



Intersection Projects (Local)

ID	Location	Jurisdiction	Countermeasures	Description	Estimated Project Cost	Potential Funding Sources	Project Rank
LI-1	Tanya Creek Road at Allatoona Gateway	Bartow County	Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: transverse rumble strips) / Advance warning sign (Wrap post, increase size to 48", stop sign mounted flashing beacon)/ Intersection lighting	This countermeasure would require installation of traffic calming measures such as Transverse Rumble Strips on Minor approach (if local/residents do not complain about noise) . Update advance warning sign such as Wrapping stop sign post, Increase size to 48" and mounted flashing beacon. The other countermeasure involves enhancing nighttime visibility at and approaching the intersection to reduce the risk of nighttime crashes and improve driver recognition of intersection geometry and control devices.	\$50,000	SS4A Implementation**, SPLOST	3
LI-2	Gilreath Road/Bishop Road at Grassdale Road	Bartow County	Alternative intersection Design (Add left turn lane with adequate storage/Protected Only Left-Turn Phasing/ Protected-Permissive left turn/ Yellow Change Intervals, Add 3-inch Yellow Retroreflective sheeting to signal Backplate)/ Intersection lighting	This countermeasure would prevent vehicles from entering the intersection to make dangerous left turns or would reduce congestion and enhance safety. Install properly calibrated yellow intervals reduce red-light running and improve overall intersection safety. The other countermeasure involves enhancing nighttime visibility at and approaching the intersection to reduce the risk of nighttime crashes and improve driver recognition of intersection geometry and control devices.	\$550,000	SS4A Implementation**, SPLOST, GDOT	1
LI-3	Grassdale Road at Clubview Drive	City of Cartersville	Alternative intersection Design (RCUT with downstream U-turn)	This countermeasure would involve the alteration of the intersection control to become a Reduce Conflict U-Turn. This would reroute any motorist who want to make a left turn to make a right turn and then a U-Turn.	\$450,000	SS4A Implementation**, SPLOST	4
LI-4	Old Allatoona Road at Lakepoint Parkway*	Emerson	Yellow Change Intervals, Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings) with left-turn guide dashes/ Alternative intersection Design (Roundabout)	These countermeasures would involve installing properly calibrated yellow intervals reduce red-light running and improve overall intersection safety. Install pavement marking with left turn guide dashes that guide drivers making a left turn from one lane to the proper position in the oncoming lane. The other countermeasure would involve changing the intersection control type to a roundabout. This would include, new geometry, new signing and marking to slow down vehicles approaching the intersection	\$6,150,000	SS4A Implementation**, SPLOST, SRTA/GTIB	2
LI-5	N Erwin Street at W Porter Street	City of Cartersville	Alternative intersection Design (Mini / Single lane Roundabout, Unsignalized CGT)/ Multiple Low-Cost Countermeasures(Advance warning sign : Wrap post, increase size to 48", stop sign mounted flashing beacon, Cross traffic doesn't stop)	This countermeasure would involve changing the intersection control type to a mini roundabout/CGT. The other countermeasure would involve installing advance warning sign such as wrapping stop sign post, Increase size to 48" and mounted flashing beacon	\$50,000	SS4A Implementation**, SPLOST	12
LI-6	Hardin Bridge Road at Euharlee Road	Euharlee	Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: transverse rumble strips) / Advance warning sign (Wrap post, increase size to 48", stop sign mounted flashing beacon)	This countermeasure would require installation of traffic calming measures such as Transverse Rumble Strips on Minor approach. Installing advance warning sign such as Wrapping stop sign post, Increase size to 48" and mounted flashing beacon	\$50,000	GDOT Quick Response, GDOT HSIP, State Aid – Other	6
LI-7	Burnt Hickory Road at Mission Road*	Bartow County / City of Cartersville	Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: transverse rumble strips) / Advance warning sign (Wrap post, increase size to 48", stop sign mounted flashing beacon), Upgrade Traffic Light (FYA on EB/WB)	This countermeasure would require installation of traffic calming measures such as Transverse Rumble Strips on Minor approach. Installing advance warning sign such as Wrapping stop sign post, Increase size to 48" and mounted flashing beacon	\$50,000	GDOT Quick Response, State Aid – Other	5
LI-8	Etowah Drive at Old Mill Road	City of Cartersville	Yellow Change Intervals, Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings) with left-turn guide dashes	These countermeasures would involve installing properly calibrated yellow intervals reduce red-light running and improve overall intersection safety. Install pavement marking with left turn guide dashes that guide drivers making a left turn from one lane to the proper position in the oncoming lane	\$3,500,000	SPLOST, GDOT Quick Response	11
LI-9	Sugar Valley Road at Road No 1 South	Bartow County	Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings) / Advance warning sign (Wrap post, Cross traffic doesn't stop)	This countermeasure would require installation of advance warning signs measures on Minor approach. Wrapping stop sign post, Installation of warning sign W4-4P and W1-7)	\$1,200,000	SPLOST, GDOT Quick Response, State Aid – Other	9
LI-10	S Erwin Street at West Avenue	City of Cartersville	Alternative intersection Design (Mini Roundabout)	This countermeasure would involve changing the intersection control type to a mini roundabout	\$3,500,000	SS4A Implementation**, SPLOST, GTIB	13
LP-1	Howard St at Hall Station Road	Kingston	Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: transverse rumble strips) / Advance warning sign (Wrap post, increase size to 48", stop sign mounted flashing beacon)	This countermeasure would require installation of traffic calming measures such as Transverse Rumble Strips on Minor approach. Installing advance warning sign such as Wrapping stop sign post, Increase size to 48" and mounted flashing beacon	\$50,000	GDOT Quick Response, State Aid – Other	7
LP-2	West Rail Road Street at Johnson St and Railroad	Kingston	Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: transverse rumble strips) / Advance warning sign (Wrap post, increase size to 48", stop sign mounted flashing beacon)/ Trim vegetation	These countermeasures would involve enhancing visibility and advanced warning on both approaches to the crossing. Install "Railroad Crossing Ahead" (W10-1) signs on all approach with flashing beacons. Apply transverse rumble strips on both approaches to alert drivers of the upcoming stop. Renew or install pavement markings including "RXR" symbols and stop bars in advance of the tracks. Vegetation along the tracks should be trimmed or cleared to improve sight distance in both directions. Evaluate the condition of the crossing and consider upgrading surface material to provide a smoother and safer crossing for vehicles.	\$1,200,000	SPLOST, GDOT Quick Response, State Aid – Other	9
LP-3	Stamp Creek Road at SR 61*	White	Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: transverse rumble strips) / Advance warning sign (Wrap post, increase size to 48", stop sign mounted flashing beacon)	This countermeasure would require installation of traffic calming measures such as Transverse Rumble Strips on Minor approach. Installing advance warning sign such as Wrapping stop sign post, Increase size to 48" and mounted flashing beacon or double indicate. For the major road approach, Intersection Ahead warning signs are recommended (mounted left and right / W2-4). In addition, it is recommended that street name signs be placed underneath each intersection warning sign.	\$3,500,000	SPLOST, GDOT Quick Response, State Aid – Other	8

*Location Contains a Project Under Development

** Subject to federal availability

Bartow County Safety Action Plan



Intersection Projects (State)

	ID	Location	Jurisdiction	Countermeasures	Description	Estimated Project Cost	Potential Funding Sources	Project Rank
	SI-1	Joe Frank Harris Parkway at Red Top Mountain Road Connector*	Emerson	Speed Management, Yellow Change Intervals, Alternative Intersection Design (e.g. Continuous Flow Intersection)	These countermeasures would involve introducing speed management measures, such as speed feedback signs and radar-activated dynamic speed warning systems, to encourage drivers to slow. Install properly calibrated yellow intervals reduce red-light running and improve overall intersection safety.	\$100,000	SS4A Implementation**, SPLOST	1
	SI-2	Joe Frank Harris Parkway at Mac Johnson Road	Bartow County	Speed Management, Yellow Change Intervals / Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings) advance warning sign mounted flashing beacon Alternative Intersection Design (Multi-lane Roundabout)	These countermeasures would involve introducing speed management measures, such as speed feedback signs and radar-activated dynamic speed warning systems, to encourage drivers to slow. Install properly calibrated yellow intervals reduce red-light running and improve overall intersection safety. Installation of mounted flashing beacon (W3-3). The other countermeasure would involve changing the intersection control type to a roundabout. This would include, new geometry, new signing and marking to slow down vehicles approaching the intersection	\$6,250,000	SS4A Implementation**, GDOT Quick Response, GDOT HSIP, SRTA/ GTIB	6
	SI-3	West Avenue at Burnt Hickory Road*	City of Cartersville	Protected Only Left-Turn Phasing/ Yellow Change Intervals/ Alternative Intersection Design (Multi-lane Roundabout)	This countermeasure would prevent vehicles from entering the intersection to make dangerous left turns or would reduce congestion and enhance safety. Install properly calibrated yellow intervals reduce red-light running and improve overall intersection safety. The other countermeasure would involve changing the intersection control type to a roundabout. This would include, new geometry, new signing and marking to slow down vehicles approaching the intersection	\$6,250,000	SS4A Implementation**, SPLOST, SRTA/GTIB	5
	SI-4	Hwy 411 at Aubrey Lake Road*	City of Cartersville	Alternative Intersection Design (RCUT/ RIRO)	This countermeasure would involve the alteration of the intersection control to become a Reduce Conflict U-Turn. This would reroute any motorist who want to make a left turn to make a right turn and then a U-Turn	\$900,000	SS4A Implementation**, SPLOST, SRTA/GTIB	10
	SI-5	Joe Frank Harris Parkway at Grassdale Road	City of Cartersville	Speed Management, Yellow Change Intervals, Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: Protected permissive FYA on right turn EB/WB)/ Alternative Intersection Design(Channelized right turn with raised island EB,WB,SB), Protected left turn only on NB (if warrant).	These countermeasures would involve optimizing Yellow Change Intervals based on approach speeds and intersection geometry to reduce red-light running and improve safety. Multiple Low-Cost Countermeasures would include enhanced signing and high-visibility pavement markings, along with the installation of Protected-Permissive Flashing Yellow Arrows (FYA) for eastbound and westbound right turns to clarify yielding expectations and reduce conflict with pedestrians. An Alternative Intersection Design would add channelized right-turn lanes with raised islands on the EB, WB, and SB approaches to separate turning traffic, reduce delay, and enhance pedestrian safety. Additionally, implement a Protected Left Turn Only phase on the NB approach if crash history or volumes warrant, reducing angle collisions and improving left-turn safety.	\$1,000,000	SS4A Implementation**, GDOT Quick Response	2
	SI-6	Joe Frank Harris Parkway at Cassville Road	Bartow County	Alternative Intersection Design (RCUT)/ Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: advance warning sign mounted with flashing beacon, install concrete island for channelized right turn	These countermeasures would involve implementing an Alternative Intersection Design in the form of a Restricted Crossing U-Turn (RCUT) to eliminate direct left turns and crossing maneuvers from the minor road, thereby reducing conflict points and improving safety. Multiple Low-Cost Countermeasures would include installing enhanced signing and pavement markings, such as advance warning signs with flashing beacons to alert drivers of the upcoming intersection and potential turning movements. Additionally, a concrete island would be installed to channelize right turns, improving traffic guidance and pedestrian refuge while discouraging high-speed turning movements.	\$1,200,000	SS4A Implementation**, GDOT HSIP, SRTA/ GTIB, HRRR	8
	SI-7	Old Gilliam Springs Road at SR 20*	Bartow County	Speed Management, Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: advance warning/stop sign mounted flashing beacon, double indicate or increase size, upgrade/ renew faded pavement marking, transverse rumble strips on minor approach)	These countermeasures would involve implementing Speed Management strategies such as reducing posted speed limits where appropriate and using visual cues to calm traffic on approaches. Multiple Low-Cost Countermeasures would include enhanced signing and pavement markings, such as advance warning or stop signs mounted with flashing beacons, double-indicated or oversized stop signs for improved visibility, and upgrading or renewing faded pavement markings to improve driver awareness. Additionally, install transverse rumble strips on the minor approach to provide tactile and audible warnings, encouraging drivers to slow down and prepare to stop.	\$150,000	SS4A Implementation**, SPLOST, SRTA/GTIB	7
	SI-8	Joe Frank Harris Parkway at Mockingbird Drive*	City of Cartersville	Speed Management, Yellow Change Intervals	These countermeasures would involve introducing speed management measures, such as speed feedback signs and radar-activated dynamic speed warning systems, to encourage drivers to slow. Install properly calibrated yellow intervals reduce red-light running and improve overall intersection safety.	\$100,000	GDOT Quick Response, State Aid – Other	3
	SI-9	Joe Frank Harris Parkway at Cedar Creek Road	Bartow County	Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: transverse rumble strips) / Advance warning sign (Wrap post, increase size to 48", stop sign mounted flashing beacon, Cross traffic doesn't stop)	These countermeasures would involve implementing Multiple Low-Cost Countermeasures including transverse rumble strips on the approaches to alert drivers with audible and tactile feedback, prompting speed reduction. Additional enhanced signing and pavement markings would include installing an advance warning sign with a post wrap, increasing the sign size to 48 inches for better visibility, and mounting the stop sign with a flashing beacon to highlight the need to stop. Add a supplemental "Cross Traffic Doesn't Stop" plaque to clarify the intersection control and reduce crash risk due to driver misjudgment.	\$50,000	GDOT Quick Response, State Aid – Other	4
	SI-10	Joe Frank Harris Parkway at Hwy 140	Adairsville	Protected Only Left-Turn Phasing/ Yellow Change Intervals/ Alternative Intersection Design (Multi-lane Roundabout), Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: Double indicate advance warning sign, mounted with flashing beacon)	This countermeasure would prevent vehicles from entering the intersection to make dangerous left turns or would reduce congestion and enhance safety. Install properly calibrated yellow intervals reduce red-light running and improve overall intersection safety. The other countermeasure would involve changing the intersection control type to a roundabout. This would include, new geometry, new signing and marking to slow down vehicles approaching the intersection Additional enhanced signing and pavement markings would include installing an advance warning sign mounted with flashing beacon.	\$6,300,000	SS4A Implementation**, SPLOST, SRTA/GTIB	9

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	Roadway Projects (Local)							
	ID	Location	Jurisdiction	Countermeasures	Description	Estimated Project Cost	Potential Funding Sources	Project Rank
	LS1	Mac Johnson Rd from Cassville Rd to Friendly Ln	Bartow County	Installation of "Curve Warning" signs and " edge lit chevron" signs; Trim Vegetation, Installation of "Intersection Ahead (Bishop Rd)	These countermeasures would involve installing curve warning signs (W1-series) on approaches to curves, paired with advisory speed plaques as needed. Deploy edge-lit chevrons along sharp or high-risk curves to improve nighttime visibility and guide drivers through the curve (curve after Friendly Ln). Regularly trim overgrown vegetation that obstructs the sightlines at and around the intersection approaches.	\$50,000	SS4A Implementation**, SPLOST	2
	LS2	Floyd Creek Church Rd/Covered Bridge Rd from Floyd Creek Church Rd to E/O Atwood Rd	Bartow County	Installation of "Intersection Ahead" signs (Shiloh Church Rd), Installation of "Curve warning" sign (Old Alabama), Potential Shoulder Widening Project with Rumble Strips	These countermeasures would involve installing curve warning signs (W1-10 series) on approaches to curves. Place intersection ahead signs for intersections with limited visibility. Adding or widening shoulders gives drivers more recovery area and potential project installation of (shoulder/ edge line) rumble strips.	\$50,000	SPLOST, GDOT Quick Response, State Aid – Other	3
	LS3	Church St from Wofford st to E Main St	City of Cartersville	Installation of Radar Speed Feedbacks Sign; Upgrade pedestrian crossing; Upgrade school zone; Install merging warning sign (E church St near Cartersville High School), Conduct Road Safety Audit (EB of E Church St & E Main St)	These countermeasures would involve introducing speed management measures, such as speed feedback signs and radar-activated dynamic speed warning systems, to encourage drivers to slow. Install highly visible, retroreflective fluorescent yellow-green school zone signs and flashing beacons to draw driver attention during school hours. Conduct (RSA) formal safety performance examination of an existing or future road or intersection (EB Dual left turn lane or convert through lane only to a left and through)	\$700,000	SPLOST, SS4A Implementation**	1
	LS4	Rowland Springs Rd/Morningside Dr from S/O Forrest Hill Dr to Zena Dr	City of Cartersville	Installation of "Intersection Ahead" signs (after Cherokee PI SE), from Corinth Rd to Crestwood, Installation of "Curve warning" sign , Potential Shoulder Widening Project with Rumble Strips (edgeline rumble strips, shoulder widening), Bicycle warning sign. Trim vegetation	These countermeasures would involve adding edge line rumble strips and shoulder widening where feasible to provide a recovery area for drivers and safer space for bicyclists. Install "Share the Road" or W11-1 Bicycle Warning Signs in advance of the curve. Trim roadside vegetation to improve visibility and provide a clear zone for bicycle escape paths.	\$100,000	SPLOST, SS4A Implementation**, GDOT Quick Response	6
	LS5	Gaston Westbrook Ave from 9th St to Joe Frank Harris Pkwy*	Emerson	Installation (Restripe) of Edgeline/ Centerline along the segment. Multiple Low-Cost Countermeasures (Enhanced Signing & Pavement Markings: transverse rumble strips) / Advance warning sign, Conduct Road Safety Audit (Gaston Westbrook Ave & Main St)	Apply transverse rumble strips on both approaches to alert drivers of the upcoming stop. Renew or install pavement markings including "RXR" symbols and stop bars in advance of the tracks. Restripe edgeline/ centerline along the segment. install "Railroad Crossing Ahead" (W10-1) signs with flashing beacons and 48" STOP signs mounted at the tracks with "Cross Traffic Doesn't Stop" plaques for clear communication of control. Conduct (RSA) formal safety performance examination of an existing or future road or intersection (Sight distance issue	\$100,000	SPLOST, SS4A Implementation**, GDOT Quick Response	4
	LS6	Euharlee Rd from Topridge Dr to West Ave*	City of Cartersville	Installation of "Curve Warning" signs (between top ridge and "Intersection Ahead" signs; Edge Line Rumble Strips; Edge Lit Chevrons, Install guardrail along Etowah River (close to the curve)	These countermeasures would involve installing curve warning signs (W1-series) on approaches to curves, paired with advisory speed plaques as needed. Place intersection ahead signs for intersections with limited visibility. Install edge line rumble strips along roadway shoulders, particularly on approaches to curves. Deploy edge-lit chevrons along sharp or high-risk curves to improve nighttime visibility and guide drivers through the curve. Install guardrail along the curve that run alongside the river.	\$50,000	SPLOST, SS4A Implementation**, GDOT Quick Response	8
	LS7	Wilderness Camp Rd/Bells Ferry Rd from Chitwood Cv to N/O High Pointe Dr	Bartow County	Installation of "Curve warning" sign W1-2 and W1-8 , Potential Shoulder Widening Project with Rumble Strips (edgeline/centerline rumble strips, shoulder widening), Enhanced Signing & Pavement Markings: Restripe/refresh centerline and edge line. Intersection Design (RCUT at Canton Hwy & Wilderness Camp Rd)	These countermeasures would involve installing curve warning signs (W1-series) on approaches to curves. At curves lacking advance signage, install W1-2 curve warning signs with advisory speed plaques if warranted. For sharper or more pronounced curves, install chevron alignment signs (W1-8) throughout the curve to reinforce horizontal alignment and improve driver guidance particularly where curves are tight or visibility is limited. Refresh centerline and edge line markings using high-visibility, reflective materials to improve nighttime and wet-weather guidance. Install edge line rumble strips along roadway shoulders.	\$100,000	SPLOST, SS4A Implementation**, GDOT Quick Response, HRRR, State Aid – Other	9
	LS8	Tanyard Creek Rd from Groovers Landing Rd to Allatoona Gtwy	Bartow County	Installation of "Curve warning" sign W1-2 and W1-8 , Potential Shoulder Widening Project with Rumble Strips (edgeline/centerline rumble strips, shoulder widening), Enhanced Signing & Pavement Markings: Restripe/refresh centerline and edge line. Install guardrail. Trim vegetation.	These countermeasures would involve implementing consistent curve safety treatments along all curved approaches throughout the roadway segment. For curves without existing signage, install W1-2 curve warning signs with advisory speed plaques as needed. Where curves are sharper or more pronounced, add chevron alignment signs (W1-8) to reinforce curvature and guide drivers. Upgrade centerline and edge line pavement markings using high-visibility reflective materials. Perform vegetation trimming to maintain clear sightlines and improve visibility of signage. Where roadside ditches or steep embankments are present near curves, install guardrails to reduce run-off-road crash severity and enhance roadside safety.	\$100,000	SPLOST, SS4A Implementation**, GDOT Quick Response	10
	LS9	Bishop Rd/Gilreath Rd from E/O Bladwell Ct to Peeples Valley Rd	Bartow County	Installation of Radar Speed Feedback Signs; Edge Lit "Intersection Ahead" Signs; Vegetation Trimming to Improve Sight Distance. Project with Rumble Strips (centerline rumble strips)	These countermeasures would involve installing edge-lit, LED-enhanced "Intersection Ahead" warning signs to provide dynamic, highly visible alerts to drivers, particularly during nighttime or adverse weather conditions. Clearing Roadside Vegetation. Regularly trim overgrown vegetation that obstructs the sightlines at and around the intersection approaches. Focus on areas where the driver's line of sight to oncoming traffic, pedestrians, or signage is compromised. Installing Centerline Rumble Strips to alert distracted driver that are drifting out of their land and into oncoming traffic.	\$100,000	SPLOST, SS4A Implementation**, GDOT Quick Response	5
	LS10	Roving Rd from Roving Hills Cir to Cline Smith Rd*	Bartow County / City of Cartersville	Installation of Radar Speed Feedback Signs; Edge Lit "Intersection Ahead" Signs; Vegetation Trimming to Improve Sight Distance.	These countermeasures would involve installing edge-lit, LED-enhanced "Intersection Ahead" warning signs to provide dynamic, highly visible alerts to drivers, particularly during nighttime or adverse weather conditions. Clearing Roadside Vegetation. Regularly trim overgrown vegetation that obstructs the sightlines at and around the intersection approaches. Focus on areas where the driver's line of sight to oncoming traffic, pedestrians, or signage is compromised	\$50,000	SPLOST, SS4A Implementation**, GDOT Quick Response	7

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 Roadway Projects (State)								
	ID	Location	Jurisdiction	Countermeasures	Description	Estimated Project Cost	Potential Funding Sources	Project Rank
	SS1	Joe Frank Harris Pkwy from Cassville Rd NW to Peachtree St	Bartow County / City of Cartersville	Conduct Road Safety Audit (Conduct traffic signal warrant at Leonard Dr/ Lipscomb Cir & US 4/ Check for pedestrian or sidewalk between Mockingbird & MLK) , Speed and Access Management,	Conduct (RSA) formal safety performance examination of an existing or future road or intersection. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users. Introducing speed management measures, such as speed feedback signs and radar-activated dynamic speed warning systems, to encourage drivers to slow.	\$150,000	SS4A Implementation**, SPLOST	1
	SS2	US 411/SR 20 from Joe Frank Harris Pkwy to Dean Rd/Simpson Cir	Bartow County / City of Cartersville	Conduct Road Safety Audit, Installation of Speed and Access Management, Installation "Curve Warning" sign (WB/ EB Market Blvd & SR 20)	These countermeasures would involve introducing speed management measures, such as speed feedback signs and radar-activated dynamic speed warning systems, to encourage drivers to slow. Conduct (RSA) formal safety performance examination of an existing or future road or intersection. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.(SR 20 & Service Rd : RCUT, Intersection Warning sign; SR 20 & Clime Smith Rd : clear vegetation on intersection warning sign post)	\$250,000	SPLOST, SS4A Implementation**, State Aid – Other	2
	SS3	I-75 from Cassville White Rd to SR 20*	Bartow County / City of Cartersville	Speed Management; Pavement friction Management	These countermeasures involve the installation of speed management measures, such as speed feedback signs and Variable Speed Limit (VSL) to encourage drivers to slow. VSL gives us the ability to warn drivers in advance that they are approaching heavy congestion or a crash site and to slow down that approaching traffic to a safe speed. The other countermeasures involve implementing a Pavement Friction Management program, which may include high-friction surface treatments (HFST) at critical locations such as curves, intersections, or downhill grades to reduce skidding and improve vehicle control.	\$50,000	SPLOST, SS4A Implementation**, State Aid – Other	5
	SS4	US 411 from W/O Renyolds Bend Rd to E/O Pemberton St	Bartow County	Installation of Radar Speed Feedback Signs; Double indicate "Intersection Ahead" Signs, Installation of R4-7 series, Restripe or Refresh pavement marking	These countermeasures involve the installation of radar speed feedback signs to promote speed compliance by providing real-time speed information to drivers; the double installation of "Intersection Ahead" warning signs (W2 series) to enhance visibility of upcoming intersections; the installation of R4-7 series signs ("Keep Right") to reinforce proper navigation near islands or channelized features; and the restriping or refreshing of pavement markings to improve visibility and guidance, especially during low-light conditions.	\$100,000	SS4A Implementation**, GDOT Quick Response	9
	SS5	US 411 from Old Tennessee Hwy to SR 20	Bartow County / City of Cartersville	Installation of Radar Speed Feedback Signs/Speed management; Road Diets (Roadway reconfiguration)	These countermeasures involve the installation of speed management measures, such as speed feedback signs and radar-activated dynamic speed warning systems, to encourage drivers to slow. A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).	\$50,000	SS4A Implementation**, GDOT Quick Response	7
	SS6	N Tennessee St from Joe Frank Harris Pkwy to Opal St*	Bartow County / City of Cartersville	Access Management, Installation of Radar Speed Feedback	These countermeasures would involve implementing Access Management strategies, such as consolidating or reducing driveways and adding dedicated turn lanes, to improve traffic flow and reduce conflict points. Introducing speed management measures, such as speed feedback signs and radar-activated dynamic speed warning systems, to encourage drivers to slow.	\$50,000	SS4A Implementation**, GDOT Quick Response	6
	SS7	Joe Frank Harris Pkwy from Greenridge Rd to County Line	Bartow County	Installation of Radar Speed Feedback; Conduct Road Safety Audit (Limited sight distance, RCUT recommended at Lakeside Trail/ Green Ridge Rd & US 41)	These countermeasures would involve introducing speed management measures, such as speed feedback signs and radar-activated dynamic speed warning systems, to encourage drivers to slow. Conduct (RSA) formal safety performance examination of an existing or future road or intersection. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.	\$1,050,000	SS4A Implementation**, GDOT Quick Response	8
	SS8	US 411 from Industrial Way to Burnt Hickory Conn	Bartow County	Conduct Road Safety Audit (Traffic signal warrant/ RCUT at Hwy 411 & Burnt Hickory Conn)	Conduct (RSA) formal safety performance examination of an existing or future road or intersection. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.	\$100,000	SPLOST, SS4A Implementation**, State Aid – Other	4
	SS9	I-75 from US 140 to N/O Adairsville Pleasant Valley Rd*	Bartow County / Adairsville	Speed Management; Pavement friction Management	These countermeasures involve the installation of speed management measures, such as speed feedback signs and Variable Speed Limit (VSL) to encourage drivers to slow. VSL gives us the ability to warn drivers in advance that they are approaching heavy congestion or a crash site and to slow down that approaching traffic to a safe speed. The other countermeasures involve implementing a Pavement Friction Management program, which may include high-friction surface treatments (HFST) at critical locations such as curves, intersections, or downhill grades to reduce skidding and improve vehicle control.	\$50,000	SS4A Implementation**, GDOT Quick Response	10
	SS10	Joe Frank Harris Pkwy from Hardwood Ridge Pkwy to Downing Dr	Adairsville	Conduct Road Safety Audit (Popular Spring Rd/ Summer St & US 41 / Cherry St & US 41), Intersection Warning sign	Conduct (RSA) formal safety performance examination of an existing or future road or intersection. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.	\$100,000	SS4A Implementation**	3

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