

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

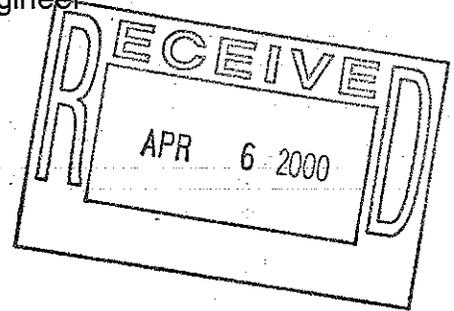
INTERDEPARTMENT CORRESPONDENCE

FILE: STP-0000-00(883) Henry County
P.I. No.: 0000883
SR 138 @ CR 100/Flat Rock Road
Intersection Improvements

OFFICE: Traffic Operations
Atlanta, Georgia
DATE: April 6, 2000

FROM: ^{MGW} Marion G. Waters, III, P.E., State Traffic Operations Engineer

TO: Glenn Durrence, District Engineer, Thomaston
Attn: David Millen



SUBJECT: APPROVED CONCEPT REPORT

Attached is a copy of the approved concept report and a copy of our files on the above listed project for your use and further handling.

This project consists of reconstructing the intersection to provide left turn lanes on all approaches and the installation of a traffic signal.

By copy of this letter, this office is transmitting a copy of the approved concept report to the Office of Environmental/Location for their use in performing the appropriate environmental studies.

Should you have any questions, please contact Ken Werho of this office at 404-635-8125.

MGW:KPW

Attachments

cc: Frank Danchetz
Tom Turner, w/attach.
David Mulling, w/attach.
Wayne Hutto, w/attach.
Herman Griffin, w/attach.
David Studstill, w/attach.
Keith Rohling, w/attach.
Dick Graves, w/attach.
General Files

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

PROJECT CONCEPT REPORT

HENRY COUNTY

STP-0000-00(883)

FEDERAL ROUTE NO:

STATE ROUTE NO: 138

GADOT P.I. NO: 0000883

**SEE ATTACHED
LOCATION SKETCH**

Date of Report: December 6, 1999

RECOMMENDED: 12-6-99
DATE

Marion Shelton
STATE TRAFFIC OPERATIONS ENGINEER

RECOMMENDED: 12-29-99
DATE

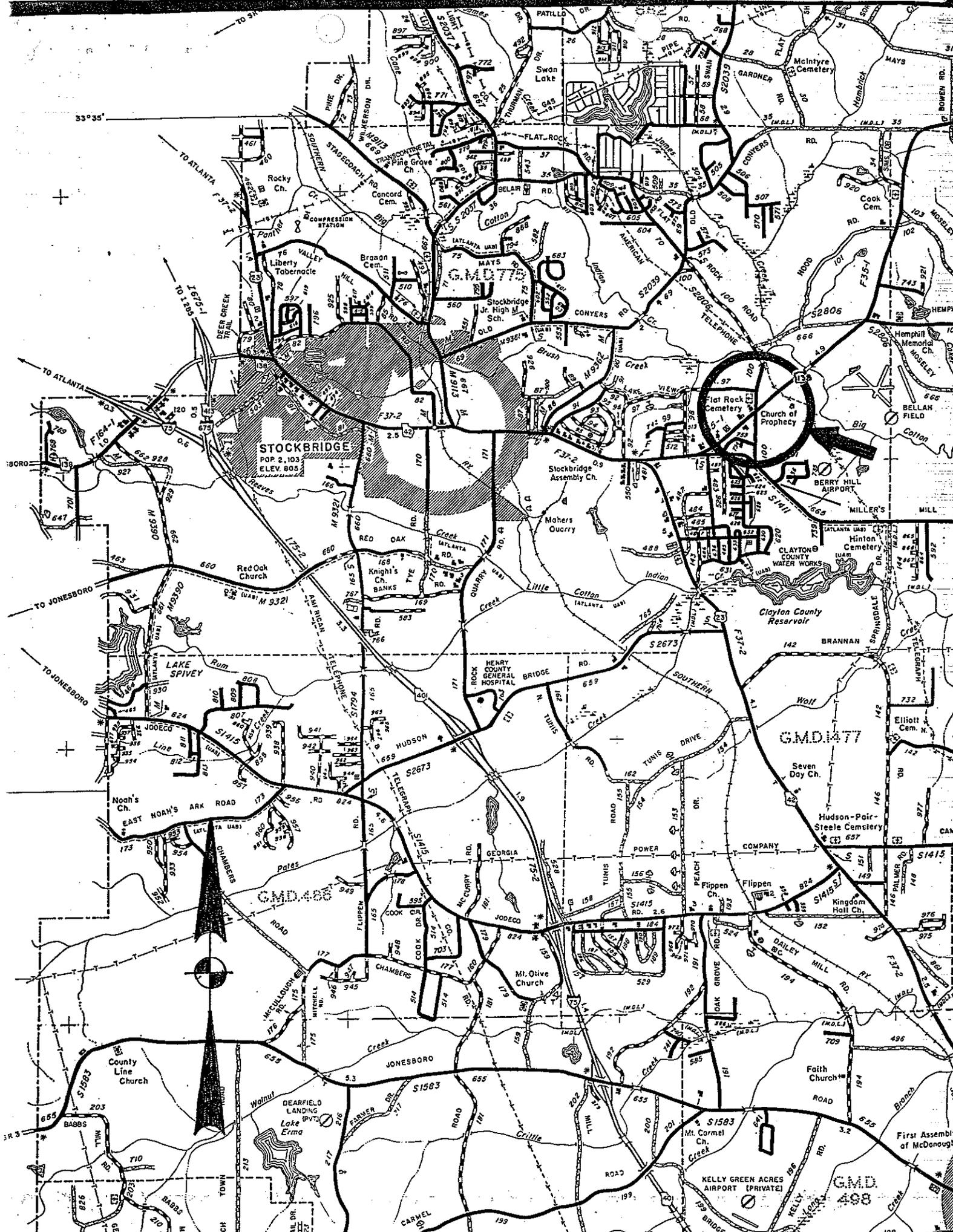
[Signature]
DISTRICT ENGINEER

RECOMMENDED: 1-5-00
DATE

[Signature]
CHIEF ENGINEER

APPROVED: 1-6-2000
DATE

Wayne Shackelford
COMMISSIONER



STOCKBRIDGE
POP 2,103
ELEV. 805

Flat Rock Cemetery
Church of Prophecy

GMD 477

GMD 480

GMD 408

33°35'

83°3'

TO ATLANTA 137.2

TO ATLANTA 167.5

TO JONESBORO 175.2

TO JONESBORO 175.2

TO JONESBORO 175.2

TO JONESBORO 175.2

PROJECT CONCEPT REPORT

P.I. No.: 0000883

Project No.: STP-0000-00(883) Henry County

Route No.: S.R. 138
C.R. 100/Flat Rock Road

Location: The intersection of SR. 138 @ Flat Rock Road is located approximately 1.97 miles east of the Stockbridge City Limits and 3.92 miles west of the Rockdale County Line in Henry County.

Description: S.R. 138 will be widened 6 ft. symmetrically to provide a left turn lane east & west bound. Flat Rock Road will be widened 12 ft. on the eastside to provide a left turn lane east & west bound. The existing grades will have to be reconstructed on both roadways to improve sight distance.

Traffic - Current ADT:

S.R. 138 -----	11,236 (1999 - Actual Count)
C.R. 100 -----	2,262 (1999 - Actual Count)

Existing Typical: S.R. 138: 2 - 12 ft. travel lanes, one in each direction, with 8 ft. grassed shoulders.

C.R. 100: 2 - 10 ft. travel lanes, one in each direction, with variable shoulders.

Existing Right of Way:

S.R. 138 -----	80' (Estimated)
C.R. 100 -----	50' (Estimated)

Existing Traffic Control: S.R. 138 is a through movement. C.R. 100 has stop ahead signs, stop signs and stop bars.

Existing Major Structures: None.

Statement of Need & Purpose: Accident history for this intersection shows sixteen of the twenty-six accidents at this location were angle intersecting type accidents, with six rear ends & four struck object. The grade reconstruction of this intersection to improve sight distance and the installation of a traffic signal will greatly reduce the number of accidents at this location. To improve the safety and orderly progression of traffic through the intersection, these improvements are recommended.

Bicycle & Pedestrian Considerations: None were noted during the study.

Length: 0.47 miles

Termini: - SR 138 - - C.R. 100 -

<u>From M.P.:</u>	6.67	0.31
<u>To M.P.:</u>	6.91	0.54

PDP Class: Minor Existing

Functional Class: S.R. 138 ----- Urban Principal Arterial
C.R. 100 ----- Urban Local Street

Max Degree of Curve: N/A **Max Grades:** +/- 4.0 %

Design Speed: 55 mph on S.R. 138, 35 mph on C.R.100.

Proposed Typical Section: S.R. 138: 2 – 12 ft. travel lanes, one in each direction, with a 12 ft. left & right turn lane east and west bound. Shoulders will be 2 ft. paved & 8 ft. grassed.

C.R. 100: 2 – 12 ft. travel lanes, one in each direction, with a 12 ft. left turn lane in both directions. Shoulders will be 2 ft. paved and 6 ft. grassed.

Proposed major structures: None.

Type Access: By Permit.

Traffic Control During Construction: Existing operation shall be maintained during construction.

Right-of-Way Requirement: Henry County shall be responsible for the acquisition of all Required Right-of-Way for this project.

Utilities: Henry County shall be responsible for all Utility adjustments.

Estimated Cost:

<u>Item</u>	<u>Total Amount</u>
R/W -----	\$ 302,900 (By County LGPA)
Utilities -----	\$ 0 (By County LGPA)
Estimated LGPA Total -----	\$ 0
Construction -----	\$ 255,156
Traffic Signal -----	\$ 50,000
Railroad Equipment -----	\$ 0
E & C 10% -----	\$ 30,516
Total Construction -----	\$ 335,672

Permits Required: None.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None.

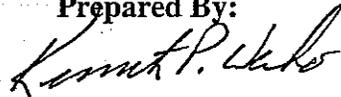
Time Saving Procedures Appropriate: Yes (X) No ()

Design Variances Required: None.

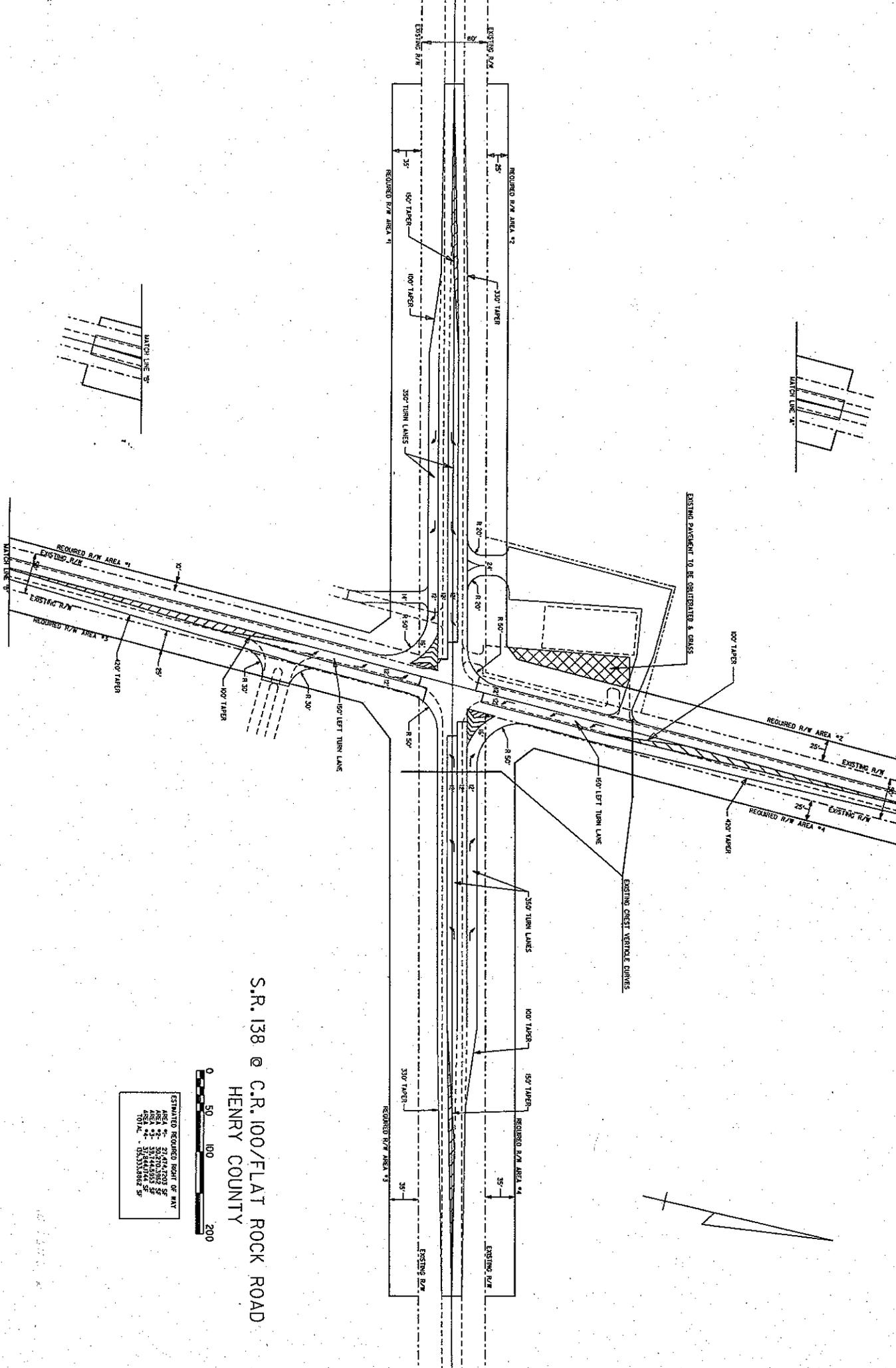
Alternatives Considered: None.

Comments: Currently there is a project programmed for the intersection of S.R. 138 @ C.R. 665/Millers Mill Road, STPN-164-1(49), P.I. 323070, approximately 0.61 miles west of this location.

Prepared By:



Ken Werho



S.R. 138 @ C.R. 100/FLAT ROCK ROAD
HENRY COUNTY



ESTIMATED REQUIRED RIGHT OF WAY	
AREA #1	27,674,729 SF
AREA #2	27,674,729 SF
AREA #3	27,674,729 SF
AREA #4	27,674,729 SF
TOTAL	110,698,916 SF

GEORGIA DEPARTMENT OF TRANSPORTATION
Traffic Operations Division
Thomaston



TRAFFIC ENGINEERING STUDY
July 26, 1999

LOCATION: *State Route 138 & Flat Rock Road*

M. P. 6.03

COUNTY: *Henry*

REQUESTED BY: *Henry County Board of Commissioners via Henry County D. O. T.*

REASON FOR STUDY: *To determine the need for a stop and go traffic signal*

FINDINGS

TOPOGRAPHY: *State Route 138 is a two lane, asphaltic concrete roadway that enters the intersection from the east and west on a flat grade. A hillcrest exists to the east of the intersection that tends to restrict sight distance. Sight distance to the west is adequate. Flat Rock Road is a two lane, asphaltic concrete roadway that enters the intersection from the north and south in a horizontal curve and on a flat grade.*

EXISTING TRAFFIC CONTROL: *Stop signs exist on Flat Rock Road. Intersection warning signs with advisory speed plates and road name plates exist on State Route 138 in advance of the intersection.*

VEHICLE VOLUMES: *Please see the attached count data.*

State Route 138 & Flat Rock Road:

PEDESTRIAN MOVEMENTS: None observed

PARKING: None observed

ACCIDENT HISTORY: Please see the attached accident data.

WARRANT ANALYSIS: The following is a summary of warrant information : warrant one (5 hours) warrant two (11 hours) , warrant eight, nine, ten, and eleven are satisfied.

OTHER INFORMATION:

This intersection is located in a rural area of Henry County. A church exists in the northwest quadrant. A new subdivision is existing in the southeast quadrant on Flat Rock Road. The other quadrants of the intersection are vacant at this time.

The A. D. T. on State Route 138 is 11,000. Minor delays were noticed on Flat Rock Road due to this volume.

Warrant one would have been met with an additional 84 vehicles detected at the intersection.

State Route 138 & Flat Rock Road:

CONCLUSION:

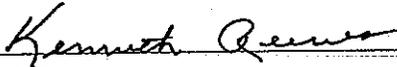
It can be concluded from the information presented above that a stop and go traffic signal would be beneficial to the overall safety and efficiency of the intersection.

RECOMMENDATIONS:

The following is recommended as a result of the above conclusion:

- 1. A permit be issued to Henry County to install a stop and go traffic signal.*
- 2. A project be programmed to construct left turn lanes and to lower the hillcrest on State Route 138.*
- 3. Signalization should be accomplished under the above mentioned project.*

A temporary recommendation of adding side road signs and trimming some trees to improve sight distance will be made.



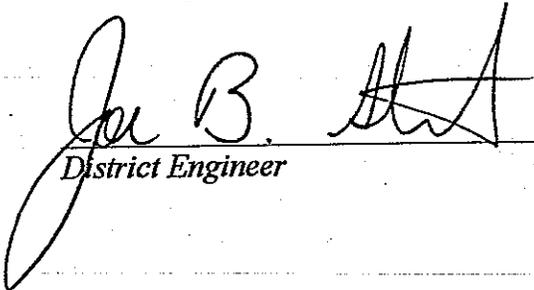
Ken Reeves

7-26-99
Date



District Operations Engineer

7-26-99
Date



District Engineer

7-26-99
Date

State Traffic Operations Engineer

Date

Division Director

Date

SR-138
Flat Rock Road
TRAFFIC SIGNAL WARRANT EVALUATION

INTRODUCTION

This review is based on the methodology presented in the Manual on Uniform Traffic Control Devices (MUTCD), 1978, as amended by the Federal Highway Administration. Please refer to part 4C of that manual.

The intersection under study has the following characteristics:

The 85th percentile speed on the main street is [55] MPH.
Existing traffic control is . . . SIDE STREET STOP.
Daily traffic volume of [13,498] was counted on
MONDAY, APRIL 12, 1999.
Estimated annual traffic volume is [4,926,770] vehicles.

1. INTERSECTING TRAFFIC VOLUMES

The installation of a traffic signal may be necessary to control an intersection with large volumes of conflicting traffic. The required traffic volumes must be present for at least 8 hours of an average weekday. The minimum volumes vary according to the number of lanes on the intersecting streets, the speed of traffic on the main street, and the community size.

Number of hours required traffic present = 5
Warrant 1 is NOT SATISFIED.

2. INTERRUPTION OF CONTINUOUS TRAFFIC

On major streets with high traffic volume, it may be necessary to use traffic signal control to provide an adequate number of gaps in traffic to allow vehicles to enter from a side street. The application of this warrant is identical to that of warrant 1, above.

Number of hours required traffic present = 11
Warrant 2 is SATISFIED.

3. CROSSING PEDESTRIAN TRAFFIC

This warrant is similar to warrant 2, but is intended to identify locations where additional gaps are needed to provide safe pedestrian crossing of a major street. A signal installed solely for pedestrians should use a fully actuated controller and, if in a signal system, be coordinated with that system. A signal installed only under this warrant shall include pedestrian signals. When installed at a midblock location, additional restrictions may apply (See section 4C-5).

Number of hours required traffic present = 0
Warrant 3 is NOT APPLICABLE.

4. SCHOOL CROSSING

An established school crossing may require signal protection if an engineering study reveals that there is less than one gap per minute during the period of crossing usage. The restrictions on signals installed under this warrant are similar to those of warrant 3.

WARRANT 4 IS NOT APPLICABLE.

5. SIGNAL PROGRESSION

A traffic signal may occasionally be used to maintain vehicle grouping in a coordinated system. Such a signal should not be within 1,000 FT of adjacent signalized intersections in the system.

Warrant 5 is NOT APPLICABLE.

6. ACCIDENT PREVENTION

Many traffic signals are installed on the premise of reducing accidents; however, it must be recognized that signals may actually increase some types of accidents. The result is often contrary to the intended goal. Four conditions must be met before a signal is installed solely to reduce accidents:

- (1) There has been five or more accidents of types preventable by traffic signals in the last 12 months;
- (2) at least one volume requirement of warrant 8 must be satisfied;
- (3) traffic progression would not be seriously disrupted, and
- (4) less restrictive solutions have been tried and enforced with unsatisfactory results.

A signal installed solely under this warrant should be traffic actuated.

Total number of accidents = 8
Number of preventable accidents = 6
Accident rate is 1.62 per million vehicles
Number of warrant 8 volume requirements met = 1
Parts 1 and 2 are SATISFIED.

7. TRAFFIC SYSTEM OPERATION

Traffic signal control may be used to encourage concentration and organization of vehicles on the major street network. Such a signal may be installed at the intersection of two major routes as defined by section 4C-9 of the MUTCD, with a total volume of 800 vehicles during the typical peak weekday hour, or for five (5) weekend hours.

Warrant 7 is NOT APPLICABLE.

8. COMBINATION OF WARRANTS

In exceptional cases, signal control may be justified where no single warrant is satisfied, but where at least two of warrants 1, 2, or 3 are met when the required volumes are reduced to 80% of normal. Adequate trial of other measures which cause less delay and inconvenience must be tried and enforced first.

Number of warrants satisfied at the 80% level = 1
Volume requirements for warrant 8 are NOT SATISFIED.

9. FOUR HOUR VOLUME WARRANT

This warrant was approved as an amendment to the MUTCD on December 31, 1984. This warrant is similar to warrant 1, except that the required traffic volumes must be present for at least four hours of an average weekday. The traffic volumes required are based on curves (Figures 4-3 & 4-4) shown in the MUTCD.

Warrant 9 is SATISFIED.

10. PEAK HOUR DELAY

This warrant was approved as an amendment to the MUTCD on December 31, 1984. This warrant is intended for application where traffic conditions will cause undue delay to traffic entering or crossing the main street. The peak hour delay warrant is satisfied when the following conditions exist for one hour (any four consecutive 15-minute periods) of an average day:

- (1) The total delay by the traffic on a side street controlled by a stop sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach;
- (2) the volume on the side street equals or exceeds 100 VPH for one moving lane of traffic and 150 VPH for two moving lanes;
- (3) the total traffic volume serviced during 1 hour equals or exceeds 800 VPH for an intersection with four (or more) approaches or 650 VPH for three approaches.

Warrant - 10

Part 1 - Delay to be determined by traffic engineer.

Part 2 - SATISFIED

Part 3 - SATISFIED

11. PEAK HOUR VOLUME

This warrant was approved as an amendment to the MUTCD on December 31, 1984. This warrant applies to traffic entering from the minor street which encounters undue delay crossing the main street. This warrant is satisfied when the main street and side street traffic volumes satisfy the curves (Figures 4-5 and 4-6) shown in the MUTCD.

Warrant 11 IS SATISFIED.

TABLE 1
 TWENTY-FOUR HOUR VEHICULAR TRAFFIC EVALUATION
 WARRANTS 1, 2 AND 8

HOUR OF DAY	MAIN ST. VOLUME	SIDE ST. VOLUME	WARRANT 1	WARRANT 2	WARRANT 8 PART 1	WARRANT 8 PART 2
12 AM	77	10				
1 AM	35	2				
2 AM	32	4				
3 AM	27	3				
4 AM	52	7				
5 AM	175	18				
6 AM	484	49	MAIN		MAIN	BOTH
7 AM	853	148 ✓	BOTH	BOTH	BOTH	BOTH
8 AM	784	139 ✓	BOTH	BOTH	BOTH	BOTH
9 AM	548	57	MAIN	BOTH	MAIN	BOTH
10 AM	478	65	MAIN	SIDE	MAIN	BOTH
11 AM	480	55	MAIN	SIDE	MAIN	BOTH
12 PM	524	53	MAIN	SIDE	MAIN	BOTH
1 PM	551	63	MAIN	BOTH	MAIN	BOTH
2 PM	631	77	MAIN	BOTH	MAIN	BOTH
3 PM	681	98 1	MAIN	BOTH	BOTH	BOTH
4 PM	890	120 ✓	BOTH	BOTH	BOTH	BOTH
5 PM	1043	123 ✓	BOTH	BOTH	BOTH	BOTH
6 PM	874	141 ✓	BOTH	BOTH	BOTH	BOTH
7 PM	662	96 9	MAIN	BOTH	BOTH	BOTH
8 PM	535	62	MAIN	BOTH	MAIN	BOTH
9 PM	441	56	MAIN	SIDE	MAIN	BOTH
10 PM	256	24				
11 PM	123	8				
REQUIRED VOLUMES: MAIN STREET			350	525	280	420
SIDE STREET			105	53	84	42

NOTE: SIDE STREET VOLUMES SHOWN ARE FOR EACH HOUR'S PEAK APPROACH.

SR-138
Flat Rock Road

HOUR OF DAY	**** MAIN STREET ****		**** BIAS PRCNT	**** SIDE STREET ****		**** PEAK VOLUME	INTER- SECTION VOLUME
	TOTAL VOLUME	PEAK DIRECTN		TOTAL VOLUME	PEAK DIRECTN		
12 AM	77	east	69	12	south	10	89
1 AM	35	east	63	3	south	2	38
2 AM	32	west	53	4	north	4	36
3 AM	27	west	52	4	south	3	31
4 AM	52	EVEN	50	10	south	7	62
5 AM	175	west	63	35	south	18	210
6 AM	484	west	74	97	south	49	581
7 AM	853	west	65	268	south	148	1121
8 AM	784	west	68	219	south	139	1003
9 AM	548	west	56	85	south	57	633
10 AM	478	west	54	95	south	65	573
11 AM	480	east	51	82	south	55	562
12 PM	524	east	55	81	south	53	605
1 PM	551	east	54	84	south	63	635
2 PM	631	east	58	119	south	77	750
3 PM	681	east	60	141	south	98	822
4 PM	890	east	62	177	south	120	1067
5 PM	1043	east	65	184	south	123	1227
6 PM	874	east	60	197	south	141	1071
7 PM	662	east	62	131	south	96	793
8 PM	535	east	65	95	south	62	630
9 PM	441	east	73	88	south	56	529
10 PM	256	east	63	39	south	24	295
11 PM	123	east	71	12	south	8	135

TOTAL INTERSECTION VOLUME IS 13,498

MAIN STREET TOTAL VOLUME IS 11,236
 eastBOUND APPROACH IS 6,023 (54 %)
 westBOUND APPROACH IS 5,213 (46 %)

SIDE STREET TOTAL VOLUME IS 2,262
 southBOUND APPROACH IS 1,474 (65 %)
 northBOUND APPROACH IS 788 (35 %)

REPORT PRODUCED TUESDAY, APRIL 13, 1999.

COUNTS TAKEN ON MONDAY, APRIL 12, 1999.

14:12

HDM FRAME STUDY --- HDM Version 6.31

04/13/99

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HISTAR ID: 7112      Begin: 04/12/99 12:00      End: 04/13/99 12:00
Route: SR-138-FlatRock Lane: E/B      Hours: 24.0
Loc/Sta:            Oper: KM          Period: 60 min
City: Stockbridge  Posted: 45 MPH       Raw Count: 6023
County: Henry       AADT Factor: 1.00    AADT Count: 6023
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--- DATE/TIME/VOLUME/AVG SPEED/TEMP Report ---

DATE	TIME	VOLUME	AVG SPEED	TEMP	Wx
04/12/99	12:00	286	53	104 F	Dry
04/12/99	13:00	299	57	107 F	Dry
04/12/99	14:00	366	52	111 F	Dry
04/12/99	15:00	412	52	109 F	Dry
04/12/99	16:00	548	53	107 F	Dry
04/12/99	17:00	679	45	102 F	Dry
04/12/99	18:00	522	48	96 F	Dry
04/12/99	19:00	412	50	88 F	Dry
04/12/99	20:00	348	49	82 F	Dry
04/12/99	21:00	320	53	76 F	Dry
04/12/99	22:00	162	55	76 F	Dry
04/12/99	23:00	87	57	72 F	Dry
04/13/99	0:00	53	62	70 F	Dry
04/13/99	1:00	22	62	68 F	Dry
04/13/99	2:00	15	58	66 F	Dry
04/13/99	3:00	13	61	64 F	Dry
04/13/99	4:00	26	57	63 F	Dry
04/13/99	5:00	64	64	61 F	Dry
04/13/99	6:00	128	60	59 F	Dry
04/13/99	7:00	297	53	59 F	Dry
04/13/99	8:00	254	51	61 F	Dry
04/13/99	9:00	241	54	72 F	Dry
04/13/99	10:00	222	58	84 F	Dry
04/13/99	11:00	247	56	94 F	Dry

SR138EB

Intersection

SR138 Ark

14:12

HDM FRAME STUDY --- HDM Version 6.31

04/13/99

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HISTAR ID: 7111          Begin: 04/12/99 12:00      End: 04/13/99 12:00
Route: SR-138-FlatRock Lane: W/B          Hours: 24.0
Loc/Sta:                Oper: KM           Period: 60 min
City: Stockbridge       Posted: 45 MPH        Raw Count: 5213
County: Henry           AADT Factor: 1.00    AADT Count: 5213
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-- DATE/TIME/VOLUME/AVG SPEED/TEMP Report --

DATE	TIME	VOLUME	AVG SPEED	TEMP	Wx
04/12/99	12:00	238	50	107 F	Dry
04/12/99	13:00	252	50	113 F	Dry
04/12/99	14:00	265	51	117 F	Dry
04/12/99	15:00	269	48	117 F	Dry
04/12/99	16:00	342	47	111 F	Dry
04/12/99	17:00	364	48	105 F	Dry
04/12/99	18:00	352	49	98 F	Dry
04/12/99	19:00	250	51	90 F	Dry
04/12/99	20:00	187	49	84 F	Dry
04/12/99	21:00	121	49	80 F	Dry
04/12/99	22:00	94	52	76 F	Dry
04/12/99	23:00	36	53	76 F	Dry
04/13/99	0:00	24	51	72 F	Dry
04/13/99	1:00	13	57	70 F	Dry
04/13/99	2:00	17	56	68 F	Dry
04/13/99	3:00	14	49	66 F	Dry
04/13/99	4:00	26	51	64 F	Dry
04/13/99	5:00	111	54	63 F	Dry
04/13/99	6:00	356	51	63 F	Dry
04/13/99	7:00	556	48	61 F	Dry
04/13/99	8:00	530	48	63 F	Dry
04/13/99	9:00	307	50	70 F	Dry
04/13/99	10:00	256	51	82 F	Dry
04/13/99	11:00	233	51	94 F	Dry

SR138WB

14:11

HDM FRAME STUDY --- HDM Version 6.31

04/13/99

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HISTAR ID: 6166          Begin: 04/12/99 12:00      End: 04/13/99 12:00
Route: Flat Rock - 138  Lane: N/B          Hours: 24.0
Loc/Sta:                Oper: KM           Period: 60 min
City: Stockbridge       Posted: 45 MPH      Raw Count: 788
County: Henry           AADT Factor: 1.00  AADT Count: 788
=====

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-- DATE/TIME/VOLUME/AVG SPEED/TEMP Report --

DATE	TIME	VOLUME	AVG SPEED	TEMP	Wx
04/12/99	12:00	28	18	105 F	Dry
04/12/99	13:00	21	19	113 F	Dry
04/12/99	14:00	42	18	117 F	Dry
04/12/99	15:00	43	19	115 F	Dry
04/12/99	16:00	57	17	109 F	Dry
04/12/99	17:00	61	18	104 F	Dry
04/12/99	18:00	56	18	98 F	Dry
04/12/99	19:00	35	18	86 F	Dry
04/12/99	20:00	33	17	80 F	Dry
04/12/99	21:00	32	16	76 F	Dry
04/12/99	22:00	15	19	76 F	Dry
04/12/99	23:00	4	23	72 F	Dry
04/13/99	0:00	2	23	70 F	Dry
04/13/99	1:00	1	20	68 F	Dry
04/13/99	2:00	4	18	66 F	Dry
04/13/99	3:00	1	15	64 F	Dry
04/13/99	4:00	3	20	64 F	Dry
04/13/99	5:00	17	19	63 F	Dry
04/13/99	6:00	48	17	61 F	Dry
04/13/99	7:00	120	17	61 F	Dry
04/13/99	8:00	80	18	64 F	Dry
04/13/99	9:00	28	19	66 F	Dry
04/13/99	10:00	30	18	68 F	Dry
04/13/99	11:00	27	19	98 F	Dry

FLICKNB

14:10

HDM FRAME STUDY --- HDM Version 6.31

04/13/99

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=====
HISTAR ID: 6165          Begin: 04/12/99 12:00      End: 04/13/99 12:00
Route: Flat Rock - 138  Lane: S/B          Hours: 24.0
Loc/Sta:                Oper: KM           Period: 60 min
City: Stockbridge       Posted: 45 MPH      Raw Count: 1474
County: Henry           AADT Factor: 1.00  AADT Count: 1474
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-- DATE/TIME/VOLUME/AVG SPEED/TEMP Report --

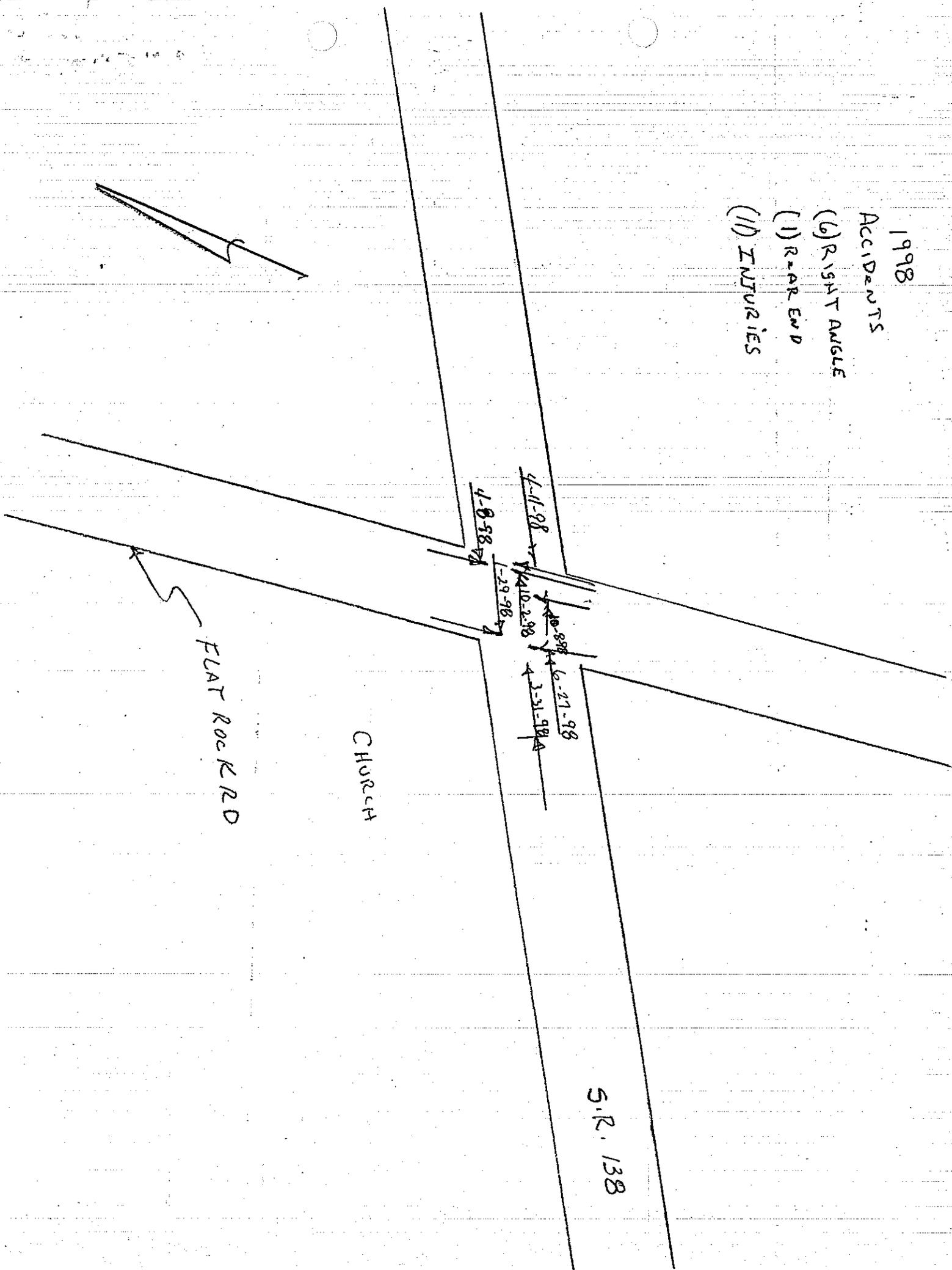
DATE	TIME	VOLUME	AVG SPEED	TEMP	Wx
04/12/99	12:00	53	20	109 F	Dry
04/12/99	13:00	63	18	117 F	Dry
04/12/99	14:00	77	18	121 F	Dry
04/12/99	15:00	98	18	119 F	Dry
04/12/99	16:00	120	17	115 F	Dry
04/12/99	17:00	123	18	107 F	Dry
04/12/99	18:00	141	17	100 F	Dry
04/12/99	19:00	96	18	90 F	Dry
04/12/99	20:00	62	19	84 F	Dry
04/12/99	21:00	56	21	80 F	Dry
04/12/99	22:00	24	21	78 F	Dry
04/12/99	23:00	8	19	76 F	Dry
04/13/99	0:00	10	23	74 F	Dry
04/13/99	1:00	2	20	70 F	Dry
04/13/99	2:00	0	0	68 F	Dry
04/13/99	3:00	3	18	66 F	Dry
04/13/99	4:00	7	19	64 F	Dry
04/13/99	5:00	18	20	64 F	Dry
04/13/99	6:00	49	19	63 F	Dry
04/13/99	7:00	148	17	63 F	Dry
04/13/99	8:00	139	18	66 F	Dry
04/13/99	9:00	57	18	80 F	Dry
04/13/99	10:00	65	18	92 F	Dry
04/13/99	11:00	55	20	102 F	Dry

flcksb

1998

ACCIDENTS

- (6) RIGHT ANGLE
- (1) REAR END
- (1) INJURIES



4-11-98

4-8-98

7-29-98

10-8-98

6-27-98

4-25-98

4-10-2-98

CHURCH

FLAT ROCK RD

S.R. 138

