear End	On Roadway	Motor Vehicle in Motion	Dusk	Dry	W	W	09	01

QUERY SUMMARY

For Year(s): 1995,1996,1997,1998,2000,2001,2002

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Vehicles	No. Injuries	No. Fatalities
1995	Bartow	State Route	014000	0.00	4.50	31	56	32	1
					1995 SubTotal	31	56	32	1
1996	Bartow	State Route	014000	0.00	4.50	21	36	32	0
					1996 SubTotal	21	36	32	0
1997	Bartow	State Route	014000	0.00	4.50	16	27	6	0
					1997 SubTotal	16	27	6	0
1998	Bartow	State Route	014000	0.00	4.50	9	17	4	1
					1998 SubTotal	9	17	4	1
2000	Bartow	State Route	014000	0.00	4.50	31	56	10	0
					2000 SubTotal	31	56	10	0
2001	Bartow	State Route	014000	0.00	4.50	34	61	12	1
					2001 SubTotal	34	61	12	1
2002	Bartow	State Route	014000	0.00	4.50	39	78	26	1
					2002 SubTotal	39	78	26	1
					All Year(s)Total	**181**	**331**	**122**	**4**

Based on the above table you may now run the Accident Rates and/or Pre-Defined and User-Defined Reports

Accident Rates

PRE-DEFINED REPORTS	USER-DEFINED REPORTS
Analysis Report 1 Analysis Report 2 (without Ramp Information) Analysis Report 3	Go to Field Selection (to select or view fields selected) Run Detail Report

You may CHANGE the Route(s) and/or Year(s) for both the PRE-DEFINED and USER-DEFINED Reports by clicking on the links below.

Route Selection Year Selection

Home Page

999990051280652	15:03:00.0	Bartow	Route	014000	4.28	2	031500	0	0	Rear End	Roadway	Motor Vehicle in Motion	Daylight	Wet	N	N	05	04
999990050790770	1995-04-04 08:19:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	N	01	01
999990052240047	1995-10-27 15:20:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	01	05
999990052790694	1995-12-06 08:08:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	05
999990052240042	1995-10-01 18:54:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Not A Collision With A Motor Vehicle	On Roadway	Bridge Pier/Abutment	Daylight	Dry	W		05	
999990050560464	1995-03-16 08:06:00.0	Bartow	State Route	014000	4.32			1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	01	05
999990051280658	1995-06-30 17:06:00.0	Bartow	State Route	014000	4.38			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	01	05
999990051140534	1995-05-12 23:15:00.0	Bartow	State Route	014000	4.44			0	0	Head On	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	W	W	07	04
999990050560463	1995-03-16 13:37:00.0	Bartow	State Route	014000	4.49			0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	02	05
999990062110261	1996-08-12 15:23:00.0	Bartow	State Route	014000	0.05			1	0	Not A Collision With A Motor Vehicle	Off Roadway	Tree	Daylight	Wet	W		09	
999990063180396	1996-12-10 11:45:00.0	Bartow	State Route	014000	0.10	2	031800	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	W	01	10
999990063180400	1996-12-10 22:41:00.0	Bartow	State Route	014000	0.10	2	031800	3	0	Angle	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	S	W	01	05
999990063030771	1996-11-24 04:17:00.0	Bartow	State Route	014000	0.20			1	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	W		10	
999990060250249	1996-01-09 00:07:00.0	Bartow	State Route	014000	0.50	2	011700	4	0	Not A Collision With A Motor Vehicle	Off Roadway	Embankment	Dark-Not Lighted	Icy	E		10	
999990060250268	1996-01-11 16:46:00.0	Bartow	State Route	014000	0.50	2	011700	0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Wet	S	W	01	09
999990063030647	1996-11-07 06:40:00.0	Bartow	State Route	014000	0.50	2	011700	0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	W	W	09	01
999990063090331	1996-12-06 11:28:00.0	Bartow	State Route	014000	0.98	2	032000	4	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	01	05
999990062110355	1996-08-28 15:56:00.0	Bartow	State Route	014000	1.08			1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Wet	N	E	12	05
999990061570389	1996-06-14 12:27:00.0	Bartow	State Route	014000	1.09	2	031700	2	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	10	10
999990060710433	1996-03-08 15:59:00.0	Bartow	State Route	014000	1.91			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Other Non-Collision	Daylight	Dry	W		05	
999990061830320	1996-07-13 10:25:00.0	Bartow	State Route	014000	2.00			5	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	W	12	10
999990061350696	1996-05-13 05:30:00.0	Bartow	State Route	014000	2.20	2	032100	0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Object (Not Fixed)	Dark-Not Lighted	Dry	W		05	
999990061570403	1996-06-17 14:09:00.0	Bartow	State Route	014000	2.50			4	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	05
999990060990185	1996-04-04 22:45:00.0	Bartow	State Route	014000	2.58			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Dark-Not Lighted	Dry	E		05	
999990061720509	1996-07-27 13:50:00.0	Bartow	State Route	014000	3.89			1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	05

999990081240375	1998-05-25 13:06:00.0	Bartow	State Route	014000 3.98	2	062700	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	04
999990081540127	1998-06-27 17:48:00.0	Bartow	State Route	014000 3.98	2	062700	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	02	02
999990081240376	1998-05-26 13:24:00.0	Bartow	State Route	014000 3.98	2	062700	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	02	02
999990080410682	1998-02-02 10:31:00.0	Bartow	State Route	014000 4.28	2	031500	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	01
999990081840003	1998-07-09 13:44:00.0	Bartow	State Route	014000 4.32			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	01	05
00580342	2000-03-15 00:00:00.0	Bartow	State Route	014000 0.05			0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	W		05	
00770611	2000-09-30 00:00:00.0	Bartow	State Route	014000 0.07			0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	05
00710387	2000-07-14 00:00:00.0	Bartow	State Route	014000 0.10	2	031800	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	01
00800711	2000-10-05 00:00:00.0	Bartow	State Route	014000 0.10	2	031800	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	01	10
00520331	2000-01-21 00:00:00.0	Bartow	State Route	014000 0.10	2	031800	0	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Dawn	Dry	E		10	
00610644	2000-04-27 00:00:00.0	Bartow	State Route	014000 0.10	2	031800	0	0	Not A Collision With A Motor Vehicle	Off Roadway	Embankment	Daylight	Dry	W		02	
00610652	2000-04-28 00:00:00.0	Bartow	State Route	014000 0.30			2	0	Not A Collision With A Motor Vehicle	Off Roadway	Embankment	Dark-Not Lighted	Wet	W		10	
00710546	2000-07-31 00:00:00.0	Bartow	State Route	014000 0.60			0	0	Not A Collision With A Motor Vehicle	On Shoulder	Highway Traffic Sign Post	Daylight	Wet	E		05	
00610580	2000-04-19 00:00:00.0	Bartow	State Route	014000 0.70			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	05
00580365	2000-03-20 00:00:00.0	Bartow	State Route	014000 0.98	2	032000	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	W	10	10
00680387	2000-06-30 00:00:00.0	Bartow	State Route	014000 0.99			1	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	E	W	10	10
00520362	2000-01-22 00:00:00.0	Bartow	State Route	014000 1.03			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Embankment	Daylight	Icy	E		10	
00770456	2000-09-12 00:00:00.0	Bartow	State Route	014000 2.20	2	032100	1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	S	01	05
02440175	2000-08-24 00:00:00.0	Bartow	State Route	014000 2.69			0	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	E	W	10	10
02400649	2000-03-10 00:00:00.0	Bartow	State Route	014000 3.24	2	032400	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	W	05	05
00770493	2000-09-15 00:00:00.0	Bartow	State Route	014000 3.24	2	032400	1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	04
00800820	2000-10-18 00:00:00.0	Bartow	State Route	014000 3.24	2	032400	0	0	Not A Collision With A Motor Vehicle	On Roadway	Deer	Dark-Not Lighted	Dry	W		05	
00880020	2000-12-04 00:00:00.0	Bartow	State Route	014000 3.30			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Daylight	Dry	W		05	
02960066	2000-09-13 00:00:00.0	Bartow	State Route	014000 3.92			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	05	05
03510005	2000-12-28 00:00:00.0	Bartow	State Route	014000 3.96			3	0	Rear End	On Roadway	Motor Vehicle in Motion	Dusk	Dry	E	E	05	01

11100427	2001-08-31 00:00:00.0	Bartow	State Route	014000	3.34			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Dark-Not Lighted	Wet	E		10		
14000365	2001-10-02 00:00:00.0	Bartow	State Route	014000	3.48			0	0	Not A Collision With A Motor Vehicle	Off Roadway	Ditch	Dawn	Dry	E		10		
14040323	2001-11-13 00:00:00.0	Bartow	State Route	014000	3.78			0	0	Not A Collision With A Motor Vehicle	On Roadway	Overturn	Dark-Not Lighted	Dry	W		05		
12900336	2001-10-30 00:00:00.0	Bartow	State Route	014000	3.98	2	062700	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	05	
14040293	2001-11-11 00:00:00.0	Bartow	State Route	014000	3.98	2	062700	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	N	07	05	
14000432	2001-10-07 00:00:00.0	Bartow	State Route	014000	4.18			1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	04	
10120081	2001-01-01 00:00:00.0	Bartow	State Route	014000	4.18			0	0	Not A Collision With A Motor Vehicle	On Shoulder	Guardrail Face	Daylight	Wet	W		05		
12900327	2001-10-17 00:00:00.0	Bartow	State Route	014000	4.22			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	04	
12900328	2001-10-17 00:00:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	05	
12900329	2001-10-18 00:00:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	01	05	
12390146	2001-07-17 00:00:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	04	
12120128	2001-07-12 00:00:00.0	Bartow	State Route	014000	4.28	2	031500	1	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	05	01	
12270575	2001-08-10 00:00:00.0	Bartow	State Route	014000	4.30			0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Object (Not Fixed)	Dark-Not Lighted	Dry	E		05		
10410604	2001-02-13 00:00:00.0	Bartow	State Route	014000	4.33			1	0	Head On	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	E	12	05	
10790407	2001-03-21 00:00:00.0	Bartow	State Route	014000	4.33			0	0	Angle	On Roadway	Motor Vehicle in Motion - In Other Roadway	Dark-Lighted	Wet	E	E	12	12	
12900330	2001-10-19 00:00:00.0	Bartow	State Route	014000	4.37			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	E	12	05	
12400037	2001-08-26 00:00:00.0	Bartow	State Route	014000	4.38			1	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Dry	W	E	05	05	
13730183	2001-12-13 00:00:00.0	Bartow	State Route	014000	4.39			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	E	01	05	
12120132	2001-07-20 00:00:00.0	Bartow	State Route	014000	4.39			0	0	Sideswipe - Same Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	06	06	
12690003	2001-09-06 00:00:00.0	Bartow	State Route	014000	4.43			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	E	01	05	
10990331	2001-04-21 00:00:00.0	Bartow	State Route	014000	4.43			0	0	Rear End	On Roadway	Motor Vehicle in Motion	Dark-Lighted	Dry	W	W	05	04	
22350418	2002-03-08 00:00:00.0	Bartow	State Route	014000	0.10	2	031800	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	W	10	04	
24220696	2002-12-20 00:00:00.0	Bartow	State Route	014000	0.20			2	0	Head On	On Roadway	Motor Vehicle in Motion	Dark-Not Lighted	Wet	E	W	05	05	
23780346	2002-08-07 00:00:00.0	Bartow	State Route	014000	0.50	2	011700	1	0	Not A Collision With A Motor Vehicle	Off Roadway	Tree	Daylight	Dry	W		01		
23890167	2002-09-04 00:00:00.0	Bartow	State Route	014000	0.50	2	011700	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	E	E	05	05	

22820666	2002-09-27 00:00:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Rear End	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	N	05	04
22820659	2002-09-17 00:00:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Wet	W	E	01	05
23500694	2002-11-11 00:00:00.0	Bartow	State Route	014000	4.28	2	031500	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Wet	N	E	01	05
20870095	2002-03-28 00:00:00.0	Bartow	State Route	014000	4.33			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	01	05
20870090	2002-03-14 00:00:00.0	Bartow	State Route	014000	4.37			1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	01	05
20510228	2002-02-21 00:00:00.0	Bartow	State Route	014000	4.37			1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	01	05
22010327	2002-07-10 00:00:00.0	Bartow	State Route	014000	4.40			1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	E	01	05
23500695	2002-11-14 00:00:00.0	Bartow	State Route	014000	4.44			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	01	05
22820661	2002-09-20 00:00:00.0	Bartow	State Route	014000	4.44			0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	01	04
21160288	2002-04-01 00:00:00.0	Bartow	State Route	014000	4.48			1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	S	E	01	05
			Total Accidents: 181				**Total Vehicles: 331**				**Total Injuries: 122**						**Total Fatalities: 4**	

Total green ratio, g/C	0.18	0.26	0.47	0.18	0.26	0.47	0.15	0.15	0.40	0.15	0.15	0.40
Uniform delay, d_1	25.9	25.3	11.9	29.2	25.3	11.2	30.3	30.4	16.3	28.7	30.4	14.2
Progression factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay calibration, k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Incremental delay, d_2	2.0	5.7	0.9	24.3	5.7	0.4	20.8	12.3	2.2	5.4	12.3	0.5
Initial queue delay, d_3												
Control delay	27.9	30.9	12.8	53.5	30.9	11.6	51.1	42.8	18.5	34.2	42.8	14.7
Lane group LOS	C	C	B	D	C	B	D	D	B	C	D	B
Approach delay	26.9			34.7			37.1			37.2		
Approach LOS	C			C			D			D		
Intersection delay	33.6						Intersection LOS			C		

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Total green ratio, g/C	0.18	0.26	0.47	0.18	0.26	0.47	0.15	0.15	0.40	0.15	0.15	0.40
Uniform delay, d_1	25.9	25.3	11.9	29.2	25.3	11.2	30.3	30.4	16.3	28.7	30.4	14.2
Progression factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay calibration, k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Incremental delay, d_2	2.0	5.7	0.9	24.3	5.7	0.4	20.8	12.3	2.2	5.4	12.3	0.5
Initial queue delay, d_3												
Control delay	27.9	30.9	12.8	53.5	30.9	11.6	51.1	42.8	18.5	34.2	42.8	14.7
Lane group LOS	C	C	B	D	C	B	D	D	B	C	D	B
Approach delay	26.9			34.7			37.1			37.2		
Approach LOS	C			C			D			D		
Intersection delay	33.6						Intersection LOS			C		

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Total green ratio, g/C	0.23	0.11	0.22	0.23	0.11	0.22	0.07	0.44	0.71	0.07	0.44	0.71
Uniform delay, d_1	42.4	59.6	45.4	52.5	59.6	42.5	63.4	37.0	8.7	60.0	37.0	6.3
Progression factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay calibration, k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Incremental delay, d_2	1.1	17.8	3.2	112.8	17.8	0.6	88.0	12.6	1.3	5.4	12.6	0.1
Initial queue delay, d_3												
Control delay	43.6	77.5	48.5	165.3	77.5	43.1	151.4	49.7	9.9	65.4	49.7	6.4
Lane group LOS	D	E	D	F	E	D	F	D	A	E	D	A
Approach delay	64.9			126.6			46.9			47.7		
Approach LOS	E			F			D			D		
Intersection delay	62.6						Intersection LOS			E		

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Total green ratio, g/C	0.23	0.24	0.45	0.23	0.24	0.45	0.17	0.22	0.48	0.17	0.22	0.48
Uniform delay, d_1	46.1	53.9	28.3	54.5	53.9	25.0	58.7	54.7	27.5	55.0	54.7	20.9
Progression factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay calibration, k	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Incremental delay, d_2	2.7	122.4	2.7	123.5	122.4	1.0	118.4	24.0	4.2	11.6	24.0	0.6
Initial queue delay, d_3												
Control delay	48.8	176.2	30.9	178.0	176.2	26.1	177.1	78.7	31.8	66.6	78.7	21.5
Lane group LOS	D	F	C	F	F	C	F	E	C	E	E	C
Approach delay	129.9			159.1			86.3			68.3		
Approach LOS	F			F			F			E		
Intersection delay	115.6						Intersection LOS			F		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JDS	Intersection	3
Agency/Co.	GDOT	Jurisdiction	FLOYD
Date Performed	11/1/2004	Analysis Year	2008
Analysis Time Period	10% ADT		

Project Description STP-0004-00(915)

East/West Street: SR 140	North/South Street: CR 150/RUSH CHAPEL RD
Intersection Orientation: East-West	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	530	0	25	530	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	530	0	25	530	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	25	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	25	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (vph)		25		25				
C (m) (vph)		1048		739				
v/c		0.02		0.03				
95% queue length		0.07		0.10				
Control Delay		8.5		10.0+				
LOS		A		B				
Approach Delay	--	--	10.0+					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JDS
Agency/Co.	GDOT
Date Performed	11/1/2004
Analysis Time Period	10% ADT

Site Information

Intersection	5
Jurisdiction	BARTOW
Analysis Year	2008

Project Description STP-0004-00(915)

East/West Street: SR 140 | North/South Street: CR 319/W. OAK GROVE RD

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	573	0	0	573	28
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	573	0	0	573	28
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	0	0	28
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	0	0	28
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (vph)	0						28	
C (m) (vph)	986						717	
v/c	0.00						0.04	
95% queue length	0.00						0.12	
Control Delay	8.7						10.2	
LOS	A						B	
Approach Delay	--	--					10.2	
Approach LOS	--	--					B	

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JDS
Agency/Co.	GDOT
Date Performed	11/1/2004
Analysis Time Period	10% ADT

Site Information

Intersection	8
Jurisdiction	BARTOW
Analysis Year	2008

Project Description STP-0004-00(915)

East/West Street: SR 140 | North/South Street: CR 317/OAK GROVE RD.

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	15	605	0	3	605	35
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	15	605	0	3	605	35
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	1
Configuration	L	T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	3	3	35	3	15
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	3	3	35	3	15
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (vph)	15	3		6			53	
C (m) (vph)	954	983		405			390	
v/c	0.02	0.00		0.01			0.14	
95% queue length	0.05	0.01		0.05			0.47	
Control Delay	8.8	8.7		14.0			15.7	
LOS	A	A		B			C	
Approach Delay	--	--	14.0			15.7		
Approach LOS	--	--	B			C		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JMC
Agency/Co.	GDOT
Date Performed	11/1/2004
Analysis Time Period	10% ADT

Site Information

Intersection	9
Jurisdiction	Bartow
Analysis Year	2008

Project Description STP 0004-00(195)

East/West Street: SR140 | North/South Street: CR320 (Old Hwy 140)

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	640	3	28	640	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	640	3	28	640	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	3	0	28	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	3	0	28	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (vph)		28		31				
C (m) (vph)		951		627				
v/c		0.03		0.05				
95% queue length		0.09		0.16				
Control Delay		8.9		11.0				
LOS		A		B				
Approach Delay	--	--	11.0					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JMC	Intersection	11
Agency/Co.	GDOT	Jurisdiction	Bartow
Date Performed	11/1/2004	Analysis Year	2008
Analysis Time Period	10% ADT		

Project Description STP 0004-00(915)

East/West Street: SR140 | North/South Street: CR460 (Ridge View Rd.)

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	648	13	20	648	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	648	13	20	648	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	13	0	20	0	0	0
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	13	0	20	0	0	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration		LR				

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (vph)		20		33				
C (m) (vph)		937		502				
v/c		0.02		0.07				
95% queue length		0.07		0.21				
Control Delay		8.9		12.7				
LOS		A		B				
Approach Delay	--	--	12.7					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	JMC
Agency/Co.	
Date Performed	11/1/2004
Analysis Time Period	10% ADT

Site Information

Intersection	12
Jurisdiction	Bartow
Analysis Year	2008

Project Description STP 0004-00(915)

East/West Street: SR 140 | North/South Street: CR 324 (Shake Rag Rd)

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	665	0	0	335	33
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	3	665	0	0	335	33
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	0	0	2	1
Configuration	L	T			T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	0	0	0	33	0	3
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	0	0	33	0	3
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L						LR	
v (vph)	3						36	
C (m) (vph)	1202						516	
v/c	0.00						0.07	
95% queue length	0.01						0.22	
Control Delay	8.0						12.5	
LOS	A						B	
Approach Delay	--	--					12.5	
Approach LOS	--	--					B	

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	JMC	Intersection	14
Agency/Co.	GDOT	Jurisdiction	Bartow
Date Performed	11/1/2004	Analysis Year	2008
Analysis Time Period	10% ADT		

Project Description STP 019-1 (15)

East/West Street: SR 140 | North/South Street: CS550 (N. Main St) - CR315

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	695	25	188	695	8
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	0	695	25	188	695	8
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	1	1	2	1
Configuration		T	R	L	T	R
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	25	0	188	0	0	25
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR	25	0	188	0	0	25
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	1
Configuration	L		R			R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			R
v (vph)		188	25		188			25
C (m) (vph)		891	191		654			654
v/c		0.21	0.13		0.29			0.04
95% queue length		0.80	0.44		1.19			0.12
Control Delay		10.1	26.7		12.7			10.7
LOS		B	D		B			B
Approach Delay	--	--	14.3			10.7		
Approach LOS	--	--	B			B		

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project Number: STP-0004-00 (915), STP-019-1 (15), and BHF-019-1 (16)
Counties: Bartow/Floyd
P. I. Numbers: 0004915, 621500, and 621505

Federal Route Number: None
State Route Number: SR 140

Widening & Reconstruction on SR 140 from SR 53 in Floyd County to SR 3/US 41 in Bartow County to include bridges over Oothkalooga Creek and CSX Railroad.

Recommendation for approval:

DATE 11-16-04 Curtis O. Cosm
Project Manager

DATE 11/16/04
Office Head/District Engineer

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

DATE _____
State Transportation Planning Administrator

DATE 11-17-04 James Vinyard
State Transportation Programming Engineer

DATE _____
State Environmental/Location Engineer

DATE _____
State Traffic Safety and Design Engineer

DATE _____
State Bridge Engineer

DATE _____
Project Review Engineer

Project Concept Report
Project Number: STP-0004-00(915), STP-019-1(15), BHF-019-1(16)
P.I. Numbers: 000191S, 621500, 621505
Counties: Bartow/Floyd

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

Project Number: STP-0004-00 (915), STP-019-1 (15), and BHF-019-1 (16)
Counties: Bartow/Floyd
P.I. Numbers: 000191S, 621500, and 621505

Federal Route Number: None
State Route Number: SR 140

Widening & Reconstruction on SR 140 from SR 53 in Floyd County to SR 3/US 41 in Bartow County to include bridges over Oothkalooga Creek and CSX Railroad.

Recommendation for approval:

DATE 11-16-04 _____
Project Manager

DATE 11/16/04 _____
Office Head/Design Engineer

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

DATE _____
State Transportation Planning Administrator

DATE _____
State Transportation Programming Engineer

DATE _____
State Environmental/Location Engineer

DATE 12-2-04 _____
State Traffic Safety and Design Engineer

DATE _____
State Bridge Engineer

DATE _____
Project Review Engineer