ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0003787, Troup County
STP-0003-00(787)
I-85 Exit Ramps at SR 18

OFFICE Preconstruction

DATE May 12, 2005

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

TO SEE DISTRIBUTION

SUBJECT REVISED 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)
Babs Abubakari
Ben Buchan
Thomas Howell
BOARD MEMBER
FHWA

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: STP-0003-00(787), Troup County
I-85 Exit Ramps @ SR 18
P.I. No. 0003787

OFFICE: Urban Design

DATE: March 2, 2005

FROM: James B. Buchan, P.E., State Urban Design Engineer

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

SUBJECT: **Revised Project Concept Report**

Attached is the original copy of the Revised Concept Report for your further handling and approval in accordance with the Plan Development Process (PDP).

This concept revision is required to adequately correct existing deficiencies in the operation of the I-85 northbound and southbound exit ramps at SR 18. It changes the project termini by relocating the I-85 northbound and southbound exit ramp diverges and lengthening the ramps. It revises the I-85 northbound exit ramp alignment from a tapered exit to a parallel exit and revises the paved shoulder widths of both ramps in the currently proposed typical section. It also modifies the currently proposed traffic control at the ramp intersections with SR 18.

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

3/9/05
Date

State Transportation Planning Administrator

JBB:MLC

cc: Honorable Mr. David Doss
GDOT Board Chairman, 11th U.S. Congressional District
Buddy Gratton
David Mulling
Harvey Keepler
Keith Golden
Joe Palladi
Jamie Simpson
Kenneth D. Crabtree, Jr. District 3, Area 6 Engineer
Thomas Howell
David Graham
David Millen
Kerry Gore
Keith Rohling
Don Brown
Georgene Geary
David Painter

REVISED PROJECT CONCEPT REPORT

Need and Purpose: The proposed project addresses operational and safety issues on the I-85 exit ramps and improves mobility through the I-85/ SR 18 Interchange. Daily traffic volumes do not indicate severe congestion on SR 18 therefore improvements are not proposed.

Background

Planned safety improvements for the I-85 exit ramps at SR 18 entered the Department's construction work program in December of 2001 upon request of the State Traffic Safety and Design Engineer. Improvements have been proposed primarily to address operational and safety issues, including traffic queues backing up onto the interstate and accidents on I-85. It will also serve to relieve congestion along the ramps and prevent back-up onto the interstate.

SR 18 within the proposed project limits is a significant east-west corridor for Troup County. The roadway is functionally classified as a rural minor arterial. The typical section consists of four 12 ft travel lanes with a 12 ft raised median and 2 ft curb and gutter on both sides of the roadway. In addition, there are left turn lanes from SR 18 onto the I-85 entrance ramps. The speed limit at this location is 45 mph. The landscape is "level". The section of roadway is along a local school bus route. It is not a state bicycle route.

The I-85 ramps (northbound and southbound) consist of one 16 ft travel lane with 6 ft paved shoulders and 2 ft unpaved shoulders. The mainline is a four lane rural interstate principal arterial. Its lane widths are 12 ft and its shoulder widths vary. The median width is 64 ft. The speed limit along the ramp is 45 mph. The speed limit along the mainline is 70 mph. It is a school bus route. It is not a state bicycle route.

Proposed Improvements

There are no other planned projects in the vicinity of this proposed project.
The typical section on SR 18 or I-85 is not scheduled for reconstruction or modification.
In the 2000 census, Troup County was identified as a slow growing area having a population increase from 1990 to 2000 of 5.8%, while the state of Georgia as a whole increased by 26.4%. There are no apparent environmental justice issues.

Travel Demand and Operational Characteristics

The 2005 AADT for SR 18 within the proposed project limits is 10,300 vehicles per day (vpd). With this volume, the roadway operates at LOS C. The 2025 AADT for SR 18 is 15,600 vpd. With this volume, the roadway will operate at LOS D in 2025 without improvements.

The 2005 AADT for the I-85 southbound exit ramp is 1900 vpd. The 2025 AADT for this ramp is 2850 vpd. Without improvements, the southbound exit ramp will operate at LOS E in the 2025 peak period.

The 2005 AADT for the I-85 northbound exit ramp is 3950 vpd. The 2025 AADT for this ramp is 6000 vpd. Without improvements, the northbound exit ramp will operate at LOS F in 2025 AM & PM.

The 2005 AADT for I-85 in the vicinity of the project is 36,100 vpd. With this volume, the roadway operates at LOS C. The 2025 AADT for the interstate is 53,900 vpd. With this volume, the roadway will operate at LOS E in 2025 without improvements. Truck percentage along the roadway is 15%.

Safety

There were very few accidents and/or injuries along SR 18 within the proposed project limits from 2000 to 2002. In 2000, there was only one accident with no injuries. In 2001, there were 2 accidents with 2 injuries. In 2002, 0 accidents were reported.

Along I-85 however, there has been a steady increase in the number of accidents reported near the proposed project. In 2000, there were 18 accidents with 14 injuries. In 2001, there were 22 accidents with 6 injuries. In 2002, there were 29 accidents with 15 injuries. During these years, the majority of accidents occurred at M.P. 0.60. This is the precise mile point at which I-85 intersects with the northbound off ramp to SR 18.

Below is a chart of comparable statewide averages:

Accidents from M.P. 0.0 to 1.04

Year	2000		2001		2002	
	I-85	Statewide	I-85	Statewide	I-85	Statewide
Crashes	18		22		29	
Crashes Per 100 MVMT	200	61	244	63	282	73
Injuries	14		6		15	
Injuries Per 100 MVMT	156	20	66	19	146	21
Fatalities	0		0		0	
Fatalities Per 100 MVMT	0	1.15	0	1.20	0	1.02

(MVMT: Million Vehicle Miles Traveled)

The chart reveals that accident and injury rates along I-85 near the proposed project limits are substantially higher than comparable statewide averages. The high accident rates are the result of queued traffic along the ramps backing up onto the interstate. The widening of the ramps should provide additional storage capacity and improved operations; and thereby relieve congestion resulting in traffic accidents.

Project location: The project is located approximately 0.88 miles west of the City Limits of West Point and 0.76 miles north of the Harris County Line. The project proposes improvements to the I-85 northbound exit ramp beginning at I-85 milepost 0.67 and the I-85 southbound exit ramp beginning at I-85 milepost 1.02.

Description of the approved concept: The currently approved concept widens the I-85 northbound and southbound exit ramps at SR 18, to provide two 12-foot travel lanes with a 2-foot paved inside shoulder and a 6-foot paved outside shoulder. The widening is required to provide exclusive left turn lanes at the ramp intersections with SR 18. No work on SR 18 or I-85 is proposed in the currently approved concept.

PDP Classification: Major ____ Minor X

Federal Oversight: Full Oversight (X), Exempt ( ), SF ( ), Other ( )

Functional Classification: SR 18----------Rural Minor Arterial
I-85----------Rural Interstate

U.S. Route Number: I-85 (Interstate 85); F153-1 (SR 18)
State Route Number: SR 403 (Interstate 85); SR 18

Traffic (ADT) as shown in the approved concept:
SR 18---------- 4,800 (1998 ADT)
I-85 Mainline----------25,300 (1998 ADT)

Proposed features to be revised:

Project Termini & Ramp Alignments

In this revised concept, the I-85 northbound and southbound exit ramps are proposed to be lengthened to provide adequate vehicle storage for the highest volume movement for each ramp. A parallel ramp alignment is proposed for the northbound exit ramp to accommodate the queue developing on the ramp without causing traffic to spill back onto the Interstate through lanes. Lengthening the ramps necessitates shifting the northbound exit ramp diverge to the south and shifting the southbound exit ramp diverge to the north. *See the attached 1"=400' layout.*

Typical Sections

The revised typical section changes the inside shoulder width to 8-feet with 4-feet paved and the outside shoulder width to 12-feet with 10-feet paved. The paved outside shoulder will facilitate disabled vehicles to completely pull out of the ramp through lane. In the design year, the ramps will experience 13% truck traffic. The 24-hour truck traffic is 15 %. *See the attached typical section.*

Traffic Control

In the existing condition and the currently approved concept, both ramp intersections with SR 18 are stop controlled. This concept revision recommends to signalize the northbound ramp intersection with SR 18 and to retain stop control at the southbound ramp intersection with SR 18.

HCS analysis of the currently approved concept indicates that maintaining stop control at both intersections does not improve the operation of the northbound exit ramp at SR 18. Even with an added left turn lane from the ramp to SR 18, the northbound exit ramp operates at a.m. LOS F and p.m. LOS E in the design year, with stop control. The southbound exit ramp operates at LOS C in the design year with an added left turn lane under stop control.

Installing a traffic signal at the northbound ramp intersection with SR 18 makes the northbound exit ramp operate at a.m. LOS D and p.m. LOS C in the design year. The southbound exit ramp operates at a.m. LOS C and improves to p.m. LOS B. *See the attached Intersection Capacity Analysis Summary.*

A Traffic Engineering Study was conducted prior to approval of the currently approved concept. It was concluded that seven of the eleven traffic signal warrants were not satisfied for the southbound ramp intersection, and nine of the eleven traffic signal warrants were not satisfied for the northbound ramp intersection; therefore signalized intersections were not proposed. During the development of this Revised Concept Report, it was determined that adding a traffic signal at the northbound ramp intersection with SR 18 significantly improves operation of both the northbound and southbound ramp intersections. District 3 Traffic Operations is currently updating the Traffic Engineering Study. *See the attached May 12, 2000 Traffic Engineering Study.*

Describe the revised feature(s) to be approved: This revised concept changes the project termini as a result of lengthening the ramps to provide sufficient vehicle storage without causing traffic to spill back onto I-85. The beginning and ending mileposts along I-85 are approximately 0.47 to 1.04 respectively. It modifies the currently proposed northbound and southbound exit ramp typical sections to increase the widths of the paved inside and outside shoulders. This concept revision also proposes to install a traffic signal at the northbound ramp intersection with SR 18, and replaces damaged guardrail at both entrance ramp intersections.

Design Exceptions anticipated: A Design Exception may be required for the proposed shoulder widths. AASHTO's 2001 edition of "A Policy on Geometric Design of Highways and Streets", page 842 states that:

> *For one-way operation, the sum of the right and left shoulder widths should not exceed 3.0 to 3.6 m [10 to 12 ft]. A paved shoulder width of 0.67 to 1.2 m [2 to 4 ft] is desirable on the left with the remaining width of 2.4 to 3.0 m[8 to 10 ft] used for the paved right shoulder.*

The sum of the proposed left and right paved shoulder widths is 14-feet under this concept revision in anticipation of changes to the current Entrance and Exit Ramp Construction Details. The Department is currently working with FHWA to revise the Entrance and Exit Ramp Construction Details to show the sum of the inside and outside paved shoulder widths as 14-feet. The revised Construction Details are currently not approved. If they are approved, the Design Exception will not be necessary.

Updated traffic data (ADT):

Base Year: (2005) 3950 vpd Design Year: (2025) 6000 vpd

Programmed/Schedule:

P.E. 2003 R/W: None Construction: FY 2005

Revised/Schedule: R/W: FY 2006 Construction: FY 2006

Revised cost estimates:

1. Construction Cost – $1,215,000.00
   (includes 10% E&C, inflation not included as per TOPPS 3A-9)

2. R/W Cost - $ 67,750.00
   Small amounts of *Easement for Construction & Maintenance of Slopes* and *Drainage Easement* may be required.

3. Utility relocations are not anticipated.

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

Recommendation: This Office recommends that the proposed revision to the concept be approved for implementation.

Attachments:

1. Location Sketch
2. Cost Estimate
3. Typical Section
4. 1"=400' Layout
5. Intersection Sketches (Existing and Proposed)
6. Traffic Volume Sheets
7. Intersection Capacity Analyses Summary
8. 2000-2002 Crash Data (I-85 & S.R. 18)
9. Traffic Engineering Study

Concur: _____
Director of Preconstruction

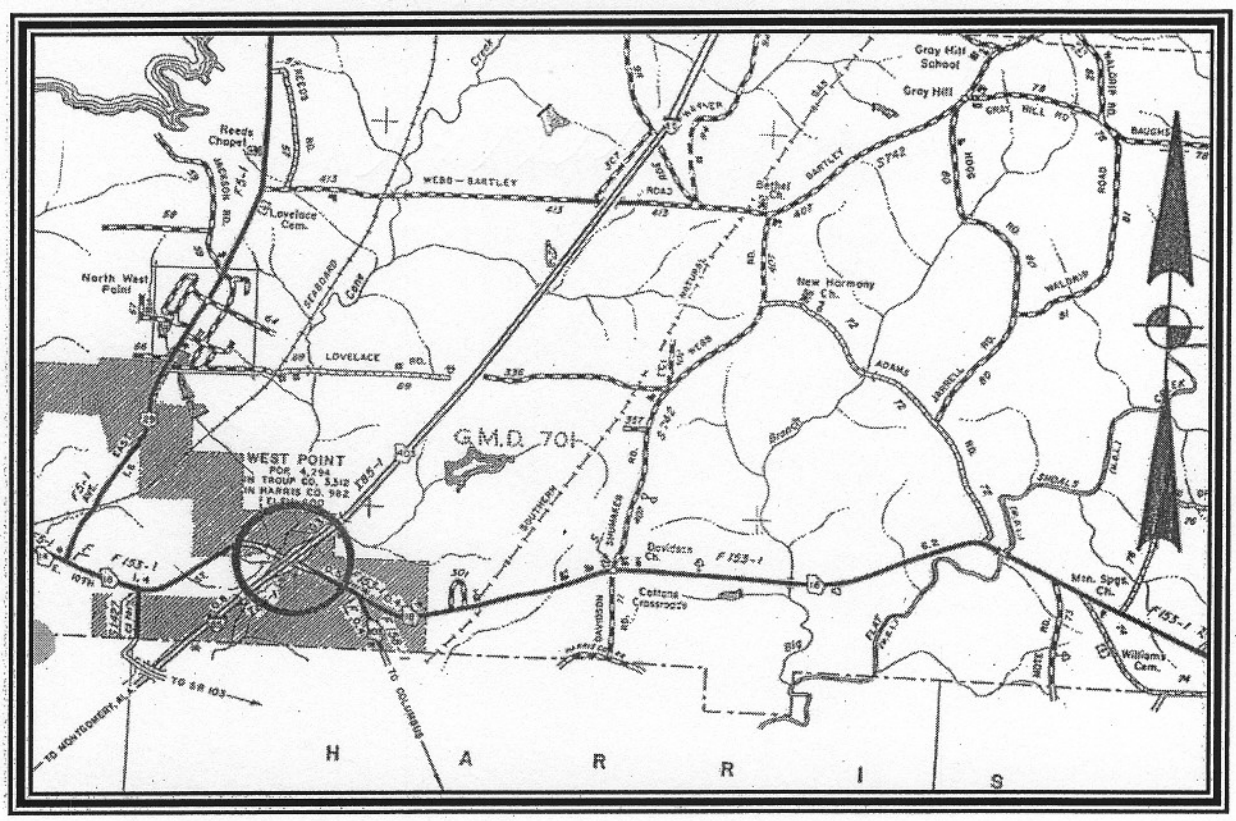
Approve: _____
For: Division Administrator, FHWA

Approve: _____
Chief Engineer

LOCATION SKETCH

STP-0003-00(787), Troup County

PI # 0003787



Estimate Report for file "0003787"

Section Roadway items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1010	1.00	LS	100000.00	TRAFFIC CONTROL -	100000.0
153-1300	1.00	EA	49465.29	FIELD ENGINEERS OFFICE TP 3	49465.29
210-0100	1.00	LS	352704.41	GRADING COMPLETE -	352704.41
310-5120	1213.00	SY	13.90	GR AGGR BASE CRS, 12 INCH, INCL MATL	16860.7
400-3101	479.00	TN	50.00	ASPH CONC 12.5 MM SUPERPAVE, GP 2 ONLY, INCL BITUM MATL,	23950.0
400-3605	1539.00	TN	45.35	ASPH CONC 19MM SUPERPAVE, GP 1 OR 2, INCL POLYMER MODIFIED	69793.65
402-3121	649.00	TN	35.71	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM	23175.79
413-1000	696.00	GL	0.94	BITUM TACK COAT	654.24
439-0026	8165.00	SY	41.46	PLAIN PC CONC PVMT, CL 3 CONC, 12 INCH THK	338520.9
610-0209	760.00	LF	2.15	REM CHAIN LINK FENCE, 4 FT	1634.0
641-1200	1200.00	LF	11.27	GUARDRAIL, TP W	13524.0
641-5001	6.00	EA	429.03	GUARDRAIL ANCHORAGE, TP 1	2574.18
641-5012	2.00	EA	1383.53	GUARDRAIL ANCHORAGE, TP 12	2767.06
643-1132	760.00	LF	6.19	CH LK FENCE, ZC COAT, 4 FT, 9 GA	4704.40
				Section Sub Total:	**$1,000,328.62**

Section Drainage Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
441-0600	1.00	CY	604.00	CONC HEADWALLS	604.0
500-3101	40.00	CY	413.62	CLASS A CONCRETE	16544.8
511-1000	3000.00	LB	0.61	BAR REINF STEEL	1830.0
550-1360	30.00	LF	50.56	STORM DRAIN PIPE, 36 IN, H 1-10	1516.80
603-2182	20.00	SY	42.74	STN DUMPED RIP RAP, TP 3, 24 IN	854.80
				Section Sub Total:	**$21,350.40**

Section Erosion Control Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0230	282.00	LB	1.66	TEMPORARY GRASSING	468.12
163-0240	43.00	TN	193.05	MULCH	8301.15
165-0010	450.00	LF	1.01	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	454.5
165-0020	2270.00	LF	1.05	MAINTENANCE OF TEMPORARY SILT FENCE, TP B	2383.5
171-0010	900.00	LF	1.69	TEMPORARY SILT FENCE, TYPE A	1521.0
171-0020	4540.00	LF	1.67	TEMPORARY SILT FENCE, TYPE B	7581.79
700-7010	47.00	GL	20.71	LIQUID LIME	973.37
700-8000	1.88	TN	234.18	FERTILIZER MIXED GRADE	440.25
700-8100	527.00	LB	1.43	FERTILIZER NITROGEN CONTENT	753.61
716-2000	88.00	SY	1.12	EROSION CONTROL MATS, SLOPES	98.56
				Section Sub Total:	**$22,975.87**

Section Signing and Marking Items

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-0009	2.00	EA	9000.00	REMOVE AND RESET EXIST SPCL GUIDE SIGNS, OVERHEAD,	18000.0
647-1000	1.00	LS	39349.41	TRAFFIC SIGNAL INSTALLATION NO -	39349.41
653-0120	4.00	EA	56.18	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	224.72
653-1501	7060.00	LF	0.25	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	1765.0
653-3501	270.00	GLF	0.13	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	35.1
				Section Sub Total:	**$59,374.23**

Total Estimated Cost: $1,104,029.12

Subtotal Construction Cost	**$1,104,029.12**
E&C Rate 10.0 %	$110,402.91
Inflation Rate 0.0 % @ 0.0 Years	$0.00
Total Construction Cost	**$1,214,432.03**
Right Of Way	$67,750.00
ReImb. Utilities	$0.00
Grand Total Project Cost	**$1,282,182.03**

Preliminary Right of Way Cost Estimate

Don Brown
Right of Way Administrator
By: Jerry Milligan

Date: January 14, 2005
Project: STP-0003-00(787)Troup
Existing/Required R/W: Varies/Varies
Project Termini: I-85 / SR 18 Exit Ramp Improvements
Project Description: I-85 / SR 18 Exit Ramp Improvements

P.I. Number: 0003787
No. Parcels: 2

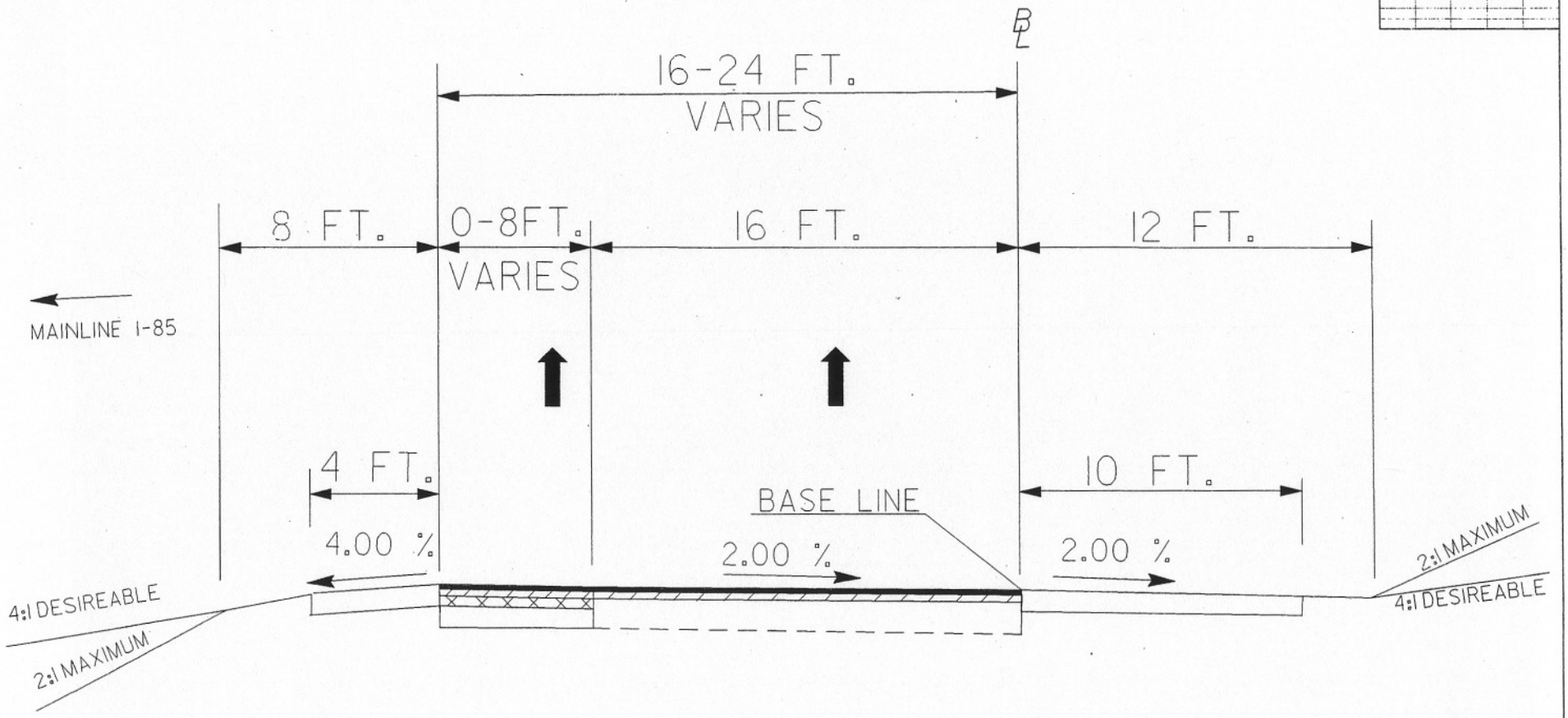
Land: Commercial : .39 acres @ $ 50,000 / acre	$	19,500
Improvements : none		0
Relocation: Residential (0) Commercial (0)		0
Damage : Proximity (0) parcel		0
Net Cost	$	19,500

Net Cost		$ 19,500
Scheduling Contingency	55 %	10,725
Adm/Court Cost	60 %	18,135
Inflation Factor	40 %	19,344
		$ 67,704

Total Cost $ 67,750

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-0003-00(787)		

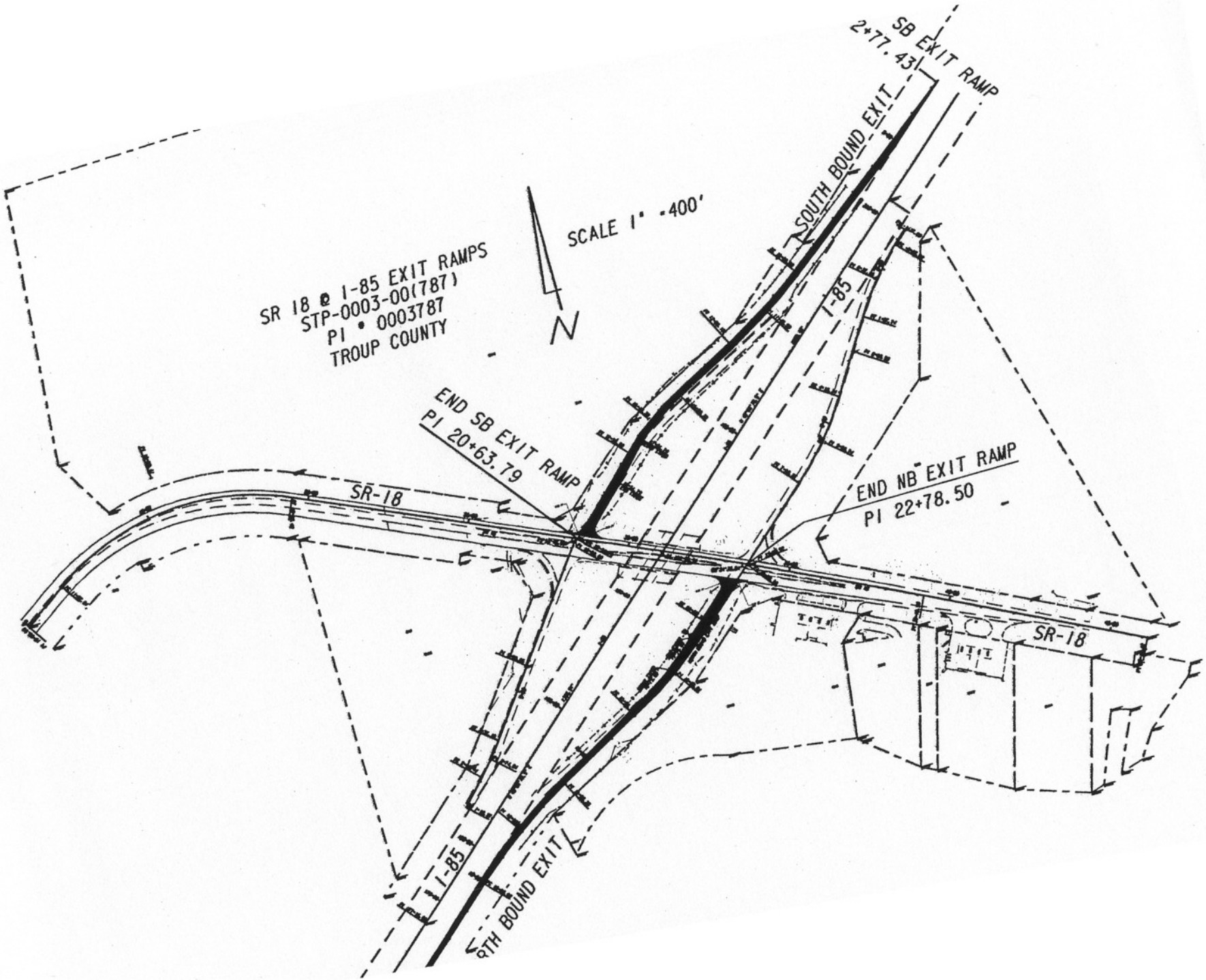
REVISION DATES



North and South Bound Exit Ramps

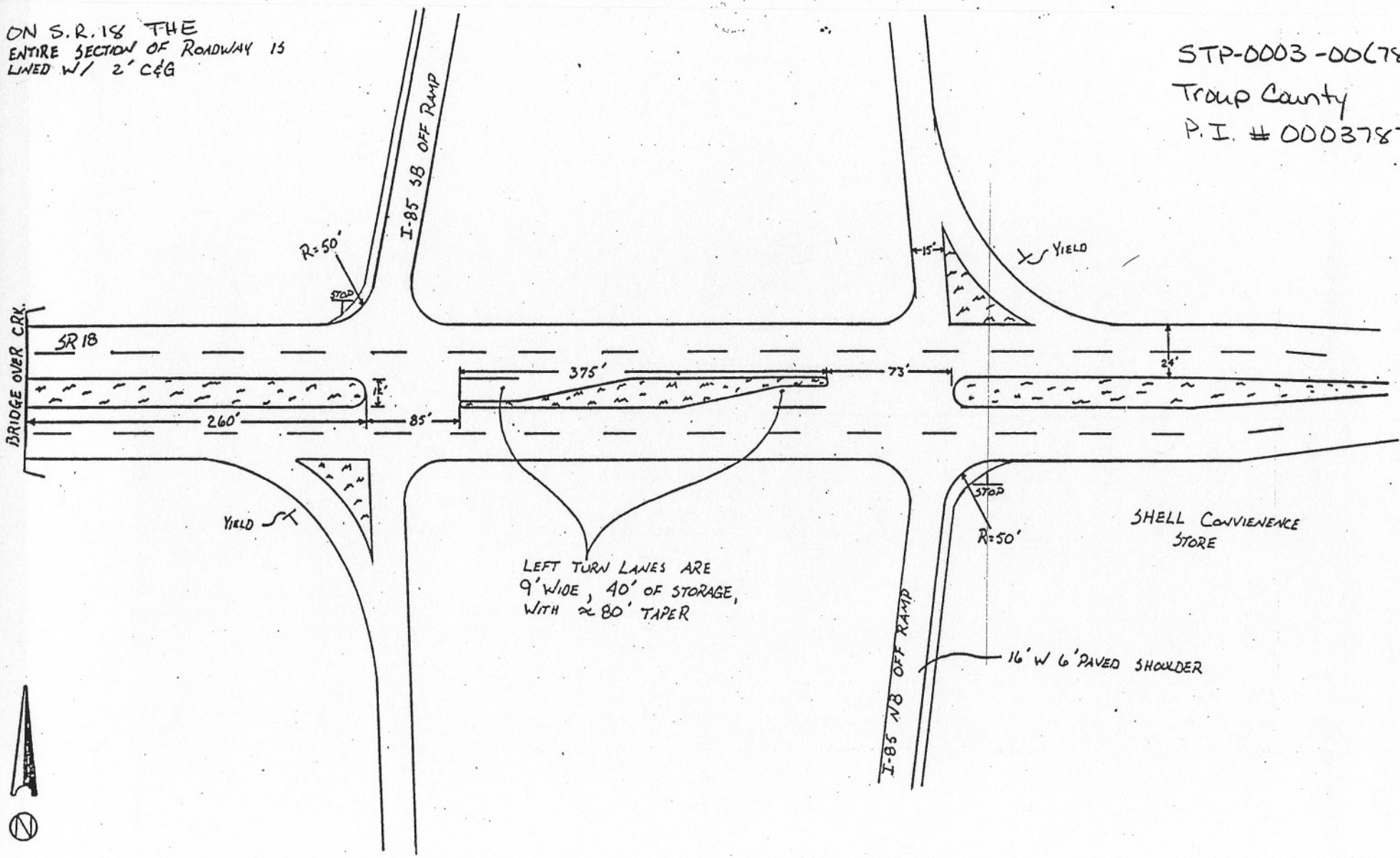
NOT TO SCALE

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF URBAN DESIGN	I–85 EXIT RAMP TYPICAL SECTION	DRAWING NO. 5-1


SR 18 @ I-85 EXIT RAMPS
STP-0003-00(787)
PI • 0003787
TROUP COUNTY
SCALE 1" -400'
N
SB EXIT RAMP
2+77.43
SOUTH BOUND EXIT
I-85
END SB EXIT RAMP
PI 20+63.79
END NB EXIT RAMP
PI 22+78.50
SR-18
SR-18
I-85
SOUTH BOUND EXIT

ON S.R. 18 THE ENTIRE SECTION OF ROADWAY IS LINED W/ 2' C&G

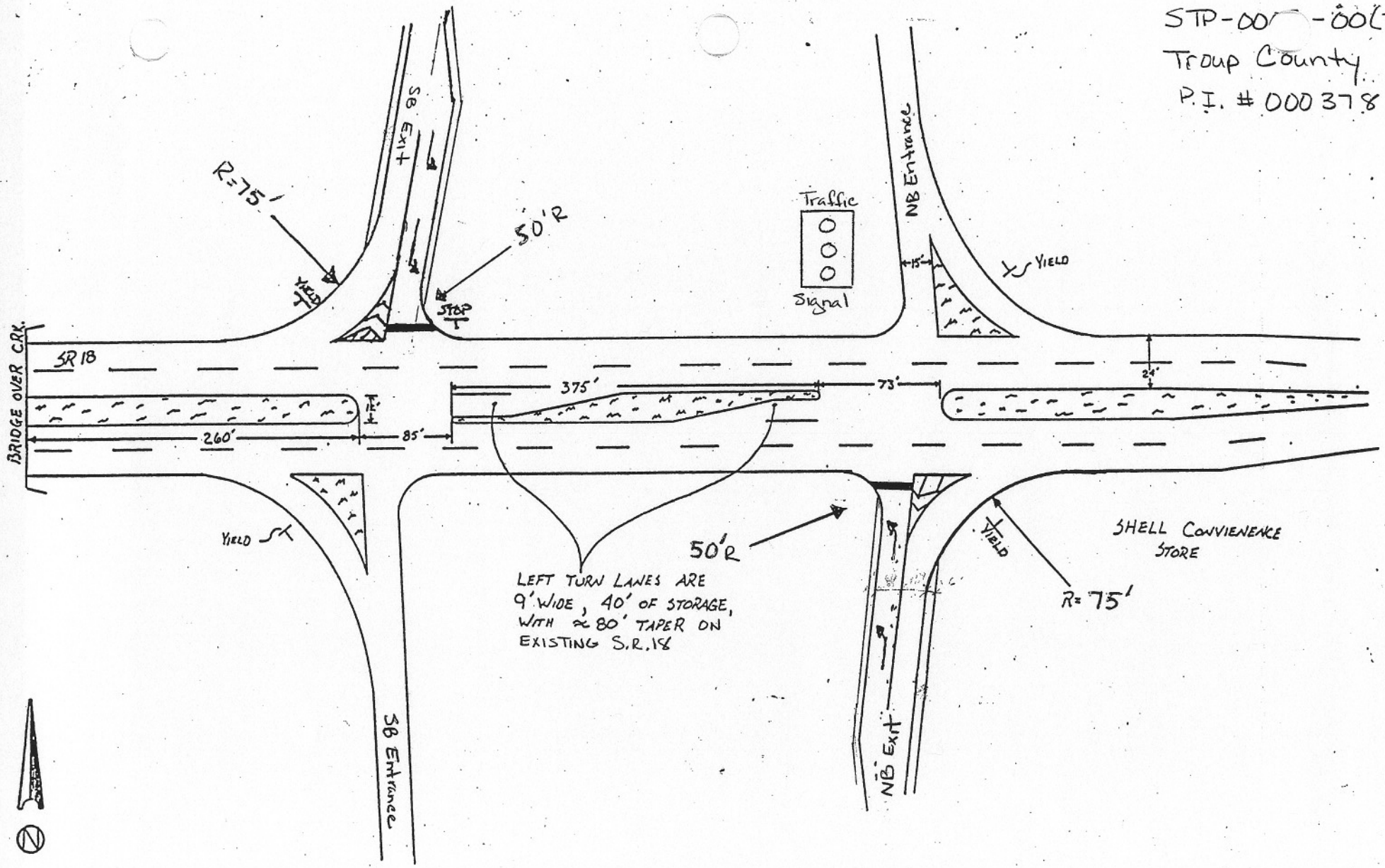
STP-0003-00(787)
Troup County
P.I. # 0003787



I-85 Exit Ramps @ S.R. 18 (Existing)

Not to Scale

STP-00[illegible]-00(787)
Troup County
P.I. # 0003787

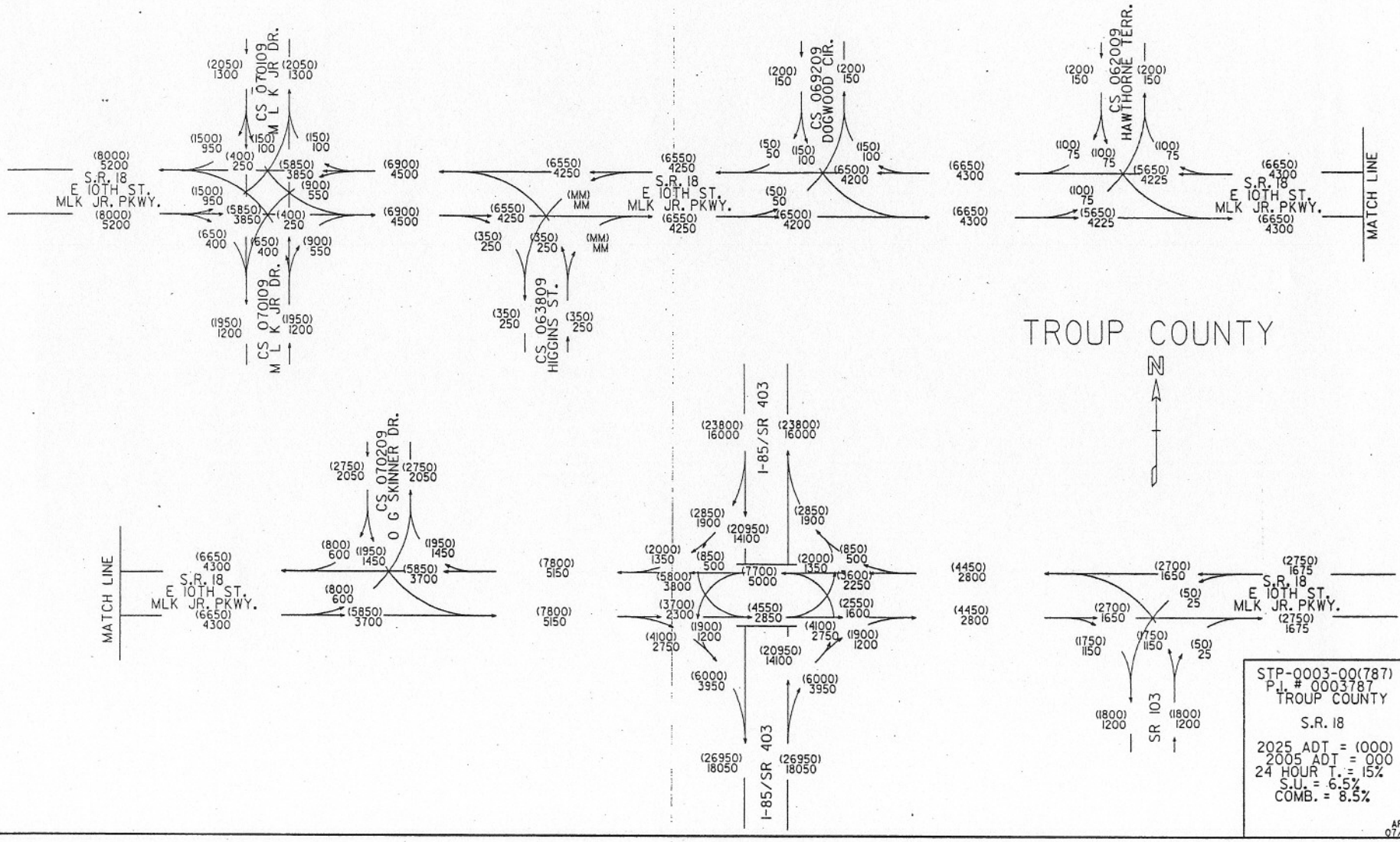


I-85 Exit Ramps @ S.R. 18 (Proposed)

Not to Scale

SHEET 1 OF 2

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



STP-0003-00(787)
P.I. # 0003787
TROUP COUNTY

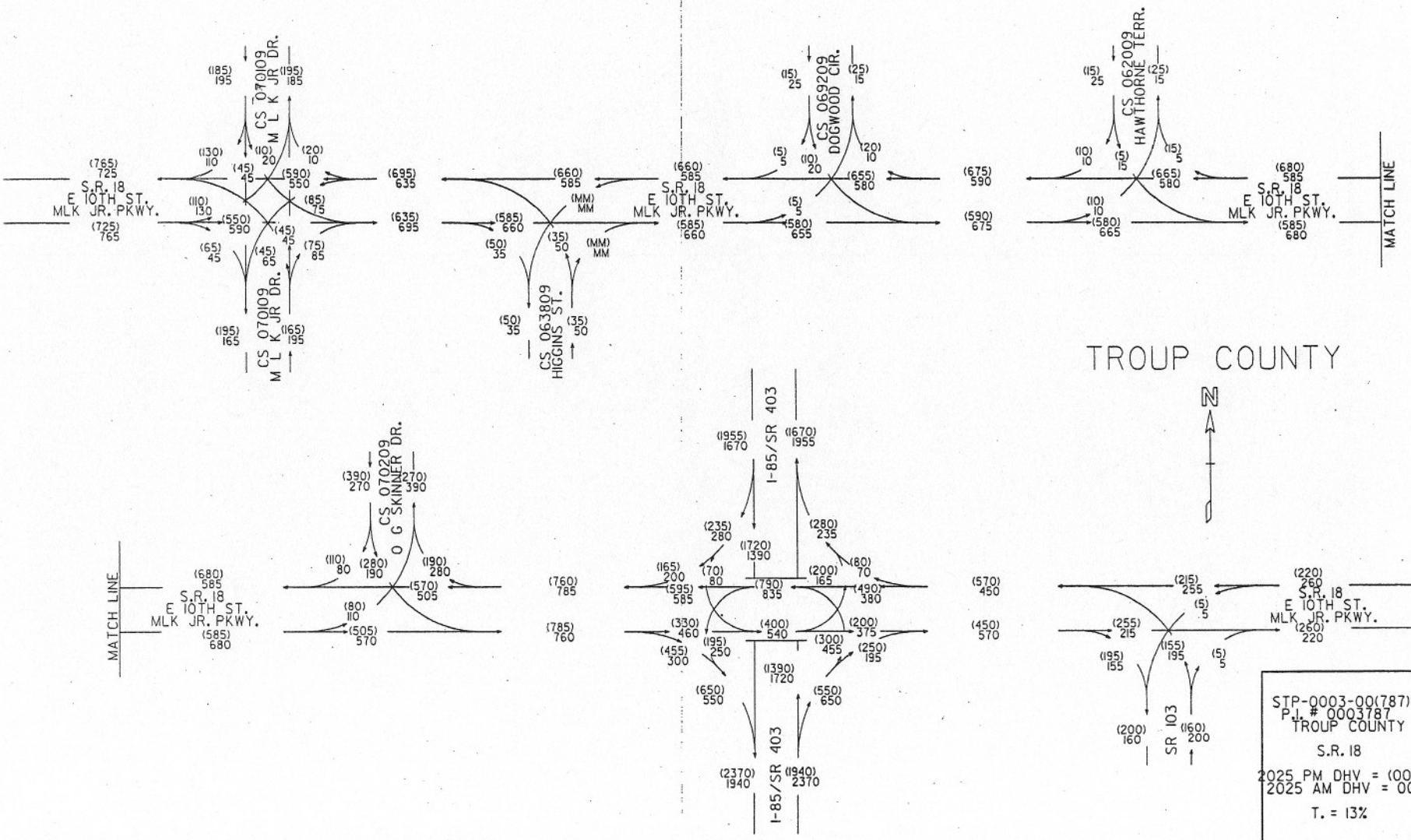
S.R. 18

2025 ADT = (000)
2005 ADT = 000
24 HOUR T. = 15%
S.U. = 6.5%
COMB. = 8.5%

AFE 07/03

SHEET 2 OF 2

GEORGIA DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENT/LOCATION



STP-0003-00(787)
P.I. # 0003787
TROUP COUNTY
S.R. 18
2025 PM DHV = (000)
2025 AM DHV = 000
T. = 13%

AFE 07/03

INTERSECTION CAPACITY ANALYSIS SUMMARY

STP-0003-00(787), Troup County
PI # 0003787

Approved Concept (Ramp Widening w/Stop Controlled NB & SB Intersections)

	Control Delay (s)		Approach Delay (s)		Level of Service		Approach Level of Service	
NB RAMPS @ SR 18	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
EB SR 18	9.1	9.4	na	na	A	A	na	na
WB SR 18	0	0	na	na	A	A	na	na
NB LT	296.8	68.1	211.1	41.8	F	F	F	E
NB RT	11.1	10.2	211.1	41.8	B	B	F	E
SB RAMPS @ SR 18	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
EB SR 18	0	0	na	na	A	A	na	na
WB SR.18	10.9	10.6	na	na	B	B	na	na
SB LT	42.9	33.5	20.9	18.5	E	D	C	C
SB RT	12.0	12.2	20.9	18.5	B	B	C	C

Ramp Widening w/ Signalized NB Intersection & Stop Controlled SB Intersection

	Approach Delay		Intersection Delay		Approach Level of Service		Intersection Level of Service	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
NB RAMPS @ SR 18	na	na	41.1	24.5	na	na	D	C
EB SR 18	36.2	36.7	na	na	D	D	na	na
WB SR 18	47.1	21.0	na	na	D	C	na	na
NB EXIT	41.1	20.1	na	na	D	C	na	na
	Control Delay (s)		**Approach Delay (s)**		**Level of Service**		**Approach Level of Service**	
SB RAMPS @ SR 18	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
EB SR 18	0	0	na	na	A	A	na	na
WB SR 18	10.9	10.6	na	na	B	B	na	na
SB LT	32.1	22.2	16.1	13.3	D	C	C	B
SB RT	9.7	9.6	16.1	13.3	A	A	C	B

Ramp Widening w/ Signalized NB Intersection & Signalized SB Intersection

	Approach Delay		Intersection Delay		Approach Level of Service		Intersection Level of Service	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
NB RAMPS @ SR 18	na	na	41.1	24.5	na	na	D	C
EB SR 18	36.2	36.7	na	na	D	D	na	na
WB SR 18	47.1	21.0	na	na	D	C	na	na
NB EXIT	41.1	20.1	na	na	D	C	na	na
	AM	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
SB RAMPS @ SR 18	na	na	34.7	25.9	na	na	C	C
EB SR 18	39.8	17.8	na	na	D	B	na	na
WB SR 18	38.7	39.2	na	na	D	D	na	na
SB EXIT	9.1	8.3	na	na	A	A	na	na

S.R. 18 CRASH DATA 2000-2002

STP-0003-00(787), TROUP COUNTY

PI # 0003787

Vehicle Analysis 1																				
Accident No	Date	Time	County	Route Type	Route	Milelog	Intersecting Rt Type	Intersecting Rt	Ramp Section	Injuries	Fatalities	Collision	Location of Impact	Harmful Event	Light	Surface	DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2
'01560404	5/12/2000	4:59 PM	Troup	State Route	'001800	1.45				0	0	Angle	On Roadway	Motor Vehicle In Motion	Daylight	Dry	N	E	12	5
'14070559	2/15/2001	10:53 AM	Troup	State Route	'001800	1.43				1	0	Not A Collision With A Motor Vehicle	On Shoulder	Guardrail Face	Daylight	Wet	W		1	
'13060285	10/11/2001	2:48 PM	Troup	State Route	'001800	1.47				0	0	Angle	On Roadway	Motor Vehicle In Motion	Daylight	Dry	N	E	5	5
'13220134	8/24/2001	11:29 AM	Troup	State Route	'001800	1.48				1	0	Not A Collision With A Motor Vehicle	Off Roadway	Culvert	Daylight	Dry	N		1	
'23270546	10/1/2002	3:52 PM	Troup	State Route	'001800	1.58				2	0	Angle	On Roadway	Motor Vehicle In Motion	Daylight	Dry	N	W	1	5