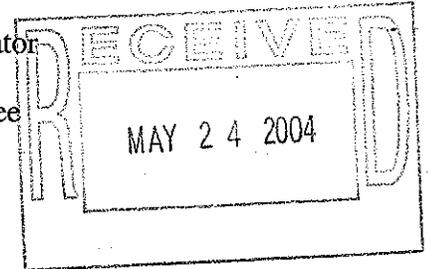


DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

368

FILE CSMSL-0006-00(258), Chattahoochee County **OFFICE** Traffic Safety & Design
 P.I. No. 0006258
 State Route 520 at State Route 1 and Wells Street **DATE** 21 May 2004
Phillip M. Allen (KB)
FROM Phillip M. Allen, State Traffic Safety and Design Administrator
TO Thomas B. Howell, Jr., P.E., District Engineer - District Three
SUBJECT **Project Concept Report**



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

Distribution:

- David Millen, District Three Preconstruction Engineer
- Keith Rohling, District Three Traffic Operations Engineer
- Kerry Gore, District Three Utilities Engineer
- Gary Mailhot, District Three Construction – Area Engineer (Columbus)
- ~~Tommy Qualls, Project Concept Review Engineer~~

Project Concept Report page 1
Project Number: CSMSL-0006-00(258)
P. I. Number: 0006258
County: Chattahoochee

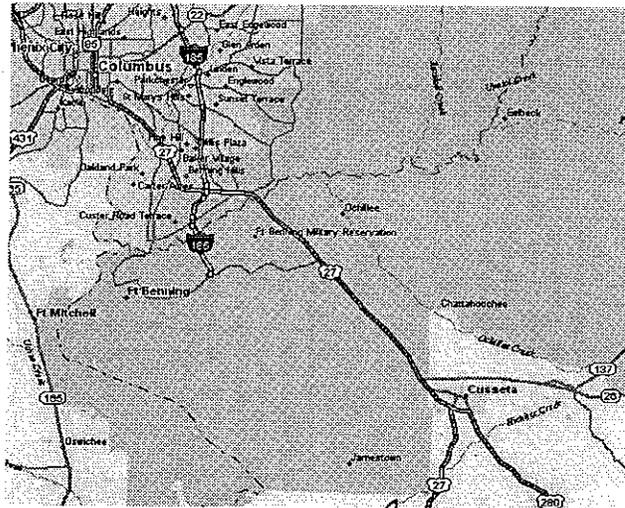
DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

Office of Traffic Safety & Design

PROJECT CONCEPT REPORT

Project Number: CSMSL-0006-00(258)
County: Chattahoochee
P. I. Number: 0006258

Federal Route Number: US 27 and US 280
State Route Number: 1 and 520



Prepared By:

DATE 21 MAY 2004

Recommended for approval:

DATE May 22, 2004

DATE _____

Approved:

DATE _____



Traffic Design Supervisor



State Traffic Safety & Design Administrator

District Engineer

Chief Engineer

Need and Purpose:

The purpose of this project is to reduce the number of crashes by means of reducing the speed of motorist traveling above the legal speed limit throughout the project limit. Crash history, speed studies, and speeding citations issued by the City of Cusseta and Chattahoochee County are clear indications of the need to reduce motorist speeds throughout the project limit.

A large number of drivers routinely travel at speeds in excess of the legal speed limit. Motorist exceeding the speed limit are a major contributing factor to the number and severity of vehicle crashes at the intersection. A speed study of the intersection logged 299 northbound and 310 southbound vehicles traveling above 65 MPH. The City and County routinely uses radar speed detection methods to issue citations to a large number of drivers traveling at speeds above the legal speed limit.

During 2000, the collision experience totals four that can be associated with the intersection. There was one angle intersection, two left turning, and one rear end collisions. During 2001, there was one rear end collision. During 2002, there were three collisions including one fatal collision involving a bicyclist. The other 2002 collisions were one rear end crash, and one right angle crash. The crash data is compiled from the City of Cusseta Police Department accident reports.

Description of the proposed project:

This project is located in Chattahoochee County within the City of Cusseta. Construction will take place on State Route 520 at the intersection of State Route 1 between mile point 9.39 and mile point 10.07.

This project will install radar devices, pavement loops, and overhead LED signs for the purpose of detecting and informing motorist of their speed as they approach the intersection of State Route 520 at State Route 1. The devices and LED signs will be located on State Route 520 approximately 1500 feet in advance of State Route 1.

Is the project located in a Non-attainment area? _____ Yes No.

PDP Classification: Major _____ Minor

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

Functional Classification: Principle Arterial

U. S. Route Number(s): 27 and 280

State Route Number(s): 1 and 520

Traffic (AADT): Current Year: (2000) State Route 1 is 2386 State Route 520 is 11,275

Existing design features:

- Typical Section:
 - US 27/US 280/SR 1/SR 520 eastbound approach to the intersection has two thru lanes in both directions with a dedicated right turn lane onto southbound US 27/SR 1 and a dedicated left turn lane onto northbound CS 522. SR 1/SR 520 is a five-lane highway with two thru lanes in both directions and center left/left lane.
 - US 280/SR 520 westbound approach to the intersection has two thru lanes in both directions (east and westbound) and a dedicated left turn lane onto southbound US 27/SR 1. SR 520 is a four lane divided highway which becomes a 5 lane section approximately 300' east of the intersection.
 - US 27/SR 1 northbound approach to the intersection has one northbound thru lane, and one dedicated right turn lane onto eastbound US 280/SR 520, and two southbound lanes. US 27/SR 1 is divided highway in which the median ends approximately 500' before the intersection.
 - Wells Street southbound approach to the intersection has one southbound and one northbound thru lane with a 14' wide tapered striped separation between the existing lanes. Wells Street is a two-lane roadway with 2' or less shoulders.
- Posted speed:

SR 1	55 mph
SR 520 Eastbound	55 mph
SR 520 Westbound	55 mph
Wells Street	55 mph
- Minimum radius for curve: N/A
- Maximum super-elevation rate for curve: N/A
- Maximum grade: N/A
- Width of right of way: 250 ft.
- Major structures: None
- Major intersections along the project: Intersection of SR 1/US27 and SR52/US 280
- Existing length of roadway segment and the beginning mile logs for each county segment: The project length is .65 miles, beginning at mile log 9.39 and ending at mile log 10.07.

Proposed Design Features:

- Proposed typical section(s): the existing typical section will not change.
- Proposed Design Speed Mainline: N/A
- Proposed Maximum grade Mainline: N/A
- Maximum grade allowable: N/A
- Proposed Maximum grade Side Street: N/A
- Maximum grade allowable: N/A
- Proposed Maximum grade driveway: N/A
- Proposed Minimum radius for curve: N/A
- Maximum radius allowable: N/A
- Proposed Maximum super-elevation rate for curve: N/A

- Proposed Maximum degree of curve: N/A
- Maximum degree allowable: N/A
- Right of way: All proposed work will be completed within the existing right-of-way.
 - Width _____.
 - Easements: None.
 - Type of access control: Full (X), Partial (), By Permit (), Other ().
 - Number of parcels: None Number of displacements: None
- Structures: Strain poles for LED signs, CCTV cameras, and radar devices.
- Major intersections and interchanges: Intersection of SR 1/US27 and SR52/US 280
- Traffic control during construction: Single lane closures during the installation of strain poles LED signs, cameras, radar devices.

• Design Exceptions to controlling criteria anticipated:

	<u>UNDETERMINED</u>	<u>YES</u>	<u>NO</u>
HORIZONTAL ALIGNMENT:	()	()	(x)
ROADWAY WIDTH:	()	()	(x)
SHOULDER WIDTH:	()	()	(x)
VERTICAL GRADES:	()	()	(x)
CROSS SLOPES:	()	()	(x)
STOPPING SIGHT DISTANCE:	()	()	(x)
SUPERELEVATION RATES:	()	()	(x)
HORIZONTAL CLEARANCE:	()	()	(x)
SPEED DESIGN:	()	()	(x)
VERTICAL CLEARANCE:	()	()	(x)
BRIDGE WIDTH:	()	()	(x)
BRIDGE STRUCTURAL CAPACITY:	()	()	(x)

- Design Variances; None.
- Environmental concerns: A Programmatic Categorical Exclusion is anticipated
- Level of environmental analysis:
 - Are Time Savings Procedures appropriate? Yes (X), No (),
 - Categorical exclusion (X),
 - Environmental Assessment/Finding of No Significant Impact (FONSI) (), or
 - Environmental Impact Statement (EIS) ().
- Utility involvements: Overhead power, Overhead telephone, water, gas

Project responsibilities:

- Design: Office of Traffic Safety and Design
- Right of Way Acquisition: GDOT (none anticipated)
- Relocation of Utilities: GDOT (none anticipated)
- Letting to contract: GDOT
- Supervision of construction: GDOT
- Providing material pits: N/A
- Providing detours: N/A

Coordination

- Initial Concept Meeting date and brief summary: N/A.
- Concept meeting date and brief summary: N/A

- P. A. R. meetings, dates and results: N/A
- FEMA, USCG, and/or TVA: N/A
- Public involvement. A public information meeting is not required.
- Local government comments. *See the attached TE Report.*
- Other projects in the area. N/A
- Other coordination to date: N/A
- Railroads: N/A

Scheduling – Responsible Parties’ Estimate

- Time to complete the environmental process: 3 Months
- Time to complete preliminary construction plans: 1 Month
- Time to complete right of way plans: N/A
- Time to complete the Section 404 Permit: N/A
- Time to complete final construction plans: 1 Month
- Time to complete to purchase right of way: N/A
- List other major items that will affect the project schedule: None.

Other alternates considered: A Traffic Signal was considered. This intersection did not meet signal warrants. Other alternatives ranged from minor sign improvements to extending the median through the intersection, to installing a grade separated interchange. It was determined that the cost of constructing an interchange or extending the median through the intersection would exceed the project budget and outweigh the benefits of this type of project.

Comments: None.

Attachments:

1. Cost Estimate:
2. Location Design and Approval Notice
3. Traffic Engineering Report

SCORING RESULTS AS PER TOPPS 2440-2

Project Number: CSMSL-0006-00(258)		County: Chattahoochee		PI No.: 0006258	
Report Date: 17 May 2004		Concept By: Derrick Cameron			
		DOT Office: Traffic Safety & Design			
<input checked="" type="checkbox"/> CONCEPT		Consultant:			
Project Type:		<input type="checkbox"/> Major	<input type="checkbox"/> Urban	<input checked="" type="checkbox"/> ATMS	
		<input checked="" type="checkbox"/> Minor	<input checked="" type="checkbox"/> Rural	<input type="checkbox"/> Bridge	
				<input type="checkbox"/> Building	
				<input type="checkbox"/> Interchange	
				<input type="checkbox"/> Intersection	
				<input type="checkbox"/> Interstate	
				<input type="checkbox"/> New Location	
				<input type="checkbox"/> Widening & Reconstruction	
				<input checked="" type="checkbox"/> Miscellaneous	
FOCUS AREAS	SCORE	RESULTS			
Presentation					
Judgement					
Environmental					
Right of Way					
Utility					
Constructability					
Schedule					

Estimate Report for file "0006258"

Section 1					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1010	1.00	LS	10000.00	TRAFFIC CONTROL -	10000.0
639-4004	3.00	EA	4090.73	STRAIN POLE, TP IV	12272.19
641-1200	250.00	LF	9.10	GUARDRAIL, TP W	2275.0
641-5000	2.00	EA	1863.33	GUARDRAIL ANCHORAGE, SPCL DES	3726.66
641-5001	2.00	EA	401.13	GUARDRAIL ANCHORAGE, TP 1	802.26
647-0200	2.00	LS	57122.61	TRAFFIC DETECTION LOOP SYSTEM, NO-1 and 2	114245.22
647-2120	6.00	EA	303.02	PULL BOX, PB-2	1818.12
647-5390	192.00	LF	8.88	LOOP SAW CUT	1704.96
647-5395	1000.00	LF	2.54	LOOP DETECTOR LEAD-IN CABLE - 2 CONDUCTOR	2540.0
647-6030	2.00	EA	2740.00	MASTARM -	5480.0
682-6222	1500.00	LF	5.17	CONDUIT, NONMETL, TP 2, 2 IN	7755.0
682-6233	700.00	LF	5.18	CONDUIT, NONMETL, TP 3, 2 IN	3626.0
936-1000	2.00	EA	7973.36	CCTV SYSTEM	15946.72
936-8000	1.00	LS	3000.00	TESTING	3000.0
938-0503	2.00	EA	3247.46	MICROWAVE RADAR DETECTION ASSEMBLY	6494.92
938-8000	1.00	LS	2599.54	TESTING	2599.54
939-1375	4.00	EA	574.08	PUBLIC NETWORK DIAL-UP MODEM	2296.32
939-1380	2.00	EA	4963.80	PUBLIC NETWORK SLOW SCAN VIDEO TRANSMITTER	9927.6
939-4010	3.00	EA	3801.09	TYPE A CABINET	11403.27
939-5010	4.00	EA	1752.75	ELECTRICAL POWER SERVICE ASSEMBLY, AERIAL SERVICE POINT	7011.0
Section Sub Total:					\$224,924.78

Total Estimated Cost: \$224,924.78

Subtotal Construction Cost	\$224,924.78
E&C Rate 10.0 %	\$22,492.48
Inflation Rate 5.0 % @ 0.0 Years	\$0.00
<hr style="border: 1px solid black;"/>	
Total Construction Cost	\$247,417.26
Right Of Way	\$0.00
ReImb. Utilities	\$0.00
<hr style="border: 1px solid black;"/>	
Grand Total Project Cost	\$247,417.26

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE CSMSL-0006-00(258), Chattahoochee County **OFFICE** Traffic Safety & Design
P.I. No. 0006258
State Route 520 at State Route 1 and Wells Street **DATE** 21 May 2004
Phillip M. Allen (KB)
FROM Phillip M. Allen, State Traffic Safety and Design Administrator
TO Margaret B. Pirkle, P.E., Assistant Director of Preconstruction
SUBJECT Request for Location and Design Approval

Description and Project Proposal: This project is located in Chattahoochee County within the City of Cusseta. Construction will take place on State Route 520 at the intersection of State Route 1 between mile point 9.39 and mile point 10.07.

This project will install radar devices, pavement loops, and overhead LED signs for the purpose of detecting and informing motorist of their speed as they approach the intersection of State Route 520 at State Route 1. The devices and LED signs will be located on State Route 520 approximately 1500 feet in advance of State Route 1.

Concept Approval Date:

Concept Update: None

Environmental Assessment and Reassessment Approval Date:

Public Involvement: Time saving procedures for the project is appropriate; therefore, no formal Public Information Meetings or Public Hearing will be required for the project.

Consistency with Approved Planning: The design description as presented herein and submitted for approval is consistent with the approved Concept Report.

Recommendations: Recommend that the location and design for the project be approved and that the attached Notice be approved for advertising.

Request for Location and Design Approval
CSMSL-0006-00(258), Chattahoochee County
17 May 2004
Page 2

RECOMMEND: _____
Director of Preconstruction

APPROVE: _____
Chief Engineer

_____ Date of Approval

Attachments:

- Cost Estimate
- Notice of Location and Design Approval

NOTICE OF LOCATION AND DESIGN APPROVAL

CSMSL-0006-00(258), Chattahoochee County
P. I. NUMBER 0006258

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of this project.

The date of location approval is:

This project is located in Chattahoochee County within the City of Cusseta. Construction will take place on State Route 520 at the intersection of State Route 1 between mile point 9.39 and mile point 10.07.

This project will install radar devices, pavement loops, and overhead LED signs for the purpose of detecting and informing motorist of their speed as they approach the intersection of State Route 520 at State Route 1. The devices and LED signs will be located on State Route 520 approximately 1500 feet in advance of State Route 1.

Drawings, maps, or plats of the proposed project, as approved, are on file and are available for public inspection at the Georgia Department of Transportation:

Gary Mailhot, Area Seven Engineer (Columbus)
Gary.mailhot@dot.state.ga.us
3600 Schatulga Road
Columbus, Georgia 31907
(706) 568-2165

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Phillip M. Allen, State Traffic Safety and Design Administrator
Office of Traffic Safety and Design
Phillip.allen@dot.state.ga.us
935 East Confederate Avenue, Bldg. 24
Atlanta, Georgia 30316
(404) 635-8115

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

Estimate Report for file "0006258"

Section 1					
Item Number	Quantity	Units	Unit Price	Item Description	Cost
150-1010	1.00	LS	10000.00	TRAFFIC CONTROL -	10000.0
639-4004	3.00	EA	4090.73	STRAIN POLE, TP IV	12272.19
641-1200	250.00	LF	9.10	GUARDRAIL, TP W	2275.0
641-5000	2.00	EA	1863.33	GUARDRAIL ANCHORAGE, SPCL DES	3726.66
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647-6030	2.00	EA	2740.00	MASTARM -	5480.0
682-6222	1500.00	LF	5.17	CONDUIT, NONMETL, TP 2, 2 IN	7755.0
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936-1000	2.00	EA	7973.36	CCTV SYSTEM	15946.72
936-8000	1.00	LS	3000.00	TESTING	3000.0
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938-8000	1.00	LS	2599.54	TESTING	2599.54
939-1375	4.00	EA	574.08	PUBLIC NETWORK DIAL-UP MODEM	2296.32
939-1380	2.00	EA	4963.80	PUBLIC NETWORK SLOW SCAN VIDEO TRANSMITTER	9927.6
939-4010	3.00	EA	3801.09	TYPE A CABINET	11403.27
939-5010	4.00	EA	1752.75	ELECTRICAL POWER SERVICE ASSEMBLY, AERIAL SERVICE POINT	7011.0
Section Sub Total:					\$224,924.78

Total Estimated Cost: \$224,924.78

Subtotal Construction Cost	\$224,924.78
E&C Rate 10.0 %	\$22,492.48
Inflation Rate 5.0 % @ 0.0 Years	\$0.00
Total Construction Cost	
Right Of Way	\$0.00
ReImb. Utilities	\$0.00
Grand Total Project Cost	
	\$247,417.26



Department of Transportation
State of Georgia
Thomaston District Office

Traffic Engineering Report

Thomaston District Three

January 13, 2004

LOCATION: State Route 1 at State Route 520 and Wells Street

CITY/COUNTY: Cusseta - Chattahoochee County Consolidated

REQUESTED BY: Consolidated Government

REASON FOR INVESTIGATION: To determine appropriate safety improvements needed due to the accident history and the improvements now under construction on State Route 1.

F I N D I N G S

TOPOGRAPHY: State Route 1 is being widened to a 62' wide asphalt roadway oriented north and south at this intersection. There is a right turn lane present for northbound State Route 1 to turn onto State Route 520 eastbound. State Route 1 will be a five lane section approaching this intersection. The State Route 1 approach will have a trap right turn lane to turn east on State Route 520. State Route 520 is a 62' wide roadway. There are right turn lanes for State Route 1 and Wells Street. Wells Street is 36' wide with a striped out center island 12' wide. The westbound approach of SR 520 is leaving a four lane divided rural section which ends approximately 300' east of the intersection. Both of the roadways have 3 to 5 feet wide paved shoulders. State Route 1 enters the intersection on a near flat grade while State Route 520 is in a sag vertical curve with approximately 3% \pm down grade approaching the intersection from both directions.

Traffic Engineering Study
State Route 1 at State Route 520
January 13, 2004
Page 2 of 4

EXISTING TRAFFIC CONTROL: The intersection is presently controlled with a stop condition on State Route 1 and Wells Street. There is an overhead flasher at the intersection with yellow indications for State Route 520 and red indications for State Route 1 and Wells Street.

VEHICLE VOLUME: The AADT on State Route 1 is 2386 (00) and based on counts collected for this study is 1732, on State Route 520 the AADT is 11,257 (00) and counts taken for this study indicate 8169. Counts were taken for this study on Tuesday July 29, 2003 see summary below.

State Route 1 Northbound -	1732 VPD
Wells Street Southbound -	787 VPD
State Route 520 Eastbound -	4856 VPD
State Route 520 Westbound -	3313 VPD

VEHICULAR SPEEDS: The posted speed limit on State Route 1 and 520 is 55 MPH. The 85th percentile speed measured 63.56 MPH northbound, 63.76 MPH southbound.

PEDESTRIAN MOVEMENTS: Minimal pedestrian traffic was observed (four people during the four hours of turning movement counts).

PARKING: No on street parking is allowed in this area and there are some signs of parking on the existing shoulders.

ACCIDENT HISTORY: During 2000 the collision experience totals four that can be associated with the intersection. There was one angle intersecting, two left turning, and one rear end collisions. During 2001, there was one rear end collision for the entire year. During 2002 there were three collisions including one fatal collision involving a bicyclist. The other two collisions included one rear end accident and one right angle accident. This data has been compiled from the reports reviewed at the City of Cusseta Police Department. It is noted that the database provided through Department of Public Safety has no accidents at this location.

WARRANT ANALYSIS: The warrant evaluation indicated that no signal warrants are met. Traffic volumes met warrant 1A for 3 of the required 8 hours using the 70% criteria. There was no reduction in volume due to the right turn traffic having an exclusive approach lane.

Traffic Engineering Study
State Route 1 at State Route 520
January 13, 2004
Page 3 of 4

OTHER INFORMATION

The County administrator provided a large number of death certificates that were alleged to have occurred at this intersection. The number that appeared to be related to this intersection was significantly less. There are three reports that are related to this intersection, one indicated in the accident history above, November 4, 2002 and two dated October 22, 1986.

At the present time, there is one corner of the intersection that is occupied by commercial development. There is a convenience store located on the Northern corner that access State Route 520. The development does not access Wells Street due to a deep ditch between the store and Wells Street. There is a car wash located just south of the intersection on State Route 1 but is not within a close proximity of the intersection to cause problems.

Hand counts were taken during the peak hours, copies are attached. These counts revealed that there are large numbers of trucks using this intersection. On State Route 520 there were 24% trucks and on State Route 1, there were 8% trucks. This was recorded during the AM time peak hour only.

It is noted in the time/speed reports that there are large numbers of drivers traveling at speeds above which citations can be given using radar. Northbound, there were 299 vehicles traveling above 65 MPH. Southbound, there were 310 vehicles traveling above 65 MPH. It is also noted that the City and County issues in excess of \$600,000.00 in speeding citations annually, evidence of their efforts to control the speed.

Meetings have been held with representatives of the district design office as well as with the State Traffic Safety and Design office in efforts to explore all possible improvements to the intersection. There is one design criteria set for the planned improvements, the budget for the improvements under project CSMSL-0006-00(258) Chattahoochee County, P.I. 0006258, is \$250,000.00. The discussions ranged from recommending minor sign improvements to extending the median section through the intersection to installing a grade separated interchange. The interchange was discussed briefly and determined that the cost of such an endeavor would far outweigh the benefits and the funds for this type project would not be available for many years. It was determined that the extension of the median through the intersection would exceed the budget.

CONCLUSIONS

It can be concluded from the information gathered that the State Route traffic would not benefit from the installation of a stop and go traffic signal. It is concluded that the differential in speeds experienced through the intersection is a contributing factor to the crash experience as well as the severity of the crashes. There are 90% of the traffic travels between 40 and 68 MPH while the 10 MPH pace is MPH.

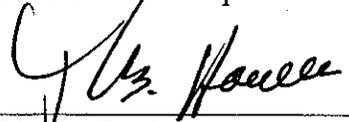
RECOMMENDATIONS

It is recommended that a permit be issued to the Consolidated Government for the installation of an automated speed indicating overhead sign for northbound and southbound traffic approaching this intersection. The sign should be downloadable and a study of the impacts be conducted after the sign is placed in operation as well as six months and one year after first implementation. It is also recommended that this be a test location for center line and edge line rumble stripes. These will give additional visual and auditory queues that the conditions on the roadway have changed. With dial up video surveillance, monitoring of the intersection would be easily accomplished.



District Traffic Operations Engineer

1-15-04
Date



District Engineer

1/15/04
Date

State Traffic Operations Engineer

Date

Division Director

Date

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Cusseta
Street: SR 520**

A study of vehicle traffic was conducted with HI-STAR unit number 3175. The study was done in the sbl1 lane on SR 520 in Cusseta, GA in Chatt. county. The study began on 07/29/2003 at 11:00 AM and concluded on 07/30/2003 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 958 vehicles passed through the location with a peak volume of 94 on 07/29/2003 at 04:00 PM and a minimum volume of 4 on 07/30/2003 at 03:00 AM. The AADT Count for this study was 958.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	>									
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	2	2	9	14	43	29	33	89	186	273	186	71	18	2

At least half of the vehicles were traveling in the 55 - 59 mph range or a lower speed. The average speed for all classified vehicles was 54 mph with 57.4 percent exceeding the posted speed of 55 mph. The HI-STAR found 57.4 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 55 mph and the 85th percentile was 63.59 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
784	49	24	15	29	46	9	1

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 833 which represents 87.00 percent of the total classified vehicles. The number of Small Trucks in the study was 24 which represents 2.50 percent of the total classified vehicles. The number of Trucks/Buses in the study was 15 which represents 1.60 percent of the total classified vehicles. The number of Tractor Trailers in the study was 85 which represents 8.90 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 07/29/2003 at 04:00 PM the average headway between the vehicles was 37.89 seconds. The slowest traffic period was on 07/30/2003 at 03:00 AM. During this slowest period, the average headway was 720.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 78 and 142 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Cusseta
Street: SR 520**

A study of vehicle traffic was conducted with HI-STAR unit number 3575. The study was done in the sbl2 lane on SR 520 in Cusseta, GA in Chatt. county. The study began on 07/29/2003 at 11:00 AM and concluded on 07/30/2003 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 2,078 vehicles passed through the location with a peak volume of 161 on 07/29/2003 at 04:00 PM and a minimum volume of 18 on 07/30/2003 at 02:00 AM. The AADT Count for this study was 2,078.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	>								
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	10	8	19	29	31	34	59	173	414	616	463	166	47	6

At least half of the vehicles were traveling in the 55 - 59 mph range or a lower speed. The average speed for all classified vehicles was 56 mph with 62.5 percent exceeding the posted speed of 55 mph. The HI-STAR found 62.5 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 55 mph and the 85th percentile was 64.00 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
1438	135	91	63	123	170	51	4

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,573 which represents 75.80 percent of the total classified vehicles. The number of Small Trucks in the study was 91 which represents 4.40 percent of the total classified vehicles. The number of Trucks/Buses in the study was 63 which represents 3.00 percent of the total classified vehicles. The number of Tractor Trailers in the study was 348 which represents 16.80 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 07/29/2003 at 04:00 PM the average headway between the vehicles was 22.22 seconds. The slowest traffic period was on 07/30/2003 at 02:00 AM. During this slowest period, the average headway was 189.47 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 78 and 140 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Cusseta
Street: SR 520**

A study of vehicle traffic was conducted with HI-STAR unit number 3176. The study was done in the nbl1 lane on SR 520 in Cusseta, GA in Chatt. county. The study began on 07/29/2003 at 11:00 AM and concluded on 07/30/2003 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 556 vehicles passed through the location with a peak volume of 50 on 07/29/2003 at 04:00 PM and a minimum volume of 0 on 07/30/2003 at 02:00 AM. The AADT Count for this study was 556.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	>									
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	0	2	6	0	7	8	17	31	106	198	143	29	6	3

At least half of the vehicles were traveling in the 55 - 59 mph range or a lower speed. The average speed for all classified vehicles was 56 mph with 68.1 percent exceeding the posted speed of 55 mph. The HI-STAR found 68.1 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 55 mph and the 85th percentile was 63.41 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
461	23	9	10	23	26	4	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 484 which represents 87.10 percent of the total classified vehicles. The number of Small Trucks in the study was 9 which represents 1.60 percent of the total classified vehicles. The number of Trucks/Buses in the study was 10 which represents 1.80 percent of the total classified vehicles. The number of Tractor Trailers in the study was 53 which represents 9.50 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 07/29/2003 at 04:00 PM the average headway between the vehicles was 70.59 seconds. The slowest traffic period was on 07/30/2003 at 02:00 AM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 78 and 144 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Cusseta
Street: SR 520**

A study of vehicle traffic was conducted with HI-STAR unit number 3535. The study was done in the nbl2 lane on SR 520 in Cusseta, GA in Chatt. county. The study began on 07/29/2003 at 11:00 AM and concluded on 07/30/2003 at 11:00 AM, lasting a total of 24 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 2,655 vehicles passed through the location with a peak volume of 197 on 07/29/2003 at 04:00 PM and a minimum volume of 29 on 07/30/2003 at 01:00 AM. The AADT Count for this study was 2,655.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	>							
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
0	5	8	4	11	26	57	102	273	574	797	535	187	58	16

At least half of the vehicles were traveling in the 55 - 59 mph range or a lower speed. The average speed for all classified vehicles was 56 mph with 60.0 percent exceeding the posted speed of 55 mph. The HI-STAR found 60.0 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 55 mph and the 85th percentile was 63.72 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
1819	160	106	57	117	221	152	21

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,979 which represents 74.60 percent of the total classified vehicles. The number of Small Trucks in the study was 106 which represents 4.00 percent of the total classified vehicles. The number of Trucks/Buses in the study was 57 which represents 2.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 511 which represents 19.30 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 07/29/2003 at 04:00 PM the average headway between the vehicles was 18.18 seconds. The slowest traffic period was on 07/30/2003 at 01:00 AM. During this slowest period, the average headway was 120.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 78 and 140 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Time/Speed Report

HI-Star ID: 3176	Begin: 07/29/2003 11:00 AM	End: 07/30/2003 11:00 AM
Street: SR 520	Lane: nbl1	Hours: 24:00
State: GA	Oper: JB	Period: 60
City: Cusseta	Posted: 55	Raw Count: 556
County: Chatt.	AADT Factor: 1	AADT Count: 556

NC97 - mph	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
Date & Time Range	to	to	to	to	to	to	to	>	Total							
	9	14	19	24	29	34	39	44	49	54	59	64	69	74		
07/29/2003 [11:00 AM-12:00 PM]	0	0	0	1	0	1	0	4	4	8	7	5	0	0	0	30
07/29/2003 [12:00 PM-01:00 PM]	0	0	1	0	0	0	0	1	1	2	10	10	2	0	0	27
07/29/2003 [01:00 PM-02:00 PM]	0	0	0	0	0	0	0	0	1	6	13	7	2	0	0	29
07/29/2003 [02:00 PM-03:00 PM]	0	0	0	0	0	1	0	1	1	6	11	4	3	0	0	27
07/29/2003 [03:00 PM-04:00 PM]	0	0	0	0	0	1	2	3	0	7	11	13	3	2	1	43
07/29/2003 [04:00 PM-05:00 PM]	0	0	1	1	0	1	0	1	6	10	17	9	3	0	1	50
07/29/2003 [05:00 PM-06:00 PM]	0	0	0	0	0	0	0	1	0	9	21	13	4	0	0	48
07/29/2003 [06:00 PM-07:00 PM]	0	0	0	0	0	1	1	1	1	9	17	15	2	1	0	48
07/29/2003 [07:00 PM-08:00 PM]	0	0	0	0	0	1	0	1	3	2	20	6	0	1	0	34
07/29/2003 [08:00 PM-09:00 PM]	0	0	0	0	0	0	0	0	1	7	5	3	2	0	0	18
07/29/2003 [09:00 PM-10:00 PM]	0	0	0	0	0	1	3	2	4	6	5	4	0	0	0	25
07/29/2003 [10:00 PM-11:00 PM]	0	0	0	0	0	0	0	0	2	5	2	1	0	0	0	10
07/29/2003 [11:00 PM-12:00 AM]	0	0	0	0	0	0	0	1	2	0	4	0	0	0	0	7
Daily Totals:	0	0	2	2	0	7	6	16	26	77	143	90	21	4	2	396
07/30/2003 [12:00 AM-01:00 AM]	0	0	0	0	0	0	0	1	0	0	2	0	0	1	0	4
07/30/2003 [01:00 AM-02:00 AM]	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	4
07/30/2003 [02:00 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07/30/2003 [03:00 AM-04:00 AM]	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
07/30/2003 [04:00 AM-05:00 AM]	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0	4
07/30/2003 [05:00 AM-06:00 AM]	0	0	0	1	0	0	0	0	0	4	4	3	0	0	0	12
07/30/2003 [06:00 AM-07:00 AM]	0	0	0	1	0	0	1	0	0	3	4	5	1	0	0	15
07/30/2003 [07:00 AM-08:00 AM]	0	0	0	0	0	0	0	0	2	4	15	15	3	0	1	40
07/30/2003 [08:00 AM-09:00 AM]	0	0	0	1	0	0	0	0	0	2	6	7	2	1	0	19
07/30/2003 [09:00 AM-10:00 AM]	0	0	0	1	0	0	0	0	1	7	12	7	0	0	0	28
07/30/2003 [10:00 AM-11:00 AM]	0	0	0	0	0	0	0	0	1	7	12	12	0	0	0	32
Daily Totals:	0	0	0	4	0	0	2	1	5	29	55	53	8	2	1	160
Report Totals:	0	0	2	6	0	7	8	17	31	106	198	143	29	6	3	556

Report Percentages: 0.00% 0.36% 0.00% 1.44% 5.58% 35.61% 5.22% 0.54%
 0.00% 1.08% 1.26% 3.06% 19.06% 25.72% 1.08%

60.3 mph

Time/Speed Report

HI-Star ID: 3535 Street: SR 520 State: GA City: Cusseta County: Chatt.	Begin: 07/29/2003 11:00 AM Lane: nbl2 Oper: JB Posted: 55 AADT Factor: 1	End: 07/30/2003 11:00 AM Hours: 24:00 Period: 60 Raw Count: 2655 AADT Count: 2655
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NC97 - mph	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
Date & Time Range	to	to	to	to	to	to	to	to	>	Total						
	9	14	19	24	29	34	39	44	49	54	59	64	69	74		
07/29/2003 [11:00 AM-12:00 PM]	0	1	0	0	1	1	5	4	26	27	38	11	8	2	1	125
07/29/2003 [12:00 PM-01:00 PM]	0	1	0	0	0	1	2	4	12	24	37	30	7	6	0	124
07/29/2003 [01:00 PM-02:00 PM]	0	0	0	0	0	0	2	2	18	27	30	40	15	2	1	137
07/29/2003 [02:00 PM-03:00 PM]	0	0	0	0	1	0	2	6	22	45	45	36	11	0	0	168
07/29/2003 [03:00 PM-04:00 PM]	0	0	1	1	1	1	6	11	17	55	53	38	5	5	0	194
07/29/2003 [04:00 PM-05:00 PM]	0	0	1	0	2	1	7	16	21	48	69	19	11	2	0	197
07/29/2003 [05:00 PM-06:00 PM]	0	1	2	0	3	0	1	6	17	43	71	30	13	2	2	191
07/29/2003 [06:00 PM-07:00 PM]	0	0	1	0	0	2	4	2	19	26	53	32	15	4	0	158
07/29/2003 [07:00 PM-08:00 PM]	0	0	0	0	0	1	2	7	15	31	41	21	6	4	2	130
07/29/2003 [08:00 PM-09:00 PM]	0	0	1	0	0	0	2	6	6	23	39	16	11	2	0	106
07/29/2003 [09:00 PM-10:00 PM]	0	0	0	1	0	4	4	6	15	17	21	11	3	0	1	83
07/29/2003 [10:00 PM-11:00 PM]	0	0	0	1	0	0	2	3	3	22	21	11	0	0	0	63
07/29/2003 [11:00 PM-12:00 AM]	0	0	0	0	0	0	1	1	9	12	18	13	4	1	0	59
Daily Totals:	0	3	6	3	8	11	40	74	200	400	536	308	109	30	7	1735
07/30/2003 [12:00 AM-01:00 AM]	0	0	0	0	1	2	2	2	7	2	8	13	7	1	1	46
07/30/2003 [01:00 AM-02:00 AM]	0	0	0	0	0	1	0	1	0	6	13	5	2	1	0	29
07/30/2003 [02:00 AM-03:00 AM]	0	0	0	0	0	1	0	1	4	4	13	7	5	3	0	38
07/30/2003 [03:00 AM-04:00 AM]	0	0	0	0	0	1	1	0	2	7	11	9	2	0	0	33
07/30/2003 [04:00 AM-05:00 AM]	0	0	0	0	0	0	0	0	3	10	12	9	6	1	1	42
07/30/2003 [05:00 AM-06:00 AM]	0	0	0	1	0	1	1	3	4	11	21	13	5	4	2	66
07/30/2003 [06:00 AM-07:00 AM]	0	0	0	0	0	0	2	3	8	21	26	30	8	3	1	102
07/30/2003 [07:00 AM-08:00 AM]	0	0	1	0	1	2	0	3	8	22	37	43	15	6	2	140
07/30/2003 [08:00 AM-09:00 AM]	0	0	1	0	0	2	4	3	15	28	34	33	12	5	2	139
07/30/2003 [09:00 AM-10:00 AM]	0	0	0	0	1	2	2	6	12	25	47	39	8	2	0	144
07/30/2003 [10:00 AM-11:00 AM]	0	2	0	0	0	3	5	6	10	38	39	26	8	2	0	139
Daily Totals:	0	2	2	1	3	15	17	28	73	174	261	227	78	28	9	918
Report Totals:	0	5	8	4	11	26	57	102	273	574	797	535	187	58	16	2653
Report Percentages:	0.00%	0.30%	0.41%	0.15%	0.41%	2.15%	10.29%	3.84%	10.29%	21.64%	30.04%	20.17%	7.05%	2.19%	0.60%	

60.20

Time/Speed Report

HI-Star ID: 3575	Begin: 07/29/2003 11:00 AM	End: 07/30/2003 11:00 AM
Street: SR 520	Lane: sbl2	Hours: 24:00
State: GA	Oper: JB	Period: 60
City: Cusseta	Posted: 55	Raw Count: 2078
County: Chatt.	AADT Factor: 1	AADT Count: 2078

NC97 - mph	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
Date & Time Range	to	to	to	to	to	>	Total									
	9	14	19	24	29	34	39	44	49	54	59	64	69	74		
07/29/2003 [11:00 AM-12:00 PM]	0	0	0	1	2	1	2	7	8	21	35	24	12	2	1	116
07/29/2003 [12:00 PM-01:00 PM]	0	1	1	2	1	2	1	1	4	25	27	22	8	1	0	96
07/29/2003 [01:00 PM-02:00 PM]	0	1	0	0	2	3	0	3	3	23	33	36	12	1	0	117
07/29/2003 [02:00 PM-03:00 PM]	0	0	0	0	2	0	2	2	13	19	35	37	9	4	0	123
07/29/2003 [03:00 PM-04:00 PM]	0	0	0	0	0	0	1	1	13	24	42	27	8	9	0	125
07/29/2003 [04:00 PM-05:00 PM]	0	1	2	0	0	2	4	9	12	33	45	37	11	4	1	161
07/29/2003 [05:00 PM-06:00 PM]	0	0	0	1	4	2	1	5	13	20	45	41	15	3	1	151
07/29/2003 [06:00 PM-07:00 PM]	0	2	0	3	1	2	3	5	13	30	42	26	5	6	0	138
07/29/2003 [07:00 PM-08:00 PM]	0	0	0	0	1	0	1	0	5	27	33	20	18	2	0	107
07/29/2003 [08:00 PM-09:00 PM]	0	1	0	3	3	1	6	1	7	12	34	14	3	0	0	85
07/29/2003 [09:00 PM-10:00 PM]	0	1	0	3	0	4	2	6	13	12	17	12	4	1	0	75
07/29/2003 [10:00 PM-11:00 PM]	0	0	1	1	0	2	2	4	7	16	16	10	4	0	0	63
07/29/2003 [11:00 PM-12:00 AM]	0	0	0	0	0	0	0	2	4	18	16	6	3	0	0	49
Daily Totals:	0	7	4	14	16	19	25	46	115	280	420	312	112	33	3	1406
07/30/2003 [12:00 AM-01:00 AM]	0	0	1	0	0	2	1	0	7	3	12	5	2	3	0	36
07/30/2003 [01:00 AM-02:00 AM]	0	0	0	0	1	1	0	2	2	7	5	3	3	1	0	25
07/30/2003 [02:00 AM-03:00 AM]	0	0	0	1	1	0	0	0	3	5	7	1	0	0	0	18
07/30/2003 [03:00 AM-04:00 AM]	0	0	0	1	1	0	0	0	3	11	4	5	0	0	0	25
07/30/2003 [04:00 AM-05:00 AM]	0	0	0	0	1	1	0	3	5	7	1	2	1	0	0	21
07/30/2003 [05:00 AM-06:00 AM]	0	0	1	0	1	2	1	1	3	6	15	9	6	1	0	46
07/30/2003 [06:00 AM-07:00 AM]	0	0	0	0	1	3	1	1	3	14	25	11	4	1	0	64
07/30/2003 [07:00 AM-08:00 AM]	0	1	1	1	0	2	2	1	7	25	23	34	8	3	0	108
07/30/2003 [08:00 AM-09:00 AM]	0	1	1	2	1	1	1	2	7	14	40	17	10	2	0	99
07/30/2003 [09:00 AM-10:00 AM]	0	1	0	0	3	0	2	2	11	18	36	30	11	1	3	118
07/30/2003 [10:00 AM-11:00 AM]	0	0	0	0	3	0	1	1	7	24	28	34	9	2	0	109
Daily Totals:	0	3	4	5	13	12	9	13	58	134	196	151	54	14	3	669
Report Totals:	0	10	8	19	29	31	34	59	173	414	616	463	166	47	6	2075
Report Percentages:	0.00%	0.48%	0.39%	0.92%	1.40%	1.49%	1.64%	2.84%	8.34%	19.95%	29.69%	22.31%	8.00%	2.27%	0.29%	

Time/Speed Report

HI-Star ID: 3175	Begin: 07/29/2003 11:00 AM	End: 07/30/2003 11:00 AM
Street: SR 520	Lane: sbl1	Hours: 24:00
State: GA	Oper: JB	Period: 60
City: Cusseta	Posted: 55	Raw Count: 958
County: Chatt.	AADT Factor: 1	AADT Count: 958

NC97 - mph	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
Date & Time Range	to	to	to	to	to	to	>	Total								
	9	14	19	24	29	34	39	44	49	54	59	64	69	74		
07/29/2003 [11:00 AM-12:00 PM]	0	0	0	0	0	2	2	3	6	11	14	18	6	2	1	65
07/29/2003 [12:00 PM-01:00 PM]	0	0	0	1	3	3	1	3	2	7	20	11	3	2	1	57
07/29/2003 [01:00 PM-02:00 PM]	0	0	0	0	0	1	0	2	2	6	17	14	6	1	0	49
07/29/2003 [02:00 PM-03:00 PM]	0	0	1	2	1	2	4	1	5	9	22	16	5	2	0	70
07/29/2003 [03:00 PM-04:00 PM]	0	0	0	0	2	1	3	4	7	11	26	16	7	2	0	79
07/29/2003 [04:00 PM-05:00 PM]	0	0	0	2	2	5	3	4	9	18	26	18	5	1	0	93
07/29/2003 [05:00 PM-06:00 PM]	0	2	0	0	2	6	6	4	5	24	17	11	7	2	0	86
07/29/2003 [06:00 PM-07:00 PM]	0	0	0	0	0	6	2	2	7	14	14	11	8	0	0	64
07/29/2003 [07:00 PM-08:00 PM]	0	0	0	1	2	4	0	1	10	12	19	4	3	1	0	57
07/29/2003 [08:00 PM-09:00 PM]	0	0	0	0	0	4	0	1	5	7	11	6	3	0	0	37
07/29/2003 [09:00 PM-10:00 PM]	0	0	0	0	0	1	1	2	6	6	6	1	1	0	0	24
07/29/2003 [10:00 PM-11:00 PM]	0	0	1	0	1	1	1	0	1	7	7	6	0	0	0	25
07/29/2003 [11:00 PM-12:00 AM]	0	0	0	0	0	0	0	0	1	5	6	0	0	0	0	12
Daily Totals:	0	2	2	6	13	23	27	66	137	205	132	54	13	2	718	
07/30/2003 [12:00 AM-01:00 AM]	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	6
07/30/2003 [01:00 AM-02:00 AM]	0	0	0	0	0	0	1	0	0	2	2	0	0	0	0	5
07/30/2003 [02:00 AM-03:00 AM]	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	6
07/30/2003 [03:00 AM-04:00 AM]	0	0	0	0	0	0	0	0	2	1	0	1	0	0	0	4
07/30/2003 [04:00 AM-05:00 AM]	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	4
07/30/2003 [05:00 AM-06:00 AM]	0	0	0	0	0	0	0	0	2	3	6	0	2	0	0	13
07/30/2003 [06:00 AM-07:00 AM]	0	0	0	0	0	0	0	0	2	3	11	8	0	0	0	24
07/30/2003 [07:00 AM-08:00 AM]	0	0	0	0	0	0	1	1	2	10	8	11	1	1	0	35
07/30/2003 [08:00 AM-09:00 AM]	0	0	0	1	0	3	3	4	4	8	10	10	3	1	0	47
07/30/2003 [09:00 AM-10:00 AM]	0	0	0	0	0	3	0	0	7	10	10	7	3	2	0	42
07/30/2003 [10:00 AM-11:00 AM]	0	0	0	2	1	1	0	1	3	8	17	11	8	1	0	53
Daily Totals:	0	0	0	3	1	6	6	23	49	68	54	17	5	0	239	
Report Totals:	0	2	2	9	14	29	33	89	186	273	186	71	18	2	957	
Report Percentages:	0.00%	0.21%	0.21%	0.94%	1.46%	3.03%	3.45%	9.30%	19.44%	28.53%	19.44%	7.42%	1.88%	0.21%		

Hour Ending	SR 520		Total	SR 1	Wells St.		
	Northbound	Southbound					
1:00	51	54	105	17	4		180
2:00	36	39	75	10	2		126
3:00	38	33	71	11	0		115
4:00	35	39	74	12	1		126
5:00	46	36	82	14	0		132
6:00	79	79	158	42	6		285
7:00	120	120	240	95	14		469
8:00	186	227	413	118	59		817
9:00	159	221	380	96	53		750
10:00	174	234	408	92	50		784
11:00	176	265	441	93	50		849
12:00	156	286	442	107	49		884
13:00	156	263	419	118	52		852
14:00	168	268	436	95	42		841
15:00	201	318	519	141	45		1023
16:00	248	344	592	87	61		1084
17:00	255	398	653	112	77		1240
18:00	244	401	645	129	67		1242
19:00	210	371	581	101	48		1101
20:00	167	272	439	63	41		815
21:00	127	201	328	67	37		633
22:00	111	159	270	44	13		486
23:00	77	133	210	32	6		381
0:00	70	95	165	36	7		303

QUERY SUMMARY
For Year(s): 1995,1996,1997,1998,2000,2001

Year	County	Route Type	Route Number	Beginning Milelog	Ending Milelog	No. Accidents	No. Vehicles	No. Injuries	No. Fatalities
1995	Chattahoochee	State Route	000100	005.20	005.20	0	0	0	0
1995	Chattahoochee	State Route	052000	9.74	9.80	0	0	0	0
1995 SubTotal						0	0	0	0
1996	Chattahoochee	State Route	000100	005.20	005.20	0	0	0	0
1996	Chattahoochee	State Route	052000	9.74	9.80	1	2	2	0
1996 SubTotal						1	2	2	0
1997	Chattahoochee	State Route	000100	005.20	005.20	0	0	0	0
1997	Chattahoochee	State Route	052000	9.74	9.80	6	11	5	0
1997 SubTotal						6	11	5	0
1998	Chattahoochee	State Route	000100	005.20	005.20	0	0	0	0
1998	Chattahoochee	State Route	052000	9.74	9.80	4	6	1	0
1998 SubTotal						4	6	1	0
2000	Chattahoochee	State Route	000100	005.20	005.20	0	0	0	0
2000	Chattahoochee	State Route	052000	9.74	9.80	0	0	0	0
2000 SubTotal						0	0	0	0
2001	Chattahoochee	State Route	000100	005.20	005.20	0	0	0	0
2001	Chattahoochee	State Route	052000	9.74	9.80	0	0	0	0
2001 SubTotal						0	0	0	0
All Year(s)Total						11	19	8	0

Based on the above table you may now run the Accident Rates and/or Pre-Defined and User-Defined Reports

Accident Rates	
PRE-DEFINED REPORTS	USER-DEFINED REPORTS
Analysis Report 1	Go to Field Selection (to select or view fields selected)
Analysis Report 2 (without Ramp Information)	Run Detail Report
Analysis Report 3	
You may CHANGE the Route(s) and/or Year(s) for both the PRE-DEFINED and USER-DEFINED Reports by clicking on the links below.	

Traffic Signal Warrant Evaluation

Location: SR 520	At: SR 1
Date: August 1, 2003	

INTRODUCTION:
 This review is based on the methodology presented in the Manual on Uniform Traffic Control Devices Millennium edition as amended by the federal Highway Administration. Please refer to section 4C.02 of that manual.

The 85th percentile speed on the main street is M.P.H.
 Existing traffic control is
 Daily traffic volume of Vehicles.
 Estimated annual traffic volume is Vehicles/Year
 This study is based on counts taken on

1. Eight-Hour Vehicular Volume

Condition A: The Minimum Vehicular Volume, is intended for application where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. Minimum 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 =

Condition A Not Met

Condition B: Interruption of Continuous Traffic, is intended for application where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. Application of this warrant is identical to that of warrant 1, above.

Number of hours required traffic present =

Condition B Not Met

Warrant 1 is not met

2. FOUR-HOUR VEHICULAR VOLUME WARRANT

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 (Figure 4-3 & 4-4) shown in the MUTCD.

Number of Hours Volume Criteria Met:

Warrant 2 is NOT MET

3. PEAK HOUR

This signal warrant shall be applied only in unusual cases. The need for a traffic device shall be considered when a traffic engineering study finds that the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and
 2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes

Condition A1 is : NOT MET

Condition A2 is : MET

Condition A3 is : NOT MET

Condition A is : NOT MET

Condition B is :

Warrant 3 is : NOT MET

4. PEDESTRIAN VOLUME

The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that both of the following criteria are met:

- A. The pedestrian volume crossing the major street at an intersection or midblock location during an average day is 100 or more for each of any 4 hours or 190 or more during any 1 hour; and
- B. There are fewer than 60 gaps per hour in the traffic stream of adequate length to allow pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic.

The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 90 m (300 ft), unless the proposed traffic control signal will not restrict the progressive movement of traffic.

Number of hours required traffic present =

Warrant 4, Pedestrian Vol. Not Met

5. SCHOOL CROSSING

The School Crossing signal warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.

The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the children are using the crossing is less than the number of minutes in the same period (see Section 7A.03) and there are a minimum of 20 students during the highest crossing hour.

Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.

The School Crossing signal warrant shall not be applied at locations where the distance to the distance to the nearest traffic control signal along the major street is less than 90 m (300 ft), unless the proposed traffic control signal will not restrict the progressive movement of traffic.

Warrant 5 is

6. SIGNAL PROGRESSION

Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

The need for a traffic control signal shall be considered if an engineering study finds that one of the following criteria is met:

- A. On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.
- B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.

Warrant 6 Not Met

7. CRASH EXPERIENCE

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- B. Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Total number of accidents =	0	
Number of preventable accidents =	0	
Number of warrant 8 volume requirements met =		10
Accident Rate for the Intersection =	0	Accidents per million entering vehicles
Warrant / Not Met		

8. ROADWAY NETWORK

Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.

The need for a traffic control signal shall be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:

- A. The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or
- B. The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a nonnormal business day (Saturday or Sunday).

A major route as used in this signal warrant shall have one or more of the following characteristics:

- A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow; or
- B. It includes rural or suburban highways outside, entering, or traversing a city; or
- C. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Traffic Signal Warrant Evaluation Warrants 1-3

This evaluation is for the intersection of SR 520
at SR 1

Hour	Main Street Volume	Higher Side Street	Ped Volumes	Warrant 1A Hours	Warrant 1B Hours	Warrant 4
1:00	66	10	NO	Not Met	Not Met	
2:00	62	11	NO	Not Met	Not Met	
3:00	65	12	NO	Not Met	Not Met	
4:00	71	14	NO	Not Met	Not Met	
5:00	144	42	NO	Not Met	Not Met	
6:00	214	95	NO	Not Met	Side	
7:00	350	118	NO	Side	Side	
8:00	303	96	NO	Not Met	Side	
9:00	347	92	NO	Not Met	Side	
10:00	363	93	NO	Not Met	Side	
11:00	369	107	NO	Side	Side	
12:00	332	118	NO	Side	Side	
13:00	368	95	NO	Not Met	Side	
14:00	435	141	NO	Both	Side	
15:00	491	87	NO	Main	Side	
16:00	540	112	NO	Both	Side	
17:00	521	129	NO	Both	Side	
18:00	451	101	NO	Main	Side	
19:00	357	63	NO	Not Met	Side	
20:00	271	67	NO	Not Met	Side	
21:00	222	44	NO	Not Met	Not Met	
22:00	176	32	NO	Not Met	Not Met	
23:00	136	36	NO	Not Met	Not Met	
0:00	95	17	NO	Not Met	Not Met	

Number of Hours Volumes Meet	3	0	0
Warrant Met	Condition A Not Met	Condition B Not Met	Not Met

Minimum Volumes			
	Warrant 1 Condition A	Warrant 1 Condition B	Ped's
Main Street	420	630	100
Side Street	105	52.5	190

INPUT SHEET

Main Street	SR 520	Approach 1 Direction	North	Number of Lanes	2
		Approach 2 Direction	SOUTH		
Side Street	SR 1	Approach 1 Direction	EAST	Number of Lanes	1
		Approach 2 Direction	WEST		

Main Street Speed	55		Is intersection within 1,000 FT of adjacent signalized intersections in a system?	NO
Isolated Community	NO			

Number of accidents	0		Delay Study Results:	
Preventable accidents	0		Vehicle Hours	

Warrant 2 & 3 Figures to use: 402 & 404

Date Counts Taken: _____

Hour	Main Street Approach 1	Main Street Approach 2	Side Street Approach 1	Side Street Approach 2	Pedestrian Volume Measured
1:00	36	30	10	2	0
2:00	38	24	11	0	0
3:00	35	30	12	1	0
4:00	46	25	14	0	0
5:00	79	65	42	6	0
6:00	120	94	95	14	0
7:00	186	164	118	59	0
8:00	159	144	96	53	0
9:00	174	173	92	50	0
10:00	176	187	93	50	0
11:00	156	213	107	49	0
12:00	156	176	118	52	0
13:00	168	200	95	42	0
14:00	201	234	141	45	0
15:00	248	243	87	61	0
16:00	255	285	112	77	0
17:00	244	277	129	67	0
18:00	210	241	101	48	0
19:00	167	190	63	41	0
20:00	127	144	67	37	0
21:00	111	111	44	13	0
22:00	77	99	32	9	0
23:00	70	66	36	7	0
0:00	51	44	17	4	0

24 Hr.					
Totals	3290	3459	1732	787	0
	6749		2519		

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 3326 Street: Wells State: GA City: Cusseta County: Chatt.	Begin: 07/29/2003 11:00 AM Lane: wb Oper: JB Posted: 55 AADT Factor: 1	End: 07/30/2003 11:00 AM Hours: 24:00 Period: 60 Raw Count: 787 AADT Count: 787		
NC97				
Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
07/29/2003 [11:00 AM-12:00 PM]	49	14 mph	126 F	Dry
07/29/2003 [12:00 PM-01:00 PM]	52	17 mph	138 F	Dry
07/29/2003 [01:00 PM-02:00 PM]	42	15 mph	144 F	Dry
07/29/2003 [02:00 PM-03:00 PM]	45	15 mph	140 F	Dry
07/29/2003 [03:00 PM-04:00 PM]	61	14 mph	146 F	Dry
07/29/2003 [04:00 PM-05:00 PM]	77	14 mph	130 F	Dry
07/29/2003 [05:00 PM-06:00 PM]	67	14 mph	121 F	Dry
07/29/2003 [06:00 PM-07:00 PM]	48	13 mph	105 F	Dry
07/29/2003 [07:00 PM-08:00 PM]	41	13 mph	99 F	Dry
07/29/2003 [08:00 PM-09:00 PM]	37	13 mph	95 F	Dry
07/29/2003 [09:00 PM-10:00 PM]	13	14 mph	91 F	Dry
07/29/2003 [10:00 PM-11:00 PM]	9	16 mph	87 F	Dry
07/29/2003 [11:00 PM-12:00 AM]	7	16 mph	85 F	Dry
07/30/2003 [12:00 AM-01:00 AM]	4	12 mph	83 F	Dry
07/30/2003 [01:00 AM-02:00 AM]	2	10 mph	82 F	Dry
07/30/2003 [02:00 AM-03:00 AM]	0	0 mph	80 F	Dry
07/30/2003 [03:00 AM-04:00 AM]	1	15 mph	80 F	Dry
07/30/2003 [04:00 AM-05:00 AM]	0	0 mph	82 F	Dry
07/30/2003 [05:00 AM-06:00 AM]	6	16 mph	80 F	Dry
07/30/2003 [06:00 AM-07:00 AM]	14	15 mph	78 F	Dry
07/30/2003 [07:00 AM-08:00 AM]	59	14 mph	82 F	Dry
07/30/2003 [08:00 AM-09:00 AM]	53	13 mph	89 F	Dry
07/30/2003 [09:00 AM-10:00 AM]	50	14 mph	93 F	Dry
07/30/2003 [10:00 AM-11:00 AM]	50	13 mph	113 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 3176 Street: SR 520 State: GA City: Cusseta County: Chatt.	Begin: 07/29/2003 11:00 AM Lane: nbl1 Oper: JB Posted: 55 AADT Factor: 1	End: 07/30/2003 11:00 AM Hours: 24:00 Period: 60 Raw Count: 556 AADT Count: 556
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NC97				
Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
07/29/2003 [11:00 AM-12:00 PM]	30	49 mph	123 F	Dry
07/29/2003 [12:00 PM-01:00 PM]	27	55 mph	132 F	Dry
07/29/2003 [01:00 PM-02:00 PM]	29	56 mph	142 F	Dry
07/29/2003 [02:00 PM-03:00 PM]	27	54 mph	138 F	Dry
07/29/2003 [03:00 PM-04:00 PM]	43	55 mph	144 F	Dry
07/29/2003 [04:00 PM-05:00 PM]	50	52 mph	128 F	Dry
07/29/2003 [05:00 PM-06:00 PM]	48	56 mph	119 F	Dry
07/29/2003 [06:00 PM-07:00 PM]	48	55 mph	105 F	Dry
07/29/2003 [07:00 PM-08:00 PM]	34	54 mph	99 F	Dry
07/29/2003 [08:00 PM-09:00 PM]	18	54 mph	95 F	Dry
07/29/2003 [09:00 PM-10:00 PM]	25	48 mph	91 F	Dry
07/29/2003 [10:00 PM-11:00 PM]	10	51 mph	87 F	Dry
07/29/2003 [11:00 PM-12:00 AM]	7	50 mph	85 F	Dry
07/30/2003 [12:00 AM-01:00 AM]	4	55 mph	83 F	Dry
07/30/2003 [01:00 AM-02:00 AM]	4	58 mph	82 F	Dry
07/30/2003 [02:00 AM-03:00 AM]	0	0 mph	80 F	Dry
07/30/2003 [03:00 AM-04:00 AM]	2	52 mph	80 F	Dry
07/30/2003 [04:00 AM-05:00 AM]	4	54 mph	80 F	Dry
07/30/2003 [05:00 AM-06:00 AM]	12	52 mph	78 F	Dry
07/30/2003 [06:00 AM-07:00 AM]	15	53 mph	78 F	Dry
07/30/2003 [07:00 AM-08:00 AM]	40	57 mph	80 F	Dry
07/30/2003 [08:00 AM-09:00 AM]	19	56 mph	87 F	Dry
07/30/2003 [09:00 AM-10:00 AM]	28	53 mph	91 F	Dry
07/30/2003 [10:00 AM-11:00 AM]	32	55 mph	111 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 3328	Begin: 07/29/2003 11:00 AM	End: 07/30/2003 11:00 AM
Street: SR 520	Lane: nbIt	Hours: 24:00
State: GA	Oper: JB	Period: 60
City: Cusseta	Posted: 55	Raw Count: 79
County: Chatt.	AADT Factor: 1	AADT Count: 79

NC97				
Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
07/29/2003 [11:00 AM-12:00 PM]	1	10 mph	126 F	Dry
07/29/2003 [12:00 PM-01:00 PM]	5	14 mph	136 F	Dry
07/29/2003 [01:00 PM-02:00 PM]	2	15 mph	144 F	Dry
07/29/2003 [02:00 PM-03:00 PM]	6	13 mph	140 F	Dry
07/29/2003 [03:00 PM-04:00 PM]	11	15 mph	144 F	Dry
07/29/2003 [04:00 PM-05:00 PM]	8	19 mph	130 F	Dry
07/29/2003 [05:00 PM-06:00 PM]	4	15 mph	119 F	Dry
07/29/2003 [06:00 PM-07:00 PM]	4	16 mph	105 F	Dry
07/29/2003 [07:00 PM-08:00 PM]	3	17 mph	97 F	Dry
07/29/2003 [08:00 PM-09:00 PM]	3	15 mph	95 F	Dry
07/29/2003 [09:00 PM-10:00 PM]	3	13 mph	89 F	Dry
07/29/2003 [10:00 PM-11:00 PM]	4	15 mph	87 F	Dry
07/29/2003 [11:00 PM-12:00 AM]	4	15 mph	85 F	Dry
07/30/2003 [12:00 AM-01:00 AM]	1	15 mph	83 F	Dry
07/30/2003 [01:00 AM-02:00 AM]	3	13 mph	82 F	Dry
07/30/2003 [02:00 AM-03:00 AM]	0	0 mph	80 F	Dry
07/30/2003 [03:00 AM-04:00 AM]	0	0 mph	80 F	Dry
07/30/2003 [04:00 AM-05:00 AM]	0	0 mph	80 F	Dry
07/30/2003 [05:00 AM-06:00 AM]	0	0 mph	78 F	Dry
07/30/2003 [06:00 AM-07:00 AM]	3	17 mph	78 F	Dry
07/30/2003 [07:00 AM-08:00 AM]	6	16 mph	80 F	Dry
07/30/2003 [08:00 AM-09:00 AM]	1	15 mph	87 F	Dry
07/30/2003 [09:00 AM-10:00 AM]	2	12 mph	93 F	Dry
07/30/2003 [10:00 AM-11:00 AM]	5	12 mph	113 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 3535 Street: SR 520 State: GA City: Cusseta County: Chatt.	Begin: 07/29/2003 11:00 AM Lane: nbl2 Oper: JB Posted: 55 AADT Factor: 1	End: 07/30/2003 11:00 AM Hours: 24:00 Period: 60 Raw Count: 2655 AADT Count: 2655
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Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
07/29/2003 [11:00 AM-12:00 PM]	125 <i>156</i>	51 mph	121 F	Dry
07/29/2003 [12:00 PM-01:00 PM]	124 <i>156</i>	54 mph	130 F	Dry
07/29/2003 [01:00 PM-02:00 PM]	137 <i>168</i>	55 mph	138 F	Dry
07/29/2003 [02:00 PM-03:00 PM]	168 <i>201</i>	53 mph	136 F	Dry
07/29/2003 [03:00 PM-04:00 PM]	194 <i>248</i>	52 mph	140 F	Dry
07/29/2003 [04:00 PM-05:00 PM]	197 <i>255</i>	51 mph	126 F	Dry
07/29/2003 [05:00 PM-06:00 PM]	192 <i>244</i>	53 mph	117 F	Dry
07/29/2003 [06:00 PM-07:00 PM]	158 <i>210</i>	54 mph	103 F	Dry
07/29/2003 [07:00 PM-08:00 PM]	130 <i>167</i>	53 mph	97 F	Dry
07/29/2003 [08:00 PM-09:00 PM]	106 <i>127</i>	54 mph	93 F	Dry
07/29/2003 [09:00 PM-10:00 PM]	83 <i>111</i>	50 mph	89 F	Dry
07/29/2003 [10:00 PM-11:00 PM]	63 <i>77</i>	52 mph	85 F	Dry
07/29/2003 [11:00 PM-12:00 AM]	59 <i>70</i>	54 mph	83 F	Dry
07/30/2003 [12:00 AM-01:00 AM]	46 <i>51</i>	54 mph	82 F	Dry
07/30/2003 [01:00 AM-02:00 AM]	29 <i>36</i>	55 mph	80 F	Dry
07/30/2003 [02:00 AM-03:00 AM]	38 <i>38</i>	56 mph	80 F	Dry
07/30/2003 [03:00 AM-04:00 AM]	33 <i>35</i>	54 mph	80 F	Dry
07/30/2003 [04:00 AM-05:00 AM]	42 <i>46</i>	56 mph	80 F	Dry
07/30/2003 [05:00 AM-06:00 AM]	67 <i>79</i>	55 mph	78 F	Dry
07/30/2003 [06:00 AM-07:00 AM]	102 <i>120</i>	55 mph	78 F	Dry
07/30/2003 [07:00 AM-08:00 AM]	140 <i>186</i>	56 mph	80 F	Dry
07/30/2003 [08:00 AM-09:00 AM]	139 <i>159</i>	54 mph	85 F	Dry
07/30/2003 [09:00 AM-10:00 AM]	144 <i>174</i>	54 mph	91 F	Dry
07/30/2003 [10:00 AM-11:00 AM]	139 <i>176</i>	52 mph	109 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 3576	Begin: 07/29/2003 11:00 AM	End: 07/30/2003 11:00 AM
Street: SR 520	Lane: sbIt	Hours: 24:00
State: GA	Oper: JB	Period: 60
City: Cusseta	Posted: 55	Raw Count: 431
County: Chatt.	AADT Factor: 1	AADT Count: 431

Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
07/29/2003 [11:00 AM-12:00 PM]	32	23 mph	126 F	Dry
07/29/2003 [12:00 PM-01:00 PM]	22	23 mph	136 F	Dry
07/29/2003 [01:00 PM-02:00 PM]	34	25 mph	144 F	Dry
07/29/2003 [02:00 PM-03:00 PM]	41	24 mph	140 F	Dry
07/29/2003 [03:00 PM-04:00 PM]	39	24 mph	144 F	Dry
07/29/2003 [04:00 PM-05:00 PM]	30	29 mph	130 F	Dry
07/29/2003 [05:00 PM-06:00 PM]	40	25 mph	119 F	Dry
07/29/2003 [06:00 PM-07:00 PM]	38	25 mph	105 F	Dry
07/29/2003 [07:00 PM-08:00 PM]	26	24 mph	97 F	Dry
07/29/2003 [08:00 PM-09:00 PM]	22	27 mph	93 F	Dry
07/29/2003 [09:00 PM-10:00 PM]	12	23 mph	89 F	Dry
07/29/2003 [10:00 PM-11:00 PM]	8	31 mph	87 F	Dry
07/29/2003 [11:00 PM-12:00 AM]	5	20 mph	83 F	Dry
07/30/2003 [12:00 AM-01:00 AM]	2	25 mph	82 F	Dry
07/30/2003 [01:00 AM-02:00 AM]	0	0 mph	80 F	Dry
07/30/2003 [02:00 AM-03:00 AM]	0	0 mph	80 F	Dry
07/30/2003 [03:00 AM-04:00 AM]	1	20 mph	80 F	Dry
07/30/2003 [04:00 AM-05:00 AM]	1	20 mph	80 F	Dry
07/30/2003 [05:00 AM-06:00 AM]	6	20 mph	78 F	Dry
07/30/2003 [06:00 AM-07:00 AM]	6	22 mph	78 F	Dry
07/30/2003 [07:00 AM-08:00 AM]	21	20 mph	80 F	Dry
07/30/2003 [08:00 AM-09:00 AM]	10	26 mph	87 F	Dry
07/30/2003 [09:00 AM-10:00 AM]	13	24 mph	91 F	Dry
07/30/2003 [10:00 AM-11:00 AM]	22	23 mph	113 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 3574 Street: SR 520 State: GA City: Cusseta County: Chatt.	Begin: 07/29/2003 11:00 AM Lane: sbrt Oper: JB Posted: 55 AADT Factor: 1	End: 07/30/2003 11:00 AM Hours: 24:00 Period: 60 Raw Count: 1389 AADT Count: 1389		
NC97				
Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
07/29/2003 [11:00 AM-12:00 PM]	73	24 mph	123 F	Dry
07/29/2003 [12:00 PM-01:00 PM]	87	22 mph	132 F	Dry
07/29/2003 [01:00 PM-02:00 PM]	68	24 mph	142 F	Dry
07/29/2003 [02:00 PM-03:00 PM]	84	23 mph	138 F	Dry
07/29/2003 [03:00 PM-04:00 PM]	101	24 mph	142 F	Dry
07/29/2003 [04:00 PM-05:00 PM]	113	23 mph	126 F	Dry
07/29/2003 [05:00 PM-06:00 PM]	124	23 mph	117 F	Dry
07/29/2003 [06:00 PM-07:00 PM]	130	25 mph	103 F	Dry
07/29/2003 [07:00 PM-08:00 PM]	82	24 mph	97 F	Dry
07/29/2003 [08:00 PM-09:00 PM]	57	24 mph	93 F	Dry
07/29/2003 [09:00 PM-10:00 PM]	48	23 mph	89 F	Dry
07/29/2003 [10:00 PM-11:00 PM]	37	21 mph	85 F	Dry
07/29/2003 [11:00 PM-12:00 AM]	29	21 mph	83 F	Dry
07/30/2003 [12:00 AM-01:00 AM]	10	22 mph	82 F	Dry
07/30/2003 [01:00 AM-02:00 AM]	9	22 mph	80 F	Dry
07/30/2003 [02:00 AM-03:00 AM]	9	21 mph	80 F	Dry
07/30/2003 [03:00 AM-04:00 AM]	9	22 mph	80 F	Dry
07/30/2003 [04:00 AM-05:00 AM]	10	22 mph	80 F	Dry
07/30/2003 [05:00 AM-06:00 AM]	14	24 mph	78 F	Dry
07/30/2003 [06:00 AM-07:00 AM]	26	23 mph	78 F	Dry
07/30/2003 [07:00 AM-08:00 AM]	63	24 mph	80 F	Dry
07/30/2003 [08:00 AM-09:00 AM]	65	22 mph	87 F	Dry
07/30/2003 [09:00 AM-10:00 AM]	61	22 mph	91 F	Dry
07/30/2003 [10:00 AM-11:00 AM]	80	22 mph	113 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 3175	Begin: 07/29/2003 11:00 AM	End: 07/30/2003 11:00 AM
Street: SR 520	Lane: sbI1	Hours: 24:00
State: GA	Oper: JB	Period: 60
City: Cusseta	Posted: 55	Raw Count: 958
County: Chatt.	AADT Factor: 1	AADT Count: 958

Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
07/29/2003 [11:00 AM-12:00 PM]	65	54 mph	123 F	Dry
07/29/2003 [12:00 PM-01:00 PM]	57	52 mph	132 F	Dry
07/29/2003 [01:00 PM-02:00 PM]	49	56 mph	140 F	Dry
07/29/2003 [02:00 PM-03:00 PM]	70	52 mph	138 F	Dry
07/29/2003 [03:00 PM-04:00 PM]	79	53 mph	142 F	Dry
07/29/2003 [04:00 PM-05:00 PM]	94	51 mph	128 F	Dry
07/29/2003 [05:00 PM-06:00 PM]	86	49 mph	117 F	Dry
07/29/2003 [06:00 PM-07:00 PM]	64	51 mph	103 F	Dry
07/29/2003 [07:00 PM-08:00 PM]	57	50 mph	97 F	Dry
07/29/2003 [08:00 PM-09:00 PM]	37	51 mph	93 F	Dry
07/29/2003 [09:00 PM-10:00 PM]	24	49 mph	89 F	Dry
07/29/2003 [10:00 PM-11:00 PM]	25	50 mph	87 F	Dry
07/29/2003 [11:00 PM-12:00 AM]	12	52 mph	83 F	Dry
07/30/2003 [12:00 AM-01:00 AM]	6	54 mph	83 F	Dry
07/30/2003 [01:00 AM-02:00 AM]	5	49 mph	80 F	Dry
07/30/2003 [02:00 AM-03:00 AM]	6	56 mph	80 F	Dry
07/30/2003 [03:00 AM-04:00 AM]	4	50 mph	80 F	Dry
07/30/2003 [04:00 AM-05:00 AM]	4	50 mph	80 F	Dry
07/30/2003 [05:00 AM-06:00 AM]	13	54 mph	78 F	Dry
07/30/2003 [06:00 AM-07:00 AM]	24	55 mph	78 F	Dry
07/30/2003 [07:00 AM-08:00 AM]	35	54 mph	80 F	Dry
07/30/2003 [08:00 AM-09:00 AM]	47	50 mph	87 F	Dry
07/30/2003 [09:00 AM-10:00 AM]	42	53 mph	91 F	Dry
07/30/2003 [10:00 AM-11:00 AM]	53	54 mph	113 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 3575 Street: SR 520 State: GA City: Cusseta County: Chatt.	Begin: 07/29/2003 11:00 AM Lane: sbf2 Oper: JB Posted: 55 AADT Factor: 1	End: 07/30/2003 11:00 AM Hours: 24:00 Period: 60 Raw Count: 2078 AADT Count: 2078		
NC97				
Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
07/29/2003 [11:00 AM-12:00 PM]	116 ²¹³	54 mph	121 F	Dry
07/29/2003 [12:00 PM-01:00 PM]	176 97	53 mph	130 F	Dry
07/29/2003 [01:00 PM-02:00 PM]	117 ²⁰⁰	55 mph	138 F	Dry
07/29/2003 [02:00 PM-03:00 PM]	234 123	55 mph	136 F	Dry
07/29/2003 [03:00 PM-04:00 PM]	125 ²⁴³	56 mph	140 F	Dry
07/29/2003 [04:00 PM-05:00 PM]	255 161	53 mph	126 F	Dry
07/29/2003 [05:00 PM-06:00 PM]	151 ²⁷⁷	54 mph	115 F	Dry
07/29/2003 [06:00 PM-07:00 PM]	241 139	52 mph	101 F	Dry
07/29/2003 [07:00 PM-08:00 PM]	107 ¹⁹⁰	56 mph	97 F	Dry
07/29/2003 [08:00 PM-09:00 PM]	144 85	50 mph	93 F	Dry
07/29/2003 [09:00 PM-10:00 PM]	75 ¹¹¹	49 mph	89 F	Dry
07/29/2003 [10:00 PM-11:00 PM]	99 63	50 mph	85 F	Dry
07/29/2003 [11:00 PM-12:00 AM]	49 66	53 mph	83 F	Dry
07/30/2003 [12:00 AM-01:00 AM]	44 36	52 mph	82 F	Dry
07/30/2003 [01:00 AM-02:00 AM]	25 ³⁰	52 mph	80 F	Dry
07/30/2003 [02:00 AM-03:00 AM]	21 18	49 mph	80 F	Dry
07/30/2003 [03:00 AM-04:00 AM]	25 ³⁰	50 mph	80 F	Dry
07/30/2003 [04:00 AM-05:00 AM]	25 21	47 mph	80 F	Dry
07/30/2003 [05:00 AM-06:00 AM]	46 ⁶⁵	53 mph	78 F	Dry
07/30/2003 [06:00 AM-07:00 AM]	94 64	53 mph	78 F	Dry
07/30/2003 [07:00 AM-08:00 AM]	108 ¹⁶⁴	54 mph	80 F	Dry
07/30/2003 [08:00 AM-09:00 AM]	144 99	53 mph	87 F	Dry
07/30/2003 [09:00 AM-10:00 AM]	118 ¹⁷³	54 mph	91 F	Dry
07/30/2003 [10:00 AM-11:00 AM]	187 110	55 mph	111 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 3527 Street: SR 520 State: GA City: Cusseta County: Chatt.	Begin: 07/29/2003 11:00 AM Lane: nbrt Oper: JB Posted: 55 AADT Factor: 1	End: 07/30/2003 11:00 AM Hours: 24:00 Period: 60 Raw Count: 33 AADT Count: 33
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Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
07/29/2003 [11:00 AM-12:00 PM]	3	15 mph	130 F	Dry
07/29/2003 [12:00 PM-01:00 PM]	1	10 mph	138 F	Dry
07/29/2003 [01:00 PM-02:00 PM]	3	15 mph	146 F	Dry
07/29/2003 [02:00 PM-03:00 PM]	2	18 mph	144 F	Dry
07/29/2003 [03:00 PM-04:00 PM]	0	0 mph	146 F	Dry
07/29/2003 [04:00 PM-05:00 PM]	1	10 mph	132 F	Dry
07/29/2003 [05:00 PM-06:00 PM]	2	18 mph	121 F	Dry
07/29/2003 [06:00 PM-07:00 PM]	2	12 mph	107 F	Dry
07/29/2003 [07:00 PM-08:00 PM]	0	0 mph	99 F	Dry
07/29/2003 [08:00 PM-09:00 PM]	4	16 mph	95 F	Dry
07/29/2003 [09:00 PM-10:00 PM]	1	15 mph	91 F	Dry
07/29/2003 [10:00 PM-11:00 PM]	0	0 mph	89 F	Dry
07/29/2003 [11:00 PM-12:00 AM]	1	15 mph	85 F	Dry
07/30/2003 [12:00 AM-01:00 AM]	0	0 mph	83 F	Dry
07/30/2003 [01:00 AM-02:00 AM]	0	0 mph	82 F	Dry
07/30/2003 [02:00 AM-03:00 AM]	0	0 mph	80 F	Dry
07/30/2003 [03:00 AM-04:00 AM]	0	0 mph	82 F	Dry
07/30/2003 [04:00 AM-05:00 AM]	0	0 mph	82 F	Dry
07/30/2003 [05:00 AM-06:00 AM]	0	0 mph	80 F	Dry
07/30/2003 [06:00 AM-07:00 AM]	0	0 mph	78 F	Dry
07/30/2003 [07:00 AM-08:00 AM]	4	15 mph	82 F	Dry
07/30/2003 [08:00 AM-09:00 AM]	3	17 mph	87 F	Dry
07/30/2003 [09:00 AM-10:00 AM]	2	15 mph	95 F	Dry
07/30/2003 [10:00 AM-11:00 AM]	4	24 mph	117 F	Dry

Date/Time/Volume/Average Speed/Temperature Report

HI-Star ID: 7757 Street: SR 1 State: GA City: Cusseta County: Chatt.	Begin: 07/29/2003 11:00 AM Lane: eb Oper: JB Posted: 55 AADT Factor: 1	End: 07/30/2003 11:00 AM Hours: 24:00 Period: 60 Raw Count: 1732 AADT Count: 1732
--	--	---

Date & Time Range	Count	Avg Speed	Temp	Wet/Dry
07/29/2003 [11:00 AM-12:00 PM]	107	16 mph	125 F	Dry
07/29/2003 [12:00 PM-01:00 PM]	118	18 mph	132 F	Dry
07/29/2003 [01:00 PM-02:00 PM]	95	19 mph	140 F	Dry
07/29/2003 [02:00 PM-03:00 PM]	141	18 mph	136 F	Dry
07/29/2003 [03:00 PM-04:00 PM]	87	18 mph	142 F	Dry
07/29/2003 [04:00 PM-05:00 PM]	112	18 mph	126 F	Dry
07/29/2003 [05:00 PM-06:00 PM]	129	16 mph	119 F	Dry
07/29/2003 [06:00 PM-07:00 PM]	101	16 mph	105 F	Dry
07/29/2003 [07:00 PM-08:00 PM]	63	17 mph	99 F	Dry
07/29/2003 [08:00 PM-09:00 PM]	67	17 mph	95 F	Dry
07/29/2003 [09:00 PM-10:00 PM]	44	15 mph	91 F	Dry
07/29/2003 [10:00 PM-11:00 PM]	32	17 mph	89 F	Dry
07/29/2003 [11:00 PM-12:00 AM]	36	14 mph	87 F	Dry
07/30/2003 [12:00 AM-01:00 AM]	17	16 mph	85 F	Dry
07/30/2003 [01:00 AM-02:00 AM]	10	16 mph	83 F	Dry
07/30/2003 [02:00 AM-03:00 AM]	11	16 mph	82 F	Dry
07/30/2003 [03:00 AM-04:00 AM]	12	21 mph	82 F	Dry
07/30/2003 [04:00 AM-05:00 AM]	14	20 mph	82 F	Dry
07/30/2003 [05:00 AM-06:00 AM]	42	17 mph	82 F	Dry
07/30/2003 [06:00 AM-07:00 AM]	95	17 mph	80 F	Dry
07/30/2003 [07:00 AM-08:00 AM]	118	16 mph	83 F	Dry
07/30/2003 [08:00 AM-09:00 AM]	96	16 mph	89 F	Dry
07/30/2003 [09:00 AM-10:00 AM]	92	18 mph	93 F	Dry
07/30/2003 [10:00 AM-11:00 AM]	93	16 mph	109 F	Dry

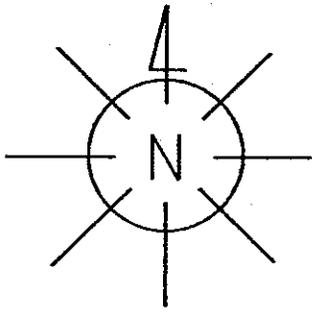
DEPARTMENT OF TRANSPORTATION COUNT SHEET

SR: 520 MP: 9.75 COUNTY: Chattahoochee

LOCATION: SR 520 & SR 1

COUNT DATE: 08-07-03 700-800 HRS

ROAD: SR 520 N



TOTAL 209

49 TRUCKS

48 152 9

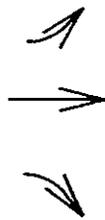


ROAD: SR 1

TOTAL 126

10 TRUCKS

92
23
11



23
16
2

1 TRUCK

TOTAL 41

ROAD: WELLS



6 213 2

40 TRUCKS

TOTAL 221

ROAD: SR 520 S

:\countshl.dgn Aug 08, 2003 08:58:37

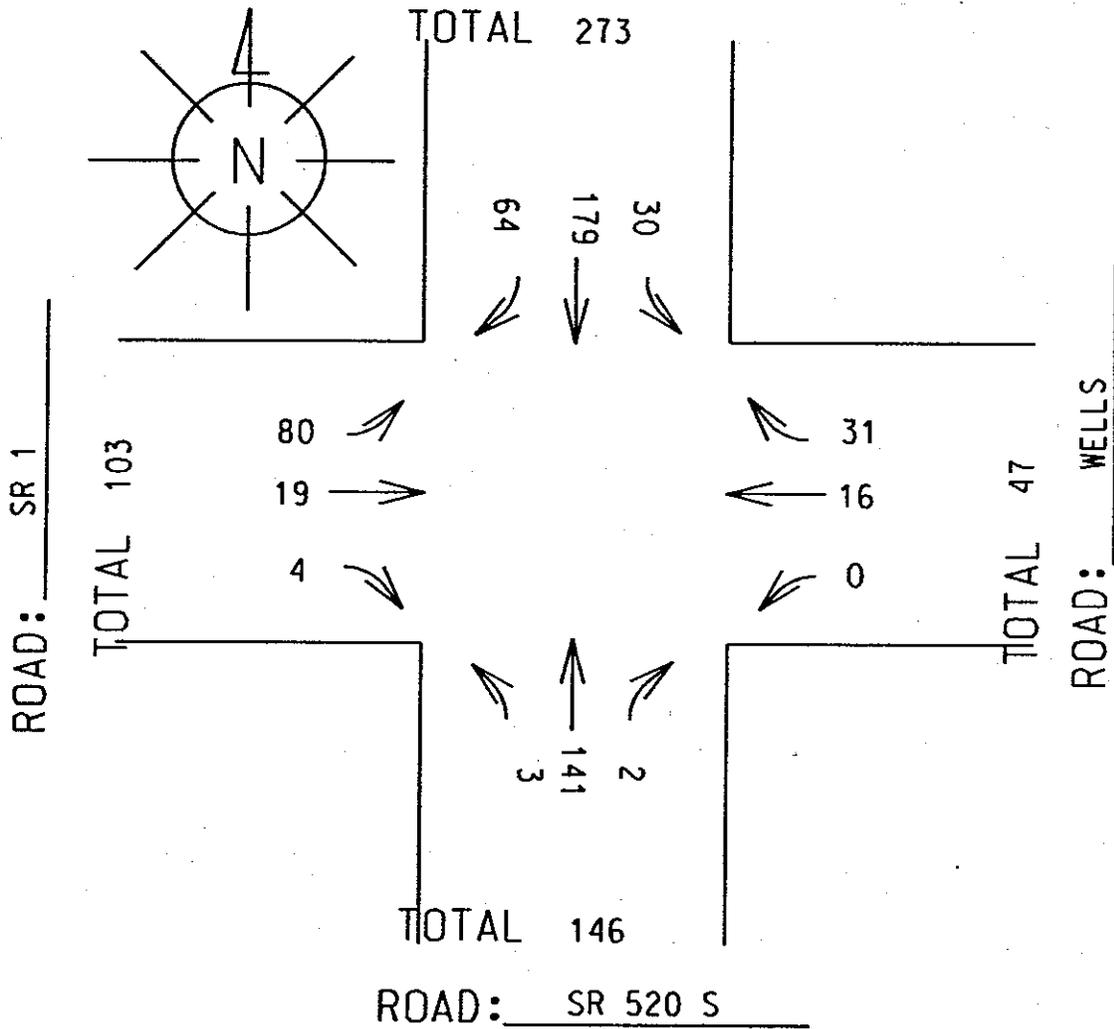
DEPARTMENT OF TRANSPORTATION COUNT SHEET

SR: 520 MP: 9.75 COUNTY: Chattahoochee

LOCATION: SR 520 & SR 1

COUNT DATE: 08-07-03 1100-1200 HRS

ROAD: SR 520 N



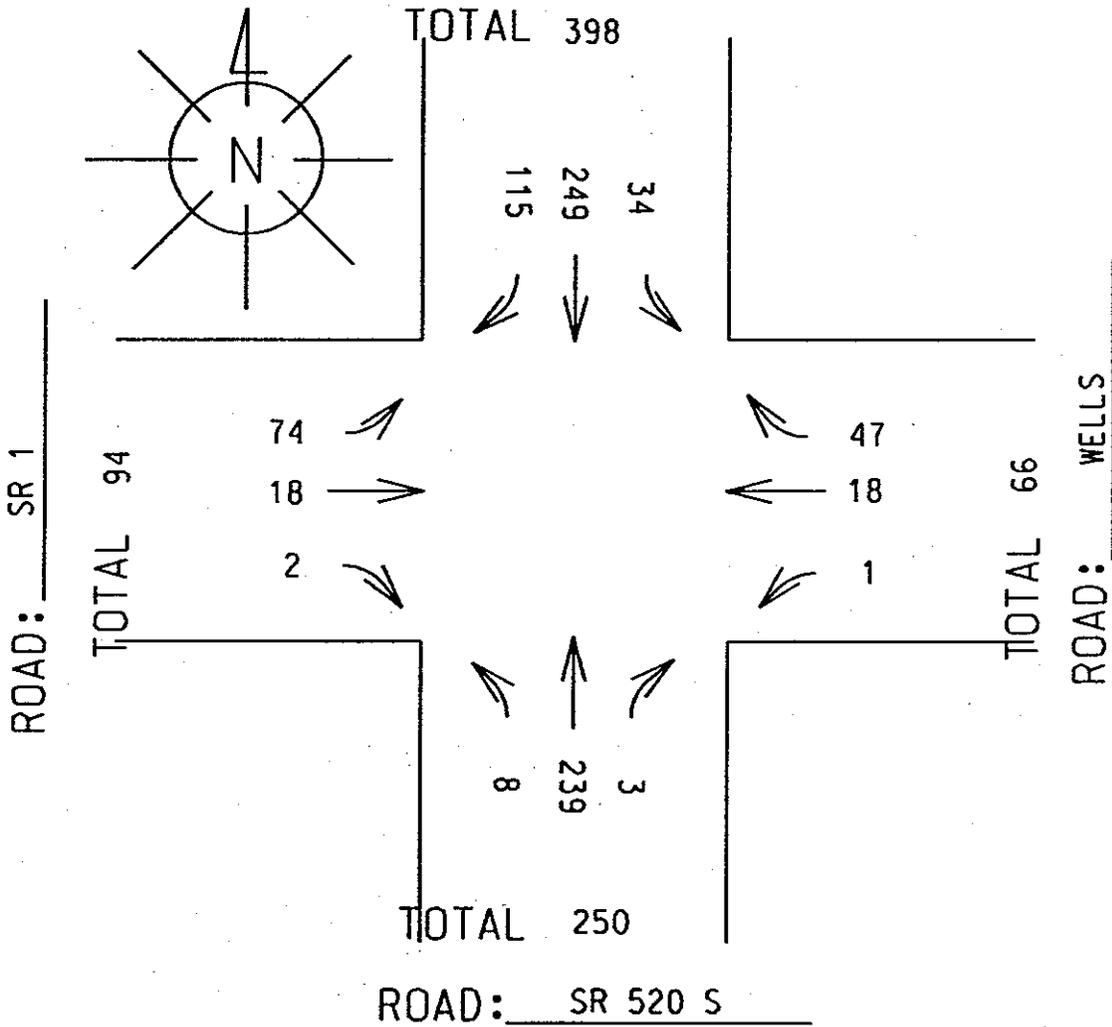
DEPARTMENT OF TRANSPORTATION
COUNT SHEET

SR: 520 MP: 9.75 COUNTY: Chattahoochee

LOCATION: SR 520 & SR 1

COUNT DATE: 08-07-03 1600-1700 HRS

ROAD: SR 520 N



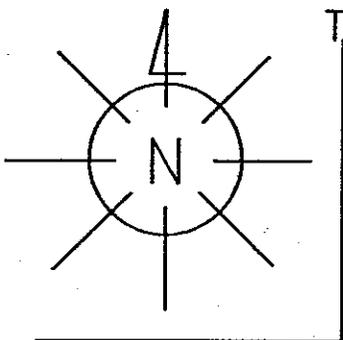
DEPARTMENT OF TRANSPORTATION COUNT SHEET

SR: 520 MP: 9.75 COUNTY: Chattahoochee

LOCATION: SR 520 & SR 1

COUNT DATE: 08-07-03 1700-1800 HRS

ROAD: SR 520 N



TOTAL 429

142
247
40

↙ ↓ ↘

ROAD: SR 1

TOTAL 100

79 ↗
14 →
7 ↘

TOTAL 251

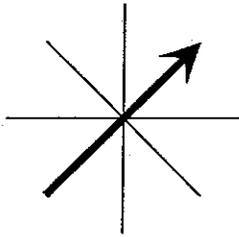
ROAD: SR 520 S

↙ ↑ ↘
7 243 1

TOTAL 67

ROAD: WELLS

↗ 37
← 29
↘ 1



Indicate North

COLLISION DIAGRAM

Intersection of: State Route 1, US 27 & State Route 520, US 280
Chattahoochee County

05/12/00; 15:50; DC

06/15/00; 20:00; DCI

03/16/00; 7:24; RW

09/21/00; 13:00; RW

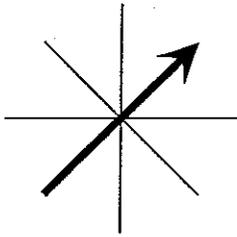
State Route 1, US 27

Wells Street

State Route 520, US 280

SYMBOLS-	TYPES OF COLLISIONS	SHOW FOR EACH ACCIDENT
<ul style="list-style-type: none"> ← MOVING VEHICLE ↔ BACKING VEHICLE - - - NON-INVOLVED VEHICLE ◆ PEDESTRIAN ▣ PARKED VEHICLE □ FIXED OBJECT ● FATAL ACCIDENT ○ INJURY ACCIDENT 	<ul style="list-style-type: none"> → → REAR END → ← HEAD ON ← ← SIDE SWIPE ↪ OUT OF CONTROL ↪ LEFT TURN ↘ RIGHT ANGLE 	<ol style="list-style-type: none"> 1. DAY, DATE AND TIME 2. WEATHER AND ROAD SURFACE – IF UNUSUAL CONDITION EXISTED 3. NITE – IF BETWEEN DUSK AND DAWN

ACCIDENTS FROM : Jan. 2000 TO Dec. 2000



Indicate North

COLLISION DIAGRAM

Intersection of: State Route 1, US
27 & State Route 520, US 280
Chattahoochee County

03/3/01; 19:00; RW



State Route 1, US 27

Wells Street

State Route 520, US 280

SYMBOLS-

	MOVING VEHICLE
	BACKING VEHICLE
	NON-INVOLVED VEHICLE
	PEDESTRIAN
	PARKED VEHICLE
	FIXED OBJECT
	FATAL ACCIDENT
	INJURY ACCIDENT

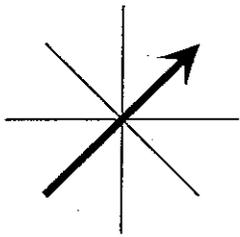
TYPES OF COLLISIONS

	REAR END
	HEAD ON
	SIDE SWIPE
	OUT OF CONTROL
	LEFT TURN
	RIGHT ANGLE

SHOW FOR EACH ACCIDENT

1. DAY, DATE AND TIME
2. WEATHER AND ROAD SURFACE – IF UNUSUAL CONDITION EXISTED
3. NITE – IF BETWEEN DUSK AND DAWN

ACCIDENTS FROM : Jan. 2001 TO Dec. 2001

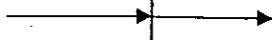


Indicate North

COLLISION DIAGRAM

Intersection of: State Route 1, US
27 & State Route 520, US 280
Chattahoochee County

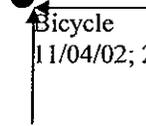
06/11/02; 13:10; DC



03/11/02; 10:25; DC



Bicycle
11/04/02; 23:15; CW



State Route 1, US 27

Wells Street

State Route 520, US 280

SYMBOLS-

TYPES OF COLLISIONS

SHOW FOR EACH ACCIDENT

- ← MOVING VEHICLE
- ↔ BACKING VEHICLE
- - - NON-INVOLVED VEHICLE
- ◆ PEDESTRIAN
- ▢ PARKED VEHICLE
- FIXED OBJECT
- FATAL ACCIDENT
- INJURY ACCIDENT

- |→ REAR END
- |← HEAD ON
- ←|↘ SIDE SWIPE
- ↘ OUT OF CONTROL
- |↘ LEFT TURN
- ↑|← RIGHT ANGLE

1. DAY, DATE AND TIME
2. WEATHER AND ROAD SURFACE - IF UNUSUAL CONDITION EXISTED
3. NITE - IF BETWEEN DUSK AND DAWN

ACCIDENTS FROM : Jan. 2002 TO Dec. 2002

ANALYSIS REPORT 1

Go To
List of Routes
Query Summary
Year Selection

Accident #	Date	County	Rt Type	Route Mile	Int Rt Type	Int Rt Ramp	Inj Fatal	Manner of Collision	LOC	First Harmful Event	Light	Surface	D1	D2	VM1	VM2			
999990060270487	1996-01-05 09:08:00.0	Chattahoochee	State Route	052000 9.74	1	000100	2	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	01	05		
999990072970331	1997-04-05 12:38:00.0	Chattahoochee	State Route	052000 9.74	1	000100	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	01	05		
999990072970334	1997-06-21 18:15:00.0	Chattahoochee	State Route	052000 9.74	1	000100	0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Object (Not Fixed)	Daylight	Dry	W		05			
999990072970661	1997-10-06 16:35:00.0	Chattahoochee	State Route	052000 9.74	1	000100	2	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	E	01	05		
999990073160937	1997-12-05 03:00:00.0	Chattahoochee	State Route	052000 9.74	1	000100	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	W	S	01	05		
999990073160939	1997-12-07 09:30:00.0	Chattahoochee	State Route	052000 9.74	1	000100	3	0	Sideswipe - Opposite Direction	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	W	05	05		
999990073260278	1997-06-10 13:30:00.0	Chattahoochee	State Route	052000 9.74	1	000100	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	01	05		
999990081250820	1998-05-09 22:00:00.0	Chattahoochee	State Route	052000 9.74	1	000100	0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Object (Not Fixed)	Dark-Not Lighted	Dry	S		05			
999990081250821	1998-05-09 18:20:00.0	Chattahoochee	State Route	052000 9.74	1	000100	1	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	05	05		
999990081250822	1998-05-10 22:00:00.0	Chattahoochee	State Route	052000 9.74	1	000100	0	0	Not A Collision With A Motor Vehicle	On Roadway	Other Object (Not Fixed)	Dark-Not Lighted	Dry	S		05			
999990081780208	1998-07-02 15:40:00.0	Chattahoochee	State Route	052000 9.74	1	000100	0	0	Angle	On Roadway	Motor Vehicle in Motion	Daylight	Dry	N	E	05	05		
Total Accidents: 11													Total Vehicles: 19			Total Injuries: 8		Total Fatalities: 0	