

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE**

FILE P.I. # 0010293

OFFICE Design Policy & Support

Ware County
GDOT District 5 - Jesup
SR 122 Realignment

DATE 9/6/2013

FROM  for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED CONCEPT REPORT

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

Attachment

DISTRIBUTION:

Bobby Hilliard, Program Control Administrator
Genetha Rice-Singleton, State Program Delivery Engineer
Glenn Bowman, State Environmental Administrator
Cindy VanDyke, State Transportation Planning Administrator
Kathy Zahul, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Mike Bolden, State Utilities Engineer
Jeff Fletcher, Statewide Location Bureau Chief
Karon Ivery, District Engineer
William Murphy, District Preconstruction Engineer
Stephen Thomas, District Utilities Engineer
Aghdas Ghazi, Project Manager
BOARD MEMBER - 1st Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
PROJECT CONCEPT REPORT**

Project Type: <u>Safety</u>	P.I. Number: <u>0010293</u>
GDOT District: <u>5</u>	County: <u>Ware</u>
Federal Route Number: <u>N/A</u>	State Route Number: <u>SR 122</u>

Realignment of SR 122 (Carswell Avenue) From CR 39 (Corbitt Road) to CR 68 (Pine Valley Road)

Submitted for approval:

<u>Michael R. Moseley Jr., Atkins</u>	<u>6/19/2013</u>
DATE	
<u>Albert Shelby</u>	<u>7/10/2013</u>
Office Head	DATE
<u>Agustin J. Johnson</u>	<u>6/21/13</u>
GDOT Project Manager	DATE

Recommendation for approval:

<u>GLENN BOWMAN*/EKP</u>	<u>8/7/2013</u>
Program Control Administrator	DATE
<u>LISA MYERS*/EKP</u>	<u>7/18/2013</u>
State Environmental Administrator (recommendation required)	DATE
<u>JUN BIRNKAMMER*/EKP</u>	<u>7/17/2013</u>
Project Review Engineer	DATE
<u>KARON IVERY*/EKP</u>	<u>7/26/2013</u>
FOR State Utilities Engineer	DATE
District Engineer	DATE
State Transportation Financial Management Administrator	DATE
The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Plan (RTP) and/or the State Transportation Improvement Program (STIP).	
<u>CINDY VANDYKE*/EKP</u>	<u>7/18/2013</u>
State Transportation Planning Administrator	DATE

X - RECOMMENDATION ON FILE

PLANNING & BACKGROUND DATA

Project Justification Statement:

The proposed project will reduce crash frequency and severity along SR 122 from CR 39/Corbitt Rd. to CR 68/Pine Valley Rd. In Georgia from 2004-2008, approximately 54% of fatal crashes occurred due to roadway departure. Roadway departure is a focus area for the Georgia Department of Transportation. Nationally roadway departure crashes account for 53% of all fatal crashes and approximately 72% of those crashes are due to a horizontal curve in the road. Crash data from 2004-2008 was analyzed resulting in 6 total crashes with 5 injuries and 1 fatalities. All 6 crashes were lane departure crashes that occurred while negotiating the curve.

Crash Analysis

A crash analysis was performed for SR 122 from west of Corbitt Road to east of Pine Valley Road for a six year period from 2005 through 2010. A total of seven crashes occurred on SR 122 within this segment of roadway. Two of the crashes were the result of angle collisions and one crash was the result of an overturned vehicle. Each of these three crashes resulted in a fatality. Four crashes did not involve a motor vehicle, two of which resulted in injuries. The crash rate on SR 122 was higher than the statewide average for rural major arterials in 2006. The injury rates were higher than the statewide average for years 2005 through 2007. No statewide information was available for the year 2010. Since 2005 there have been three fatalities due to angle collisions and overturn vehicles. See the attached Traffic Engineering Study dated May 20, 2010 for discussion of accident history (Attachment 6).

**Table 1. Crash Data – SR 122 from west of Corbitt Rd (ML 8.60)
 To east of Pine Valley Rd (ML 10.40)**

Year	Crashes					
	Angle	Overturn	Struck Object	Total	Injury	Fatal
2005		1		1	1	1
2006			4	4	2	
2007	1			1	1	1
2008						
2009						
2010	1			1	1	1

Year	Actual Rates			Major Collector Rural Statewide Averages		
	Crash Rate*	Injury Rate*	Fatality Rate*	Crash Rate*	Injury Rate*	Fatality Rate*
2005	149	149	149.22	197	111	3.23
2006	591	296	0.00	203	110	3.56
2007	148	148	147.77	203	109	3.55
2008	0	0	0.00	194	100	3.39
2009	0	0	0.00	191	99	2.72
2010	169	169	169.12	**	**	**

* Rate per 100 million vehicle miles.

** Data not available

Description of the proposed project:

The proposed project begins west of Corbitt Road (ML 8.69) and extends to the east of Pine Valley Road (ML 9.59) for a distance of approximately 0.9 miles. The eastern and western termini of the project are determined by the existing horizontal reverse curves which this project proposes to improve. More specifically, the proposed project would realign SR 122 to the north to eliminate the sharp reverse curves that currently exist between Corbitt Road and Pine Valley Road. The proposed geometry would provide for flatter, longer horizontal curves which will improve sight distance and driver comfort. Corbitt Road would need to be extended to connect with the realigned SR 122.

Federal Oversight: Full Oversight Exempt State Funded Other

MPO: N/A MPO - Choose
MPO Project TIP #

Regional Commission: N/A RC – Southern Georgia RC
RC Project ID #

Congressional District(s): 1

Projected Traffic: ADT

Current Year (2012): 1,150 Open Year (2015): 1,200 Design Year (2035): 1,600
Traffic Projections Performed by: GDOT Office

Functional Classification (Mainline): Rural Major Collector

Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project? No Yes

Is this project on a designated Bike Route, Pedestrian Plan, or Transit Network?

None Bike Route Pedestrian Plan Transit Network

SR 122 (Carswell Ave.) is designated State Bicycle Route 10, on the Georgia Bicycle and Pedestrian Plan Statewide Route Network, Updated July 1998

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern:

The project corridor is surrounded by wetlands so limiting impacts will be an issue of concern. A community resource, Pine Valley Congressional Methodist Church, is also located adjacent to SR 122 so impacts to this important resource must also be avoided or minimized.

Context Sensitive Solutions:

To set the proposed realignment of SR 122 so as to reduce environmental and community resource impacts. Where practical the typical section should be analyzed to aid in impact reductions using reduced shoulder widths, smaller lane widths or steeper tie slopes.

DESIGN AND STRUCTURAL DATA

Mainline Design Features:

Roadway Name/Identification: SR 122

Feature	Existing	Standard*	Proposed
Typical Section			
- Number of Lanes	2	2	2
- Lane Width(s)	12 ft	11-12 ft	12 ft
- Median Width & Type	Undivided	Undivided	Undivided
- Outside Shoulder Width & Type	8 ft (2 ft Paved)	6 ft Overall	8 ft (6.5 ft Paved)
- Outside Shoulder Slope	6.0%	6.0%	6.0%
- Inside Shoulder Width & Type	N/A	N/A	N/A
- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	Incorporated in Paved Shoulder	Incorporated in Paved Shoulder
Posted Speed	55 MPH		55 MPH
Design Speed	55 MPH	55 MPH	55 MPH
Min Horizontal Curve Radius	1400 ft	1060 ft	3700 ft
Superelevation Rate	5.0%	6.0% Max.	3.3%
Grade	<1%	6.0% Max.	6.0% Max.
Access Control	Permitted Access	Permitted Access	Permitted Access
Right-of-Way Width	100 ft	100 ft	100 ft
Maximum Grade – Crossroad	N/A	N/A	N/A
Design Vehicle	SU	SU	SU

*According to current GDOT design policy if applicable

Major Structures: N/A

Major Interchanges/Intersections: N/A

Utility Involvements: The following utilities are located on the project corridor:

- AT&T/Bellsouth
- Alma Telephone Company
- Slash Pine REMC

Public Interest Determination Policy and Procedure recommended (Utilities)? YES NO

SUE Required: Yes No

Railroad Involvement: There are no railroads in the vicinity of the project.

Complete Streets - Bicycle, Pedestrian, and/or Transit Warrants:

Warrants met: None Bicycle Pedestrian Transit

SR 122 (Carswell Ave.) is designated State Bicycle Route 10, on the Georgia Bicycle and Pedestrian Plan Statewide Route Network, Updated July 1998.

Right-of-Way:

Required Right-of-Way anticipated: YES NO Undetermined
 Easements anticipated: Temporary Permanent Utility Other

Anticipated number of impacted parcels:	3
Anticipated number of displacements (Total):	0
Businesses:	0
Residences:	0
Other:	0

Location and Design approval: Not Required Required

Off-site Detours Anticipated: No Yes Undetermined

Transportation Management Plan [TMP] Required: No Yes

If Yes: Project classified as: Non-Significant Significant

TMP Components Anticipated: TTC TO PI

Design Exceptions to FHWA/AASHTO controlling criteria anticipated:

FHWA/AASHTO Controlling Criteria	YES	Appvl Date (if applicable)	NO	Undetermined
1. Design Speed	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Lane Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Shoulder Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Bridge Width	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Horizontal Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Superelevation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Vertical Alignment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Grade	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Stopping Sight Distance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Cross Slope	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Vertical Clearance	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Lateral Offset to Obstruction	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
13. Bridge Structural Capacity	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Design Variances to GDOT standard criteria anticipated:

GDOT Standard Criteria	Reviewing Office	YES	Appvl Date (if applicable)	NO	Undetermined
1. Access Control - Median Opening Spacing	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Median Usage & Width	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Intersection Skew Angle	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Lateral Offset to Obstruction	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Intersection Sight Distance	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Bike & Pedestrian Accommodations	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. GDOT Drainage Manual	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Georgia Standard Drawings	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. GDOT Bridge & Structural Manual	Bridge Design	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Roundabout Illumination	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

11. Rumble Strips	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
12. Safety Edge	DP&S	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

VE Study anticipated: No Yes Completed – Date:

ENVIRONMENTAL DATA

Anticipated Environmental Document:

GEPA: **NEPA:** Categorical Exclusion EA/FONSI EIS

Air Quality:

Is the project located in a PM 2.5 Non-attainment area? No Yes
 Is the project located in an Ozone Non-attainment area? No Yes
 Is a Carbon Monoxide hotspot analysis required? No Yes

MS4 Compliance – Is the project located in an MS4 area? No Yes

Environmental Permits/Variations/Commitments/Coordination anticipated:

Permit/ Variance/ Commitment/ Coordination Anticipated	YES	NO	Remarks
1. U.S. Coast Guard Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Forest Service/Corps Land	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3. CWA Section 404 Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. Tennessee Valley Authority Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Buffer Variance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will be required for nonexempt encroachment into the state mandated buffer
6. Coastal Zone Management Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. NPDES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. FEMA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9. Cemetery Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Other Permits	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Other Commitments	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. Other Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Is a PAR required? No Yes Completed – Date: 4/11/2013

PAR report is attached (Attachment 8). PAR was held 4/11/2013 in Macon and no comments were received.

NEPA/GEPA: Level of documentation would be a Categorical Exclusion. No significant NEPA issues exist on the project corridor other than wetlands (see Ecology below).

Ecology: A delineation of jurisdictional waters of the U.S. and waters of the State has been conducted. The project would require an Individual Section 404 Permit from the U.S. Army Corps of Engineers and Section 401 Water Quality Certification from the Georgia Environmental Protection Division (EPD) prior to construction due to proposed wetland impacts. Buffered state waters were observed in the project area and a stream buffer variance would be required from Georgia EPD for nonexempt encroachment into the 25-foot state mandated buffers on non-trout streams. However, the extent of buffered state waters should be verified by Georgia EPD.

The project corridor contains suitable habitat for hooded pitcher plant (*Sarraccenia minor*), a state *Unusual* species. Individual hooded pitcher plants were observed during the jurisdictional waters delineation, and upon completion of a protected species survey of the entire project area the plants are present. The preferred alternative does not impact the hooded pitcher plant, so the project would have a “no significant adverse effect” to the species.

History: A Historic Resource Survey report and an Assessment of Effects report/No Historic Properties Affected report will be prepared for the preferred alignment. The Pine Valley Congregational Methodist Church is over 50 years of age and is located within the project limits. However the resource does not appear to be eligible for the National Register of Historic Places. Several additional resources aged 50 years old or older are located west of the project corridor but are considered outside of the APE.

Archeology: A Phase I Archaeological Survey will be conducted for the preferred alignment. No cemeteries or previously identified sites are known to occur within the project’s limits.

Air & Noise: A Noise Impact Assessment and an Air Screen report will be prepared for the preferred alignment.

Public Involvement: None anticipated at this time.

Major stakeholders: Major stakeholders in the project would be the traveling public, property owners along the project corridor, U.S. Army Corps of Engineers (wetland impacts) and Georgia Department of Natural Resources (pitcher plants).

CONSTRUCTION

Issues potentially affecting constructability/construction schedule: At this time there are no issues that appear to impact the construction schedule in terms of staging or seasonal limitations.

Early Completion Incentives recommended for consideration: No Yes

PROJECT RESPONSIBILITIES

Project Activities:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Atkins
Design	Atkins
Right-of-Way Acquisition	GDOT
Utility Relocation	Utility Owner
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Atkins
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Lighting required: No Yes

Initial Concept Meeting: Not Applicable

Concept Meeting: A Concept Team Meeting was held on January 3, 2013. There were no major concerns and the inspection team raised no objections to the Preferred Alternative.

Other projects in the area:

M004245 – This project is the resurfacing of SR 122 from the Clinch County line to SR 520/US 82.

Other coordination to date: Not Applicable.

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Utility	CST*	Environmental Mitigation	Total Cost
By Whom	GDOT	GDOT	GDOT	GDOT	GDOT	
\$ Amount	\$661 K	\$957,000	\$0	\$1.70 M	\$38,100	\$3,350,000
Date of Estimate	1/25/2011	12/17/2012	12/7/2012	7/19/2013	12/1/2012	

*CST Cost includes: Construction, Engineering and Inspection, and Liquid AC Cost Adjustment.

ALTERNATIVES DISCUSSION

Alternative selection:

Preferred Alternative: <i>Alternate 1 - Shift S.R. 122 to north of existing alignment</i>			
Estimated Property Impacts:		Estimated Total Cost:	\$3.4 M
Estimated ROW Cost:	\$957,000	Estimated CST Time:	12-18 months
Rationale: <i>The preferred alternate shift S.R. 122 to the north to soften the existing reverse curves. This alternate utilizes 3,700 ft radii and 1,300 ft of tangent distance between curves to improve the horizontal geometry of S.R. 122. The existing curves on S.R. 22 are 1,400 ft radius with approximately 1,100 ft of tangent distance. This alternate impacts approximately 3.6 acres of wetlands but does not impact Pine Valley Congressional Methodist Church, a community resource. The right-of-way required does not impact any structures or residences. The project length is approximately 0.9 miles.</i>			

No-Build Alternative: <i>S.R. 122 to remain</i>			
Estimated Property Impacts:	None	Estimated Total Cost:	\$0
Estimated ROW Cost:	\$0	Estimated CST Time:	N/A
Rationale: <i>This alternate does not improve the horizontal geometry of S.R. 122 to reduce crash frequency and severity.</i>			

Alternative 2: <i>Shift S.R. 122 to south of existing alignment</i>			
Estimated Property Impacts:		Estimated Total Cost:	\$4.0 M
Estimated ROW Cost:	\$1,819,000	Estimated CST Time:	12-18 months
Rationale: <i>This alternate shifts S.R. 122 to the south of the existing alignment to soften the existing reverse curves. This alternative utilizes 2,800 ft radii with 240 ft of tangent distance between curves. This is the minimum required to transition superelevation between the curves. This alternate impacts approximately 2.4 acres of wetlands. This alternate requires the displacement of the Pine Valley Congressional Methodist Church. While this alternate reduces wetland impacts it requires the acquisition of a community resource. The horizontal alignment correction to S.R. 122 is also less desirable than the preferred alternate. The</i>			

project length of Alternate 2 is approximately 0.75 miles.

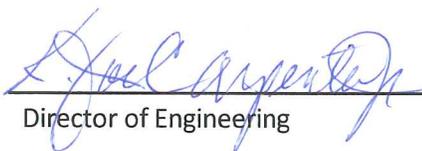
Alternative 3: Maintain S.R. 122 while increasing reverse curve radii			
Estimated Property Impacts:		Estimated Total Cost:	\$2.6 M
Estimated ROW Cost:	\$461,000	Estimated CST Time:	12-18 months
<p>Rationale: <i>This alternate maintains the existing alignment of S.R. 122 while increasing the radii of the reverse curves to 3,000 ft with 225 ft of tangent distance between curves. This is the minimum required to transition superelevation between the curves. This alternate impacts approximately 2.9 acres of wetlands. This alternate also requires less wetland impact than the preferred alternate but has negative impact on the Pine Valley Congressional Methodist Church. This alternate shift S.R. 122 40 ft over toward the church property. This realignment moves the roadway to approximately 60 ft from the front of the church. To construct this alternate the temporary closure of S.R. 122 may be required since so much of the construction would be required under traffic. The horizontal alignment correction to S.R. 122 is also less desirable than the preferred alternate. The project length of Alternate 3 is approximately 0.77 miles.</i></p>			

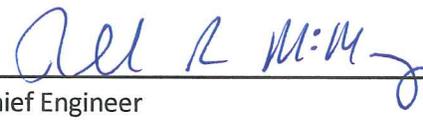
Comments: None.

Attachments:

1. Concept Layout
2. Typical sections
3. Detailed Cost Estimates:
 - a. Construction including Engineering and Inspection
 - b. Completed Fuel & Asphalt Price Adjustment forms
 - c. Right-of-Way
 - d. Utilities
 - e. Environmental Mitigation
4. Crash summaries
5. Traffic diagrams
6. TE Study dated May 20, 2010
7. Minutes of Concept meetings
8. Practical Alternatives Report

APPROVALS

Concur:  8/27/2013
 Director of Engineering

Approve: 
 Chief Engineer

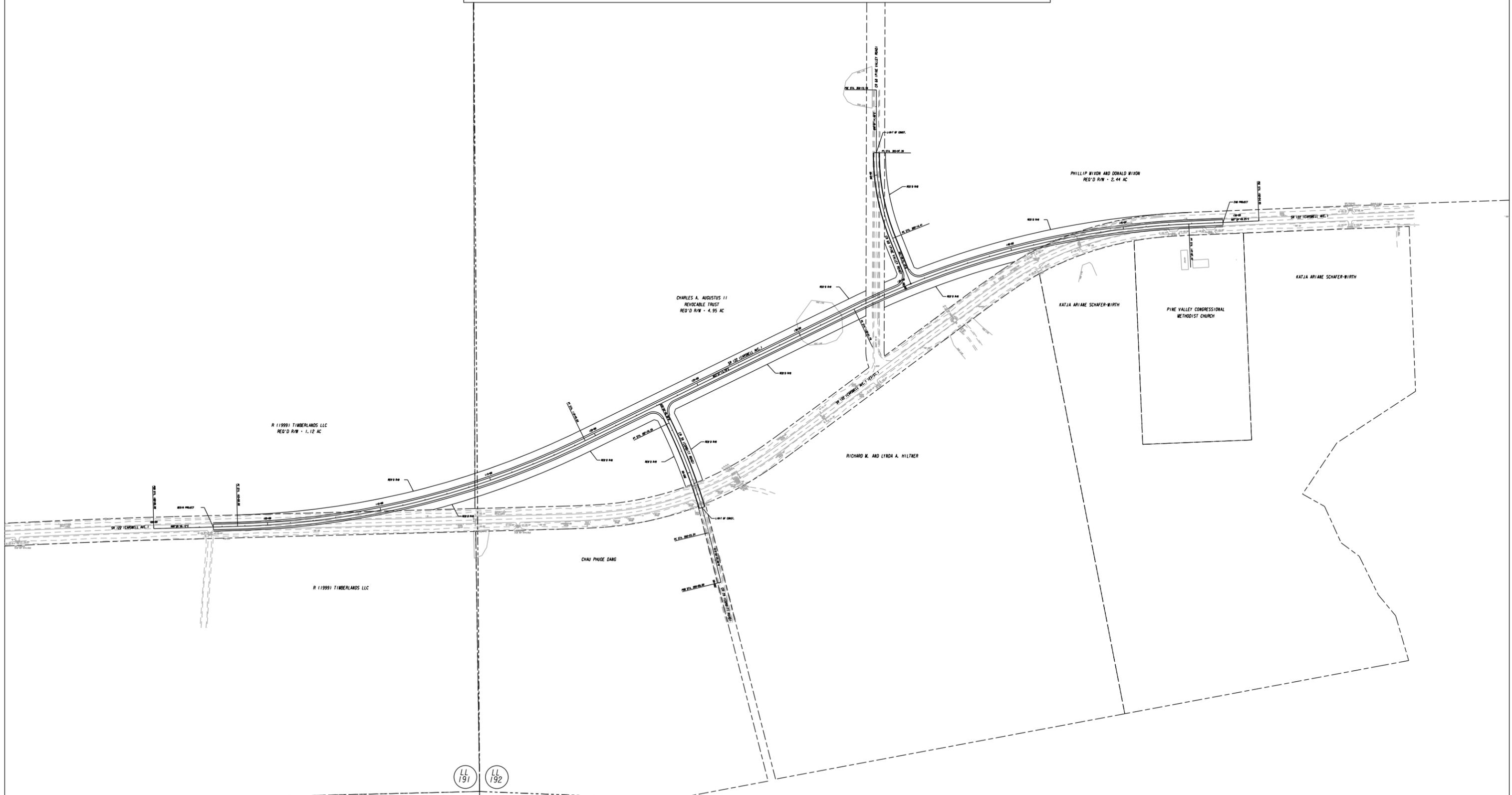
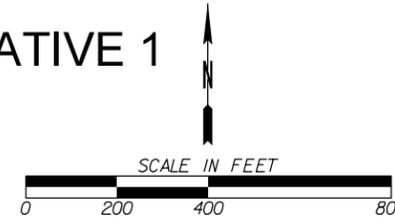
9-2-13
 Date

Attachment 1

Concept Layout

REALIGNMENT OF SR 122 FROM CR 39 TO CR 68
P.I. 0010293
PREFERRED ALTERNATIVE 1

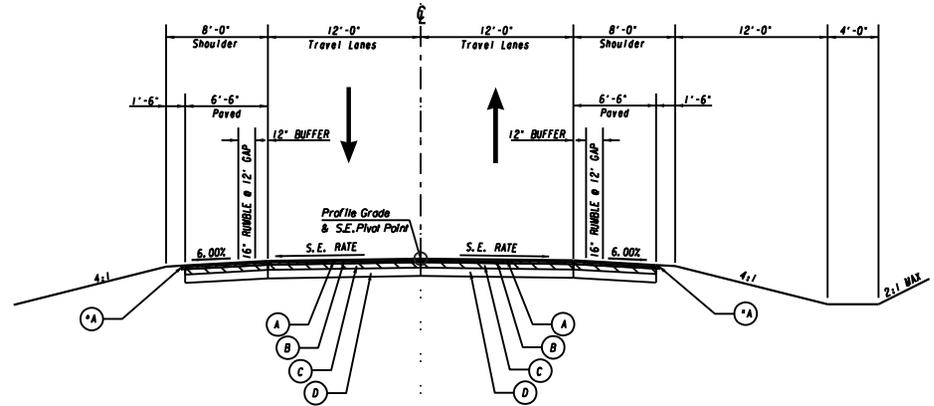
ATKINS



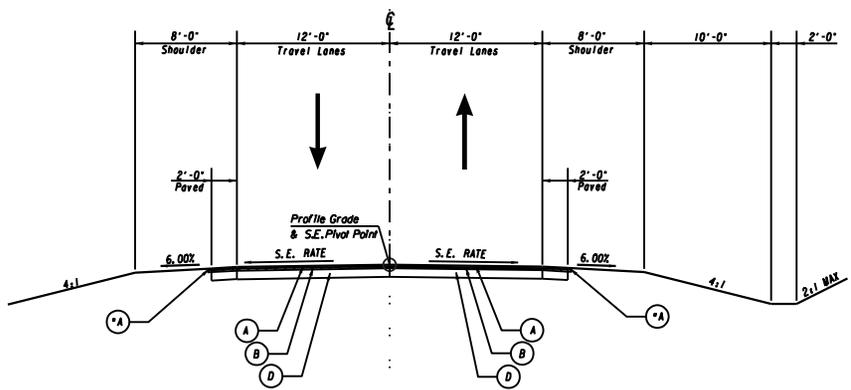
Attachment 2

Typical Sections

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	—	0-10'
2:1	ALL	OVER 10'



TYPICAL SECTION NO. 1
SR 122



TYPICAL SECTION NO. 2
CORBITT ROAD
PINE VALLEY ROAD

*A: PAVEMENT EDGE TREATMENT
SEE GA DETAIL P-7 FOR DETAILS

PAVEMENT MATERIAL SCHEDULE	
(A)	RECYCLED ASPH. CONC. 12.5 mm SUPERPAVE, 165 LBS./SY
(B)	RECYCLED ASPH. CONC. 19 mm SUPERPAVE, 220 LBS./SY
(C)	RECYCLED ASPH. CONC. 25 mm SUPERPAVE, 550 LBS./SY
(D)	GRADED AGGREGATE BASE COURSE, 8"

ATKINS



REVISION DATES	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
TYPICAL SECTIONS

SR 122

DRAWING No. 05-001

Attachment 3a

**Construction Cost Estimate
including Engineering and
Inspection**

DATE : 07/19/2013
PAGE : 1

JOB ESTIMATE REPORT

JOB NUMBER : 0010293 SPEC YEAR: 01
DESCRIPTION: SR 122 FM CR 39/CORBITT RD TO CR 68/PINE VALLEY RD

COST GROUPS FOR JOB 0010293

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
MISC	MISCELLANEOUS (LS)	1.000	50000.00000	50000.00	Y
DRNFLF	DRAINAGE (LF)	3029.250	30.03649	90988.04	Y
EROC	EROSION CONTROL (SY)	22719.377	3.88899	88355.43	Y
PVMKPCTO	PAVEMENT MARKING (PERCENT OF JOB)	2698.158	15.00000	40472.38	Y
ACTIVE COST GROUP TOTAL				269815.85	
INFLATED COST GROUP TOTAL				269815.85	

ITEMS FOR JOB 0010293

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0004	153-1100		EA	FIELD ENGINEERS OFFICE TP 1	1.000	30000.00	30000.00
0005	150-1000		LS	TRAFFIC CONTROL - PI 0010293	1.000	49400.00	49400.00
0010	210-0100		LS	GRADING COMPLETE - PI 0010293	1.000	100000.00	100000.00
0015	310-1101		TN	GR AGGR BASE CRS, INCL MATL	11400.000	19.19	218804.99
0020	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	5800.000	65.67	380907.00
0025	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	2100.000	80.12	168271.38
0030	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	2700.000	78.11	210897.22
0035	413-1000		GL	BITUM TACK COAT	2500.000	3.15	7883.80
0040	456-2015		GLM	INDENT. RUMB. STRIPS - GRND-IN-PL (SKIP)	2.000	1855.01	3710.03
ITEM TOTAL							1169874.41
INFLATED ITEM TOTAL							1169874.41

TOTALS FOR JOB 0010293

ESTIMATED COST:	1439690.27
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	1439690.27

0010293 - SR 122 Project Cost Summary

Construction Cost (CES)	\$1,439,690.27
Engineering & Inspection (5%)	\$71,984.51
Fuel & Asphalt Adjustment	<u>\$185,581.20</u>
Total Construction Cost	<u><u>\$1,697,255.98</u></u>

P.E.	\$661,000.00
Environmental Mitigation	\$38,100.00
Right-of-Way	\$957,000.00
Reimbursable Utilities	<u>\$0.00</u>
Total Project Cost	<u><u>\$3,353,355.98</u></u>

Attachment 3b

Fuel & Asphalt Price Adjustment forms

PROJ. NO.	0010293
P.I. NO.	0010293
DATE	7/18/2013

CALL NO.

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	Jul-13	\$ 3.352
DIESEL		\$ 3.772
LIQUID AC		\$ 572.00

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

LIQUID AC ADJUSTMENTS

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

Asphalt

Price Adjustment (PA)				181896	\$	181,896.00
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	915.20		
Monthly Asphalt Cement Price month project let (APL)			\$	572.00		
Total Monthly Tonnage of asphalt cement (TMT)				530		

ASPHALT	Tons	%AC	AC ton
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	2100	5.0%	105
9.5 mm SP		5.0%	0
25 mm SP	5800	5.0%	290
19 mm SP	2700	5.0%	135
	10600		530

BITUMINOUS TACK COAT

Price Adjustment (PA)				\$ 3,685.20	\$	3,685.20
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	915.20		
Monthly Asphalt Cement Price month project let (APL)			\$	572.00		
Total Monthly Tonnage of asphalt cement (TMT)				10.7377523		

Bitum Tack

Gals	gals/ton	tons
2500	232.8234	10.7377523

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)				0	\$	-
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	\$	915.20		
Monthly Asphalt Cement Price month project let (APL)			\$	572.00		
Total Monthly Tonnage of asphalt cement (TMT)				0		

Bitum Tack

	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT **\$ 185,581.20**

Attachment 3c

Right-of-Way

**GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY**

Date: 12/17/2012
Revised:

Project: 0010293
County: Murray
PI: 0010293 Alt 1

Description: 39 Corbitt to Valley Road
Project Termini: 39 Corbitt to Valley Road

Existing ROW: Varies
Required ROW: Varies

Parcels: 3

Land and Improvements _____ \$878,625.00

Proximity Damage	\$0.00
Consequential Damage	\$0.00
Cost to Cures	\$0.00
Trade Fixtures	\$0.00
Improvements	\$190,000.00

Valuation Services _____ \$4,000.00

Legal Services _____ \$39,525.00

Relocation _____ \$6,000.00

Demolition _____ \$0.00

Administrative _____ \$28,500.00

TOTAL ESTIMATED COSTS _____ \$956,650.00

TOTAL ESTIMATED COSTS (ROUNDED) _____ \$957,000.00

Preparation Credits	Hours	Signature

Prepared By: Lashone Alexander CG#: 286999 12/17/2012
Approved By: Joshua Alexander CG#: 286999 12/17/2012

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

Attachment 3d

Utilities

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE None
P.I. # 0010293

OFFICE District 5, Jesup
DATE December 07, 2012

FROM Stephen Thomas, District Utilities Engineer

TO Charity Belford, Project Manager

SUBJECT PRELIMINARY UTILITY COST (ESTIMATE)

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

Facility Owner	Non-Reimbursable	Reimbursable	Comments
AT&T/ Bellsouth	\$64,480	\$0.00	
Alma Telephone Company	\$64,480	\$0.00	
Slash Pine REMC	\$198,000	\$0.00	
Totals	\$326,960	\$0.00	
Total Reimbursement		\$0.00	

CC: Angie Robinson, Office of Financial Management;
Terry Brigman, Assistant State Utilities Engineer
District Office File
Utilities Office File

Attachment 3e

Environmental Mitigation

Table 1. Alternatives Analysis – Realignment of SR 122/Carswell Ave from CR 39/Corbitt Rd to CR 68/Pine Valley Road; P.I. No. 0010293; Ware County, Georgia

Factor	Alternative 1 (Preferred Alternative)	Alternative 2	Alternative 3	Alternative 4 (No Build)	Information Source	
Length (miles)	0.89	0.75	0.77	N/A	Draft 2012 Concept Report	
Typical Sections	Two 12-foot lanes, undivided, with 8-foot shoulder width (6.5-foot paved)	Two 12-foot lanes, undivided, with 8-foot shoulder width (6.5-foot paved)	Two 12-foot lanes, undivided, with 8-foot shoulder width (6.5-foot paved)	Two 12-foot lanes, undivided, with 8-foot shoulder width (2-foot paved)		
Displacements						
Residential	0	0	0	0	Draft 2012 Concept Report	
Commercial	0	0	0	0		
Institutional	0	1	0	0		
Historic	0	0	0	0		
Total	0	1	0	0		
Other Impacts						
Historic Resource Impacts	0	0	0	0	Draft 2012 Concept Report	
Archeological Impacts	Low risk	Low risk	Low risk	N/A	Desktop Review of NARHGIS	
Wetlands	Impacts	3.57 acres	2.31 acres	2.88 acres	0	Draft 2012 Ecology Resource Survey and Assessment of Effects Report
	No. of Impacts	9	13	13	0	
	Estimated Mitigation Credits	25.4	16.4	20.4	0	
Non-Exempt Stream Buffer Disturbance	0	4,092 square feet	0	0		

Table 1. Alternatives Analysis – Realignment of SR 122/Carswell Ave from CR 39/Corbitt Rd to CR 68/Pine Valley Road; P.I. No. 0010293; Ware County, Georgia

Factor		Alternative 1 (Preferred Alternative)	Alternative 2	Alternative 3	Alternative 4 (No Build)	Information Source
Streams	Impacts	0	126 linear feet	0	0	Draft 2012 Ecology Resource Survey and Assessment of Effects Report
	No. of Impacts	0	1	0	0	
	Estimated Mitigation Credits	0	554.4	0	0	
Protected Species Present	No	No	Yes	N/A		
Cost Estimates						
Construction		\$1,748,598.27	\$1,550,817.91	\$1,501,035.27	0	Draft 2012 Concept Report
Mitigation	Wetland	\$38,100	\$24,600	\$30,600	0	Draft 2012 Ecology Resource Survey and Assessment of Effects Report
	Stream	0	\$11,340	0	0	
	Total	\$38,100	\$35,940	\$30,600	0	
Right-of-Way		To be provided by GDOT	To be provided by GDOT	To be provided by GDOT	0	Draft 2012 Concept Report
Total		*	*	*	0	N/A

*Awaiting right-of-way cost from GDOT to calculate total cost estimate

Attachment 4

Crash Summaries

QUERY SUMMARY

For Year(s): 2005 thru 2010

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Injuries	No. Fatalities
2005	Ware	State Route	012200	8.60	10.40	1	1	1
2005 SubTotal						1	1	1
2006	Ware	State Route	012200	8.60	10.40	4	2	0
2006 SubTotal						4	2	0
2007	Ware	State Route	012200	8.60	10.40	1	1	1
2007 SubTotal						1	1	1
2008	Ware	State Route	012200	8.60	10.40	0	0	0
2008 SubTotal						0	0	0
2009	Ware	State Route	012200	8.60	10.40	0	0	0
2009 SubTotal						0	0	0
2010	Ware	State Route	012200	8.60	10.40	1	1	1
2010 SubTotal						1	1	1
All Year(s)Total						7	5	3

ACCIDENT RATE CALCULATION for year(s) 2005 thru 2010

Accident Data Information System

ACCIDENT RATE CALCULATION 2005

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2005	Ware	1	012200	8.60	10.40	1,020	1.80	1,836
Total Vehicle Miles: 1836	Total Accidents: 1	Accident Rate: 149	Statewide Accident Rate: 197					
Average AADT: 1020	Total Injuries: 1	Injury Rate: 149	Statewide Injury Rate: 111					
Length In Miles: 1.80	Total Fatalities: 1	Fatality Rate: 149.22	Statewide Fatality Rate: 3.23					

NOTE: Rates are per 100 Million Vehicle Miles.

ACCIDENT RATE CALCULATION 2006

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2006	Ware	1	012200	8.60	10.40	1,030	1.80	1,854
Total Vehicle Miles: 1854	Total Accidents: 4	Accident Rate: 591	Statewide Accident Rate: 203					
Average AADT: 1030	Total Injuries: 2	Injury Rate: 296	Statewide Injury Rate: 110					
Length In Miles: 1.80	Total Fatalities: 0	Fatality Rate: 0.00	Statewide Fatality Rate: 3.56					

NOTE: Rates are per 100 Million Vehicle Miles.

ACCIDENT RATE CALCULATION 2007

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2007	Ware	1	012200	8.60	10.40	1,030	1.80	1,854
Total Vehicle Miles: 1854	Total Accidents: 1	Accident Rate: 148	Statewide Accident Rate: 203					
Average AADT: 1030	Total Injuries: 1	Injury Rate: 148	Statewide Injury Rate: 109					
Length In Miles: 1.80	Total Fatalities: 1	Fatality Rate: 147.77	Statewide Fatality Rate: 3.55					

NOTE: Rates are per 100 Million Vehicle Miles.

ACCIDENT RATE CALCULATION 2008

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2008	Ware	1	012200	8.60	10.40	980	1.80	1,764
Total Vehicle Miles: 1764	Total Accidents: 0	Accident Rate: 0	Statewide Accident Rate: 194					
Average AADT: 980	Total Injuries: 0	Injury Rate: 0	Statewide Injury Rate: 100					
Length In Miles: 1.80	Total Fatalities: 0	Fatality Rate: 0.00	Statewide Fatality Rate: 3.39					

NOTE: Rates are per 100 Million Vehicle Miles.

ACCIDENT RATE CALCULATION 2009

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2009	Ware	1	012200	8.60	10.40	910	1.80	1,638
Total Vehicle Miles: 1638	Total Accidents: 0	Accident Rate: 0	Statewide Accident Rate: 191					
Average AADT: 910	Total Injuries: 0	Injury Rate: 0	Statewide Injury Rate: 99					
Length In Miles: 1.80	Total Fatalities: 0	Fatality Rate: 0.00	Statewide Fatality Rate: 2.72					

NOTE: Rates are per 100 Million Vehicle Miles.

ACCIDENT RATE CALCULATION 2010

Year	County	Rt Type	Route Num	Low Milelog	High Milelog	ADT	Distance	Vehicle Miles
2010	Ware	1	012200	8.60	10.40	900	1.80	1,620
Total Vehicle Miles: 1620	Total Accidents: 1	Accident Rate: 169	Statewide Accident Rate: N/A					
Average AADT: 900	Total Injuries: 1	Injury Rate: 169	Statewide Injury Rate: N/A					
Length In Miles: 1.80	Total Fatalities: 1	Fatality Rate: 169.12	Statewide Fatality Rate: N/A					

NOTE: Rates are per 100 Million Vehicle Miles.

Attachment 5

Traffic Diagrams

Department of Transportation State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Ware County **OFFICE** Planning
P.I. # 0010293
DATE May 7, 2012

FROM Cindy L. Van Dyke, State Transportation Planning Administrator

TO Bobby K. Hilliard, P.E., State Program Delivery Engineer
Attention: Charity Belford

SUBJECT Design Traffic for SR 122 FROM CR 39/CORBITT ROAD TO CR 68/PINE VALLEY ROAD.

The Design Traffic for the above project are attached in 0010293.pdf & 0010293.dgn.

If you have any questions concerning this information please contact Abby Ebodaghe at (404) 631-1923.

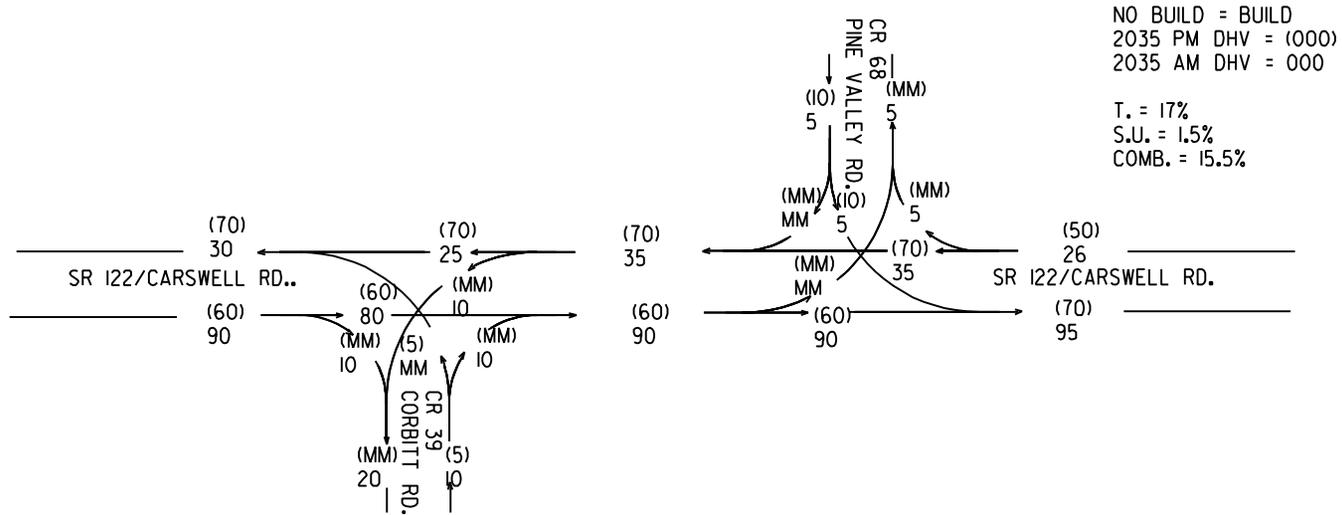
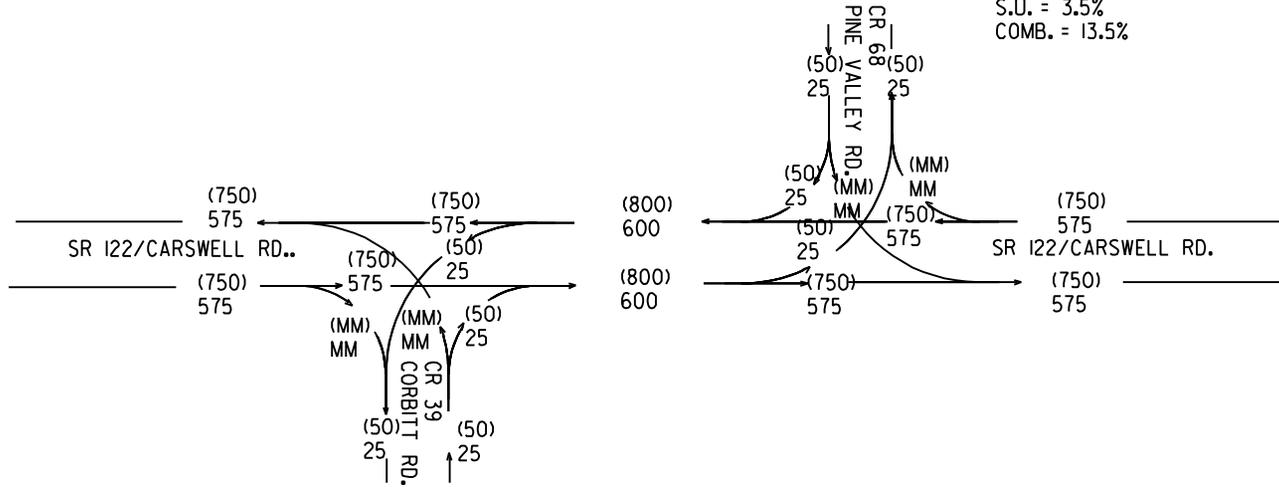
CLV/AFE

BUILD = NO BUILD
 2035 ADT = (000)
 2015 ADT = 000

GEORGIA DEPARTMENT OF TRANSPORTATION
 OFFICE OF PLANNING

24 HOUR T. = 17%
 S.U. = 3.5%
 COMB. = 13.5%

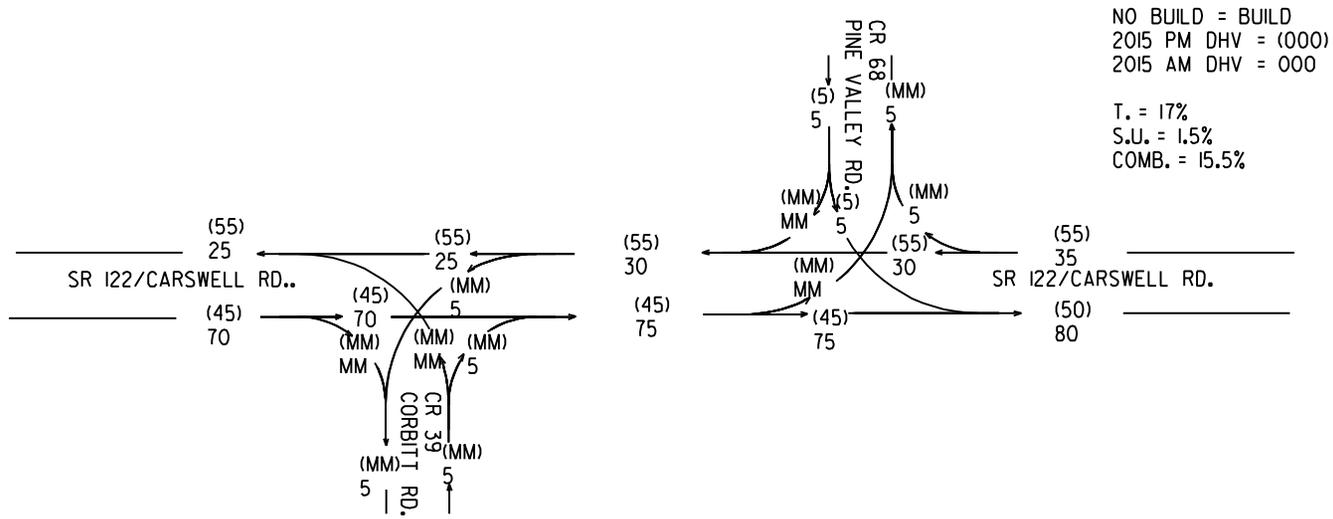
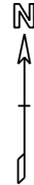
WARE COUNTY



NO BUILD = BUILD
 2035 PM DHV = (000)
 2035 AM DHV = 000
 T. = 17%
 S.U. = 1.5%
 COMB. = 15.5%

P. I. 0010293
 WARE COUNTY
 SR122 FM CR39/CORBITT RD.
 TO CR68/PINE VALLEY RD.
 AFE
 05/1

WARE COUNTY

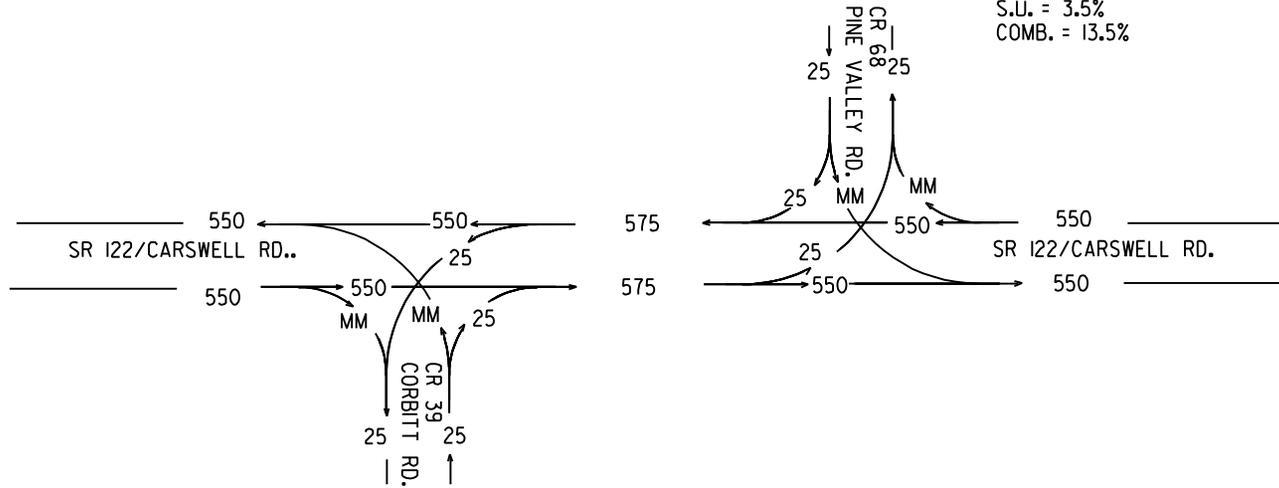


P. I. 0010293
WARE COUNTY
SR122 FM CR39/CORBITT RD.
TO CR68/PINE VALLEY RD.

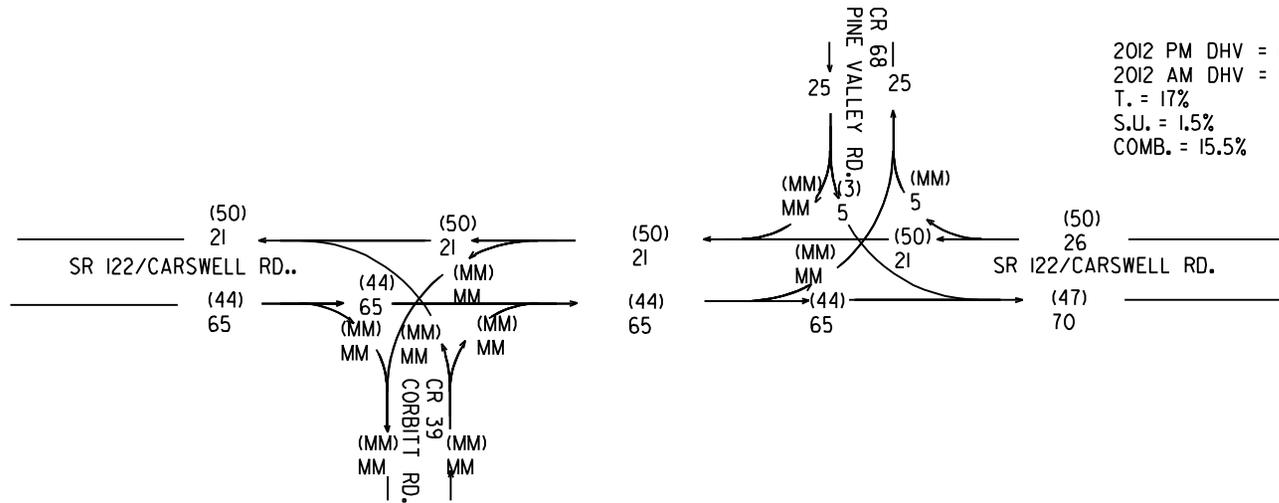
WARE COUNTY



2012 ADT = 000
24 HOUR T. = 17%
S.U. = 3.5%
COMB. = 13.5%



2012 PM DHV = (000)
2012 AM DHV = 000
T. = 17%
S.U. = 1.5%
COMB. = 15.5%



P. I. 0010293
WARE COUNTY
SR122 FM CR39/CORBITT RD.
TO CR68/PINE VALLEY RD.

Attachment 6

Traffic Engineering Study dated
May 20, 2010

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

FILE: Ware County
SR 122 @ MP 9.11 to MP 9.94

OFFICE: Traffic Operations

DATE: June 23, 2010

KZ
FROM: Kathy Zahul, P.E., State Traffic Engineer

TO: Glenn Durrence, District Engineer
Attention: Robert McCall, District Traffic Engineer

SUBJECT: Safety Project

The Office of Traffic Operations has reviewed the Traffic Engineering Study for the proposed safety project. After review, this office agrees with the recommendation to realign this segment of road to remove the reverse curve and improve the sight distance. A concept report will be initiated for your review and approval.

If you have any further questions, please contact Perry Black at (404) 635-8156 or Charity Belford at (404) 635-8154.

KZ:CB:pb

cc: File

TRAFFIC ENGINEERING STUDY
SR 122 AT M.M. 09.11 TO M.M. 09.94
WARE COUNTY



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
May 18, 2010
M.P. 09.11 to M.P. 09.94

Prepared by

District 5
Traffic Operations

**TRAFFIC ENGINEERING STUDY
SR122 at M.L. 09.11 To 09.94
WARE COUNTY**

STUDY LOCATION

The segment of roadway under consideration is SR122 from M.L. 09.11 to M.L. 09.94. The existing alignment includes a reverse curve with the first curve being 1177 Ft in length and a 5 degree Radius. The Super Elevation in the Middle of the curve is 5 Percent.

REASON FOR INVESTIGATION

This office has determined that due to the rural location of this segment of roadway, the low ADT and the past crash history associated with the locality, we request that consideration be given to implement a design re-alignment of current roadway. There have been 7 Accidents with 2-injuries and 3-fatalities

At the study location, SR122 is a rural 2-lane Roadway. The existing lane widths are 12 ft. The surrounding area includes minimal Single Housing Developments and is Agricultural in nature. There are un-improved county roads that intersect this State Route. The Existing Shoulder widths are in good condition and have been well maintained. There are existing advance warning Curve signs in place for both directions on SR122.

**TRAFFIC ENGINEERING STUDY
SR122 at M.L. 09.11 To 09.94
WARE COUNTY**

EXISTING TRAFFIC CONTROL

SR122 carries free flow Traffic in both East and West Directions of Travel.

VEHICLE VOLUME HISTORY

Table 1- AADT for SR122 AT M.P. 09.25 TO M.P. 09.94		
YEAR	SR122	
2008	1030	

**TRAFFIC ENGINEERING STUDY
SR122 at M.L. 09.11 To 09.94
WARE COUNTY**

VEHICULAR SPEEDS

The posted speed limit for SR122 is 55 MPH.

PEDESTRIAN MOVEMENTS

No Pedestrians we observed during the field data collection.

PARKING

No Parking along SR122

COLLISION HISTORY

Collision data was available for the study

CRASHES	2005	2006	2007	2010
<i>RIGHT ANGLE</i>			1-FATALITY	1-FATALITY
<i>LEFT TURN</i>				
<i>REAR END</i>				
<i>HEAD ON</i>				
<i>SIDESWIPE</i>				
<i>OVERTURN</i>	1-FATALITY			
<i>OFF ROADWAY</i>		1-INJURY		
<i>CULVERT</i>		1-INJURY		
<i>TREE</i>		1		
<i>DEER</i>		1		
<i>TOTAL</i>	1	2	1	1

**TRAFFIC ENGINEERING STUDY
SR122 at M.L. 09.11 To 09.94
WARE COUNTY**

OTHER INFORMATION

This segment of Roadway is primarily used by local Traffic and commercial vehicles delivering goods and services to local destinations. It is a Rural Major Collector that provides access to Ware and surrounding counties. Previous corrective measures implemented include the installation of Chevrons to delineate the curve.

CONCLUSIONS

From the examination of the existing roadway features and the data collected by this office, we recommend that a Safety Project be programmed to remove the reverse curve along this segment of Roadway.

**TRAFFIC ENGINEERING STUDY
SR122 at M.L. 09.25 To 09.94
WARE COUNTY**

RECOMMENDATIONS

Based on an analysis of traffic data and Crash experience. It is recommended that a roadway Alignment Project be considered to provide additional sight distance and eliminate the existing reverse curve that currently exists at this location.

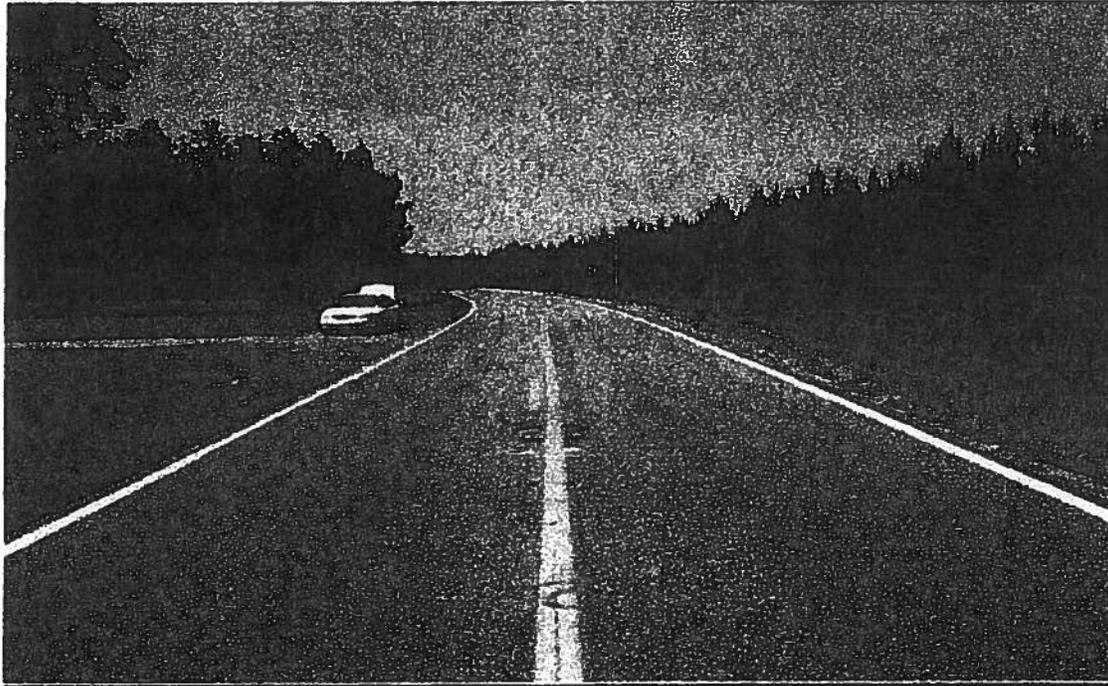
- **It is recommended that the GDOT consider a Safety Improvement Project along this segment of SR122.**
- **It is recommended if approved for Safety Funding that District 5 Forces be responsible for conducting the Survey needed to begin the Project Design process.**

RECOMMENDED BY: *Pat A. McCall* **DATE:** 5-21-10
District Traffic Engineer

RECOMMENDED BY: _____ **DATE:** _____
State Traffic Engineer

RECOMMENDED BY: _____ **DATE:** _____
Director of Operations

SR122 Looking West After Crash 4/26/10



SR122 Looking East After Crash 4/26/10



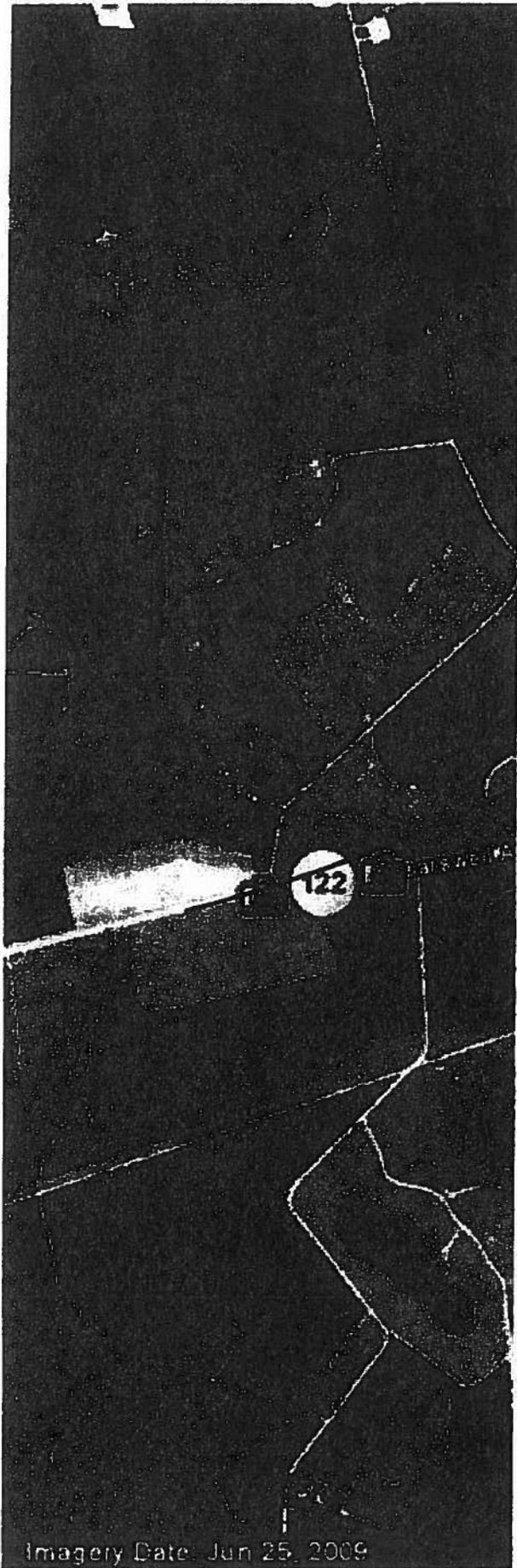
Analysis Report 1

Total Accidents: 6 Total Vehicles: 7 Total Injuries: 2 Total Families: 2

Accident Analysis Report 1

AccidentId	Date	Time	County	Rt TYP	Rt No	Mile	IntRt TP	InterRt Ramp	Inj Fatal	Collision	Loc Impact	Harmful Event	Light	Surf D1	D2	VM1	VM2
54240076	10/03/2005	08:22:PM	Ware	State	012200	9.11			0	6-Not A Collision	3-Off Roadway	01-Overtum	5-Dark-Not Lighte	Dry	W	10	
69590103	09/19/2006	01:56:PM	Ware	State	012200	9.21	2	006800	0	6-Not A Collision	3-Off Roadway	33-Tree	1-Daylight	Wet	N	05	
60290429	02/09/2006	09:21:AM	Ware	State	012200	9.22			1	6-Not A Collision	3-Off Roadway	27-Culvert	1-Daylight	Dry	W	05	
62460002	06/13/2006	07:12:PM	Ware	State	012200	9.22			0	6-Not A Collision	3-Off Roadway	33-Tree	2-Dusk	Wet	W	05	
64610015	11/24/2006	09:43:AM	Ware	State	012200	9.22			0	6-Not A Collision	1-On Roadway	14-Deer	1-Daylight	Dry	E	05	
73170132	07/30/2007	04:53:PM	Ware	State	012200	9.22			1	1-Angle	1-On Roadway	11-Motor Vehicle in	1-Daylight	Wet	W	E	05

04/20/10
01-20-2007
9.25
1-Runway 01-Box
01-Box
01-Box
Daylight
01-Box
01-Box



Imagery Date: Jun 25, 2009

RC * Web* INFO

Requested Information for Ware County

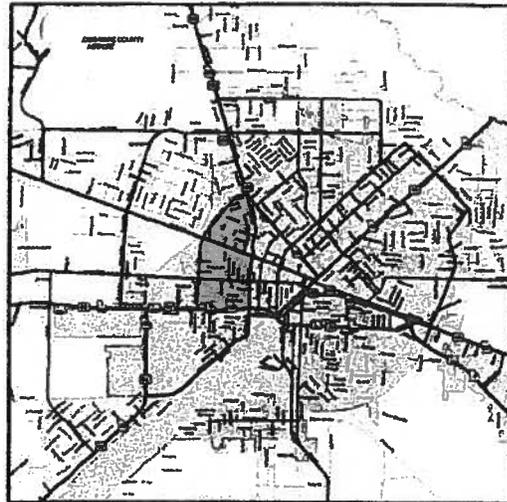
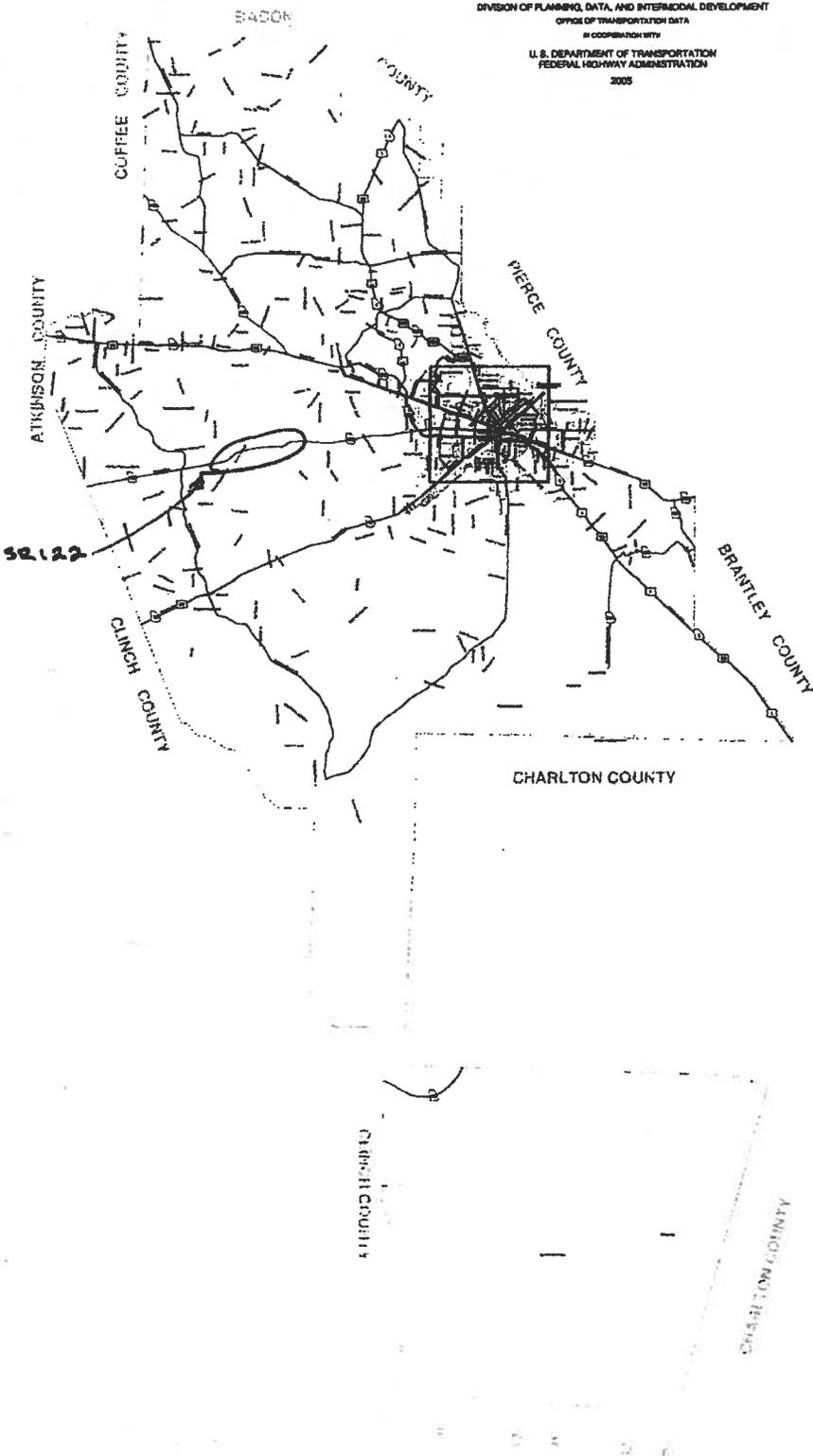
Route Type 1

Route Number 012200

Route Type	Route Number	Begin Mileage	End Mileage	MAID	Intersect Road 1	Intersect Road 2
1	012200	4.25	4.96	1030		MILLWOOD MANOR RD
1	012200	4.96	5.13	1030		
1	012200	5.13	5.26	1030		
1	012200	5.26	5.96	1030		
1	012200	5.96	6.17	1030		
1	012200	6.17	6.34	1030		
1	012200	6.34	6.5	1030		
1	012200	6.5	7.06	1030		
1	012200	7.06	7.07	1030	OLD EAST RD	
1	012200	7.07	7.27	1030		
1	012200	7.27	7.98	1030		MANOR WARESBORO RD
1	012200	7.98	8.94	1030		
1	012200	8.94	8.99	1030		
1	012200	8.99	9.03	1030		
1	012200	9.03	9.21	1030		CORBITT RD
1	012200	9.21	9.93	1030	PINE VALLEY RD	
1	012200	9.93	10.38	1030		
1	012200	10.38	10.89	1030		ELMER DR
1	012200	10.89	11.13	1030		

FUNCTIONAL CLASSIFICATION MAP
WARE COUNTY
GEORGIA

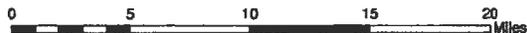
DEPARTMENT OF TRANSPORTATION
 DIVISION OF PLANNING, DATA, AND INTERAGENCY DEVELOPMENT
 OFFICE OF TRANSPORTATION DATA
 IN COOPERATION WITH
 U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 2005



INSET - WAYCROSS

Boundaries

Waycross UAB



Functional Class

- Rural Interstate Principal Arterial
- Rural Principal Arterial
- Rural Minor Arterial
- Rural Major Collector
- Rural Minor Collector
- Rural Local Road
- Urban Interstate Principal Arterial
- Urban Freeways and Expressways
- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector Street
- Urban Local Street



STATE OF GEORGIA TRAFFIC CRASH REPORT
Georgia State Patrol
Georgia Department of Public Safety
P.O. Box 1458
Atlanta, Georgia 30371-1458

FATALITY

Crash Number C000018500-01
Reporting Agency GEORGIA DEPARTMENT OF PUBLIC SAFETY
Reporting Agency Case Number
Reporting Agency CAD Number GSP110CAD017669

CRASH IDENTIFIERS
County of Crash WARE
City or Place of Crash
Crash Date/Time 04/28/2010 10:59 AM
Reported Date/Time 04/28/2010 11:15 AM
Dispatched Date/Time 04/28/2010 11:18 AM

ROADWAY INFORMATION
Roadway Description for Location of Occurrence SR-122
Distance to City or Place of Crash
Latitude N 31 42.2704
Longitude W 82 30.7218

CRASH INFORMATION
Light Condition DAYLIGHT
Weather Condition CLEAR
Roadway Surface Condition DRY
Crash Pictures Taken

Total Counts
Vehicles 1
CMV 1
Motorists 1
Non-Motorists 0
Injured 0
Fatalities 1
Witnesses 0
Other Persons 0
Businesses 1
Violations 0

VEHICLE 1
Motor Vehicle Type MOTOR VEHICLE IN TRANSPORT
State GA
License Number HX027C
Registration Expires 02/15/2011
VIN 1NPAU0X74N831898

Direction of Travel Before Crash WESTBOUND
Speed: Estimated 55
Roadway Type UNDIVIDED HIGHWAY
Total Lanes 2
Roadway Horizontal Alignment CURVE LEFT
Roadway Grade LEVEL

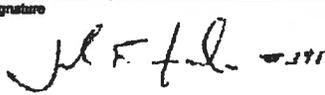
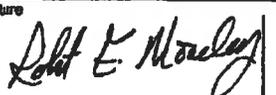
Vehicle Maneuver Action (by this vehicle) NEGOTIATING A CURVE
1st Sequence of Events Type (this vehicle) NON-COLLISION
1st Sequence of Events Detail (this vehicle) RAN OFF ROADWAY RIGHT

Area of Initial Impact
Most Damaged Area
Diagrams showing impact points on a vehicle diagram.

Motor Carrier Name D&N TRUCKING
US DOT Number 830208
Motor Carrier State GA
Motor Carrier State Number

Crash Number C000015500-01		Reporting Agency GEORGIA DEPARTMENT OF PUBLIC SAFETY		Reporting Agency Case Number		Reporting Agency CAD Number GSP10CAD017589	
Occupant Type DRIVER		Person Name (First Middle Last Suffix) DONALD LEE BATTEN				Injury Status FATAL INJURY (K)	
DRIVER VO:							
Person Type DRIVER		VMS		Vehicle VO1		Person Type Detail	
First Name DONALD		Middle Name LEE		Last Name BATTEN		Suffix	Date of Birth 10/08/1948
Address 4810 EMMA TRL		Address Other		City WAYCROSS		State GA	Zip Code 31509
Phone Number 912-670-3402		Phone Number (other)		Condition at Time of Crash APPARENTLY NORMAL			
Driver License Number 008549528		Class B	Expires 10/09/2012	State GA	Jurisdiction 02	Type COMMERCIAL DRIVER LICENSE (CDL)	Status VALID LICENSE
Commercial Motor Vehicle Endorsements P-PASSENGER VEHICLE							
<input type="checkbox"/> Recommend Driver ReExam							
Drivers License Restrictions 1 CORRECTIVE LENSES		Drivers License Restrictions 2 EXCEPT CLASS A BUS		Drivers License Restrictions 3 NONE			
Driver Distracted By UNKNOWN				Driver Vision Obstructions VISION NOT OBSCURED			
Driver Actions at Time of Crash 1 (based on judgement of investigation officer) RAN OFF ROADWAY				Driver Actions at Time of Crash 2 (based on judgement of investigation officer) OVER-CORRECTING/OVER-STEERING			
Driver Actions at Time of Crash 3 (based on judgement of investigation officer) RAN OFF ROADWAY				Driver Actions at Time of Crash 4 (based on judgement of investigation officer) NO CONTRIBUTING ACTION			
Motor Vehicle Seating Position: Row FRONT		Motor Vehicle Seating Position: Seat LEFT		Motor Vehicle Seating Position: Other NOT APPLICABLE		<input type="checkbox"/> Seating Position Unknown	
Restraint Systems NONE USED - MOTOR VEHICLE OCCUPANT				Helmet Use			
Air Bag Deployed NOT APPLICABLE				Ejection NOT EJECTED			
Trapped/Extricated TRAPPED & EXTRICATED							
Injury Severity Level Type FATAL INJURY (K)		Injury Severity Level Detail				Primary or Most Obvious of Body Area Injured During Crash HEAD	
Source of Transport to Medical Facility EMS GROUND		EMS Agency Name or ID WARE COUNT EMS		EMS Run Number 498		Medical Facility Transported To SATILLA REGIONAL MEDICAL CENTER	
Law Enforcement Suspected Alcohol Use NO		Alcohol Test Type BLOOD		Alcohol Tested TEST GIVEN			
Law Enforcement Suspected Drug Use NO		Drug Test Type		Drug Tested TEST NOT GIVEN			
BUSINESS RECORD							
Business Name GA DOT		Phone Number 912-285-6009		Phone Number (other)			
Address 104 NORTH NICHOLS STREET		Address Other		City WAYCROSS		State GA	Zip Code 31501
NON VEHICLE PROPERTY DAMAGE							
Description of Damaged Property PARTIAL ROADWAY DAMAGE- OWNED BY D.O.T.						Estimated Damage	
Property Linked to Person / Business							
NARRATIVE C000015500							

Vehicle #1 was traveling west on GA #122 negotiating a curve. Vehicle #1 traveled off the north shoulder of the roadway for an unknown reason. Vehicle #1 then over-corrected causing the vehicle's loaded weight to shift. Vehicle #1 then rolled over onto the passenger side while losing its load of asphalt. Vehicle #1 then over-turned and came to final rest on the passenger side facing south.

REPORTING OFFICER				APPROVING OFFICER (SUPERVISOR)			
Reporting Officer Name TAYLOR, J.F.		Signature 		Approving Officer Name MOSELEY, R.		Signature 	
ID Number 391	Rank TFC	Org / Unit I-22		ID Number 855	Rank SGT	Org / Unit I-22	

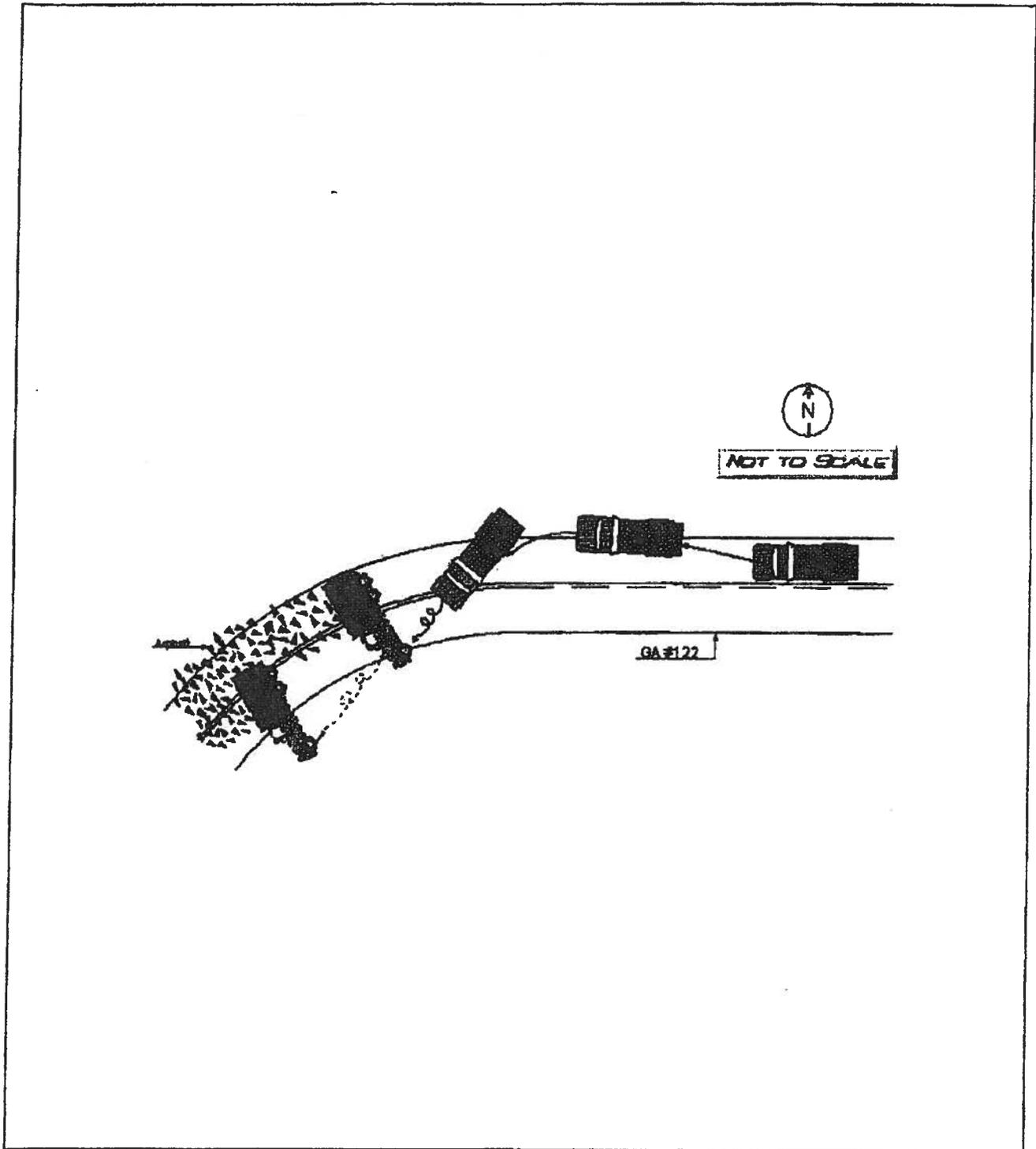
Crash Number
C000015500-01

Reporting Agency
GEORGIA DEPARTMENT OF PUBLIC SAFETY

Reporting Agency Case Number

Reporting Agency CAD Number
GSP110CAD017588

DIAGRAM OF ACCIDENT



Accident Number 22 - 0208 - 07	Agency NCIC No. GAGSP2200	DPS 523E GEORGIA MOTOR VEHICLE (1/2004) ACCIDENT REPORT	County Ware	Date Received CMS	Page 1 Of 2
Date 07/30/2007	Day Of Week Sun	Time 1653	Off. Arrived 1712	Total Number Of Vehicles Injuries Fatalities 2 1 1	Inside City Of
Road Of Occurrence GA 122	At Its Intersection With 1 Interstate 2 Lowest St. Rt. 3 Co Road 4 City St.			Corrected Report Yes	
Not At Its Intersection But 3	Of Taylor Farm Road			Suppl. To Original Yes	
And Continuing in the Direction Checked Above The Next Reference Point is Pine Valley Road				Hit and Run? Yes	

Driver # 1	Last Name Mitchell, Willie L.	First Willie	Middle L.	Driver # 2	Last Name Cognetti, Lawrence Leo	First Lawrence	Middle Leo	
Ped.	Address 119 Brown Street			Ped.	Address 201 6th Street E			
City Homerville GA 31634	State GA	Zip 31634	DOB 10/07/1947	City Darien GA 31305	State GA	Zip 31305	DOB 05/29/1951	
Driver's License No. 033410617	Class C	State GA	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	Driver's License No. 053760350	Class C	State GA	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	
Posted Speed 55	Insurance Co. State Farm Ins	Policy No. 234104A2011E		Posted Speed 55	Insurance Co. The Hartford	Policy No. 39UENAG1697		
Year 2006	Make Chevrolet	Model Colorado	Telephone No. 912-487-5628	Year 2006	Make Toyota	Model Highlander	Telephone No. 912-437-6962	
VIN 1GCCS14B568155957	Vehicle Color White			VIN JTDP21A480116953	Vehicle Color Blue			
Tag # ANN7625	State GA	County Coffee	Year 2008	Tag # AMG7146	State GA	County Lowndes	Year 2008	
Trailer Tag #	State	County	Year	Trailer Tag #	State	County	Year	
Same as Driver	Owner's Last Name Hatfield, Daniel			Same as Driver	Owner's Last Name Magic Media			
Address 806 Pope Lane	City Douglas GA 31535			Address 1700 River Street	City Valdosta GA 31601			
Removed By Corkey's Pro Tow	Request <input checked="" type="checkbox"/> List			Removed By McVeigh's Auto Collision	Request <input checked="" type="checkbox"/> List			
Alcohol Test 1	Type 1	Results Pend	Drug Test 1	Type 1	Results Pend	Alcohol Test 2	Type 2	Results Obscured
Driver Condition 2	Direction of Travel 4	Vision Obscured 1	Contributing Factors 8 10		Driver Condition 1	Direction of Travel 3	Vision Obscured 1	Contributing Factors 1
Vehicle Condition 6	Vehicle Maneuver 5	Pedestrian Maneuver			Vehicle Condition 1	Vehicle Maneuver 5	Pedestrian Maneuver	
Most Harmful Event 11	Vehicle Class 1	Vehicle Type 2			Most Harmful Event 11	Vehicle Class 1	Vehicle Type 11	
Traffic Control 7	Device Inoperative? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			Traffic Control 7	Device Inoperative? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			

Injured Taken To Satilla Reg. Medical Center	By Ware Co EMS			
EMS Notified Time 1649	EMS Arrival Time 1702	Hospital Arrival Time 1830	Photos Taken <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	By S/TPR Thrift #687
Report By S/TPR M. F. Walker #108	Department GSP Waycross	Report Date 07/30/2007	Checked By <i>[Signature]</i>	Date Checked 7-1-07
Witness(es) Name	Address	City	Zip Code	Telephone No.

DMVS MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE) **7317--20132**

Carrier Name Vehicle #				Carrier Name Vehicle #			
Address				Address			
City		State		City		State	
Zip		Zip		Zip		Zip	
Number Of Axles	G.V.W.R.	Fed. Reportable 1 Yes 2 No	Cargo Body Type	Number Of Axles	G.V.W.R.	Fed. Reportable 1 Yes 2 No	Cargo Body Type
Vehicle Config	I.C.C.M.C. #	U.S. D.O.T. #	Interstate Intrastate	Vehicle Config	I.C.C.M.C. #	U.S. D.O.T. #	Interstate Intrastate
C.D.L. 7 1 Yes 2 No	C.D.L. Suspended? 1 Yes 2 No	Hazardous Materials? 1 Yes 2 No	Released? 1 Yes 2 No	C.D.L. 7 1 Yes 2 No	C.D.L. Suspended? 1 Yes 2 No	Hazardous Materials? 1 Yes 2 No	Released? 1 Yes 2 No
If Yes, Name or 4 Digit Number From Diamond or Box 1 Digit Number From Bottom of Diamond				If Yes, Name or 4 Digit Number From Diamond or Box 1 Digit Number From Bottom of Diamond			
___ Ran Off Road		___ Down Hill		___ Ran Off Road		___ Down Hill	
___ Cargo Loss		___ Separation Of Units		___ Cargo Loss		___ Separation Of Units	

DEPARTMENT OF TRANSPORTATION

RECORDS CERTIFICATION

I, Terry Albertson, Manager of the Crash Reporting Unit of the Department of Transportation, do hereby, certify that the Microfilm images on this reel of Microfilm (Reel # 7317) are complete and accurate reproductions of the original records of the Department of Transportation as accumulated during the regular course of business, and that it is the policy and practice of this Department to Microfilm these records for permanent files and to dispose of the original records after Microfilm reproductions have been made.

Terry Albertson

**Terry Albertson
Operations Support Manager
Crash Reporting Unit**

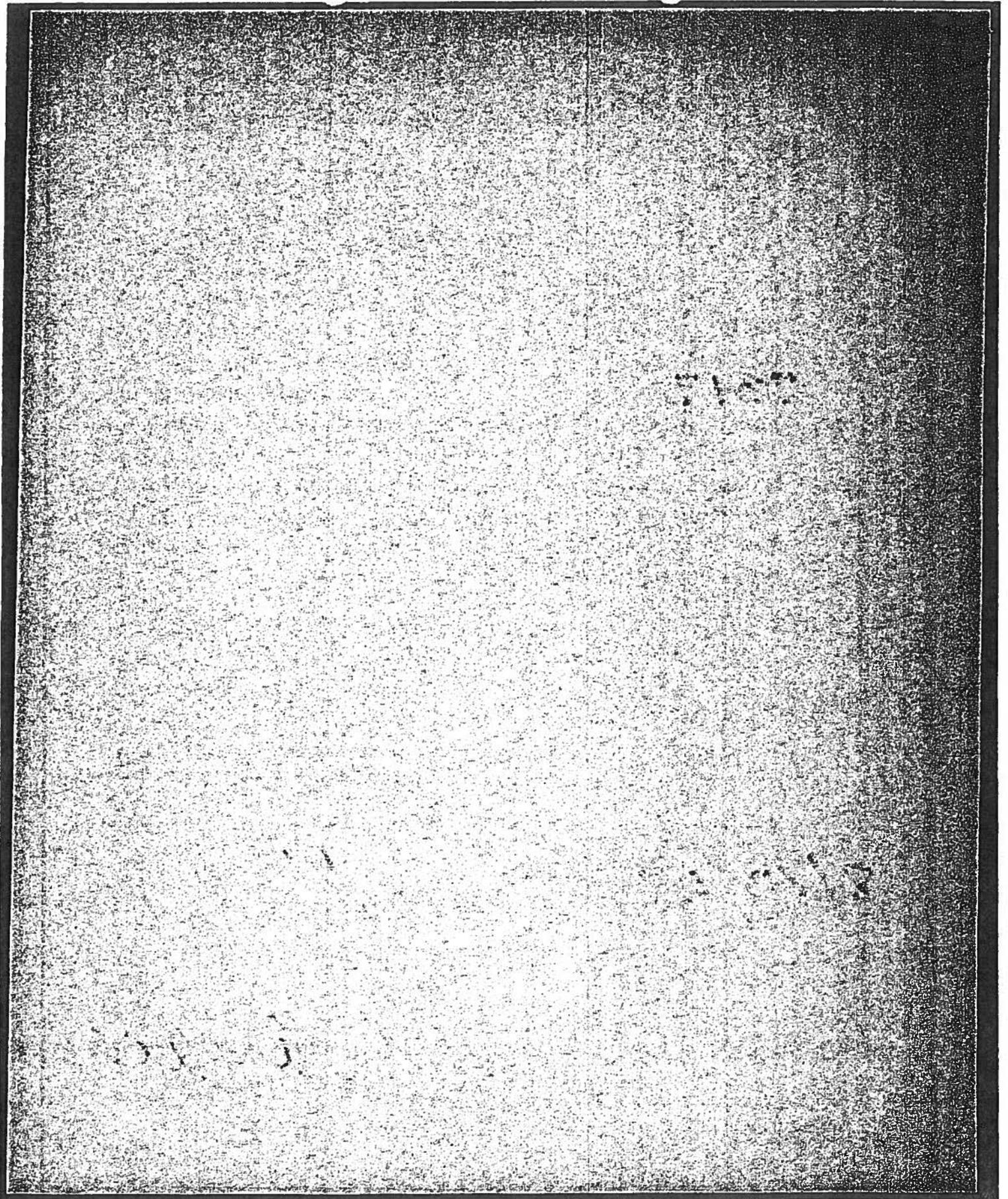
Date

8/10/07

Wallace

Microfilm Camera Operator

7317



FATALITY

Accident Number 22 - 302 - 05	Agency NCIC No. GAGSP2200	DPS 523E (1/2004)	GEORGIA MOTOR VEHICLE ACCIDENT REPORT	County WARE	Date Received 10/03/2005	Page 1 Of 2
Date 10/03/2005	Day Of Week Sun M T W Th F S	Time 2022	Off. Arrived 2116	Total Number Of Vehicles Injured 1	Total Number Of Fatalities 0	Inside City Of 1

Road Of Occurrence GA 122	At Its Intersection 1 <input type="checkbox"/> Interstate 2 <input checked="" type="checkbox"/> Lowest St. Rl. 3 <input type="checkbox"/> Co Road 4 <input type="checkbox"/> City St.	Corrected Report Yes <input type="checkbox"/>
Not At Its Intersection But 0.1	1 <input checked="" type="checkbox"/> Mile 2 <input type="checkbox"/> Feet 3 <input type="checkbox"/> North 4 <input type="checkbox"/> East 5 <input type="checkbox"/> South 6 <input checked="" type="checkbox"/> West	Suppl. To Original Yes <input type="checkbox"/>
And Continuing In the Direction Checked Above Taylor Farm Road	1 <input type="checkbox"/> Interstate 2 <input type="checkbox"/> Lowest St. Rl. 3 <input checked="" type="checkbox"/> Co Road 4 <input type="checkbox"/> City St. 5 <input type="checkbox"/> Co. Line	Hit and Run? Yes <input type="checkbox"/>

Driver # 1	Last Name Kirkland, Justin Carl	First Justin	Middle Carl	Driver #	Last Name	First	Middle
Address 3598 Albany Ave				Address			
City Waycross, GA	State GA	Zip 31503	DOB 09/08/1975	City	State	Zip	DOB
Driver's License No. 038458848	Class C	State GA	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	Driver's License No.	Class	State	<input type="checkbox"/> Male <input type="checkbox"/> Female
Posted Speed 55	Insurance Co. Village Ins.	Policy No. VGA000188888		Posted Speed	Insurance Co.	Policy No.	
Year 1988	Make Pontiac	Model Firebird	Telephone No. 812-287-0704	Year	Make	Model	Telephone No.
VIN 1G2FS87SXG1245072	Vehicle Color Silver			VIN	Vehicle Color		
Tag # 585RADX	State GA	County WARE	Year 2006	Tag #	State	County	Year
Trailer Tag #	State	County	Year	Trailer Tag #	State	County	Year
<input checked="" type="checkbox"/> Same as Driver	Owner's Last Name Kirkland, Justin Carl	First Justin	Middle Carl	<input type="checkbox"/> Same as Driver	Owner's Last Name	First	Middle
Address 3598 Albany Ave				Address			
City Waycross, GA	State GA	Zip 31503		City	State	Zip	
Removed By Woodard's Wrecker Service	<input type="checkbox"/> Request <input checked="" type="checkbox"/> List			Removed By	<input type="checkbox"/> Request <input type="checkbox"/> List		
Alcohol Test 1	Type 1	Results Pend	Drug Test 1	Type 1	Results Pend		
Driver Condition 2	Direction of Travel 4	Vision Observed 1	Contributing Factors 5	Driver Condition	Direction of Travel	Vision Observed	Contributing Factors
Vehicle Condition 1	Vehicle Manner 10	Pedestrian Manner		Vehicle Condition	Vehicle Manner	Pedestrian Manner	
Most Harmful Event 1	Vehicle Class 1	Vehicle Type 1		Most Harmful Event	Vehicle Class	Vehicle Type	
Traffic Control 7	Device Inoperative? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			Traffic Control	Device Inoperative? <input type="checkbox"/> Yes <input type="checkbox"/> No		

Injured Taken To Saffell Reg. Medical Center	By Ware Co EMS		
EMS Notified Time 2018	EMS Arrival Time 2056	Hospital Arrival Time 2056	Photos Taken <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Report By: TFC T. E. Thrill #329	Department GSP Waycross	Report Date 10/03/2005	Officer TFC T. E. Thrill #329
Witness Name None Located	Address	City	Zip Code
			Telephone No. 5424326076

DMVS MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE)

Carrier Name Vehicle # Address City State Zip	Carrier Name Vehicle # Address City State Zip						
Number Of Axles	G.V.W.R.	Fed. Reportable 1 Yes 1 No	Cargo Body Type	Number Of Axles	G.V.W.R.	Fed. Reportable 1 Yes 1 No	Cargo Body Type
Vehicle Grade	I.C.C.M.C. #	U.S. D.O.T. #	Interstate Interstate	Vehicle Grade	I.C.C.M.C. #	U.S. D.O.T. #	Interstate Interstate
C.D.L.? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	C.D.L. Suspended? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Hazardous Materials? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Released? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	C.D.L.? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	C.D.L. Suspended? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Hazardous Materials? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No	Released? 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No
If Yes, Name or 4 Digit Number From Diamond or Box 1 Digit Number From Bottom of Diamond ___ Run Off Road ___ Down Hill ___ Cargo Loss ___ Separation Of Units				If Yes, Name or 4 Digit Number From Diamond or Box 1 Digit Number From Bottom of Diamond ___ Run Off Road ___ Down Hill ___ Cargo Loss ___ Separation Of Units			

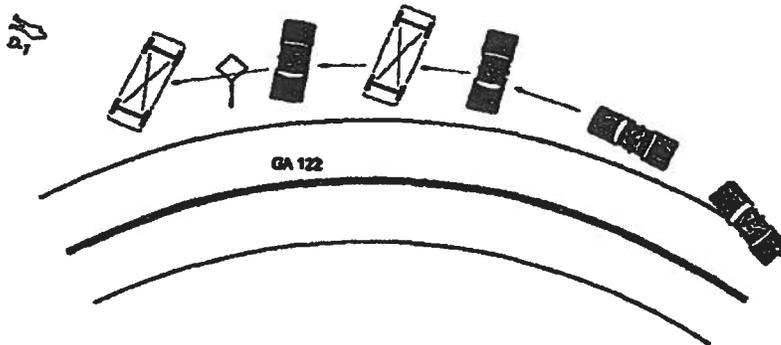
Vehicle #1 was traveling west on GA 122. Driver #1 failed to adequately negotiate a curve. Vehicle #1 traveled off of the north shoulder for 434 feet while becoming sideways. Vehicle #1 continued 202 feet while overturning multiple times and ejecting the driver. Vehicle #1 came to final rest in the north ditch while upside down and facing southwest. Driver #1 came to final rest in the woodline 32 feet west of vehicle #1.

Measurement via roll-a-tape.

INDICATE ON THIS DIAGRAM WHAT HAPPENED

Reported By: TFC T. E. Thrift #329

NOT TO SCALE



Accident Investigation Site ?

Yes No

Citations - Vehicle # 1

None

Citations - Vehicle #

Site Number

First Hazardous Event	Traffic-Way Flow	Weather	Surface Cond.	Light Condition	Manner Of Collision	Location At Area Of Impact	Road Comp.	Road Defects	Road Character	Construction Maint. Zone
1	2	1	1	5	6	3	2	1	5	0

VEH # 1	VEH #	SKID DISTANCE	BEFORE IMPACT	AFTER	Width Of Road
Number of Occupants	1	0	VEH # 1	0	22ft 6in
Point Of Initial Contact	00				
Damage To Vehicles	4				

Damage Other Than Vehicle	Owner	AGE	SEX	VEH NO	POS	INJURY	TAKEN FOR TREAT	EJEC	SAFETY SEATBELT	EXTRIC	AIR BAG
Road sign and post	GA Dept. Of Transportation										

Occupants	Driver # 1	Or Pedestrian #	30			1	1	3	0	2	0
	Driver #	Or Pedestrian #									

Last Name	First	Address	City	State	Zip

791

SP00-0321 SP22 10/04/05 15:27:10 - 10/04/05 15:27:09 DSN6JBAHD8DJ
FATALITY REPORT

DESTINATION TERMINAL: SP00 GSPI JESP
SUBJECTS NAME: KIRKLAND,JUSTIN CARL
SUBJECTS ADDRESS: ADR: 3598 ALBANY AVE CITY: WAYCROSS STA: GA
RACE: W SEX: M AGE: 30
DRIVER: Y PASSENGER: N PEDESTRIAN: N OTHER:
NO. OF OTHERS KILLED: 00 NO. OF OTHERS INJURED: 00
REMARKS: DRIVER #1 FAILED TO NEGOTIATE A CURVE. VEHICLE TRAVELED OFF
OF SHOULDER AND OVERTURNED MULTIPLE TIMES EJECTING DRIVER.

SEATBELTS IN CAR: Y IN USE: N AIRBAG INFLATED: N
DATE OF ACCIDENT: 100305 TIME OF ACCIDENT: 2022 HOURS:
DATE OF DEATH: 100305
INVESTIGATING OFFICER (S): TFC T E THRIFT 324
INVESTIGATING AGENCY: GA STATE PATROL POST 22
LOCATION OF ACCIDENT: 7 MILES: W OF: WAYCROSS ON: GA 122
COUNTY: WARE INVOLVED TT OR BUS: N RURAL/URBAN: RURAL
SCHOOL BUS: N ALCOHOL INVOLVED: U
AUTH: SFC R B PEARCE #867
VIA: TIME: 1528 OPR: STUDEBAKER

54243260076

Accident Number 06-06-0212 Agency NCIC No. 1480000 Georgia Uniform Motor Vehicle Accident Report County Ware Date Rec. by DMV

Date 06/30/06 Day of Week 000000 Time 1912 Off. Arrived 1935 Vehicles 1 Total Number of: Injuries 0 Fatalities 0 Inside City Of:

Road of Occurrence Carswell Ave Ext. (Hwy 122) At Its Intersection With Taylor Rd. Corrected Report? Yes No

Not At Its Intersection But: Miles 1 North 3 East 0 Feet 2 South 4 West Pine Valley Rd. Suppl. To Original? Yes No Hit and Run? Yes No

And continuing in the direction checked above, the Next Reference Point is: 1 Interstate 2 Lowest St. R.L. 3 Co. Road 4 City St. 5 Co. Line

Driver # 1 LAST NAME WARREN FIRST DAWA MIDDLE Lynn Driver # 2 LAST NAME WARREN FIRST DAWA MIDDLE Lynn

City Valdosta State GA Zip 31602 DOB 7/8/65 City Valdosta State GA Zip 31602 DOB 7/8/65

Driver's License No. 051208440 Class GM State GA Male Female Driver's License No. 051208440 Class GM State GA Male Female

Posted Speed 55 Insurance Co. Liberty Mutual Policy No. A52611004511016 Posted Speed 55 Insurance Co. Liberty Mutual Policy No. A52611004511016

Year 05 Make CHEVY Model IMPALA LS Telephone No. (229)300-3220 Year 05 Make CHEVY Model IMPALA LS Telephone No. (229)300-3220

VIN 2G1WH55K25G308318 Vehicle Color BLACK VIN 2G1WH55K25G308318 Vehicle Color BLACK

Tag # AJR9264 State GA County Lowndes Year 2007 Tag # AJR9264 State GA County Lowndes Year 2007

Trailer Tag # None State GA County Lowndes Year 2007 Trailer Tag # None State GA County Lowndes Year 2007

Same as Driver Owner's Last Name Barbringe First Tugelheim Middle Pharmacia Same as Driver Owner's Last Name Barbringe First Tugelheim Middle Pharmacia

Address 900 Ridgeburg Rd. / PO Box 366 Address 900 Ridgeburg Rd. / PO Box 366

City Ridgefield State GA Zip 06877-0368 City Ridgefield State GA Zip 06877-0368

Removed By McVeigh Collision Center Request List Removed By McVeigh Collision Center Request List

Alcohol Test 2 Type 2 Results 2 Drug Test 2 Type 2 Results 2 Alcohol Test 2 Type 2 Results 2 Drug Test 2 Type 2 Results 2

Driver Cond 2 Direction Of Travel 4 Vision Obscured 8 Contributing Factors 10 Driver Cond 2 Direction Of Travel 4 Vision Obscured 8 Contributing Factors 10

Veh Cond 5 Veh Maneuver 5 Ped. Maneuver 10 Veh Cond 5 Veh Maneuver 5 Ped. Maneuver 10

Most Harmful Event 33 Veh Class: 1 Veh Type: 1 Most Harmful Event 33 Veh Class: 1 Veh Type: 1

Traffic Ctrl 7 Device Inoperative? Yes No Traffic Ctrl 7 Device Inoperative? Yes No

Injured Taken To: N/A By: N/A Injured Taken To: N/A By: N/A

EMS Notified Time N/A EMS Arrival Time N/A Hospital Arrival Time N/A Photos Taken: Yes No By: N/A

Report By: Sgt. Spencer, Juan C Department WARE SO Report Date 06/30/06 Checked By: Sgt. Spencer, Juan C Date Checked 06/30/06

Witness(es) Name None Address None City None State None Zip Code None Telephone No. None

DMV MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE) 624619 10002

COMMERCIAL VEHICLES ONLY

Carrier Name None Vehicle # None Address None State None Zip None Carrier Name None Vehicle # None Address None State None Zip None

DEER

Accident Number 06-11-0433 Agency NCIC No. GA 1490000 GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT County Ware Date Rec. by DMVS

Date 11-24-06 Day of Week Sun Mon Tue Wed Thu Fri Sat Time 0943 On Arrived 1018 Vehicles 1 Total Number of Injuries 0 Fatalities 0 Inside City Of

Road of Occurrence Carswell Ave Ext. At Its Intersection With Taylor Farm Road Pinevalley Road

Driver # 1 LAST NAME Lightsey FIRST Sharon J. MIDDLE

Address 902 Feather Drive Deltona Fla 32725

Driver's License No. 1392790596420 E Fla. Class E

Insurance Co. Progressive Direct Policy No. 138253191-0290

Year 1998 Make Ford Model F150 Telephone No. 326-789-5172

VIN 1FTDF17W15WNA10924 Vehicle Color Red

Tag # H78IWXZ Fla Volusia 2007

Removed By Driver Request List

Alcohol Test 2 Type Results Drug Test 2 Type Results

Driver Cond 1 Direction Of Travel 3 Vision Obscured 1 Contributing Factors 12

Veh Cond 1 Veh Maneuver 10 Ped. Maneuver

Most Harmful Event 14 Veh Class: 1 Veh Type: 2

Traffic Ctrl 7 Device Inoperative? No

Injured Taken To: NONE By: Report By: Dep. R. Lawrence W.C.S.D Report Date: 11-24-06

Checked By: Sgt. Juan C. Spencer Date Checked: 11/24/06

DMVS MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE) 646133 30015

COMMERCIAL VEHICLES ONLY Carrier Name Vehicle # Address State Zip

No. of Axles G.V.W.R. Fed. Reportable Cargo Body Type

Vehicle Config. I.C.C.M.C.# U.S.D.O.T.# Interstate Intrastate

C.D.L.? 1 Yes 2 No C.D.L. Suspended? 1 Yes 2 No

Vehicle Placarded? 1 Yes 2 No Hazardous Materials? 1 Yes 2 No

Released? 1 Yes 2 No

1 Digit Number from Bottom of Diamond: Can On Road Down Hill Runaway Cargo Loss or Shift Separation of Units

06-11-1061

Agency NCIC No. GA 148000 Georgia Uniform Motor Vehicle Accident Report County Ware Date Rec. by DMV's

Date 07-08-2007 Day of Week Sun Time 2352 Off. Arrived 0005 Vehicles 1 Injuries 0 Fatalities 0 Inside City Of:

Road of Occurrence Hwy 122 At Its Intersection With 1 Interstate Lowest St. Rl. Co. Road City St.

Nos. At Its Intersection But 1 Miles North East West Major Westboro Rd Feet South West Interstate Lowest St. Rl. Co. Road City St. Co. Line

And continuing in the direction checked above, the Next Reference Point is Sweet Farm Rd Interstate Lowest St. Rl. Co. Road City St. Co. Line

Driver # 1 LAST NAME OLIVER FIRST Timothy MIDDLE SKYLER Driver # 2 LAST NAME [REDACTED] FIRST [REDACTED] MIDDLE [REDACTED]

Address 5060 Av. 1 Rd Address [REDACTED] City [REDACTED] State [REDACTED] Zip [REDACTED] City [REDACTED] State [REDACTED] Zip [REDACTED] DOB [REDACTED]

Driver's License No. CS 2838319 Class C State GA Male Female Driver's License No. [REDACTED] Class [REDACTED] State [REDACTED] Male Female

Posted Speed 55 Insurance Co. State Farm Policy No. 251726-05-4 Posted Speed [REDACTED] Insurance Co. [REDACTED] Policy No. [REDACTED]

Year 2003 Make Ford Model F250 Telephone No. 912-285-0775 Year [REDACTED] Make [REDACTED] Model [REDACTED] Telephone No. [REDACTED]

VIN 1FTNW21813ED60374 Year 2003 VIN [REDACTED] Year [REDACTED]

Tag # BW810Y GA State GA County Ware Year 2003 Tag # [REDACTED] State [REDACTED] County [REDACTED] Year [REDACTED]

Owner's Last Name [REDACTED] First [REDACTED] Middle [REDACTED] Owner's Last Name [REDACTED] First [REDACTED] Middle [REDACTED]

Alcohol Test 2 Type [REDACTED] Results [REDACTED] Drug Test 2 Type [REDACTED] Results [REDACTED] Alcohol Test [REDACTED] Type [REDACTED] Results [REDACTED] Drug Test [REDACTED] Type [REDACTED] Results [REDACTED]

Driver Cond 2 Direction Of Travel 3 Vision Obscured 1 Contributing Factors 12 Driver Cond [REDACTED] Direction Of Travel [REDACTED] Vision Obscured [REDACTED] Contributing Factors [REDACTED]

Veh Cond 1 Veh Maneuver 5 Ped. Maneuver [REDACTED] Veh Cond [REDACTED] Veh Maneuver [REDACTED] Ped. Maneuver [REDACTED]

Most Harmful Event 14 Veh Class: 1 Veh Type: 2 Most Harmful Event [REDACTED] Veh Class: [REDACTED] Veh Type: [REDACTED]

Traffic Ctrl 7 Device Inoperative? Yes No Traffic Ctrl [REDACTED] Device Inoperative? Yes No

Injured Taken To: NOT TRANSPORTED By: [REDACTED] EMS Notified Time [REDACTED] EMS Arrival Time [REDACTED] Hospital Arrival Time [REDACTED] Photos Taken: Yes No By: [REDACTED]

Report By J Swan Department Ware County Sheriff Report Date 07-09-2007 Checked By: Sgt M. Nourse Date Checked: 070907

Witness(es) Name [REDACTED] Address [REDACTED] City [REDACTED] State [REDACTED] Zip Code [REDACTED] Telephone No. [REDACTED]

DMV'S MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE) 72791920108

Carrier Name [REDACTED] Vehicle # [REDACTED] State [REDACTED] Zip [REDACTED] Carrier Name [REDACTED] Vehicle # [REDACTED] State [REDACTED] Zip [REDACTED]

No. of Axles [REDACTED] G.V.W.R. [REDACTED] Fed. Reportable [REDACTED] Cargo Body Type [REDACTED] No. of Axles [REDACTED] G.V.W.R. [REDACTED] Fed. Reportable [REDACTED] Cargo Body Type [REDACTED]

Vehicle Config. [REDACTED] I.C.C.M.C. # [REDACTED] U.S. D.O.T. # [REDACTED] Interstate Intrastate Vehicle Config. [REDACTED] I.C.C.M.C. # [REDACTED] U.S. D.O.T. # [REDACTED] Interstate Intrastate

C.D.L.? Yes No C.D.L. Suspended? Yes No Vehicle Placarded? Yes No Hazardous Materials? Yes No Released? Yes No

If YES, Name or 4 Digit Number from Diamond or Box: [REDACTED] If YES, Name or 4 Digit Number from Diamond or Box: [REDACTED]

1 Digit Number from Bottom of Diamond: [REDACTED] 1 Digit Number from Bottom of Diamond: [REDACTED]

Run Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units Run Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units

Case # 07-0433

07-07-0433

REMARKS: Driver told me he was TRAVELING EAST on HWY 122 and a Deer
 jumped out in front of him and he hit it. He told me he tried to
 STOP But COULDN'T.

Slight Damage to Driver Front and Drivers Side Rear Door.
 and a small Dent in front bumper.

INDICATE ON THIS DIAGRAM WHAT HAPPENED

INDICATE NORTH



NO Diagram drawn
 Wave County Sheriff's Dept
 Dep. Jeremy Swann
 W-24
 Case # 07-07-0433

CITATIONS - VEHICLE # _____					CITATIONS - VEHICLE # _____					
First Harmful Event	Traffic-Way Flow	Weather	Surface Cond.	Light Cond.	Number of Collisions	Location in Area Of Impact	Speed Comp.	Road Def.	Road Obstruction	Construction of Intersection/Zone
14	1	1	1	5	6	1	1	1	1	0

Number of Occupants		1	
Point of Initial Contact		12	
Damage To Vehicles		2	
VEH # 1		VEH # _____	
SKID DISTANCE BEFORE IMPACT		AFTER	
VEH.		VEH.	
VEH.		VEH.	
		Width of Road	
		22-4	

Damage Other Than Vehicle:	Owner:	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	
	Driver # 1 Or Pedestrian #																											
Occupants (list below):	Driver # Or Pedestrian #																											
LAST NAME	FIRST	ADDRESS	CITY	STATE	ZIP																							

Accident Number **06-04-0134** Agency NCIC No. **GA1480000** GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT County **WARE** Date Rec. by DMVS

Date **04-20-06** Day of Week **Sun** Time **1035** Off. Arrived **1044** Vehicles **1** Total Number of Injuries **1** Fatalities **0** Inside City Of

Road of Occurrence **Hwy 122 West** At Its Intersection With **Pine Valley Rd**
1 Interstate 2 Lowest St. Rl. 3 Co. Road 4 City St.
Not At Its Intersection On **1** Miles 1 North 3 East 4 West
1 Interstate 2 Lowest St. Rl. 3 Co. Road 4 City St. 5 Co. Line
And continuing in the direction checked above, the Next Reference Point is **Sweet Farm Rd**
1 Interstate 2 Lowest St. Rl. 3 Co. Road 4 City St. 5 Co. Line

Corrected Report? Yes
Suppl. To Original? Yes
Hit and Run? Yes

Driver # **1** LAST NAME **Tanner** FIRST **Sherri** MIDDLE **Paisilla** Driver # **N/A** LAST NAME FIRST MIDDLE
Address **1940 Buchanan St** Address
City **Waycross** State **GA** Zip **31501** DOB **02-21-62** City State Zip DOB
Driver's License No. **011129151** Class **C** State **GA** Male Female Driver's License No. Class State Male Female
Posted Speed **55** Insurance Co. **STATE FARM MUTUAL** Policy No. **577 1143-003-913** Posted Speed Insurance Co. Policy No.
Year **46** Make **MERCEDES** Model **C220** Telephone No. **(913) 285-8374** Year Make Model Telephone No.
VIN **WDBHA22E4TF839316** Vehicle Color **GREEN** VIN Vehicle Color
Tag # **DC4664** State **GA** County **WARE** Year **07** Tag # State County Year
Trailer Tag # State County Year

Same as Driver Owner's Last Name First Middle Same as Driver Owner's Last Name First Middle
Address Address
City State Zip City State Zip
Removed By **N/A** Request List Removed By Request List

Alcohol Test	Type	Results	Drug Test	Type	Results	Alcohol Test	Type	Results	Drug Test	Type	Results
Driver Cond	Direction Of Travel 4		Vision Obscured 1	Contributing Factors 10		Driver Cond	Direction Of Travel		Vision Obscured	Contributing Factors	
Veh Cond	Veh Maneuver 5		Ped. Maneuver			Veh Cond	Veh Maneuver		Ped. Maneuver		
Most Harmful Event 22	Veh Class: 1		Veh Type: 1		Most Harmful Event	Veh Class:		Veh Type:			
Traffic Ctrl 6	Device Inoperative? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Traffic Ctrl	Device Inoperative? <input type="checkbox"/> Yes <input type="checkbox"/> No					

Injured Taken To: **Saltila Regional Medical Center** By: **EMS 920**
EMS Notified Time **1035** EMS Arrival Time **1050** Hospital Arrival Time **1110** Photos Taken: Yes No By: **N/A**

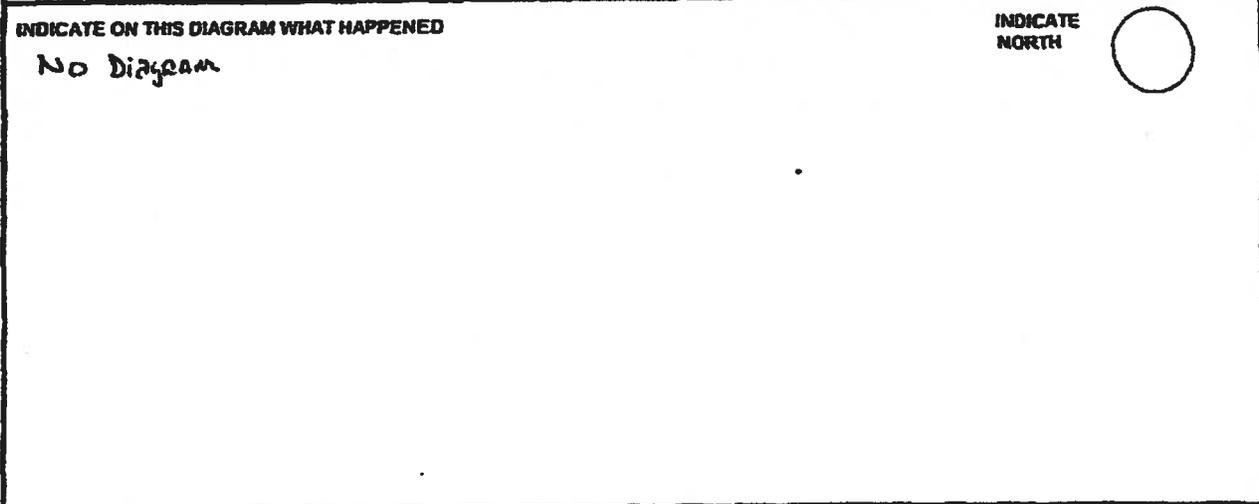
Report By: **Sgt. SPENNER, J.C.** Department **WARE SO** Report Date **04/20/06** Checked By: **Sgt. SPENNER, JUAN C** Date Checked **04/20/06**
Warehouse Name Address City State Zip Code Telephone No.

61421150334

DMVS MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE)

COMMERCIAL VEHICLES ONLY
Corner Name Vehicle # Address State Zip
No. of Axles G.V.W.R. Fed. Reportable Yes No Cargo Body Type
Vehicle Config. I.C.C.M.C. # U.S. D.O.T. # Interstate Intrastate
C.D.L.? Yes No C.D.L. Suspended? Yes No
Vehicle Placarded? Yes No Hazardous Materials? Yes No
Released? Yes No
If YES, Name or 4 Digit Number from Diamond or Box: _____
1 Digit Number from Bottom of Diamond: _____
Run Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units

REMARKS: Veh#1 was traveling west on Hwy 122 towards Clinch Co line when she lost control of her vehicle striking a road sign. The vehicle obtained extensive damage to the passenger rear door, 1/4 panel, bumper (Rear) and taillight. The driver complained of back injury and was transported to SSMC by EMS. The vehicle was driven away by a family friend.



CITATIONS - VEHICLE # 1 NONE CITATIONS - VEHICLE # _____

First Harmful Event <u>22</u>	Traffic Way Flow	Weather	Surface Cond.	Light Cond.	Number of Collision <u>6</u>	Location of Area Of Impact <u>3</u>	Road Damage <u>2</u>	Road Det. <u>1</u>	Road Character <u>4</u>	Construction / Maintenance Job <u>0</u>
----------------------------------	------------------	---------	---------------	-------------	---------------------------------	--	-------------------------	-----------------------	----------------------------	--

VEN # <u>1</u> VEN # _____		SKID DISTANCE BEFORE IMPACT	<u>0</u> AFTER <u>0</u>	Width of Road
Number of Occupants	<u>1</u>	VEN 1	VEN 1	
Point of Initial Contact	<u>3</u>	VEN _____	VEN _____	
Damage To Vehicles	<u>1</u>	VEN _____	VEN _____	

Damage Other Than Vehicle: ROAD SIGN Owner: Dept. of Transportation

LAST NAME	FIRST	ADDRESS	CITY	STATE	ZIP	DRIVER		PEDESTRIAN		TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
						#	%	#	%						
						4	2	1	3	2	2				
Occupants (list below):		Driver #	Or Pedestrian #												

2001-60-960

Accident Number 06-04-0332 Agency NCIC No. 1480000 GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT County WARE Date Rec. by DMVS

Date 09-19-06 Day of Week Sun Time 1356 Or. Arrived 1415 Vehicles 1 Total Number of: Injuries 0 Fatalities 0 Inside City Of:

Road of Occurrence GA 132 At RS Intersection With Pine Valley RD Corrected Report? Yes

Not At Its Intersection But Miles 1 North 3 East 0 Feet 2 South 4 West 1 Interstate 2 Lowest St. Rt. 3 Co. Road 4 City St. 5 Co. Line

And continuing in the direction checked above, The Next Reference Point is Interstate 2 Lowest St. Rt. 3 Co. Road 4 City St. 5 Co. Line

Driver # 1 LAST NAME Flores FIRST Gregorio Driver # Address 803 ELIZABETH ST

City Waycross State GA Zip 31503 DOB 12-26-85 Driver's License No. NONE Class GA State GA Male Female

Posted Speed 55 Insurance Co. Accurance Policy No. VAGA 000310341 Telephone No.

Year 1996 Make MAZDA Model 626 Year Make Model Telephone No.

Vin 1YVGEA2D9T5529945 Vehicle Color GOLO Tag # Danley Drive out State County Year

Trailer Tag # State County Year Same as Driver Owner's Last Name First Middle

Address City State Zip Removed By Corky's Request List

Alcohol Test 2 Type Results Drug Test 2 Type Results

Driver Cond 1 Direction Of Travel 1 Vision Obscured 6 Contributing Factors 3

Veh Cond 1 Veh Maneuver 5 Ped. Maneuver Veh Cond Veh Maneuver Ped. Maneuver

Most Harmful Event 33 Veh Class: 1 Veh Type: 1 Traffic Ctrl 7 Device Inoperative? Yes No

Injured Taken To: By: EMS Notified Time EMS Arrival Time Hospital Arrival Time Photos Taken: Yes No

Report By: Sgt. T. McNEASE Department Ware Co S.O. Report Date 9-19-06 Checked By: Sgt. T. McNEASE Date Checked 9-19-06

Witness(es): Name Address City State Zip Code Telephone No.

DMVS MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE) 63592680103

CARRIER NAME ONLY Carrier Name Vehicle # Address State Zip

No. of Axles G.V.W.R. Fed. Reportable Cargo Body Type

Vehicle Config. I.C.C.M.C. # U.S. D.O.T. # Interstate IntraState

C.D.L.? Yes No C.D.L. Suspended? Yes No Vehicle Placarded? Yes No Hazardous Materials? Yes No Released? Yes No

If YES, Name or 4 Digit Number from Diamond or Box: 1 Digit Number from Bottom of Diamond:

Ran Off Road Down Hill Runaway Cargo Loss or Shift Separation of Units

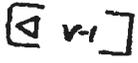
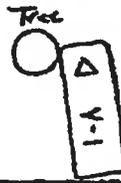
REMARKS: Vehicle #1 was traveling North on GA Hwy 122, when the vehicle hydroplaned, left the roadway, and struck a tree. Vehicle #1 sustained extensive damage to the front driver side quarter panel. No Injuries were reported.

INDICATE ON THIS DIAGRAM WHAT HAPPENED
Allegedly.

INDICATE NORTH



GA Hwy 122



Blue Valley rd

CITATIONS - VEHICLE # 1 CITATIONS - VEHICLE #

No License 40-520

First Warning Eyes	Traffic-Way, Flow	Weather	Surface Cond.	Light Cond.	Number of Witnesses	Location of Area of Impact	Road Comp.	Road Def.	Other Character.	Construction / Maintenance Zone
33	1	3	2	1	6	3	2	1	1	

Number of Occupants	1	VEH #		SKID DISTANCE BEFORE IMPACT	VEH.	AFTER	VEH.	Width of Road
Point of Initial Contact	11	VEH #			VEH.		VEH.	
Damage To Vehicles	4	VEH #			VEH.		VEH.	

Damage Other Than Vehicle:	Owner:	A	S	V	L	P	INJURY	TAKEN FOR TREAT	SECT.	SAFETY EQUIP.	ETC	AP. BAG
Occupants (list below):	Driver # 1 Or Pedestrian #						0	2	1	1	2	0
LAST NAME	FIRST	ADDRESS	CITY	STATE	ZIP	K	K	K	K	K	K	K

Accident Number **22 - 031 - 06** Agency NCIC No. **GAGSP2200** DPS 523E GEORGIA MOTOR VEHICLE ACCIDENT REPORT (1/2004) County **Ware** Date Received **01/30/2006** Page 1 Of 2

Date **01/30/2006** Day Of Week **Sun** Time **2020** Oil Arrived **2027** Total Number Of Vehicles **1** Total Number Of Injuries **2** Total Number Of Fatalities **0** Inside City Of

Road Of Occurrence **GA 122** At Its Intersection With **1. Interstate 2. Lowest St. Rt. 3. Co Road 4. City St.** Corrected Report Yes
 Not At Its Intersection But **0.2** **1. Mile 2. Feet** **1. North 3. East** Of **Pine Valley Road** Suppl. To Original Yes
 And Continuing in the Direction Checked Above **Ruby Lane** **1. Interstate 2. Lowest St. Rt. 3. Co Road 4. City St 5. Co. Line** Hit and Run? Yes
 The Next Reference Point is **1. Interstate 2. Lowest St. Rt. 3. Co Road 4. City St 5. Co. Line**

Driver # **1** Last Name **Miller, Linda R.** First Middle Address **4164 Brook Lane** City **Blackshear, GA 31516** State Zip DOB **09/27/1987**

Driver's License No. **050819113** Class **C** State **GA** Sex Male Female
 Posted Speed **55** Insurance Co. **Allstate Ins.** Policy No. **9157541650224**
 Year **1994** Make **Ford** Model **Mustang** Telephone No. **550-7302**

VIN **1FALP45T5RF110366** Vehicle Color **Green**
 Tag # **WE2R54** State **GA** County **Pierce** Year **2008**
 Trailer Tag # State County Year

Owner's Last Name **Pack, Grace** First Middle Address **4164 Brook Lane** City **Blackshear, GA 31516** State Zip
 Removed By **Carters Body Shop** Request List

Alcohol Test	Type	Results	Drug Test	Type	Results	Alcohol Test	Type	Results	Drug Test	Type	Results					
2			2													
Driver Condition	1	Direction of Travel	3	Vision Obscured	1	Contributing Factors	10	25	Driver Condition		Direction of Travel		Vision Obscured		Contributing Factors	
Vehicle Condition	1	Vehicle Manufacturer	10	Pedestrian Manufacturer					Vehicle Condition		Vehicle Manufacturer		Pedestrian Manufacturer			
Most Harmful Event	1	Vehicle Class	1	Vehicle Type	1	Most Harmful Event		Vehicle Class		Vehicle Type						
Traffic Control	6	Device Inoperative?	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Traffic Control		Device Inoperative?	Yes <input type="checkbox"/> No <input type="checkbox"/>									

Injured Taken To **Satilla Reg. Medical Center** By **Ware Co EMS**
 EMS Notified Time EMS Arrival Time Hospital Arrival Time Photos Taken Yes No

Report By **JFC Williams #316** Department **GSP Waycross** Report Date **01/30/2006** Date Closed **1/31/06**
 Witness(es) Name **JFC Williams #316** Address City Zip Code Telephone No.

DMVS MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE)

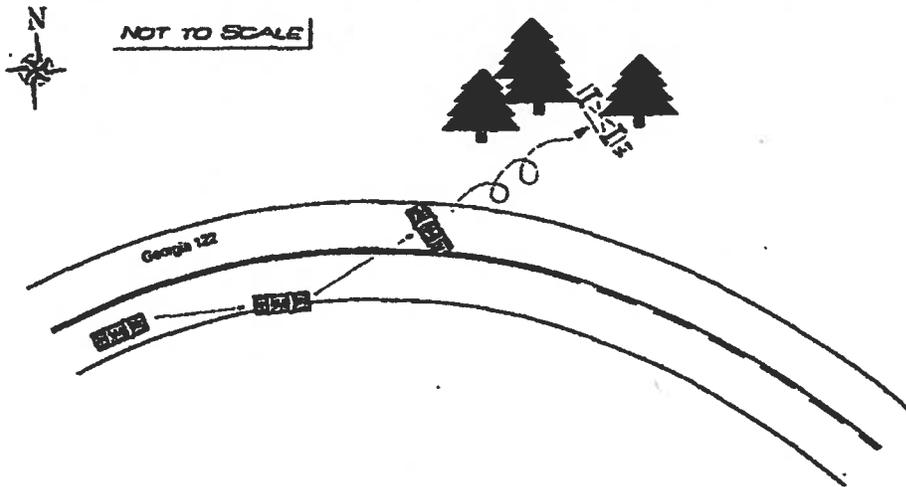
COMMERCIAL VEHICLES ONLY

Carrier Name	Vehicle #	Address	City	State	Zip	Carrier Name	Vehicle #	Address	City	State	Zip
Number Of Axles	G.V.W.R.	Fed. Reportable	Cargo Body Type	Number Of Axles	G.V.W.R.	Fed. Reportable	Cargo Body Type				
1 Yes 2 No		1 Yes No		1 Yes 2 No		1 Yes No					
Vehicle Config	I.C.C.M.C. #	U.S. D.O.T. #	Interstate Intrastate	Vehicle Config	I.C.C.M.C. #	U.S. D.O.T. #	Interstate Intrastate				
C.D.L.?	1 Yes 2 No	C.D.L. Suspended?	1 Yes 2 No	C.D.L.?	1 Yes 2 No	C.D.L. Suspended?	1 Yes 2 No				
Vehicle Placarded?	1 Yes 2 No	Hazardous Materials Released?	1 Yes 2 No	Vehicle Placarded?	1 Yes 2 No	Hazardous Materials Released?	1 Yes 2 No				
If Yes, Name or 4 Digit Number From Diamond or Box 1 Digit Number From Bottom of Diamond				If Yes, Name or 4 Digit Number From Diamond or Box 1 Digit Number From Bottom of Diamond							
Ran Off Road	Down Hill	Cargo Loss Or Shift	Separation Of Units	Ran Off Road	Down Hill	Cargo Loss Or Shift	Separation Of Units				

Vehicle 1 was traveling east on Georgia 122 negotiating a curve. Driver was distracted momentarily and vehicle 1 ran onto the north shoulder. Driver 1 overcorrected causing vehicle 1 to yaw across both lanes of Georgia 122. Vehicle 1 rotated counter clockwise and went into the north ditch and overturned into several trees.

INDICATE ON THIS DIAGRAM WHAT HAPPENED

Reported By: TFC J. C. Williams #316



Accident Investigation Site ?

Yes No

Site Number _____

Citations - Vehicle # 1

None

Citations - Vehicle # _____

First Harmful Event 1	Traffic-Way Flow 1	Weather 2	Surface Cond. 1	Light Condition 5	Manner Of Collision 6	Location At Are Of Impact 3	Road Comp. 2	Road Defects 1	Road Character 4	Construction Maint. Zone 0
VEH # <u>1</u> VEH # _____		SKID DISTANCE <u>0</u>		AFTER <u>0</u>		Width Of Road				
Number of Occupants <u>2</u>		BEFORE IMPACT		VEH # <u>1</u>		VEH # <u>1</u>		<u>24'</u>		
Point Of Initial Contact <u>00</u>		VEH # _____		VEH # _____		VEH # _____				
Damage To Vehicles <u>4</u>		VEH # _____		VEH # _____		VEH # _____				

Damage Other Than Vehicle

Owner

Occupants

AGE	SEX	VEH NO	POS	INJURY	TAKEN FOR TREAT	E/E/C	SAFETY EQUIP	ED/TK	AIR BAG
18				4	1	1	3	2	2
0	M	1	6	4	1	1	4	2	0

Last Name Lashley First Kaleb Address 4164 Brook Ln City Blackshear State GA Zip 31516

Attachment 7

Minutes of Concept Meetings



Meeting Minutes

**SR 122 from CR 39/Corbitt Rd to CR 68/Pine Valley Rd
Ware County
P.I. No. 0010293**

Date: January 3, 2013

Location/Time: Waycross Area Office / 10:00 a.m. – 11:00 a.m.

Attendees:

Charity Belford	GDOT – Program Delivery
Aghdas Ghazi	GDOT – Program Delivery
Christy Lovett	GDOT – Engineering Services
John Royal	GDOT – Utilities
Cynthia Phillips	GDOT – Traffic Operations
Maggie Yoder	GDOT – District Planning and Programming
Brad Saxon	GDOT – District Pre-Construction Engr.
Cory Knox	GDOT – Assistant District Construction Engineer
Jack Walker	GDOT – Waycross Area Engineer
Jimmy Brown	Ware County Board of Commissioners (Chairman)
Victor Aldridge	Ware County Board of Commissioners
Paul Smith	Ware County
Cory Hull	Southern Georgia Regional Commission
Mike Moseley	Atkins
Jason Kunkle	Atkins
Wendy Dyson	Atkins

Minutes By: Mike Moseley

The following items were discussed at the meeting:

1. Charity Belford, the GDOT Project Manager, started the meeting with introductions and an overview of the project. She also notified all of the meeting participants that Aghdas Ghazi would be taking over as Project Manager. Charity will remain involved but the project is officially being transferred to Ms. Ghazi as the PM.

2. Ms. Belford then turned the meeting over to Mike Moseley with Atkins, the consultant project manager.
3. To begin the meeting Mike Moseley opened the roll plots of the concept alternatives. Each of the alternatives was discussed and the reasoning for the preferred alternative was presented. To summarize Alternative 1 is the preferred alternative due to its geometry, constructability and lack of impact to the Pine Valley Congressional Methodist Church. Alternative 2 would require the displacement of the church and its geometry is less desirable. Alternative 3 would require the closure of SR 122 for some portion of time to construct and would relocate SR 122 closer to the church building negatively impacting a community resource. There were no comments on the concept alternatives.
4. The meeting then moved onto the agenda items per the PDP:
 - a. Project Justification – The project justification statement as prepared by the GDOT Office of Traffic Operations states the purpose of the project is to “reduce crash frequency and severity” along the proposed project corridor. There were two comments on the project justification statement. The comments suggested rewording two portions of the crash analysis section.
 - b. Logical Termini – The logical termini is tied to the limits of the proposed geometric improvements. There were no comments on the logical termini.
 - c. Planning Concept/STIP project definition – The proposed project is in conformance.
 - d. Project Background – Crash frequency and severity.
 - e. Location of Environmental Resources
 - i. Wetlands, open waters, streams and buffers – The project is surrounded by wetlands and two buffered streams begin south of SR 122.
 - ii. Park lands – There are no park lands.
 - iii. Historic properties, potential archaeological sites – The Pine Valley Congressional Methodist Church does not appear to be an eligible resource. The project corridor does not appear to have a high probability for archaeological resources but the archaeology survey cannot begin until the PAR is complete.
 - iv. Cemeteries – There are no cemeteries in the project limits.
 - v. Location of potential hazardous waste sites – None have been observed.
 - vi. Underground storage tank sites – None have been observed.
 - vii. Threatened and endangered species – The Hooded Pitcher Plant has been found within the project survey area, which is a State Unusual Species. The preferred alternative does not impact the survey population of Hooded Pitcher Plant.

- f. Public Involvement – Public involvement would not be required unless Alternate 3 is chosen and a detour is required.
- g. Alternates considered – See initial discussion of alternatives.
- h. Design Criteria Proposed – SR 122 is designed to meet the current speed posting of 55 mph. The criterion for the County Roads is 25 mph.
- i. Horizontal and Vertical criteria – Meet AASHTO for 55 mph on SR 122 and 25 mph on County Roads.
- j. Typical Section – The discussion surrounding the typical sections was to remove the labeling of the bike lane. The suggestion was to keep the provision for the bike lane but not label as such. The proposed construction plans would also not mark the bike lane as well. The new Complete Streets Policy was discussed and it was noted that the previously completed Traffic Engineering Report discussed that no pedestrians were observed on the corridor.
- k. VE Study – Not applicable.
- l. Access Control – By permit, existing driveways would be replaced in the same location.
- m. Practical Alternative Report – Due to the wetlands located in the project corridor a PAR is required. The PAR has been prepared and GDOT Ecology has requested an Ecology Survey Report prior to review of the report. The preparation of this report is currently underway.
- n. Type of Environmental Document anticipated – Categorical Exclusion and a Corps of Engineers Individual Permit due to wetland impacts.
- o. Environmental permits/studies required – Section 404/Corps of Engineers Individual Permit, NPDES Permit are required and a stream buffer variance may be required depending on the chosen alternative.
- p. Project Framework Agreement – Not applicable.
- q. Right of Way – There are 3 parcels for the preferred alternative and the only displacement is in alternative 2. The Ware County Commission asked about the abandoned R/W in the Preferred Alternative 1. One property owner is in the process of planting blueberry plants and wanted to know if some of the abandoned R/W could be acquired by the landowner impacted by the realignment of SR 122. The GDOT District informed the County Commission that the surplus R/W is generally publicly advertised and sold to the highest bidder.
 - i. Estimated R/W costs:
 - 1. Preferred Alternative 1 - \$957,000 (3 parcels)
 - 2. Alternative 2 - \$1,819,000 (5 parcels)
 - 3. Alternative 3 - \$461,000 (6 parcels)

- ii. GDOT is responsible for purchase of R/W
- r. Accident history – The request was made to include 2010 crash date in the concept report.
- s. Potential soil conditions – Sandy/wet soil and a soil survey will be required. The PM is going to start the process of requesting the soil survey.
- t. Construction limits – The R/W limits for each alternative were based on the conceptual construction limits.
- u. Maintenance of Traffic – Staged construction would be required on each alternative. Alternative 3 would require the temporary closure of SR 122 to construct.
- v. Maintenance problems existing along project – None.
- w. Preliminary capacity analysis for the “Build Alternative” and “No-Build Alternatives” – Not applicable, no added capacity.
- x. Potential improvements recommended for intersections along project – Not applicable.
- y. Constructability of proposed project – The preferred alternative 1 and alternative 2 can be staged constructed with minor disruption to the traveling public. As noted earlier Alternative 3 would require temporary closure of SR 122 and there is no feasible detour route.
- z. Work zone safety and mobility requirements – Standard safety procedures will be utilized.
- aa. Preliminary construction cost estimate (including R/W, Utilities, Construction cost and Environmental Mitigation)
 - i. Preferred Alternative 1 - \$3.3 M
 - ii. Alternative 2 - \$4.0 M
 - iii. Alternative 3 - \$2.6 M
- bb. Project assignments – Concept report is accurate.
- cc. Project schedule – Environmental approval in September 2013. R/W authorization in January 2014.
- dd. Utility –
 - i. AT&T/Bellsouth – underground fiber/telephone
 - ii. Alma Telephone Company – overhead on power poles
 - iii. Slash Pine EMC – 22 poles would require replacement based on preferred alternative 1.
- ee. Proximity and probable impacts to railroad and railroad R/W – Not applicable.
- ff. Proximity and probable impacts to airports and/or flight paths – Not applicable.

gg. Public Interest Determination findings and the recommended Utility Risk Management Plan – A Public Interest Determination Policy and Utility Risk Management Plan are not required.

Action Items:

1. Request 2010 accident data (Charity Belford) – **Completed 1/4/2013**
2. Request soil survey for Preferred Alternative 1 (Charity Belford)
3. Place pdf of Concept Alternatives on GDOT ftp site for Aghdas Ghazi (Mike Moseley) – **Completed 1/4/2013**

Attachments: Initial Concept Team Meeting Agenda, Sign-in sheet

S.R. 122 from C.R. 39/Corbitt Road to C.R. 68/Pine Valley Road

P.I. Number: 0010293

Ware County

Initial Concept Team Meeting Agenda based on PDP:

- Introductions
- Project Justification
- Logical Termini
- Planning Concept/Conforming plan's project description and network schematic showing through lanes /STIP project definition.
- Project background
- Location of Environmental resources:
 - Wetlands, open waters, streams and buffers
 - Park Lands
 - Historic properties, potential archaeological sites
 - Streams and their buffers and open waters
 - Cemeteries
 - Location of potential hazardous waste sites
 - Underground storage tank sites
 - Threatened and endangered species
- Public involvement
- Alternatives considered and rejected to date sufficient for inclusion into the environmental document
- Design criteria proposed
- Horizontal and vertical alignments criteria
- Typical sections
- VE study results or recommendations
- Access control
- Practical Alternative Report (PAR)
- Type of environmental document anticipated
- Environmental permits/studies required
- Project Framework Agreement
- Right of Way requirements/estimate including easements:
 - Potential Number of parcels
 - Number of Relocates
 - Estimated R/W cost
 - Who is responsible for purchase of R/W?
- Accident history
- Potential soil conditions
- Construction limits
- Maintenance of Traffic (detour, closed or constructed under traffic)
- Maintenance problems existing along project

- Preliminary capacity analysis for the “Build Alternative” and “No-Build Alternatives”.
- Potential improvements recommended for intersections along project
- Constructability of proposed project
- Work zone safety and mobility requirements
- Preliminary construction cost estimate
- Project assignments
- Project schedule
- Utility
 - Name/size/location
 - Utility cost estimate
 - Need for Overhead/SUE investigation
- Proximity and probable impacts to railroad and railroad R/W.
- Proximity and probable impacts to airports and/or flight paths.
- Public Interest Determination findings and the recommended Utility Risk Management Plan (if applicable)

MEETING SIGN-IN SHEET CTM

Project: 0010293

Meeting Date: Jan 3RD, 2013

Facilitator: Charity Belford

Place/Room: 104 Nichols St, Waycross

Name	Company	Phone	E-Mail
Charity Belford	GDOT/OPD	47631-1247	cbelford@dot.
Christy Lovett	GDOT/Eng.Ser.	912-427-5884	clovett@dot.ga.us
Wendy Dyson	ATKINS	770-933-0280	wendy.dyson@atkinsglobal.com
MIKE MOSELEY	ATKINS	770 933-0280	michael.moseley@atkinsglobal.com
John Royal	GDOT/util	912-427-5859	jroyal@dot.ga.us
Cynthia Phillips	GDOT/T.O.	912-427-5767	cyphillips@dot.ga.gov
JASON KUNKLE	ATKINS	770-933-0280	JASON.KUNKLE@ATKINSGLOBAL.COM
MAGGIE YODER	GDOT/DS	912-427-5788	myoder@dot.ga.gov
Aghdas Ghazi	GDOT/OPD	912-271-7027	aghazi@dot.ga.gov

MEETING SIGN-IN SHEET

Project:

Meeting Date:

Facilitator:

Place/Room:

Name	Company	Phone	E-Mail
Jimmy Brown Chairman	Ware Co. Bd. of Comms.	912-287-4300 912-337-9026 are	Jamesbrown45ebellsoath.N
Paul Smith	Ware County	287-4300	psmith@warecounty.com
Victor Aldridge	Ware County Commission	286-3123	unaldrige@gmail.com
Corey Hull	Southern GA RC	229-333-5279	chull@sgrc.us
BRAD SAXON	CDOT	(912) 427-5715	bsaxon@dot.ga.gov
CORY KNOX	GDDT-CONST	427-5733	cknox@dot.ga.gov
Jack G. Walker	G.D.O.T. Waycross	912-285-6009	jacwalker@dot.ga.gov

Attachment 8

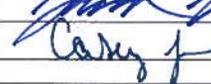
Practical Alternatives Report

QC/QA Document Review Comment/Revision Sheet

Environmental Section/Discipline: Ecology

To be completed by the Consultant

Project Name	Realignment of SR122/Carswell Ave from CR 39 to CR 68	ROW date	February 2014
Proj. No.	P.I. No. 0010293	County	Ware
LET date	April 2015		
Document title	Practical Alternative Review Report	Consultant Firm	Atkins
Version #	2	# of Copies	1
Consultant Preparer Phone/Email	(678) 247-2448 jason.morrell@atkinsglobal.com		

	Name	Signature	Date
Consultant preparer	Jason Morrell		3/15/12
Consultant reviewer	Casey Lyon		3/15/12

To be completed by Environmental Services

NEPA analyst		Received on:	
Specialist		Transmitted on:	
Action requested	<input type="checkbox"/> For Review and Approval <input type="checkbox"/> For Distribution <input type="checkbox"/> As Requested		Required by:
FHWA Reviewer		# of Copies	

Environmental Services Review and Evaluation

Staff Review	Name	Comments attached? Y / N	Date
Document Quality:	Excellent	Very Good	Good
Comments for quality assessment	Fair	Poor	

Manager Review	Name	Comments attached? Y / N	Date
Document Quality:	Excellent	Very Good	Good
Comments for quality assessment	Fair	Poor	

Section Chief Review	Name	Comments attached? Y / N	Date
Document Quality:	Excellent	Very Good	Good
Comments for quality assessment	Fair	Poor	

Approval/Transmittal/Return

<input type="checkbox"/> I returned this document to the consultant with requested revisions. <input type="radio"/> I provided a deadline of _____ to have a revised draft submitted.	Staff Reviewer Initials	_____
<input type="checkbox"/> This document was approved. <input type="radio"/> _____ additional copies were requested. <input type="radio"/> I transmitted this report to _____ on _____.	Staff Reviewer Initials	_____

Ecology Document Review Comment

Document Title: Practical Alternative Review

PI #, County: 0010293, Ware

Project Name: Realignment of SR 122/Carswell Avenue from CR 39/Corbitt Road to CR 68/Pine Valley Road

Date: March 8, 2013

Report Preparer: Jason Morrell

Report Reviewer: Casey Lyon

ARCADIS Reviewer: Melissa Rottenberg, (for GDOT)

Review Number: 1

Section/Page	GDOT's Comment	Consultant's Response
1 General (Transmittal and PAR)	Delete 's' from miles for distances less than 1.	The 's' has been deleted from miles for distances less than 1 in the Transmittal and throughout the PAR.
2 Transmittal Letter	Provide a .doc version of the final transmittal letter.	A .doc version of the final transmittal letter has been provided via email.
3 Alternatives Analysis/p.4-5	Protected species is discussed under Alternative 1, yet not in Alternatives 2 or 3.	Protected species have been included in the discussion of Alternatives 2 and 3.
4 Jurisdictional Waters Impacts/p.5-6	Add hyphen between 'non' and 'exempt' under each alternative.	A hyphen has been inserted between 'non' and 'exempt' under each alternative.
5 Table 1	Church is described as a historic resource on page 6, yet not included in Table 1.	Table 1 has been revised to include the church as a historic resource.
6 Figures	Add project start/end.	Figures have been revised to include alignment start and end for each alternative.



March 15, 2013

Ms. Kelly Finch, Chief
Coastal Branch, Regulatory Division
U.S. Army Corps of Engineers
100 West Oglethorpe Avenue
Savannah, Georgia 31402-3640
Attention: Stan Knight (RD-C)

Subject: Transmittal of Practical Alternative Review Report – Realignment of SR 122/Carswell Ave from CR 39/Corbitt Rd to CR 68/Pine Valley Rd; P.I. No. 0010293; Ware County, Georgia

Dear Ms. Finch:

Preliminary ecological studies have been completed for the subject project and proposed impacts would require an Individual Section 404 Permit prior to project construction. The Georgia Department of Transportation (GDOT) has identified the need to implement the realignment of State Route (SR) 122/Carswell Avenue in Ware County, Georgia for safety improvement. The proposed project would realign SR 122 to the north to eliminate the sharp reverse curve that currently exists between County Road (CR39)/Corbitt Road and CR 68/Pine Valley Road. The proposed project along SR 122 would begin approximately 2,140 feet west of CR 39/Corbitt Road and extend to approximately 1,670 feet east of CR/68Pine Valley Road for a distance of approximately 0.9 mile. The proposed geometry would provide for flatter, longer horizontal curves which would improve sight distance and driver safety. Corbitt Road would also need to be extended to connect with the realigned SR 122. The proposed typical section along SR 122 would consist of two, undivided 12-foot lanes (one travel lane in each direction) with eight foot outside shoulders (two foot paved).

Field surveys identified three wetlands that would be impacted by the proposed project. A total of approximately 3.57 acres of proposed wetland impacts would require an estimated total of 25.4 wetland mitigation credits. Mitigation credits would be purchased from an approved bank within a primary service area that includes the Satilla River watershed (Hydrologic Unit Code 03070201). A more detailed description of the project and associated impacts can be found in the enclosed Practical Alternative Review (PAR) Report.

Enclosed for your review is a copy of the PAR Report with attachments. Based on submittal of this information, GDOT respectfully requests that a PAR meeting be scheduled for the subject project. If it is determined upon completion of review that a field visit is required, please notify the GDOT Office of Environmental Services. If you have any questions or require additional information regarding the project, please contact Doug Chamblin at 404-631-1447.

Sincerely,

Glenn Bowman, P.E.
State Environmental Administrator

GB/HDC/jem
Enclosures

cc: Chris Coppola, U.S. Fish & Wildlife Service
Matt Elliot, Georgia Department of Natural Resources (GDNR), Wildlife Resources Division
Aghdas Ghazi, GDOT Project Manager
Jennifer Giersch, Federal Highway Administration
Eugene Hopkins, GDOT Environmental Compliance Bureau
Mark LaRue, U.S. Environmental Protection Agency
Michael Murdoch, GDOT NEPA
Catherine Samay, GDNR Environmental Protection Division
Lisa Westberry, GDOT Mitigation

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

**PRACTICAL ALTERNATIVE REVIEW
Realignment of SR 122/Carswell Avenue from
CR 39/Corbitt Road to CR 68/Pine Valley Road**

Project Type: Safety
GDOT District: 5
Federal Route Number: N/A

P.I. Number: 0010293
County: Ware
State Route Number: 122

Recommendation for approval:

<hr/> Georgia Department of Transportation	<hr/> DATE
<hr/> U.S Army Corps of Engineers	<hr/> DATE
<hr/> U.S. Fish and Wildlife Service	<hr/> DATE
<hr/> National Marine Fisheries	<hr/> DATE
<hr/> Environmental Protection Agency	<hr/> DATE

PRACTICAL ALTERNATIVE REVIEW REPORT

Project Location

Georgia Department of Transportation (GDOT) project P.I. No. 0010293 is located along State Route (SR) 122/Carswell Avenue, a rural major collector, approximately six miles west of the City of Waycross in Ware County, Georgia (Figure 1). The project is located in the Satilla River watershed (Hydrologic Unit Code 03070201) within the Okefenokee Plains (Level IV Ecoregion) of Georgia. The project is centered at latitude 31.201592° North and longitude 82.52073° West.

Project Description

The proposed project occurs along SR 122, beginning approximately 2,140 feet west of County Road (CR) 39/Corbitt Road and extending to approximately 1,670 feet east of CR 68/Pine Valley Road for a distance of approximately 0.9 mile. The eastern and western termini of the project have been determined using the existing horizontal reverse curves which this project proposes to improve. More specifically, the proposed project would realign SR 122 to the north to eliminate the sharp reverse curves that currently exist between Corbitt Road and Pine Valley Road. The proposed geometry would provide for flatter, longer horizontal curves which would improve sight distance and driver safety. In addition, CR 39/Corbitt Road would need to be extended to connect with the realigned SR 122. The proposed project is currently scheduled to let for construction in April 2015 and would require 18 months to construct.

Need and Purpose

The proposed project will reduce crash frequency and severity along SR 122 from CR 39/Corbitt Road to CR 68/Pine Valley Road. In Georgia from 2004 to 2008, approximately 54% of fatal crashes occurred due to roadway departure. Roadway departure is a focus area for GDOT safety improvements. Nationally roadway departure crashes account for 53% of all fatal crashes and approximately 72% of those crashes are due to a horizontal curve in the road. Crash data from 2004 to 2008 includes six total crashes, with five injuries and one fatality, occurring along the project corridor. All six crashes were lane departure crashes that occurred while negotiating the curve.

Existing Roadway

Segment	Posted Speed	Typical Section	Right-of-Way Width
SR 122/Carswell Avenue from CR 39/Corbitt Road to CR 68/Pine Valley Road	55 mph	Two-lane undivided highway with 12-foot lanes and 8-foot (2-foot paved) shoulders	100 feet

Existing Major Structures

Features Intersected/Type	Length (feet)	Width (feet)	Sufficiency Rating	Stream/Wetland Area ¹
Single 18" RCP ²	56	1.5	N/A	Wetland 1
Quadruple 30" RCP	65	10	N/A	Wetland 1/Perennial Stream 4
Single 30" RCP	62	2.5	N/A	Wetland 5
Double 18" RCP	62	3	N/A	Wetland 10
Single 18" RCP	62	1.5	N/A	Wetland 10

¹ See Figures 4a and 4b for stream/wetland number designations

² RCP = reinforced concrete pipe

Proposed Major Structures (Preferred Alternative)

Project	Features Intersected/Type	Approximate Length (feet)	Approximate Width (feet)	Stream/Wetland Area ¹
P.I. No. 0010293	Quadruple 30" pipe	110	10	Wetland 1 at SR 122
P.I. No. 0010293	Quadruple 30" pipe	64	10	Wetland 1 at CR 39
P.I. No. 0010293	Double 30" pipe	80	5	Wetland 7
P.I. No. 0010293	Single 18" pipe	30	1.5	Wetland 12

¹ See Figures 4a and 4b for stream/wetland number designations

Alternatives Analysis

Prior to development of the proposed project alignment, an assessment of environmental parameters was completed as a component of the Project Concept Report. Basic data pertaining to the project corridor was collected and analyzed including aerial photography, topographic maps, traffic volumes (existing and projected), U.S. Fish and Wildlife Service National Wetland Inventory maps, Natural Resource Conservation Service soils survey maps, Federal Emergency Management Agency floodplain maps, and historic resource survey maps.

Wetland and hydric soil boundaries, floodplains, known or suspected historical and archeological sites, existing right-of-way (ROW), and areas of potential protected species habitat were identified prior to selecting a preferred alignment. Additional resources assessed along the project corridor included churches, cemeteries, schools, hospitals, and any other noise sensitive areas. The proposed alignment was developed with the intent to avoid sensitive environmental resources where possible. In the event that impact avoidance was not feasible, impact minimization measures were assessed to reduce adverse effects to resources. Once the proposed alignment was selected, a field delineation of the extent of environmental resources along the proposed corridor was completed and potential impacts to these resources were quantified. The field delineation of ecological resources was completed for an area that

encompasses all of the alternative alignments; therefore, potential resource impacts were calculated based on field delineation data.

This Practical Alternative Review (PAR) assesses the following alternatives included in the Draft 2012 Project Concept Report:

1. Shift SR 122 north of existing alignment (preferred alignment)
2. Shift SR 122 south of existing alignment
3. Maintain existing SR 122 alignment while increasing reverse curve radii
4. No build scenario

In representation of preliminary concepts, GDOT strives to show, as nearly as possible, accurate project route and ROW requirements. However, due to the preliminary nature of location studies, certain information cannot be finalized until completion of the design stage of the GDOT project development process. In areas where existing facilities are to be improved and are in need of vertical and/or horizontal realignment, GDOT attempts to present a “worse case” scenario of impacts, in anticipation of a reduction of impacts and ROW requirements at the detailed design stage. Each of the alternatives described below, with the exception of the no build scenario, would consist of two 12-foot undivided travel lanes with eight foot shoulder (6.5-foot paved with bike lanes incorporated) having a design speed of 55 miles per hour and a 100-foot ROW width.

Alternative 1 (Preferred Alternative)

The preferred alternate would shift SR 122 to the north to soften the existing reverse curves. This alternative would utilize 3,700 foot radii and 1,300 feet of tangent distance between curves to improve the horizontal geometry of SR 122. The existing curves on SR 22 are 1,400 foot radius with approximately 1,100 feet of tangent distance. This alternative would impact 3.572 acres of wetlands but would avoid the Pine Valley Congressional Methodist Church, a community resource, as well as streams, open waters, state waters buffers, and protected species. The ROW required would not impact any structures or residences. The proposed project length is approximately 0.9 mile.

Alternative 2

This alternative would shift SR 122 to the south of the existing alignment to soften the existing reverse curves. This alternative would utilize 2,800 foot radii with 240 feet of tangent distance between curves. This is the minimum required to transition superelevation between the curves. This alternate would impact approximately 2.314 acres of wetlands and 126 linear feet (0.057 acre) of perennial stream, and would result in approximately 4,092 square feet of non-exempt disturbance to a state waters buffer. In addition, this alternate would require displacement of the Pine Valley Congressional Methodist Church. This alternative alignment would avoid impacts to protected species. While this alternate would reduce wetland impacts compared to the preferred alternative, it would require acquisition of a community resource. The proposed horizontal alignment correction to SR 122 associated with Alternative 2 is also less desirable than the preferred alternative. The proposed project length of Alternative 2 is approximately 0.75 mile.

Alternative 3

This alternative would maintain the existing alignment of SR 122 while increasing the radii of the reverse curves to 3,000 foot with 225 feet of tangent distance between curves. This is the minimum required to transition superelevation between the curves. This alternate would impact approximately 2.88 acres of wetlands as well as the state unusual hooded pitcherplant (*Sarracenia minor var. minor*) which was identified along this alternative alignment. However, the alternate would avoid streams, open waters, and state waters buffers. This alternate also would require less wetland impact than the preferred alternate but would adversely affect the Pine Valley Congressional Methodist Church, as this alternative would shift SR 122 closer to the church. This realignment would move the roadway to approximately 60 feet from the front of the church building. Construction of Alternative 3 may require the temporary closure of S.R. 122, as much of the construction would be completed during traffic conditions. The horizontal alignment correction to SR 122 also is less desirable than the preferred alternative. The proposed project length of Alternative 3 is approximately 0.77 mile.

Alternative 4 (No Build Scenario)

Under Alternative 4, GDOT project P.I. No. 0010293 would not be built. The no build scenario would not improve the horizontal geometry of SR 122 to reduce crash frequency and severity. Therefore, Alternative 4 was eliminated from consideration, as the need and purpose of the project would not be met.

Jurisdictional Waters Impacts

Field delineations of jurisdictional waters of the U.S. occurring along the alternative alignments were conducted by Atkins North America, Inc. in September and October 2012. The survey area for the field delineation encompassed all of the alternative alignments for the project. Table 2 lists impacts to waters of the U.S. associated with each alternative alignment. Impacts were calculated using preliminary construction limits and design.

Alternative 1 (Preferred)

Alternative 1, the preferred alternative, would impact a total of 3.572 acres of wetlands with no proposed impacts to stream or open waters. Three wetlands would be permanently impacted by Alternative 1 and impacts would be avoided to seven wetlands, one perennial stream, and two open waters. In addition, Alternative 1 would avoid non-exempt disturbance to state waters buffers.

Alternative 2

Alternative 2 would impact a total of 2.314 acres of wetlands and 126 linear feet (0.057 acre) of perennial stream with cumulative impacts to waters of the U.S. of 2.371 acres. Seven wetland areas and one perennial stream would be permanently impacted by the project. Additionally, the project would result in non-exempt disturbance to approximately 4,092 linear feet of the state-mandated 25-foot buffer on Open Water 8. Impacts to three wetlands and two open waters would be avoided by Alternative 2.

Alternative 3

Alternative 3 would impact a total 2.876 acres of wetlands with no impacts proposed to streams and open waters. Three wetlands would be permanently impacted by Alternative 3 and impacts would be avoided to seven wetlands, one perennial stream, and two open waters within the project survey area. Alternative 3 would also avoid non-exempt disturbance to state waters buffers.

Alternative 4 (No Build)

Alternative 4 would not result in impacts to waters of the U.S. or state waters buffer disturbance. However, Alternative 4 does not meet the project need and purpose.

Protected Species

Prior to conducting field investigations of the alternative alignments, Georgia Department of Natural Resources (GDNR) known occurrence of special concern plants, animals and natural communities in Ware County and U.S. Fish and Wildlife Information, Planning, and Conservation System (IPAC) were reviewed to identify federally species potentially occurring in Ware County. In addition, an early coordination request was made to the GDNR for information regarding known occurrences of state and federally protected species within three miles of the proposed project. Based on the data review, six federally listed species are known to occur in Ware County and include the frosted flatwoods salamander (*Ambystoma cingulatum*), eastern indigo snake (*Drymarchon couperi*), gopher tortoise (*Gopherus polyphemus*), wood stork (*Mycteria americana*), striped newt (*Notophthalmus perstriatus*), and red-cockaded woodpecker (*Picoides borealis*). Based on the GDNR early coordination response, there are no known federal or state listed species occurring within three miles of the project.

An area encompassing all three alternative alignments was surveyed for the presence of suitable habitat for each of the aforementioned species. No suitable habitat was observed for the frosted flatwoods salamander, eastern indigo snake, gopher tortoise, or striped newt; therefore, the alternative alignments would result in no effect to these species. Suitable foraging habitat for the wood stork was observed within the survey area, but suitable roosting habitat for the species was not. Therefore, all alternative alignments may affect, but are not likely to adversely affect the wood stork.

During completion of the habitat survey, a population of hooded pitcherplants (*Sarracenia minor var. minor*), a state unusual species, was observed within the existing ROW of SR 122 in the survey area. Alternative 1 and Alternative 2 would avoid the hooded pitcherplant population, but Alternative 3 would likely result in a significant adverse effect to the species unless adequate measures are taken to avoid impacts.

Recommendations

The currently proposed, preferred alternative (Alternative 1) is recommended due to lack of impact/adverse effect to community resources (i.e., church) and adverse effect to state protected species. Furthermore, in addition to being considered a community resource, the Pine Valley Congressional Methodist Church also is considered a historic resource as it is over 50 years of age. Alternative 2 would completely displace the church and Alternative 3 would adversely affect the church

by shifting the roadway closer to the church building. In addition, Alternative 3 would likely have a significant adverse effect to the hooded pitcherplant. Furthermore, the horizontal alignment correction associated with Alternative 2 and 3 are both less desirable than that of the preferred alternative. Alternative 3 would also require temporary closure of SR 122 and establishment of a detour route that would be less desirable for motorists using the roadway.

Attachments:

A. Tables

1. Alternatives Analysis
2. Impacts to Waters of the U.S.

B. Figures

1. Project Vicinity Map
2. Project Location Map – Topographic
3. Alternative Location Map
- 4a. Waters of the U.S. Map
- 4b. Waters of the U.S. Map

C. Concept Layout and Typical Section

Prepared By:

Jason Morrell, C.E.

Senior Scientist

Atkins North America, Inc.

ATTACHMENT A

TABLES

Table 1. Alternatives Analysis – Realignment of SR 122/Carswell Ave from CR 39/Corbitt Rd to CR 68/Pine Valley Road; P.I. No. 0010293; Ware County, Georgia

Factor	Alternative 1 (Preferred Alternative)	Alternative 2	Alternative 3	Alternative 4 (No Build)	Information Source
Length (miles)	0.89	0.75	0.77	N/A	Draft 2012 Concept Report
Typical Sections	Two 12-foot lanes, undivided, with 8-foot shoulder width (6.5-foot paved)	Two 12-foot lanes, undivided, with 8-foot shoulder width (6.5-foot paved)	Two 12-foot lanes, undivided, with 8-foot shoulder width (6.5-foot paved)	Two 12-foot lanes, undivided, with 8-foot shoulder width (2-foot paved)	
Displacements					
Residential	0	0	0	0	Draft 2012 Concept Report
Commercial	0	0	0	0	
Institutional	0	1	0	0	
Historic	0	0	0	0	
Total	0	1	0	0	
Other Impacts					
Historic Resource Impacts	0	1	1	0	Draft 2012 Concept Report
Archeological Impacts	Low risk	Low risk	Low risk	N/A	Desktop Review of NARHGIS
Wetlands	Impacts	2.31 acres	2.88 acres	0	Draft 2012 Ecology Resource Survey and Assessment of Effects Report
	No. of Impacts	13	13	0	
	Estimated Mitigation Credits	25.4	16.4	20.4	
Non-Exempt Stream Buffer Disturbance	0	4,092 square feet	0	0	

Table 1. Alternatives Analysis – Realignment of SR 122/Carswell Ave from CR 39/Corbitt Rd to CR 68/Pine Valley Road; P.I. No. 0010293; Ware County, Georgia

Factor		Alternative 1 (Preferred Alternative)	Alternative 2	Alternative 3	Alternative 4 (No Build)	Information Source
Streams	Impacts	0	126 linear feet	0	0	Draft 2012 Ecology Resource Survey and Assessment of Effects Report
	No. of Impacts	0	1	0	0	
	Estimated Mitigation Credits	0	554.4	0	0	
Protected Species Present		No	No	Yes	N/A	
Cost Estimates						
Construction		\$1,748,598.27	\$1,550,817.91	\$1,501,035.27	0	Draft 2012 Concept Report
Mitigation	Wetland	\$38,100	\$24,600	\$30,600	0	Draft 2012 Ecology Resource Survey and Assessment of Effects Report
	Stream	0	\$11,340	0	0	
	Total	\$38,100	\$35,940	\$30,600	0	
Right-of-Way		To be provided by GDOT	To be provided by GDOT	To be provided by GDOT	0	Draft 2012 Concept Report
Total		*	*	*	0	N/A

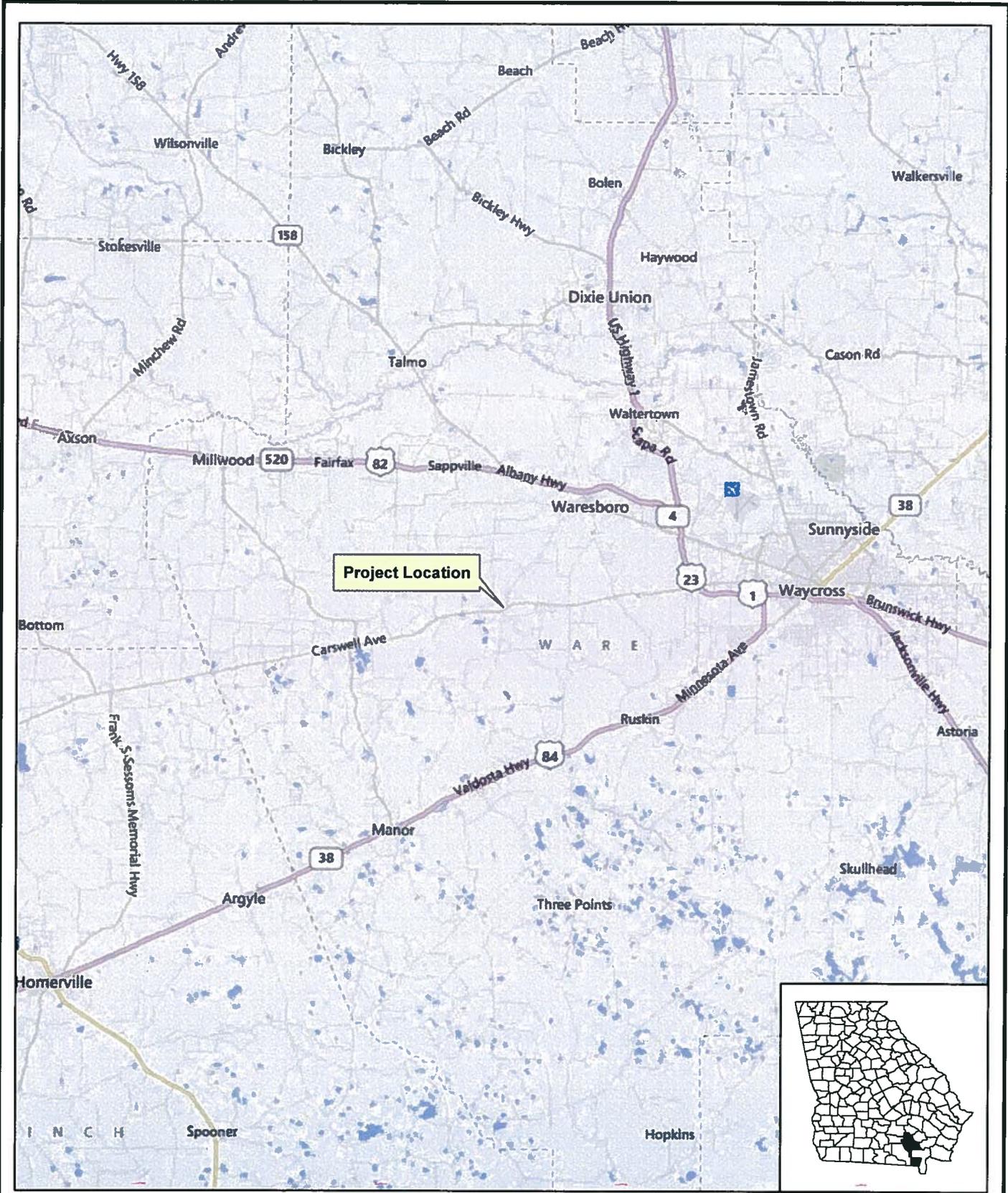
*Awaiting right-of-way cost from GDOT to calculate total cost estimate

Table 2. Impacts to Jurisdictional Waters of the U.S. - Realignment of SR 122/Carswell Ave from CR 39/Corbitt Rd to CR 68/Pine Valley Road; P.I. No. 0010293; Ware County, Georgia

Resource	Alternative 1 (Preferred Alternative)		Alternative 2		Alternative 3	
	Impact Length (linear ft.)	Impact Area (acres)	Impact Length (linear ft.)	Impact Area (acres)	Impact Length (linear ft.)	Impact Area (acres)
Wetland 1 (W1)	N/A	2.710	N/A	0.474	N/A	1.642
Wetland 2 (W2)	N/A	0	N/A	0	N/A	0
Wetland 3 (W3)	N/A	0	N/A	0	N/A	0
Perennial Stream 4 (PS4)	0	0	126	0.057	0	0
Wetland 5 (W5)	N/A	0.617	N/A	0.302	N/A	0.329
Wetland 6 (W6)	N/A	0	N/A	0.003	N/A	0
Wetland 7 (W7)	N/A	0	N/A	0.020	N/A	0
Open Water 8 (OW8)	N/A	0	N/A	0	N/A	0
Wetland 9 (W9)	N/A	0	N/A	0	N/A	0
Wetland 10 (W10)	N/A	0.245	N/A	1.458	N/A	0.905
Wetland 11 (W11)	N/A	0	N/A	0.037	N/A	0
Wetland 12 (W12)	N/A	0	N/A	0.020	N/A	0
Open Water 13 (OW13)	N/A	0	N/A	0	N/A	0
Total	0	3.572	126	2.371	0	2.876

ATTACHMENT B

FIGURES



Base Map Source: Microsoft Bing Maps (www.bing.com/maps/)

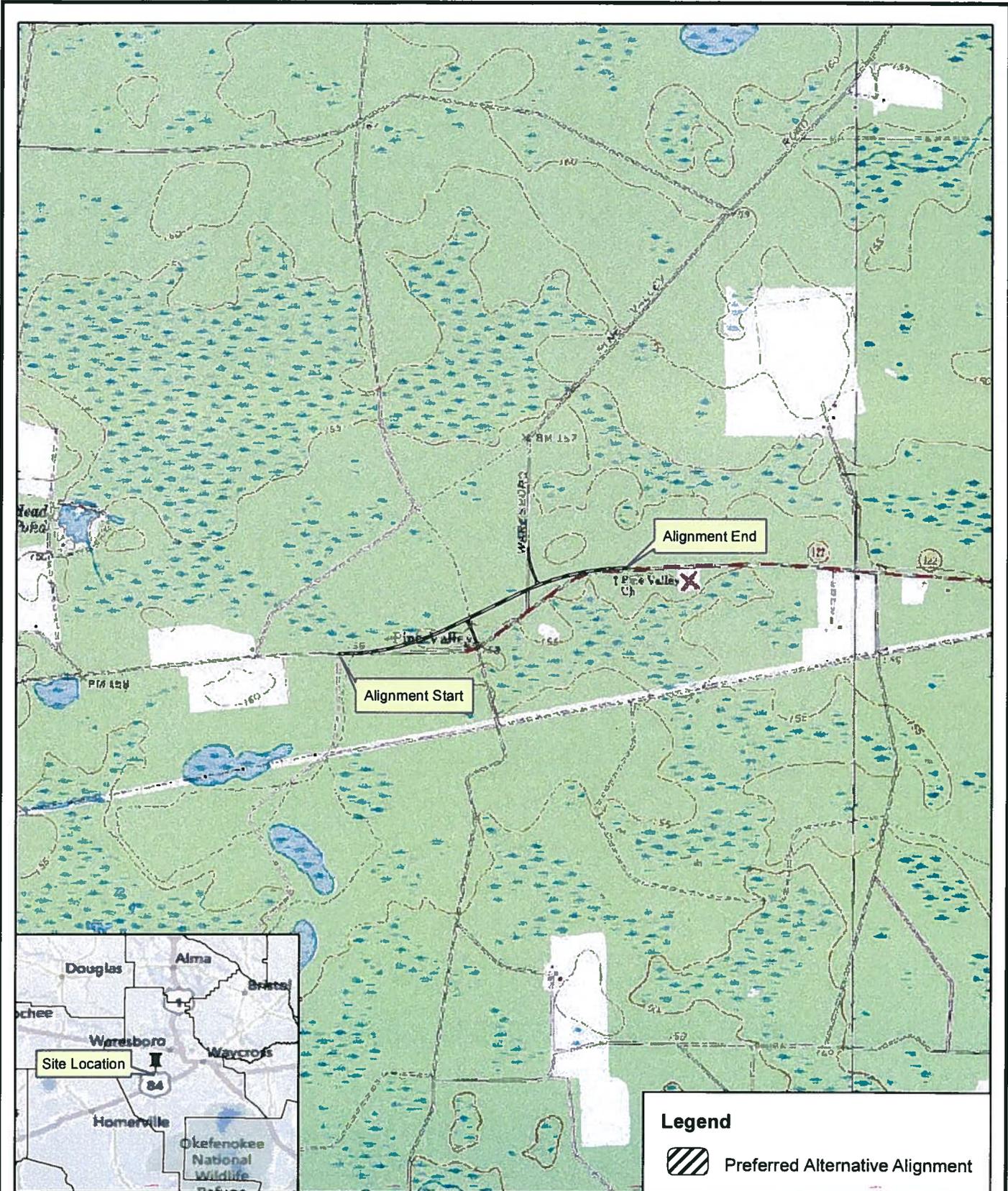
Figure 1
Project Vicinity Map

Realignment of SR 122 from CR 39 to CR 69
Ware County, Georgia
P.I. No. 0010293

0 1 2 4
 Miles
 1 inch = 4 miles



1:250,000



Base Map Source: USGS 7.5-Minute Topographic Quadrangles - Pine Valley and Waycross West, Georgia; Microsoft Bing Maps (www.bing.com/maps/)

Figure 2
Site Location
Topographic Map

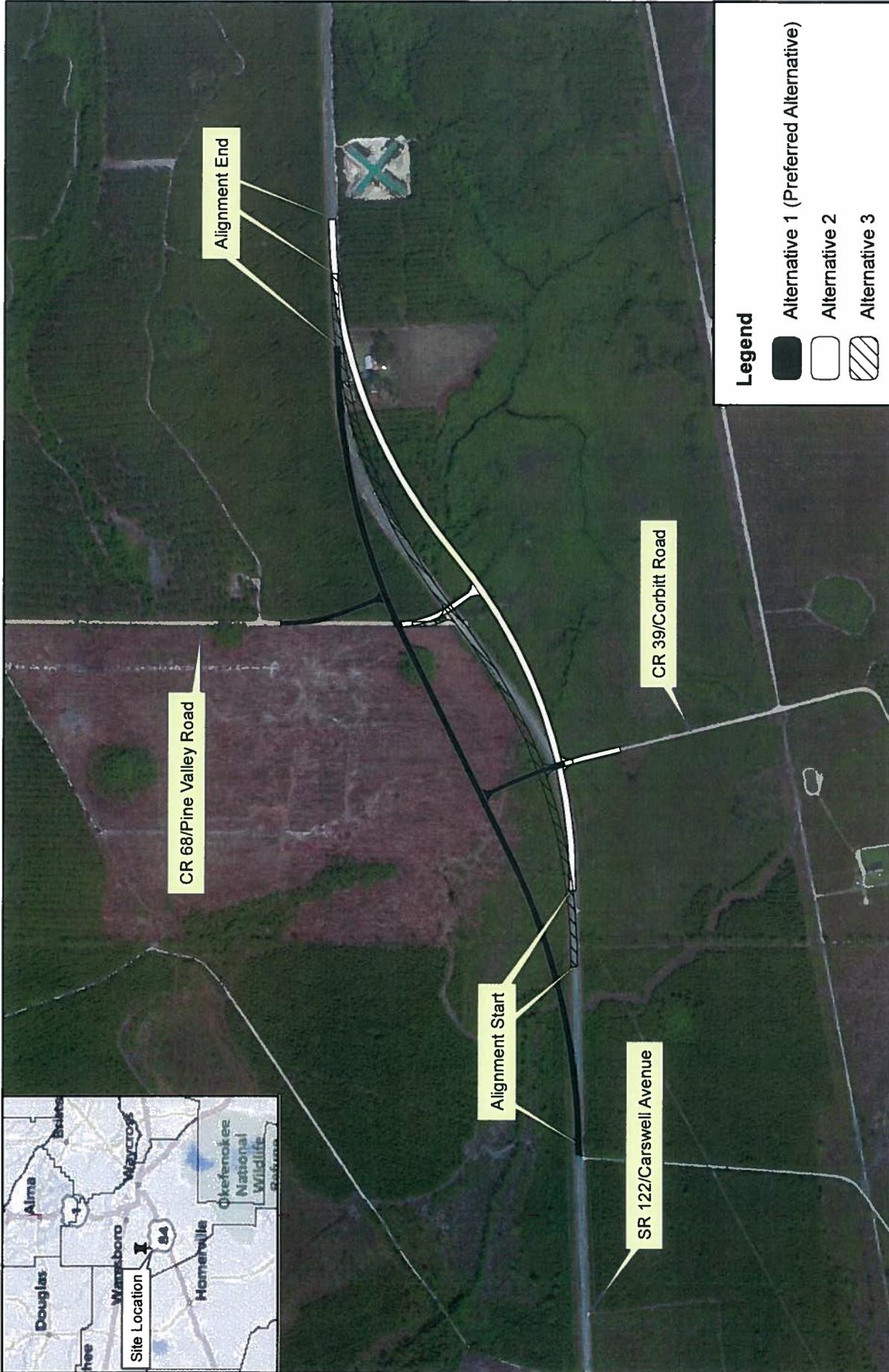
Realignment of SR 122 from CR 39 to CR 69
Ware County, Georgia
P.I. No. 0010293

Legend
 Preferred Alternative Alignment

0 500 1,000 2,000
 Feet
 1 inch = 2,000 feet



1:24,000



Legend

-  Alternative 1 (Preferred Alternative)
-  Alternative 2
-  Alternative 3

Base Map Source: Microsoft Bing Maps & Aerial Imagery (www.bing.com/maps/)

Figure 3

Alternative Alignments Map

Realignment of SR 122 from CR 39 to CR 69
Ware County, Georgia
P.I. No. 0010293

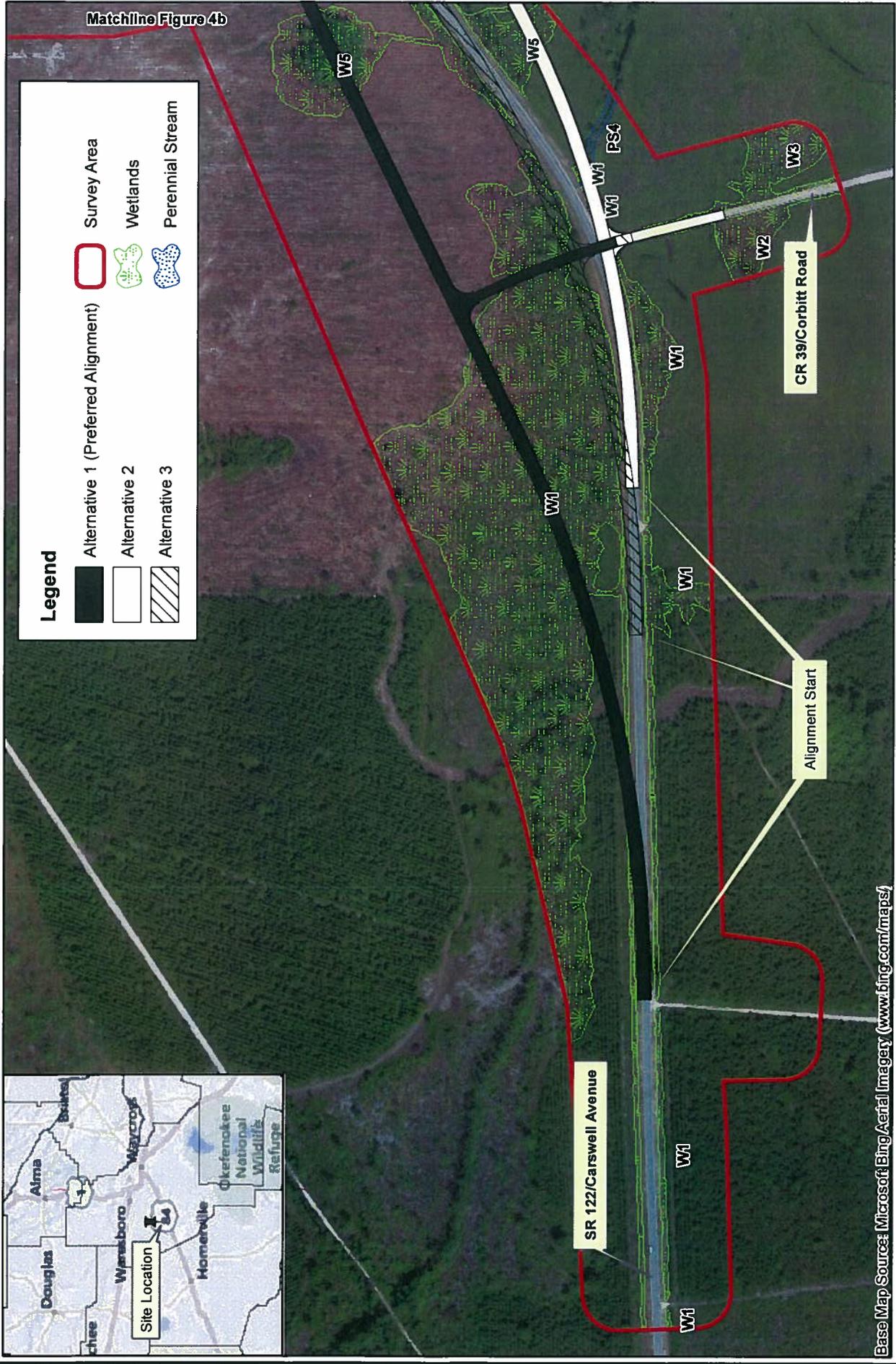
750 375 0 750 Feet



1 inch = 750 feet



1:9,000



Base Map Source: Microsoft Bing Aerial Imagery (www.bing.com/maps/)

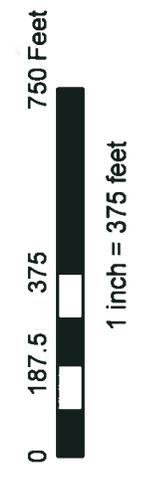
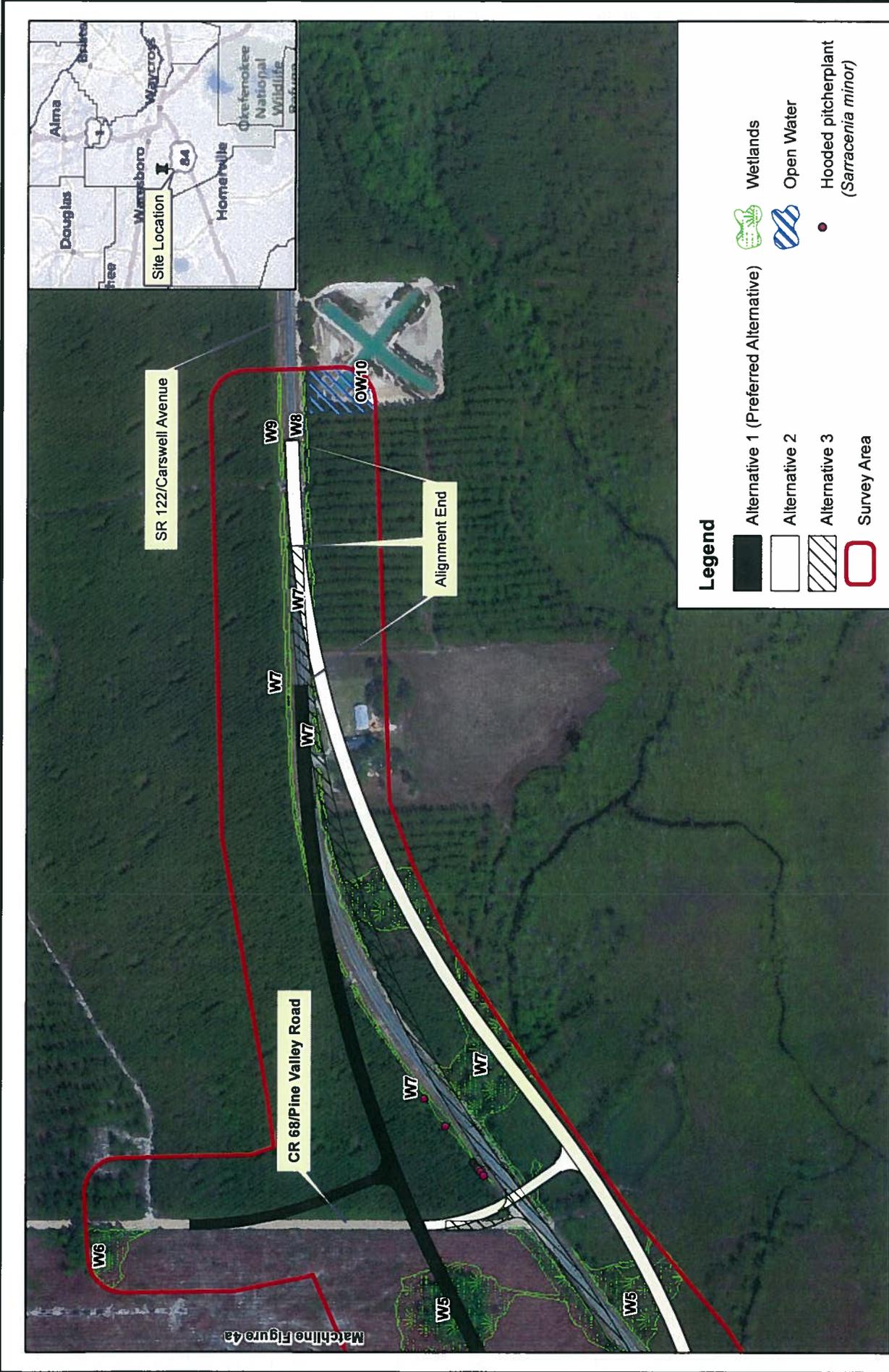


Figure 4a
Realignment of SR 122 from CR 39 to CR 69
 Ware County, Georgia
 P.I. No. 0010293

Jurisdictional Waters Map



- Legend**
- Alternative 1 (Preferred Alternative)
 - Alternative 2
 - Alternative 3
 - Survey Area
 - Wetlands
 - Open Water
 - Hooded pitcherplant (*Sarracenia minor*)

Base Map Source: Microsoft Bing Aerial Imagery (www.bing.com/maps/)

Figure 4b
Jurisdictional Waters Map

Realignment of SR 122 from CR 39 to CR 69
Ware County, Georgia
P.I. No. 0010293

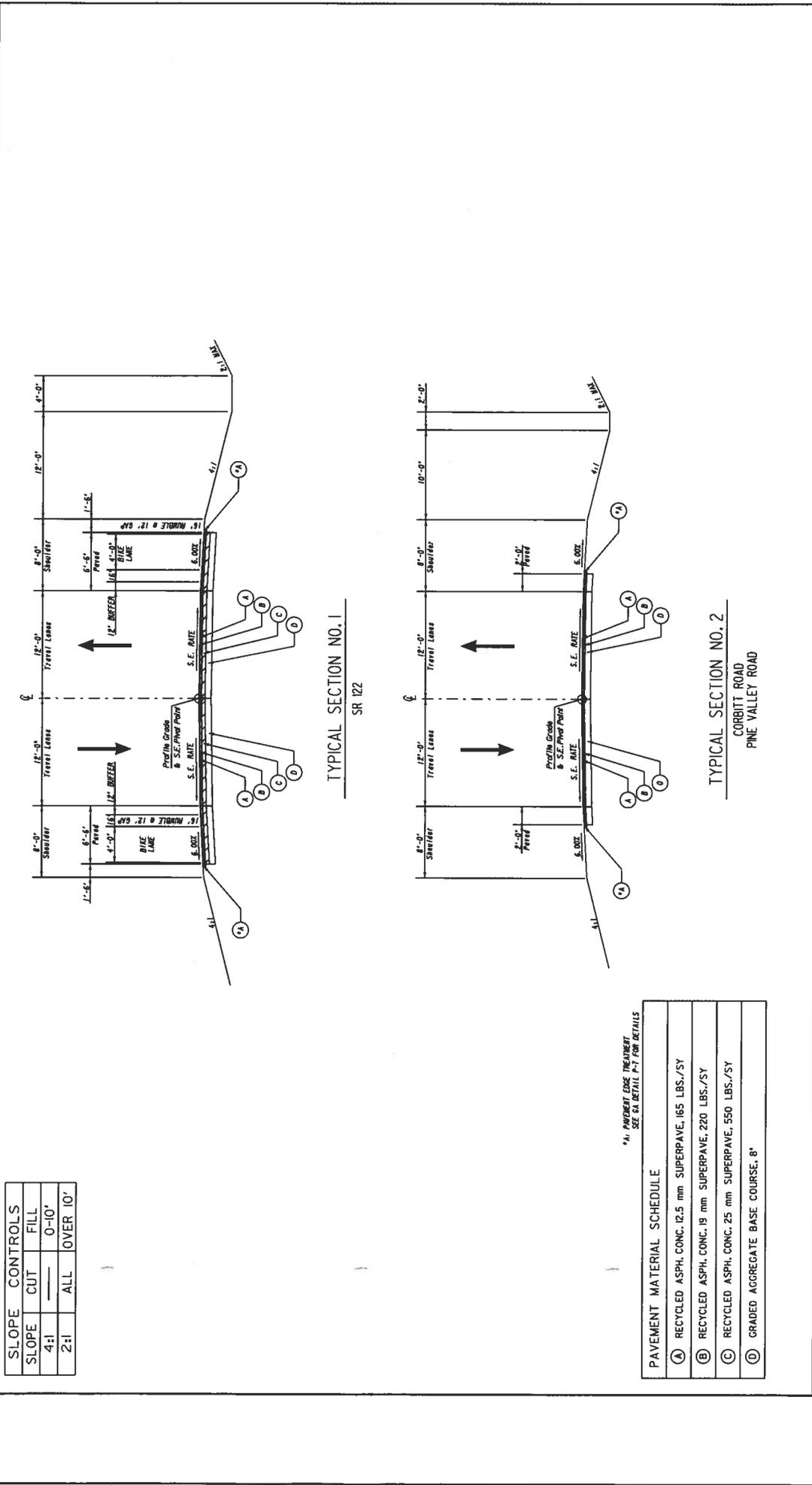
0 187.5 375 750 Feet

1 inch = 375 feet

1:4,500

ATTACHMENT C

CONCEPT LAYOUT AND TYPICAL SECTION



TYPICAL SECTION NO. 1
SR 122

TYPICAL SECTION NO. 2
CORBITT ROAD
PINE VALLEY ROAD

SLOPE CONTROLS		
SLOPE	CUT	FILL
4:1	—	0-10'
2:1	ALL	OVER 10'

*A: PAVEMENT JOSE TREATMENT
SEE GA DETAIL P-7 FOR DETAILS

PAVEMENT MATERIAL SCHEDULE	
A	RECYCLED ASPH. CONC. 12.5 mm SUPERPAVE, 165 LBS./SY
B	RECYCLED ASPH. CONC. 19 mm SUPERPAVE, 220 LBS./SY
C	RECYCLED ASPH. CONC. 25 mm SUPERPAVE, 550 LBS./SY
D	GRADED AGGREGATE BASE COURSE, 8"

ATKINS

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
SR 122
TYPICAL SECTIONS

REVISION DATES

SCALE IN FEET
0 5 10 20