ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #0006416
CSSTP-0006-00(416)
Gordon and Pickens Counties
Realignment of SR 53 from CR 269/Gordon to CR 178/Pickens

OFFICE Design Policy & Support

DATE May 13, 2010

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED REVISED CONCEPT REPORT**

Attached is the approved Revised Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Adminstrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Ken Thompson, Statewide Location Bureau Chief
Michael Henry, Systems & Classification Branch Chief
Keith Golden, State Traffic Operations Engineer
Angela Alexander, State Transportation Planning Administrator
Paul Liles, State Bridge Engineer
Bobby Hilliard, State Program Delivery Engineer
Angela Robinson, Financial Management Administrator
Jeff Baker, State Utilities Engineer
Kerry Bonner, Cartersville District Utilities Engineer
DeWayne Comer, Cartersville District Preconstruction Engineer
Kent Sager, Cartersville District Engineer
Chad Skogsberg, Project Manager
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
District 6
REVISED PROJECT CONCEPT REPORT

Project Number: CSSTP-0006-00(416)
County: GORDON/PICKENS
P.I. Number: 0006416

Federal Route Number: None
State Route Number: SR-53

A value engineering study was performed and there recommendation was to reduce the paved shoulder width from 8 feet to 4 feet for a total of 8 foot of shoulder. This reduction in shoulder width calls for a design variance request which has been submitted and approved. Two retaining walls to reduce impacts to an ephemeral stream bed that were also approved in the original / approved concept and value engineering study recommended eliminating the walls.

Submitted for approval:

DATE 3/24/10 — DAVID N. McFARLIN, VOLKERT, INC.
Design Consultant Name and Firm Name(if applicable)

DATE _____ — N/A
Local Government (if applicable)

DATE 3-31-2010 — Curtis O. Cam
Design Phase Office Head (if applicable)

DATE 4/2/2010 — [signature]
Office Head (Project Manager's Office)

DATE 3-31-2010 — Curtis O. Cam
Project Manager

Recommendation for approval:

DATE 4/2/2010 — GLENN BOWMAN [signature]
State Environmental Administrator

DATE _____ — _____
State Bridge Design Engineer (if applicable)

The 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).

DATE 4-5-10 — Angela L. Alexander
State Transportation Planning Administrator

Need and Purpose:

- Roadway Conditions

  The existing roadway of SR-53 from a point 3,700-feet east of Ryo Mountain Road in Gordon County (MP 26.9) east to a point 1,700-feet west of Davis Road in Pickens County (MP 1.0) for an approximate distance of 1.17 miles consists of three twelve-foot travel lanes and several inadequate horizontal and vertical curves.

- Existing Horizontal Alignment

  The existing horizontal alignment consists of nine (9) horizontal curves with radii ranging from 475-feet to 1,500-feet. The transitions between the curves vary in length from 60-feet to 375-feet. The existing curves radii were compared to the minimum curve radii specified for the design speed of 65 mph and a maximum superelevation rate of 6% from *A Policy On Geometric Design of Highways and Streets, 2004 Edition (The Green Book)* from AASHTO. Using the 85th percentile speed of the traveling public of 65 mph on SR-53 and a maximum superelevation rate of 6%, the minimum required curve radius was determined to be 1,660 feet.

  The table below shows a comparison of the radii of the existing curves and the minimum radius required to meet the specifications of The Green Book.

Curve No.	R_{min} (ft)	Existing R (ft)	Remarks
CUR1	1660	1494	Does not meet AASHTO Minimum
CUR2	1660	501	Does not meet AASHTO Minimum
CUR3	1660	519	Does not meet AASHTO Minimum
CUR4	1660	1157	Does not meet AASHTO Minimum
CUR5	1660	473	Does not meet AASHTO Minimum
CUR6	1660	651	Does not meet AASHTO Minimum
CUR7	1660	936	Does not meet AASHTO Minimum
CUR8	1660	495	Does not meet AASHTO Minimum
CUR9	1660	969	Does not meet AASHTO Minimum

Note: The minimum radius was determined from Exhibit 3-27 of "A Policy on Geometric Design of Highways and Streets", 2004 Edition.

- Existing Vertical Profile

Vertical Curve No.	Sag or Crest Curve	K min.	Existing K	Remarks
VCUR1	Crest	193	1036	Meets AASHTO Minimum
VCUR2	Sag	157	120	Does not meet AASHTO Minimum
VCUR3	Crest	193	374	Meets AASHTO Minimum
VCUR4	Sag	157	126	Does not meet AASHTO Minimum
VCUR5	Crest	193	141	Does not meet AASHTO Minimum
VCUR6	Sag	157	122	Does not meet AASHTO Minimum
VCUR7	Crest	193	84	Does not meet AASHTO Minimum

Note: The minimum k values were determined from Exhibits 3-72 and 3-75 of "A Policy on Geometric Design of Highways and Streets", 2004 Edition.

- Existing Capacity Analysis

Due to the re-alignment of existing SR-53, two (2) new intersections located at stations 121+60 and 153+16 will be built to maintain access to local residents and businesses along existing SR-53. Approximately three (3) to seven (7) residents and one (1) business will be served by these intersections; therefore, it was determined that traffic studies are not necessary at these intersections.

The peak hour traffic volumes for the mainline were projected 20 years from the expected date of completion, (2011), assuming a growth rate of 4% per year. The anticipated Level of Service (LOS) at the projected traffic volumes was determined and compared to the 2011 LOS. SR-53 currently operates at a LOS B and is anticipated to operate at a LOS C in the year 2031 for both the build and no-build conditions. The Capacity Analysis Reports are included in the attachments.

- Accident Data

There were a total of 26 accidents recorded within the project study area between 2001 and 2004. The analysis of the accident data yielded the following conclusions:

  - Between 2001 and 2004, there were 15 accidents resulting in 23 injuries with no fatalities.
  - Approximately 96% of the accidents occurred while negotiating a curve.
  - In about 15% of the accidents that occurred while negotiating a curve, driver loss-of-control was the most prevalent contributory factor.
  - Approximately 75% of the accidents resulting from loss-of-control struck a roadside feature and 25% of the accidents overturned.
  - Approximately 8% of the accidents involved more than one vehicle (two); one sideswipe collision and one head-on collision.
  - Weather conditions attributed for about 4% of the accidents.

- The accident data results in an accident rate of 274 accidents per hundred-million-vehicle-miles (HMVM), which is higher than the state average of 227 accidents per HMVM for similar type highways.

- Project Justification

  The proposed project will improve the safety of SR-53 by providing a new roadway with vertical and horizontal curves that meet current design standards. By improving the vertical and horizontal alignments, it is expected that the number of accidents will decrease as a result of the improved geometry and sight distances.

Project Location:

The proposed project includes the re-alignment of State Route 53 (SR-53) to bring the existing horizontal and vertical curves up to current design standards and adding shoulders for a distance of approximately 1.17 miles from a point 3,700-feet east of Ryo Mountain Road in Gordon County (MP 26.9) east to a point 1,700-feet west of Davis Road in Pickens County (MP 1.0).

Description of Approved Concept:

The proposed SR-53 project includes re-alignment of the existing highway to bring the horizontal and vertical curves up to current design standards and adding shoulders for a distance of approximately 1.5 miles from a point 3,700-feet east of Ryo Mountain Road in Gordon County (MP 26.9) east to a point 1,700-feet west of Davis Road in Pickens County (MP 1.0).

- Logical termini

  The proposed western terminus for the SR-53 Re-alignment project is at a point along the existing roadway 3,700-feet east of Ryo Mountain Road in Gordon County. The proposed eastern terminus of the project is at a point located along the existing roadway 1,700-feet west of Davis Road in Pickens County. The western terminus is logical because the accident rate per HMVM along SR-53 is greater within the horizontal curves east of Ryo Mountain Road. The eastern terminus is logical because the accident rate per HMVM along SR-53 is greater within the horizontal curves west of Davis Road. The geometric characteristics of the curves along this section of SR-53 do not meet the minimum AASHTO specifications in curve radius and sight distance; therefore, the proposed SR-53 Re-alignment project termini were established to include the deficient curves along the existing roadway. The project termini were also set at points where the proposed alignment can transition into SR-53 at existing tangent sections.

PDP Classification: Major X Minor __

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

Functional Classification: Principal Arterial

U. S. Route Number: N/A **State Route Number:** SR-53

Traffic (AADT):

Base Year: (2011) 4450 vpd Design Year: (2031) 9760 vpd

Updated Traffic Data (AADT):

Base Year: (2011) 4450 vpd Design Year: (2031) 9760 vpd

Approved Programmed / Schedule:

P.E. 2006
R/W: 2010
Construction: 2011

VE Study Required: Yes (X) No ( )

Benefit / Cost Ratio 1.56

Is the project located in an Ozone Non-attainment area? Yes __ No X

Is the project located in a PM2.5 Non-attainment area? Yes __ No X

Approved Features:	**Proposed Features:**
Three 12-foot lanes with 6-foot paved and a 4-foot earthen shoulder for a total of 10-foot was approved in the original / approved concept report. Two retaining walls to reduce impacts to an ephemeral stream bed were also approved in the original / approved concept.	Typical Section: Three (3) 12-foot lanes with 4-foot paved and 4-foot earthen shoulders for a total shoulder width of 8-feet. A V.E. study performed recommended eliminating the retaining walls.
Reason for change: A value engineering study was performed and there recommendation was to reduce the paved shoulder width to 4 feet for a total of 8 foot of shoulder. This reduction in shoulder width calls for a design variance request which has been submitted and approved.	

Updated Cost Estimate

Construction including Contingencies	$ 7,964,252.45
Fuel Adjustment	$ 1,103,862.43
Right-of-way	$ 2,450,000.00
Utilities (reimbursable)	$ 460,589.00
Utility Contingency	$ 138,176.70
Environmental Mitigation	$ 0.00

Recommendation: Recommend that the proposed revision to the concept be approved for implementation.

Attachments:

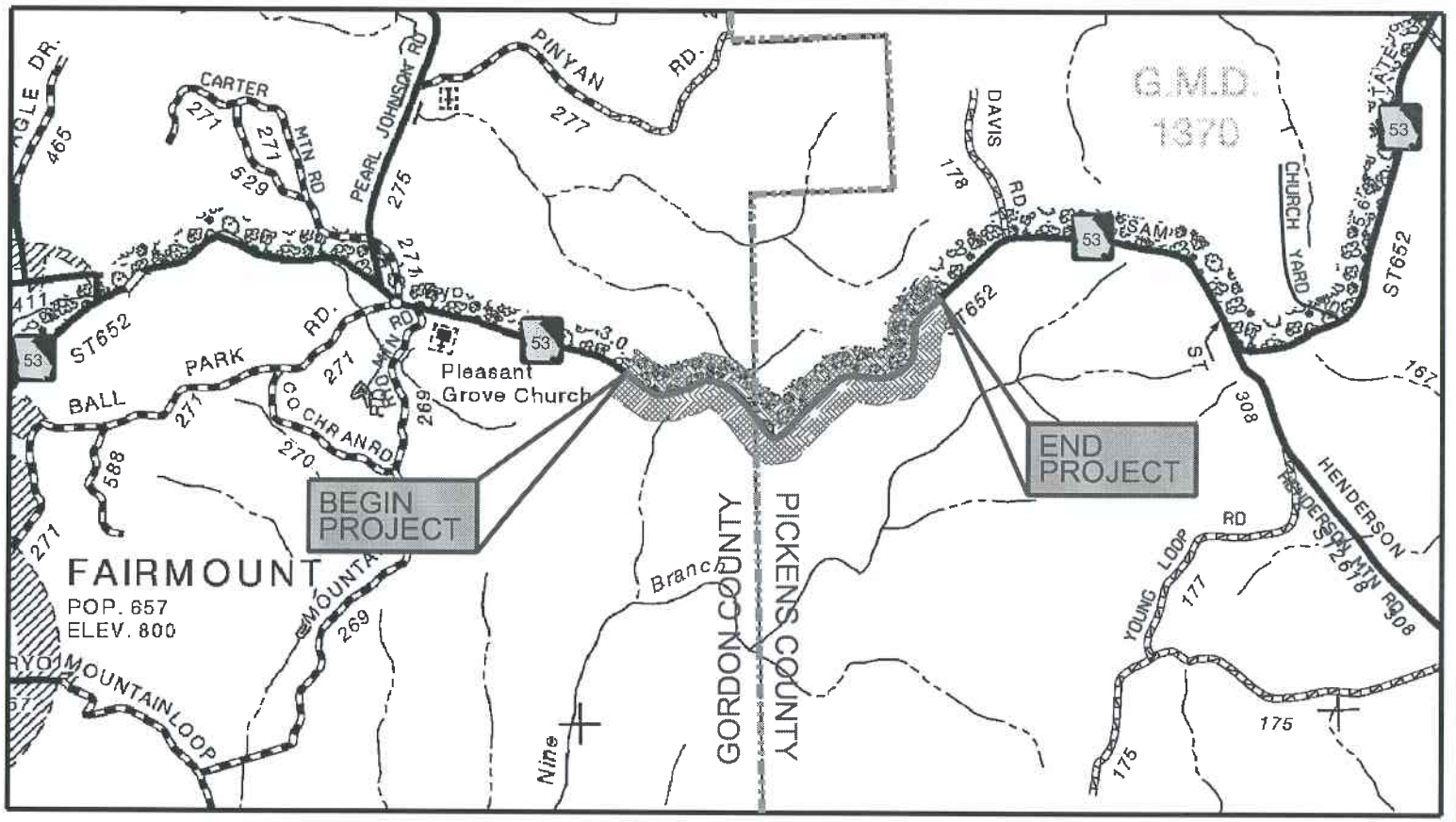
1. Sketch Map
2. Construction Cost Estimate (Including inflation and E & C)
3. Fuel Adjustment Form
4. Right-of-Way Cost Estimate Approval
5. Utilities
6. Typical Sections
7. Traffic Data

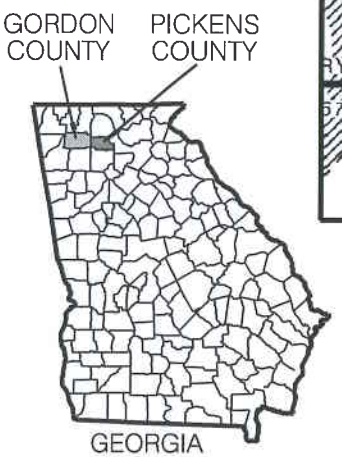
CONCUR: _____

Director of Preconstruction

Approve: _____

Chief Engineer





PROJECT LOCATION MAP

CSSTP–0006–00(416) / PI No. 0006416 – STATE ROUTE 53 FROM 3,700–FEET EAST OF RYO MOUNTAIN RD IN GORDON COUNTY (MP 26.9) TO 1,700–FEET WEST OF DAVIS RD IN PICKENS COUNTY (MP 1.0)

DATE: MARCH 2007

SCALE: 1 INCH = 1 MILE

...\Revised SR53 Study Area.dgn 3/29/2007 12:54:36 PM

Estimate Report for file "SR 53 (PRELIMINARY 12-22-09)_2009-12-23"

Section DRAINAGE

Item Number	Quantity	Units	Unit Price	Item Description	Cost
500-3200	115	CY	346.53	CLASS B CONCRETE	39850.95
500-3800	3	CY	465.21	CLASS A CONCRETE, INCL REINF STEEL	1395.62
511-1000	1520	LB	0.62	BAR REINF STEEL	942.4
550-1180	950	LF	28.35	STORM DRAIN PIPE, 18 IN, H 1-10	26932.5
550-1182	434	LF	59.48	STORM DRAIN PIPE, 18 IN, H 15-20	25814.32
550-1184	252	LF	51.44	STORM DRAIN PIPE, 18 IN, H 25-30	12962.88
550-1186	312	LF	22.39	STORM DRAIN PIPE, 18 IN, H 35-40	6985.68
550-1426	424	LF	80.44	STORM DRAIN PIPE, 42 IN, H 35-40	34106.56
550-2180	520	LF	22.58	SIDE DRAIN PIPE, 18 IN, H 1-10	11741.59
550-3318	5	EA	606.43	SAFETY END SECTION 18 IN, STORM DRAIN, 4:1 SLOPE	3032.14
550-3418	9	EA	532.27	SAFETY END SECTION 18 IN, SIDE DRAIN, 4:1 SLOPE	4790.43
550-4118	7	EA	441.83	FLARED END SECTION 18 IN, SIDE DRAIN	3092.81
550-4218	5	EA	427.98	FLARED END SECTION 18 IN, STORM DRAIN	2139.9
550-4242	2	EA	1305.5	FLARED END SECTION 42 IN, STORM DRAIN	2611.0
668-2100	1	EA	1720.33	DROP INLET, GP 1	1720.33
668-5000	5	EA	1748.74	JUNCTION BOX	8743.7
				Section Sub Total:	**$186,862.84**

Section EROSION CONTROL

Item Number	Quantity	Units	Unit Price	Item Description	Cost
163-0232	22	AC	255.36	TEMPORARY GRASSING	5617.92
163-0240	132	TN	147.23	MULCH	19434.35
163-0300	2	EA	994.75	CONSTRUCTION EXIT	1989.5
163-0520	870	LF	12.19	CONSTRUCT AND REMOVE TEMPORARY PIPE SLOPE DRAIN	10605.3
163-0527	205	EA	174.88	CONSTRUCT AND REMOVE RIP RAP CHECK DAMS, STONE PLAIN RIP RAP/SAND BAGS	35850.4
163-0528	315	LF	2.55	CONSTRUCT AND REMOVE FABRIC CHECK DAM - TYPE C SILT FENCE	803.25
163-0529	2350	LF	2.97	CONSTRUCT AND REMOVE TEMPORARY SEDIMENT BARRIER OR BALED STRAW CHECK DAM	6979.50
163-0531	1	EA	50000.0	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -124+00	50000.0
163-0531	1	EA	50000.0	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -110+00	50000.0
163-0531	1	EA	50000.0	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -101+00	50000.0
163-0531	1	EA	50000.0	CONSTRUCT AND REMOVE SEDIMENT BASIN, TP 1, STA NO -150+47	50000.0
163-0542	16	EA	956.25	CONSTRUCT AND REMOVE STONE FILTER RING	15300.0
163-0550	1	EA	150.53	CONSTRUCT AND REMOVE INLET SEDIMENT TRAP	150.53
165-0010	1745	LF	0.48	MAINTENANCE OF TEMPORARY SILT FENCE, TP A	837.6
165-0030	5713	LF	0.69	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	3941.97
165-0060	1	EA	1425.23	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -101+00	1425.23
165-0060	1	EA	1425.23	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO - 110+00	1425.23
165-0060	1	EA	1425.23	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO - 124+00	1425.23
165-0060	1	EA	1425.23	MAINTENANCE OF TEMPORARY SEDIMENT BASIN, STA NO -150+47	1425.23
165-0071	1175	LF	0.85	MAINTENANCE OF SEDIMENT BARRIER - BALED STRAW	998.75
165-0101	2	EA	488.06	MAINTENANCE OF CONSTRUCTION EXIT	976.12
165-0105	1	EA	55.94	MAINTENANCE OF INLET SEDIMENT TRAP	55.94

165-0111	16	EA	137.69	MAINTENANCE OF STONE FILTER RING	2203.04
167-1000	1	EA	400.8	WATER QUALITY MONITORING AND SAMPLING	400.8
167-1500	24	MO	509.85	WATER QUALITY INSPECTIONS	12236.40
171-0010	3490	LF	1.33	TEMPORARY SILT FENCE, TYPE A	4641.7
171-0030	11425	LF	2.82	TEMPORARY SILT FENCE, TYPE C	32218.49
603-2182	325	SY	32.04	STN DUMPED RIP RAP, TP 3, 24 IN	10413.0
603-7000	325	SY	3.22	PLASTIC FILTER FABRIC	1046.5
643-8200	1700	LF	1.98	BARRIER FENCE (ORANGE), 4 FT	3366.0
700-6910	44	AC	642.05	PERMANENT GRASSING	28250.19
700-7000	132	TN	54.67	AGRICULTURAL LIME	7216.44
700-7010	110	GL	18.9	LIQUID LIME	2079.0
700-8000	40	TN	403.11	FERTILIZER MIXED GRADE	16124.40
700-8100	2200	LB	2.29	FERTILIZER NITROGEN CONTENT	5038.0
716-2000	64500	SY	0.93	EROSION CONTROL MATS, SLOPES	59985.0
				Section Sub Total:	**$494,461.04**

Section ROADWAY ITEMS

Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1000	1	LS	300000.0	TRAFFIC CONTROL - CSSTP-0006-00416	300000.0
151-1000	1	LS	200000.0	MOBILIZATION - CSSTP-0006-00416	200000.0
201-1500	1	LS	500000.0	CLEARING & GRUBBING - CSSTP-0006-00416	500000.0
205-0001	550000	CY	7.5	UNCLASS EXCAV	4125000.0
310-5060	5565	SY	9.33	GR AGGR BASE CRS, 6 INCH, INCL MATL	51921.45
310-5100	43900	SY	15.16	GR AGGR BASE CRS, 10 INCH, INCL MATL	665524.0
402-1812	1000	TN	59.84	RECYCLED ASPH CONC LEVELING, INCL BITUM MATL & H LIME	59840.0
402-3103	2800	TN	61.82	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TYPE II, GP 2 ONLY, INCL BITUM MATL & H LIME	173096.0
402-3121	13600	TN	52.4	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	712640.0
402-3190	4600	TN	58.48	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2,INCL BITUM MATL & H LIME	269008.0
413-1000	5000	GL	1.7	BITUM TACK COAT	8500.0
432-0206	4530	SY	1.23	MILL ASPH CONC PVMT, 1 1/2 IN DEPTH	5571.9
436-1000	2730	LF	8.82	ASPHALTIC CONCRETE CURB -	24078.60
441-0016	525	SY	37.5	DRIVEWAY CONCRETE, 6 IN TK	19687.5
441-0301	12	EA	1545.68	CONC SPILLWAY, TP 1	18548.16
441-0302	1	EA	2500.0	CONC SPILLWAY, TP 2	2500.0
446-1100	1220	LF	3.07	PVMT REINF FABRIC STRIPS, TP 2, 18 INCH WIDTH	3745.39
456-2015	3	GLM	895.37	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)	2686.11
641-1200	5350	LF	14.55	GUARDRAIL, TP W	77842.5
641-5001	15	EA	648.99	GUARDRAIL ANCHORAGE, TP 1	9734.85
641-5012	12	EA	1778.81	GUARDRAIL ANCHORAGE, TP 12	21345.72
				Section Sub Total:	**$7,251,270.19**

Section SIGNING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
632-0003	2	EA	7228.86	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	14457.72
636-1020	20	SF	12.85	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 3	257.0
636-1033	135	SF	18.39	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	2482.65
636-2070	240	LF	7.06	GALV STEEL POSTS, TP 7	1694.39
				Section Sub Total:	**$18,891.77**

Section PAVEMENT MARKING

Item Number	Quantity	Units	Unit Price	Item Description	Cost
653-0120	2	EA	68.24	THERMOPLASTIC PVMT MARKING, ARROW, TP 2	136.48
653-0130	2	EA	94.28	THERMOPLASTIC PVMT MARKING, ARROW, TP 3	188.56

653-1704	50	LF	3.51	THERMOPLASTIC SOLID TRAF STRIPE, 24 IN, WHITE	175.5
653-2501	4	LM	1169.74	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	4678.96
653-2502	4	LM	1285.54	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	5142.16
653-4501	2	GLM	731.3	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, WHITE	1462.6
653-6004	155	SY	2.59	THERMOPLASTIC TRAF STRIPING, WHITE	401.45
654-1003	185	EA	3.14	RAISED PVMT MARKERS TP 3	580.9
				Section Sub Total:	**$12,766.61**

Total Estimated Cost: $7,964,252.45

Subtotal Construction Cost	**$7,964,252.45**
E&C Rate 0.0 %	$0.00
Inflation Rate 0.0 % @ 0 Years	$0.00
Total Construction Cost	**$7,964,252.45**
Right Of Way	2450000.00
ReImb. Utilities	599000.00
Grand Total Project Cost	**$11,013,252.45**

PROJ. NO.	CSSTP-0006-00(416)
P.I. NO.	0006416
DATE	3/23/2010

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jan-09	$ 2.647
DIESEL		$ 2.814
LIQUID AC		$ 494.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)-0.05]xTMTxAPL

Asphalt

Price Adjustment (PA)			**$**	**652,080.00**	**$**	**652,080.00**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	$	1,111.50		
Monthly Asphalt Cement Price month project let (APL)			$	494.00		
Total Monthly Tonnage of asphalt cement (TMT)				1100		

ASPHALT	Tons	%AC	AC ton
Leveling	1000	5.0%	50
12.5 OGFC		5.0%	0
12.5 mm		5.0%	0
9.5 mm SP	2800	5.0%	140
25 mm SP	13600	5.0%	680
19 mm SP	4600	5.0%	230
	22000		**1100**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$**	**12,730.68**	**$**	**12,730.68**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	125%	$	1,111.50		
Monthly Asphalt Cement Price month project let (APL)			$	494.00		
Total Monthly Tonnage of asphalt cement (TMT)				21.47550461		

Bitum Tack Gals	gals/ton	tons
5000	232.8234	21.4755046

TOTAL LIQUID AC ADJUSTMENT	**$**	**664,810.68**

FUEL ADJUSTMENTS - ROADWAY

FPA = ([((FPM-FPL)/FPL)-.10]xQxF)FPL

GRADED AGGREGATE BASE			REGULAR UNLEADED	DIESEL	TOTALS
Fuel Price Adjustment (FPA)			$ 36,137.74	$ 46,421.37	$ 82,559.11
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 5.956	$ 6.332	
Monthly Fuel Price for month when project was let (FPL)			$ 2.647	$ 2.814	
Quantity Placed (Q)		49465			
Fuel Usage Factor (F)			0.24	0.29	

ASPHALT			REGULAR UNLEADED	DIESEL	
Fuel Price Adjustment (FPA)			$ 47,548.06	$ 206,463.18	$ 254,011.24
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 5.956	$ 6.332	
Monthly Fuel Price for month when project was let (FPL)			$ 2.647	$ 2.814	
Quantity Placed (Q)		22000			
Fuel Usage Factor (F)			0.71	2.90	

EARTHWORK			REGULAR UNLEADED	DIESEL	
Fuel Price Adjustment (FPA)			$ 251,134.13	$ 516,157.95	$ 767,292.08
Monthly Fuel Price for month work was accomplished (FPM)	Max. Cap	125%	$ 5.956	$ 6.332	
Monthly Fuel Price for month when project was let (FPL)			$ 2.647	$ 2.814	
Quantity Placed (Q)	Cy	550000			
Fuel Usage Factor (F)			0.15	0.29	

TOTAL ROADWAY FUEL ADJUSTMENTS	$ 1,103,862.43

FUEL ADJUSTMENTS - BRIDGE

Department of Transportation
State of Georgia

Interdepartmental Correspondence

FILE	Preliminary R/W Cost Estimate	**OFFICE**	R/W
		DATE	May 11, 2007
FROM	Phil Copeland, Right of Way Administrator		
TO	R. David Bell Volkert and Associates, Inc.		

SUBJECT **Preliminary Right of Way Cost Estimate**
Project: CSSTP-0006-00(416)Gordon / Pickens
P.I. No.: 0006416
Description: SR 53 from 3,700 ft. east of Ryo Mountain Rd to 1,700 ft west of Davis Road

Per your request, we have reviewed the Preliminary Right of Way Cost Estimate on the above referenced project.

Please note the Cost Estimate does conform to our current guidelines.

If you have any questions, please contact Jerry Milligan at District 7 Right of Way Office at (770) 986-1541.

PC:GAM
Attachments
Cc: Wes Brock, Chief of Appraisal & Review
File

Preliminary Right of Way Cost Estimate

Date: March 27, 2007
Project: SR 53 (CSSTP 0006-00(416)) **P.I. Number: 0006416**
Existing/Required R/W: 33.5 acres **No. Parcels: 21**
Project Termini: SR 53 from 3,700' East of Ryo Mountain Road to 1,700' West of Davis Road
Project Description: SR 53 (Gordon/Pickens County)

Land:

Commercial	2.5 ac	@ $15,000	/ac =	$37,500	
Industrial	0 ac	@ $	/ac =	$	
Residential	31.5 ac	@ $10,000	/ac =	$315,000	
Agricultural	0 ac	@ $	/ac =	$	
TOTAL					**$352,500**

Improvements:
Six residential structures and misc. site improvements **$325,000**

Relocation:

Commercial @ $25,000/parcel	=	$	
Residential 6 @ $40,000/parcel	=	$240,000	
TOTAL			**$240,000**

Damages:

Proximity -	$45,000	
Consequential -	$0	
Cost to Cure -	$0	
TOTAL		**$45,000**

SUB-TOTAL: **$962,500**

Net Cost		$962,500
Scheduling Contingency	55 %	$529,375
Adm/Court Cost	60 %	$577,500
Market Appreciation	40 %	$385,000
TOTAL		$2,454,375

Total Cost **$2,450,000**

Prepared By: R. David Bell

Approved: Howard P. Copeland
R/W Administrator

REVISED: 12-8-06

Gordon & Pickens County Land Sales

Highest & Best Use	Size (acres)	Value ($ per Acre)	Sales Price
Commercial	0.580	$25,862	$15,000
	11.050	$24,163	$267,000
	79.000	$2,443	$193,027
Residential	162.357	$9,480	$1,539,180
	72.130	$5,268	$380,000
	48.285	$9,000	$434,565
	10.000	$3,500	$35,000
	1.500	$9,333	$14,000
	5.760	$13,715	$79,000

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE CSSTP-0006-00 (416) Gordon-Pickens
SR 53 from East of CR 269 to
West of CR 178
P.I. No. 0006416

OFFICE Cartersville

DATE March 10, 2009

FROM Kerry D. Bonner
District Utilities Engineer

TO DeWayne Comer, P.E.
District Preconstruction Engineer

ATTN Cherie Marsh

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
Amicalola EMC		$16,275.00
Frontier Cable	$80,000.00	
*Pickens County Water	$280,000.00	$420,000.00
TDS Telecom	$245,844.00	$24,314.00
Totals	$605,844.00	$460,589.00
30% Utility Contingency		$138,176.70
Total Reimbursement Cost		$598,765.70

The total preliminary utility cost for the above project is $1,204,609.70

*The reimbursement amount could increase to $962,765.70 Pickens County Water were to apply for utility assistance for the relocation of their facilities.

If you have any questions, please contact Royce Turner at 770-387-3615.

KDB/RET/rt

C: Jeff Baker, P. E., State Utilities Engineer;
Angela Whitworth, State Financial Management Administrator
Jason Moore, Acting Area Engineer
File/Estimating Book

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	CSSTP-0006-00(416)		

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%
1.50% - MINIMUM	1.50% - MINIMUM
2.08% - DESIRABLE	2.08% - DESIRABLE
2.50% - MAXIMUM	3.00% - 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
DESIRABLE	1:200	0.50%
MAXIMUM	1:300	0.33%

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).

REQUIRED PAVEMENT

(A) ASPHALTIC CONCRETE 9.5 mm SUPERPAVE, 135 LBS/SY.
(B) ASPHALTIC CONCRETE 19 mm SUPERPAVE, 220 LBS/SY.
(C) ASPHALTIC CONCRETE 25 mm SUPERPAVE, 660 LBS/SY.
(D) GRADED AGGREGATE BASE, 10"
(E) CONC. ASPHALT LEVELING AS REQUIRED

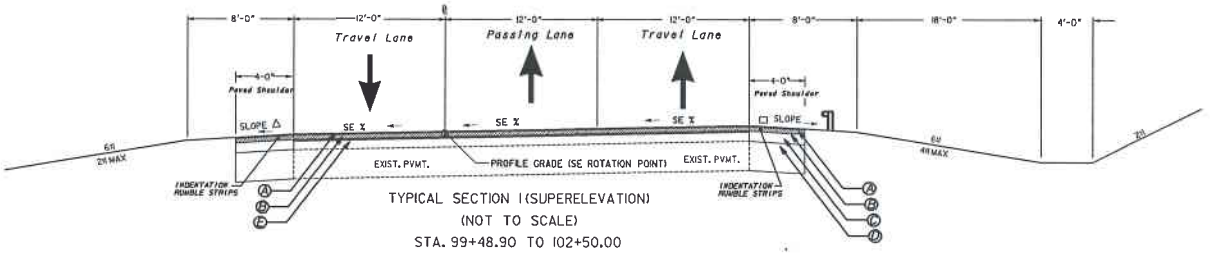
△SLOPE 6% OR RATE OF S.E. WHICHEVER IS GREATER

□SLOPE AS FOLLOWS:
S.E. RATE OF 3% OR LESS, USE 4%
S.E. RATE OF 4%, USE 3%
S.E. RATE OF 5%, USE 2%
S.E. RATE OF 6%, USE 1%

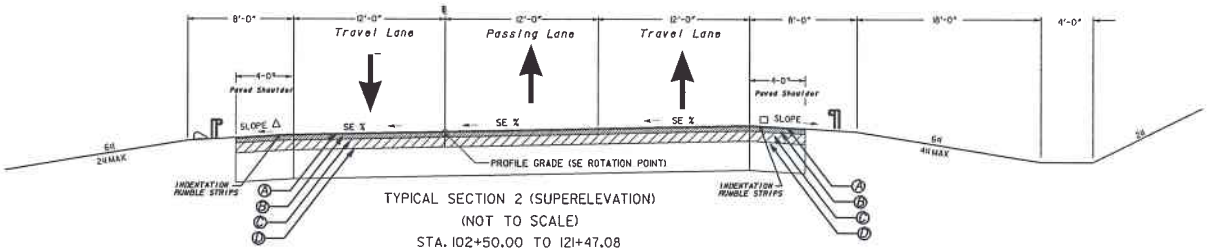
ALGEBRAIC DIFFERENCE IN PAVING AND SHOULDER SLOPES NOT TO EXCEED 7%

NOTES:
1. SEE ROADWAY PLANS FOR LOCATION OF GUARDRAILS
2. MILL EXISTING PAVEMENT 3.25 INCHES

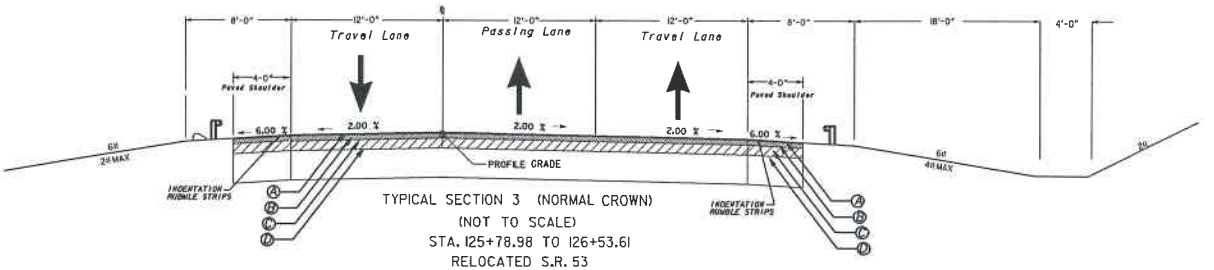
MAINLINE TYPICAL SECTION



TYPICAL SECTION 1 (SUPERELEVATION)
(NOT TO SCALE)
STA. 99+48.90 TO 102+50.00
STA. 121+47.08 TO 121+87.31
STA. 158+28.85 TO 159+67.71
RELOCATED S.R. 53



TYPICAL SECTION 2 (SUPERELEVATION)
(NOT TO SCALE)
STA. 102+50.00 TO 121+47.08
STA. 121+87.31 TO 125+78.98
STA. 126+53.61 TO 157+17.57
RELOCATED S.R. 53



TYPICAL SECTION 3 (NORMAL CROWN)
(NOT TO SCALE)
STA. 125+78.98 TO 126+53.61
RELOCATED S.R. 53

VOLKERT	CONSULTING ENGINEERS 175 TOWNPARK DRIVE SUITE 140 KENNESAW, GEORGIA 30144 (770)919-9520	STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE OF CONSULTANT DESIGN	(NOT TO SCALE)	REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

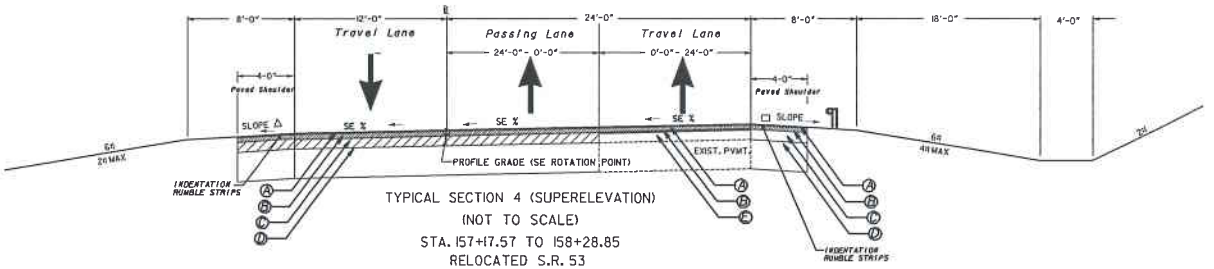
TYPICAL SECTIONS

RELOCATED S.R. 53

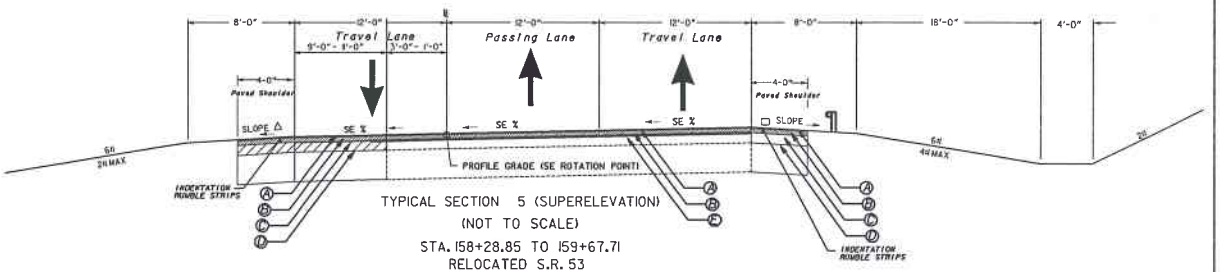
DRAWING No. 5-01

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	CSSTP-0006-00(416)		

MAINLINE TYPICAL SECTION



TYPICAL SECTION 4 (SUPERELEVATION)
(NOT TO SCALE)
STA. 157+17.57 TO 158+28.85
RELOCATED S.R. 53

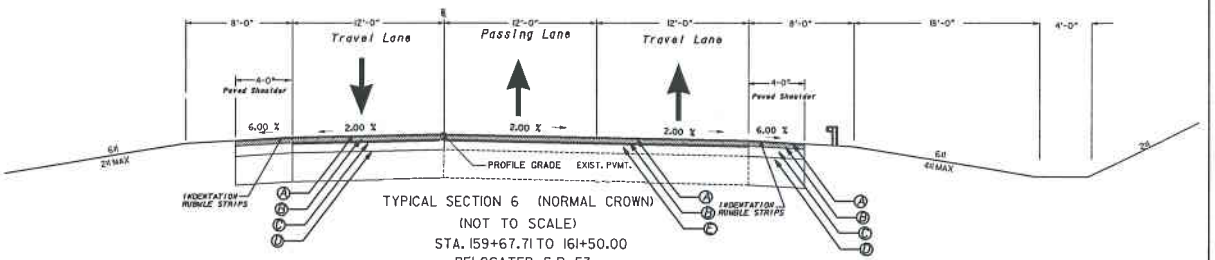


TYPICAL SECTION 5 (SUPERELEVATION)
(NOT TO SCALE)
STA. 158+28.85 TO 159+67.71
RELOCATED S.R. 53

REQUIRED PAVEMENT

- (A) ASPHALTIC CONCRETE 9.5 mm SUPERPAVE, 135 LBS/SY.
- (B) ASPHALTIC CONCRETE 19 mm SUPERPAVE, 220 LBS/SY.
- (C) ASPHALTIC CONCRETE 25 mm SUPERPAVE, 660 LBS/SY.
- (D) GRADED AGGREGATE BASE, 10"
- (E) CONC. ASPHALT LEVELING AS REQUIRED

NOTES: SEE ROADWAY PLANS FOR LOCATION OF GUARDRAILS



TYPICAL SECTION 6 (NORMAL CROWN)
(NOT TO SCALE)
STA. 159+67.71 TO 161+50.00
RELOCATED S.R. 53

VOLKERT
CONSULTING ENGINEERS
175 TOWNPARK DRIVE
SUITE 140
KENNESAW, GEORGIA 30144
(770)919-9520

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF CONSULTANT DESIGN

(NOT TO SCALE)

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

TYPICAL SECTIONS

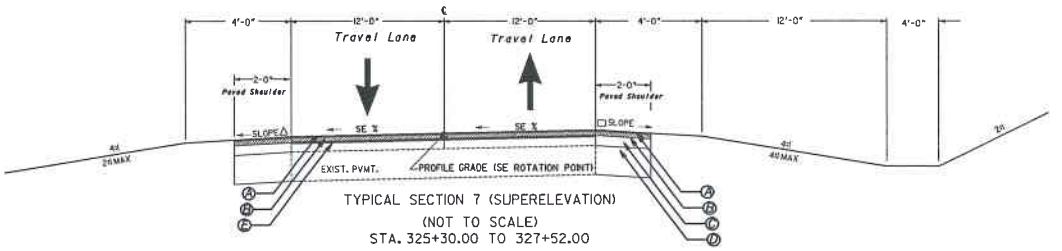
RELOCATED S. R. 53

DRAWING No. 5-02

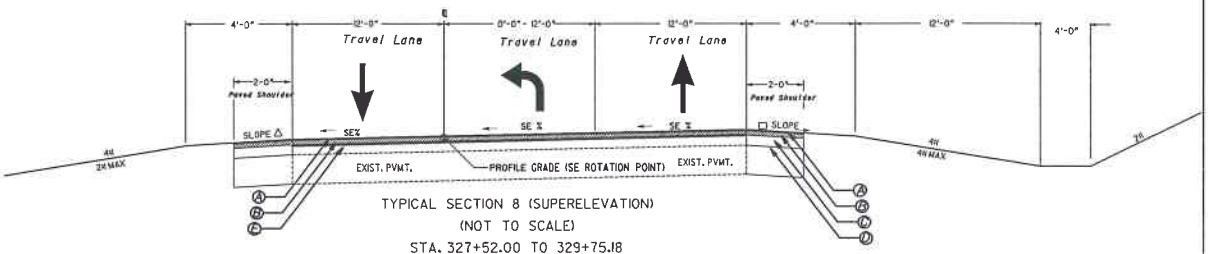
5/1/2007 BPW

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	CSSTP-0006-00(416)		

SIDE ROAD TYPICAL SECTION



TYPICAL SECTION 7 (SUPERELEVATION)
(NOT TO SCALE)
STA. 325+30.00 TO 327+52.00
STA. 368+00 TO 369+80.00
EXIST. S.R. 53

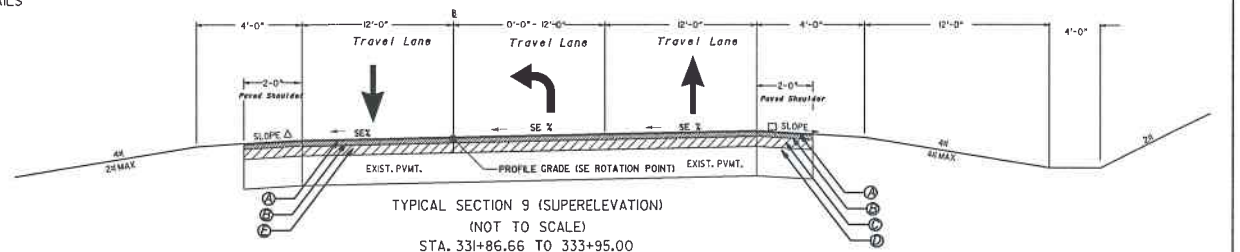


TYPICAL SECTION 8 (SUPERELEVATION)
(NOT TO SCALE)
STA. 327+52.00 TO 329+75.18
EXIST. S.R. 53

REQUIRED PAVEMENT

- (A) ASPHALTIC CONCRETE 9.5 mm SUPERPAVE, 135 LBS/SY.
- (B) ASPHALTIC CONCRETE 19 mm SUPERPAVE, 220 LBS/SY.
- (C) ASPHALTIC CONCRETE 25 mm SUPERPAVE, 660 LBS/SY.
- (D) GRADED AGGREGATE BASE, 10"
- (E) CONC. ASPHALT LEVELING AS REQUIRED

NOTES: SEE ROADWAY PLANS FOR LOCATION OF GUARDRAILS



TYPICAL SECTION 9 (SUPERELEVATION)
(NOT TO SCALE)
STA. 331+86.66 TO 333+95.00
EXIST. S.R. 53

VOLKERT
CONSULTING ENGINEERS
175 TOWNPARK DRIVE
SUITE 140
KENNESAW, GEORGIA 30144
(770)919-9520

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF CONSULTANT DESIGN

(NOT TO SCALE)

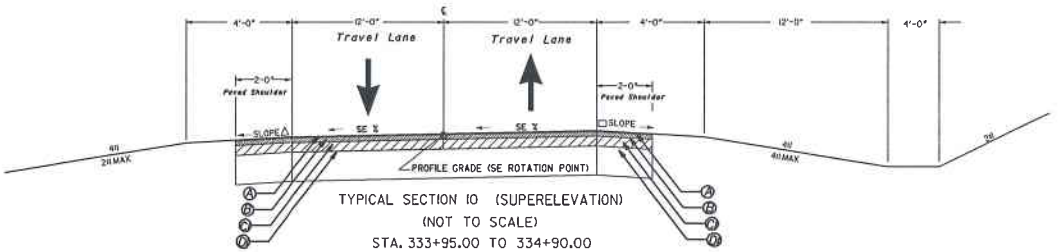
REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN
TYPICAL SECTIONS
RELOCATED S. R. 53

DRAWING No. 5-03

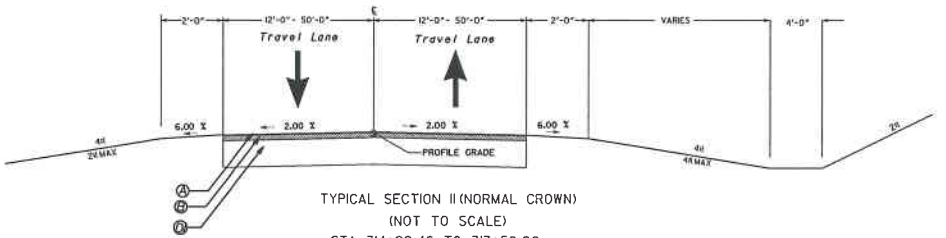
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA	CSSTP-0006-00(416)		

SIDE ROAD TYPICAL SECTION



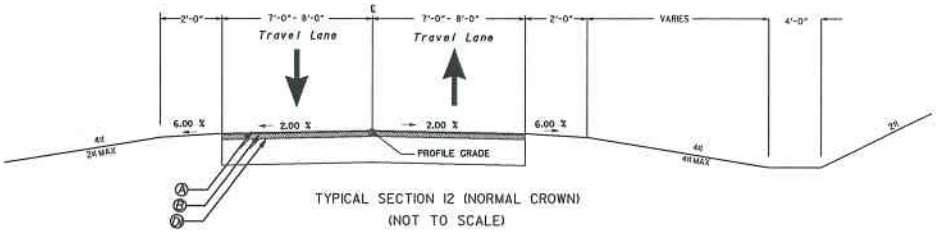
TYPICAL SECTION 10 (SUPERELEVATION)
(NOT TO SCALE)
STA. 333+95.00 TO 334+90.00
STA. 369+80.00 TO 373+29.52
EXIST. S.R. 53

CUL - DE - SAC



TYPICAL SECTION 11 (NORMAL CROWN)
(NOT TO SCALE)
STA. 314+99.46 TO 317+50.00
STA. 345+00.00 TO 346+59.75
STA. 357+15.50 TO 359+00.00
EXIST. S.R. 53

DRIVEWAY



TYPICAL SECTION 12 (NORMAL CROWN)
(NOT TO SCALE)

REQUIRED PAVEMENT

- (A) ASPHALTIC CONCRETE 9.5 mm SUPERPAVE, 135 LBS/S.Y.
- (B) ASPHALTIC CONCRETE 19 mm SUPERPAVE, 220 LBS/S.Y.
- (C) ASPHALTIC CONCRETE 25 mm SUPERPAVE, 330 LBS/S.Y.
- (D) GRADED AGGREGATE BASE, 6"

VOLKERT
CONSULTING ENGINEERS
175 TOWNPARK DRIVE
SUITE 140
KENNESAW, GEORGIA 30144
(770)919-9520

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE OF CONSULTANT DESIGN

(NOT TO SCALE)

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: CONSULTANT DESIGN

TYPICAL SECTIONS

RELOCATED S. R. 53

DRAWING No. 5-04

Basic Axle Class Summary: 53E

(DEFAULTX) Description	Lane	#1 Cycle	#2 Cars	#3 2A-4T	#4 Buses	#5 2A-SU	#6 3A-SU	#7 4A-SU	#8 4A-ST	#9 5A-ST	#10 6A-ST	#11 5A-MT	#12 6A-MT	#13 Other	Total
TOTAL COUNT :	#1.	38	7759	3786	13	216	188	9	124	1082	17	11	1	10	13254
	#2.	74	7435	3347	15	181	195	24	229	846	75	34	15	81	12551
		112	15194	7133	28	397	383	33	353	1928	92	45	16	91	25805
Percents :	#1.	0%	59%	29%	0%	2%	1%	0%	1%	8%	0%	0%	0%	0%	51%
	#2.	1%	59%	27%	0%	1%	2%	0%	2%	7%	1%	0%	0%	1%	49%
		0%	59%	28%	0%	2%	1%	0%	1%	7%	0%	0%	0%	0%	
Average :	#1.	5	1108	541	2	31	27	1	18	155	2	2	0	1	1893
	#2.	11	1062	478	2	26	28	3	33	121	11	5	2	12	1794
		16	2170	1019	4	57	55	4	51	276	13	7	2	13	3687
Days & ADT :	#1.	7.0	1893												
	#2.	7.0	1793												
		7.0	3686												

Basic Speed Class Summary: 53E

(DEFAULTX)

Description	Lane	#1 0.0 - 19.9	#2 20.0 - 24.9	#3 25.0 - 29.9	#4 30.0 - 34.9	#5 35.0 - 39.9	#6 40.0 - 44.9	#7 45.0 - 49.9	#8 50.0 - 54.9	#9 55.0 - 59.9	#10 60.0 - 64.9	#11 65.0 - 69.9	#12 70.0 - 74.9	#13 75.0 - 79.9	#14 80.0 - 84.9	#15 85.0 - 89.9	#16 Other	Total
TOTAL COUNT :	#1.	1	2	5	22	54	242	854	2887	4716	3281	957	186	36	5	2	4	13254
	#2.	9	8	44	195	506	1029	2573	4016	2767	1075	264	41	14	6	0	4	12551
		10	10	49	217	560	1271	3427	6903	7483	4356	1221	227	50	11	2	8	25805
Percents :	#1.	0%	0%	0%	0%	0%	2%	6%	22%	36%	25%	7%	1%	0%	0%	0%	0%	51%
	#2.	0%	0%	0%	2%	4%	8%	21%	32%	22%	9%	2%	0%	0%	0%	0%	0%	49%
		0%	0%	0%	1%	2%	5%	13%	27%	29%	17%	5%	1%	0%	0%	0%	0%	
Average :	#1.	0	0	1	3	8	35	122	412	674	469	137	27	5	1	0	1	1895
	#2.	1	1	6	28	72	147	368	574	395	154	38	6	2	1	0	1	1794
		1	1	7	31	80	182	490	986	1069	623	175	33	7	2	0	2	3689
Days & ADT :	#1.	7.0	1893															
	#2.	7.0	1793															
		7.0	3686															
Avg,50,67,85%	#1.	57.5	57.7	60.1	63.8													
	#2.	51.9	52.4	55.1	59.2													
		54.8	55.4	58.3	62.3													

HCS+: Two-Lane Highways Release 5.21

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst	Richard Boston
Agency/Co.	Volkert & Associates, Inc
Date Performed	3/26/2007
Analysis Time Period	AM & PM Peak
Highway	SR 53
From/To	
Jurisdiction	Gordon/Pickens Counties
Analysis Year	2011
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.87	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	1.5	mi	% Recreational vehicles	4	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V 450 veh/h
Directional split 50 / 50 %

Average Travel Speed

Grade adjustment factor, fG	0.93	
PCE for trucks, ET	1.9	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.885	
Two-way flow rate,(note-1) vp	628	pc/h
Highest directional split proportion (note-2)	314	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	62.2	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	60.2	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	55.3	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	0.94	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	0.935	
Two-way flow rate,(note-1) vp	589	pc/h
Highest directional split proportion (note-2)	295	
Base percent time-spent-following, BPTSF	40.4	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	40.4	%

Level of Service and Other Performance Measures

Level of service, LOS	B	
Volume to capacity ratio, v/c	0.20	
Peak 15-min vehicle-miles of travel, VMT15	194	veh-mi
Peak-hour vehicle-miles of travel, VMT60	675	veh-mi
Peak 15-min total travel time, TT15	3.5	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

HCS+: Two-Lane Highways Release 5.21

Phone: Fax:
E-Mail:

Two-Way Two-Lane Highway Segment Analysis

Analyst	Richard Boston
Agency/Co.	Volkert & Associates, Inc
Date Performed	3/26/2007
Analysis Time Period	AM & PM Peak
Highway	SR 53
From/To	
Jurisdiction	Gordon/Pickens Counties
Analysis Year	2031
Description	

Input Data

Highway class	Class 1				
Shoulder width	10.0	ft	Peak-hour factor, PHF	0.87	
Lane width	12.0	ft	% Trucks and buses	14	%
Segment length	1.5	mi	% Recreational vehicles	4	%
Terrain type	Rolling		% No-passing zones	0	%
Grade: Length		mi	Access points/mi	8	/mi
Up/down		%			

Two-way hourly volume, V 920 veh/h
Directional split 50 / 50 %

Average Travel Speed

Grade adjustment factor, fG	0.99	
PCE for trucks, ET	1.5	
PCE for RVs, ER	1.1	
Heavy-vehicle adjustment factor,	0.931	
Two-way flow rate,(note-1) vp	1147	pc/h
Highest directional split proportion (note-2)	574	pc/h
Free-Flow Speed from Field Measurement:		
Field measured speed, SFM	-	mi/h
Observed volume, Vf	-	veh/h
Estimated Free-Flow Speed:		
Base free-flow speed, BFFS	62.2	mi/h
Adj. for lane and shoulder width, fLS	0.0	mi/h
Adj. for access points, fA	2.0	mi/h
Free-flow speed, FFS	60.2	mi/h
Adjustment for no-passing zones, fnp	0.0	mi/h
Average travel speed, ATS	51.3	mi/h

Percent Time-Spent-Following

Grade adjustment factor, fG	1.00	
PCE for trucks, ET	1.0	
PCE for RVs, ER	1.0	
Heavy-vehicle adjustment factor, fHV	1.000	
Two-way flow rate,(note-1) vp	1057	pc/h
Highest directional split proportion (note-2)	529	
Base percent time-spent-following, BPTSF	60.5	%
Adj.for directional distribution and no-passing zones, fd/np	0.0	
Percent time-spent-following, PTSF	60.5	%

Level of Service and Other Performance Measures

Level of service, LOS	C	
Volume to capacity ratio, v/c	0.36	
Peak 15-min vehicle-miles of travel, VMT15	397	veh-mi
Peak-hour vehicle-miles of travel, VMT60	1380	veh-mi
Peak 15-min total travel time, TT15	7.7	veh-h

Notes:
1. If vp >= 3200 pc/h, terminate analysis-the LOS is F.
2. If highest directional split vp >= 1700 pc/h, terminate analysis-the LOS is F.

ACCIDENT DATA FOR SR 53 (2001-2004)

ACCIDENT #	CONTRIBUTING FACTOR	COUNTY	DATE	DIRECTION	MANEUVER	MILELOG	MOST HARMFUL EVENT	FATALITIES	INJURIES	VEHICLES	ROUTE #	ROUTE TYPE	VEHICLE DAMAGE
11190123	Other	Pickens	2001 05-28 12:00	West	Negotiating a Curve	0.01	Jackknife	0	0	1	53	State Route	Moderate
11190124	Other	Pickens	2001 05-28 12:00	West	Negotiating a Curve	0.01	Tree	0	0	1	53	State Route	Moderate
20770163	Not A Collision With A Motor Vehicle	Pickens	2002 01-25 3:41	West	Negotiating a Curve	0.01	Overturn	0	1	1	53	State Route	Moderate
20270655	Not A Collision With A Motor Vehicle	Pickens	2002 01-06 2:35	West	Negotiating a Curve	0.01	Ditch	0	0	1	53	State Route	Moderate
32450402	Not A Collision With A Motor Vehicle	Pickens	2003 10-26 1:49	West	Negotiating a Curve	0.01	Embankment	0	2	1	53	State Route	Moderate
42030584	Not A Collision With A Motor Vehicle	Pickens	2004 06-01 8:29	East	Negotiating a Curve	0.02	Culvert	0	0	1	53	State Route	Moderate
10960383	Driver Lost Control	Pickens	2001 03-03 12:00	West	Negotiating a Curve	0.03	Tree	0	2	1	53	State Route	Extensive
11190118	Driver Lost Control	Pickens	2001 05-24 12:00	West	Negotiating a Curve	0.04	Overturn	0	3	1	53	State Route	Extensive
30720776	Not A Collision With A Motor Vehicle	Pickens	2003 04-21 10:12	West	Negotiating a Curve	0.04	Embankment	0	0	1	53	State Route	Moderate
33530138	Not A Collision With A Motor Vehicle	Pickens	2003 09-28 5:15	West	Negotiating a Curve	0.04	Ditch	0	0	1	53	State Route	Moderate
31620548	Not A Collision With A Motor Vehicle	Pickens	2003 08-14 7:25	East	Negotiating a Curve	0.1	Overturn	0	1	1	53	State Route	Moderate
31620565	Not A Collision With A Motor Vehicle	Pickens	2003 08-26 3:24	East	Negotiating a Curve	0.1	Overturn	0	1	1	53	State Route	Moderate
31190519	Not A Collision With A Motor Vehicle	Pickens	2003 07-07 11:49	West	Negotiating a Curve	0.18	Highway Traffic Sign Post	0	3	1	53	State Route	Moderate
41730601	Not A Collision With A Motor Vehicle	Pickens	2004 05-18 10:01	West	Negotiating a Curve	0.19	Other Fixed Object	0	0	1	53	State Route	Moderate
44780593	Head On	Pickens	2004 12-07 7:07	West	Negotiating a Curve	0.48	Motor Vehicle in Motion	0	1	2	53	State Route	Moderate
11090096	Too Fast for Conditions	Pickens	2001 07-13 12:00	East	Negotiating a Curve	0.54	Overturn	0	2	1	53	State Route	Extensive
41060252	Not A Collision With A Motor Vehicle	Pickens	2004 01-20 6:14	West	Negotiating a Curve	0.78	Overhead Sign Support	0	0	1	53	State Route	Moderate
44840654	Not A Collision With A Motor Vehicle	Pickens	2004 12-09 7:33	West	Straight	0.99	Tree	0	0	1	53	State Route	Moderate
10970350	Driver Lost Control	Gordon	2001 03-23 12:00	West	Negotiating a Curve	26.99	Tree	0	0	1	53	State Route	Moderate

ACCIDENT #	CONTRIBUTING FACTOR	COUNTY	DATE	DIRECTION	MANEUVER	MILELOG	MOST HARMFUL EVENT	FATALITIES	INJURIES	VEHICLES	ROUTE #	ROUTE TYPE	VEHICLE DAMAGE
32050218	Not A Collision With A Motor Vehicle	Gordon	2003 09-30 9:10	West	Negotiating a Curve	27.07	Ditch	0	2	1	53	State Route	Moderate
10330617	Driver Lost Control	Gordon	2001 01-11 12:00	East	Negotiating a Curve	27.09	Tree	0	0	1	53	State Route	Moderate
10330618	Weather Conditions	Gordon	2001 01-11 12:00	West	Straight	27.12	Overturn	0	1	1	53	State Route	Extensive
20800559	Not A Collision With A Motor Vehicle	Gordon	2002 02-01 11:22	West	Negotiating a Curve	27.17	Tree	0	1	1	53	State Route	Moderate
20770731	Not A Collision With A Motor Vehicle	Gordon	2002 01-06 1:30	West	Negotiating a Curve	27.17	Tree	0	1	1	53	State Route	Moderate
32340059	Not A Collision With A Motor Vehicle	Gordon	2003 06-28 11:59	West	Negotiating a Curve	27.17	Other Non-Collision	0	1	1	53	State Route	Moderate
23950465	Sideswipe - Opposite Direction	Gordon	2002 10-15 4:52	West	Negotiating a Curve	27.26	Motor Vehicle in Motion	0	0	2	53	State Route	Moderate