

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

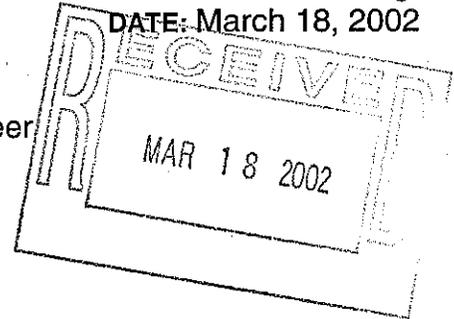
FILE: STP-163-1(22) Henry County
P.I. No.: 332975
SR 81 @ CR 376/Racetrack Road
Safety/Intersection Improvements

OFFICE: Traffic Operations
Atlanta, Georgia

DATE: March 18, 2002

FROM: *MA* Phillip M. Allen, State Traffic Safety & Design Engineer

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



SUBJECT: APPROVED CONCEPT REPORT

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

This project consists of widening SR 81 12 ft. to provide for a left turn lane in conjunction with the installation of a stop and go traffic signal. CR 376/Racetrack Road will be realigned to provide a 90 degree intersection, in addition to adding a 12 ft. right turn lane.

By copy of this letter, this office is requesting for this project be assigned to Chuck Hasty as Project Manager. The design of this project will be handled under our Consultant Design Contract, STP-0001-00(853).

Should you have any questions, please contact Ken Werho of this office at 404-635-8144.

PMA:kms

Attachments

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

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

HENRY COUNTY

STP-163-1(22)

FEDERAL ROUTE NO:

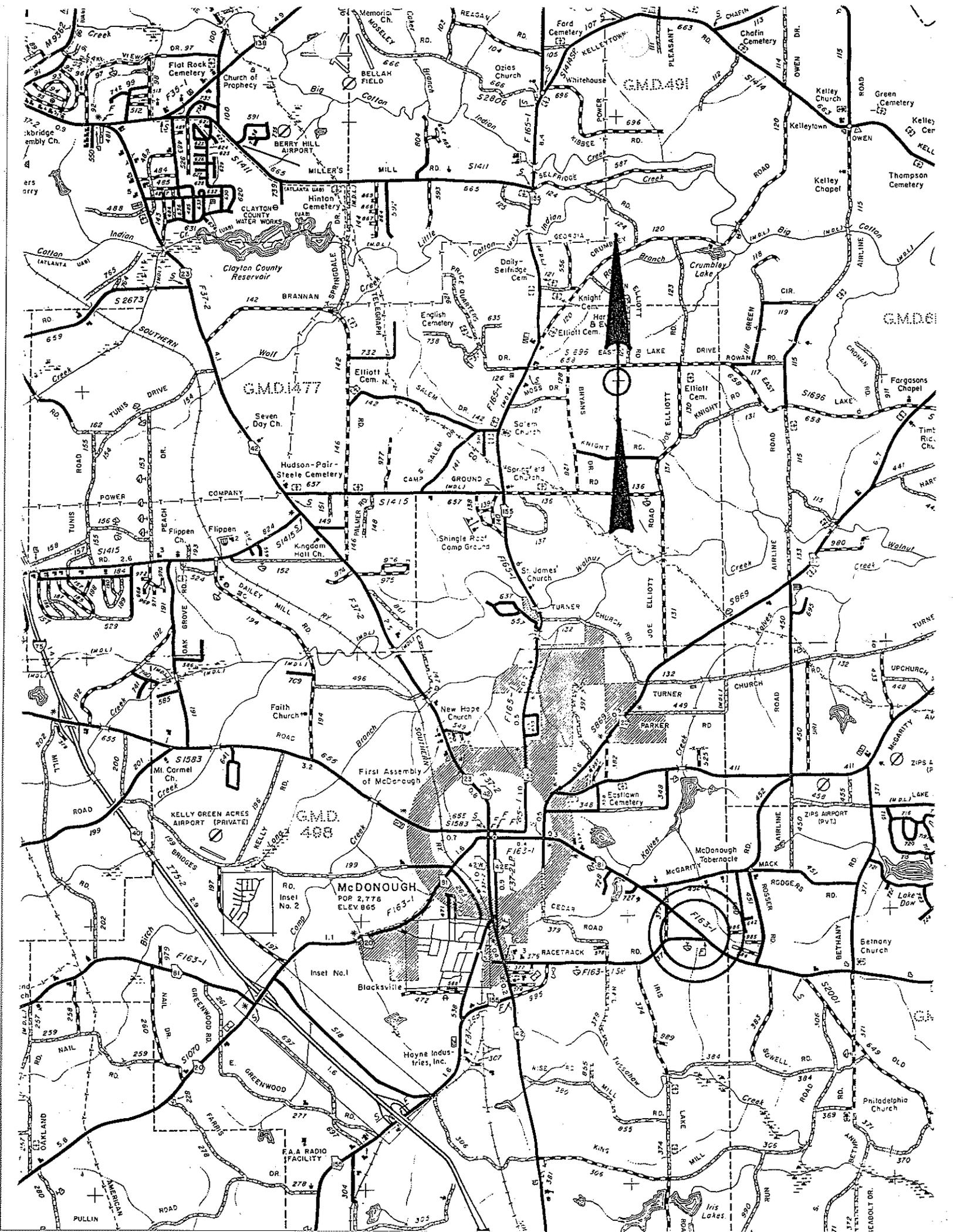
STATE ROUTE NO: 81

GADOT P.I. NO: 332975

SEE ATTACHED
LOCATION SKETCH

Date of Report: November 13, 2001

RECOMMENDED:	<u>11-19-01</u>	<u>Phillip M Allen</u>
	DATE	STATE TRAFFIC SAFETY AND DESIGN ENGINEER
RECOMMENDED:	<u>12-03-01</u>	<u>Gene A. Lawrence</u>
	DATE	DISTRICT ENGINEER
RECOMMENDED:	<u>12-27-01</u>	<u>Al L. Loubert</u>
	DATE	CHIEF ENGINEER
APPROVED:	_____	<u>Tom Colman</u>
	DATE	COMMISSIONER



PROJECT CONCEPT REPORT

P.I. No.: 332975

Project No.: STP-163-1(22) Henry County

Route No.: SR 81 @ CR 376/Racetrack Road

Location: The intersection of SR 81 @ CR 376/Racetrack Road is located approximately 1.41 mile west of the McDonough City line and 10.72 miles east of the Newton County line.

Description: SR 81: Widening 12 ft. to provide for a left turn lane in conjunction with the Installation of a stop and go traffic signal.

CR 376/Racetrack Road: Will be Realigned to provide a 90 degree intersection, in addition to adding a 12 ft. right turn lane.

<u>Traffic – Current ADT:</u>	SR 81 -----	22,000 (1999 ADT)
	CR 376/Racetrack Road -----	4,900 (1999 ADT)

Existing Typical: SR 81: 2 – 12 ft. travel lanes, one in each direction, with 2 ft. paved / 5 ft. grass shoulder.

CR 376/Racetrack Road: 2 – 10 ft. travel lanes, one in each direction, with 1 ft.paved/ 2 ft. grass shoulder.

<u>Existing Right of Way:</u>	SR 81 -----	60' (Estimated)
	CR 376/Racetrack Road -----	80' (Estimated)

Existing Traffic Control: SR 81 is a through movement with CR 376/Racetrack Road controlled by a stop sign..

Existing Major Structures: None.

Statement of Need & Purpose: The purpose for this project is to improve the safety and operation of the intersection of SR 81 with CR 376/ Racetrack Road in Henry County. SR 81 is a major west/east route that runs from the city of McDonough in Henry County east to the city of Convington in Newton County. CR 376/Racetrack Road is a Rural Minor Collector bypass that runs mostly residential traffic around the city of McDonough to SR 81. CR 376/Racetrack Road enters SR 81 at a screw angle of 50 degrees.

Accident history for this intersection showed ten accidents at this location for the year 1999, (where all ten accidents were rear end type accidents). All ten accidents were of the type susceptible to the correction by a stop and go traffic signal with turn lanes. Adding left turn lanes will help alleviate most of the rear end accidents however the delay is not expected to improve. It is recommended realigning the intersection to 90 degrees to form a "T" intersection along with installing a left turn lane on SR 81 and a right turn lane on CR 376/Racetrack Road in conjunction with a stop and go traffic signal. The addition of turn lanes and stop and go traffic signal will improve the operational efficiency of the intersection, thereby improving the overall operation of traffic flow.

Bicycle & Pedestrian Considerations: None.

Length: 0.313 miles

<u>Termini:</u>	- SR 81 -	- CR 376 -
<u>From M.P.:</u>	13.16	0.00
<u>To M.P.:</u>	13.47	0.09

PDP Class: Minor Existing

<u>Functional Class:</u>	SR 81 -----	Rural Major Arterial
	CR 376/Racetrack Road -----	Rural Minor Collector

Max Degree of Curve: +/- 9.87 Degrees **Max Grades:** +/- 3 Degrees

<u>Design Speed:</u>	SR 81 -----	55 MPH
	CR 376/Racetrack Road -----	45 MPH

Proposed Typical Section: SR 81: Widening 12 ft. on northbound side to provide for left turn lane, with 2 ft. paved / 5 ft. grass shoulders. Installation of a stop and go traffic signal.

CR 376/Racetrack Road: Realign roadway 90 degrees to the intersection, Widening 12 ft. on the eastbound side to provide for right turn lane with 2 ft. paved / 5 ft. grass shoulders.

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 will 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>	
	<u>FEDERAL/STATE</u>	<u>LOCAL</u>
R/W -----	\$ 0	112,700
Utilities -----	\$ 0	30,000
Estimated LGPA Total -----	\$ 0	142,700
Construction -----	\$ 140,420.00	
Traffic Signal -----	\$ 50,000	
Railroad Equipment -----	\$ 0	
E & C 10% -----	\$ 19,042.00	
Total Construction -----	\$ 209,462.00	

Permits Required: Traffic Signal.

Level of Environmental Analysis: Categorical Exclusion.

Level of Public Involvement: None.

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

Design Variances Required: None.

Alternates Considered: None.

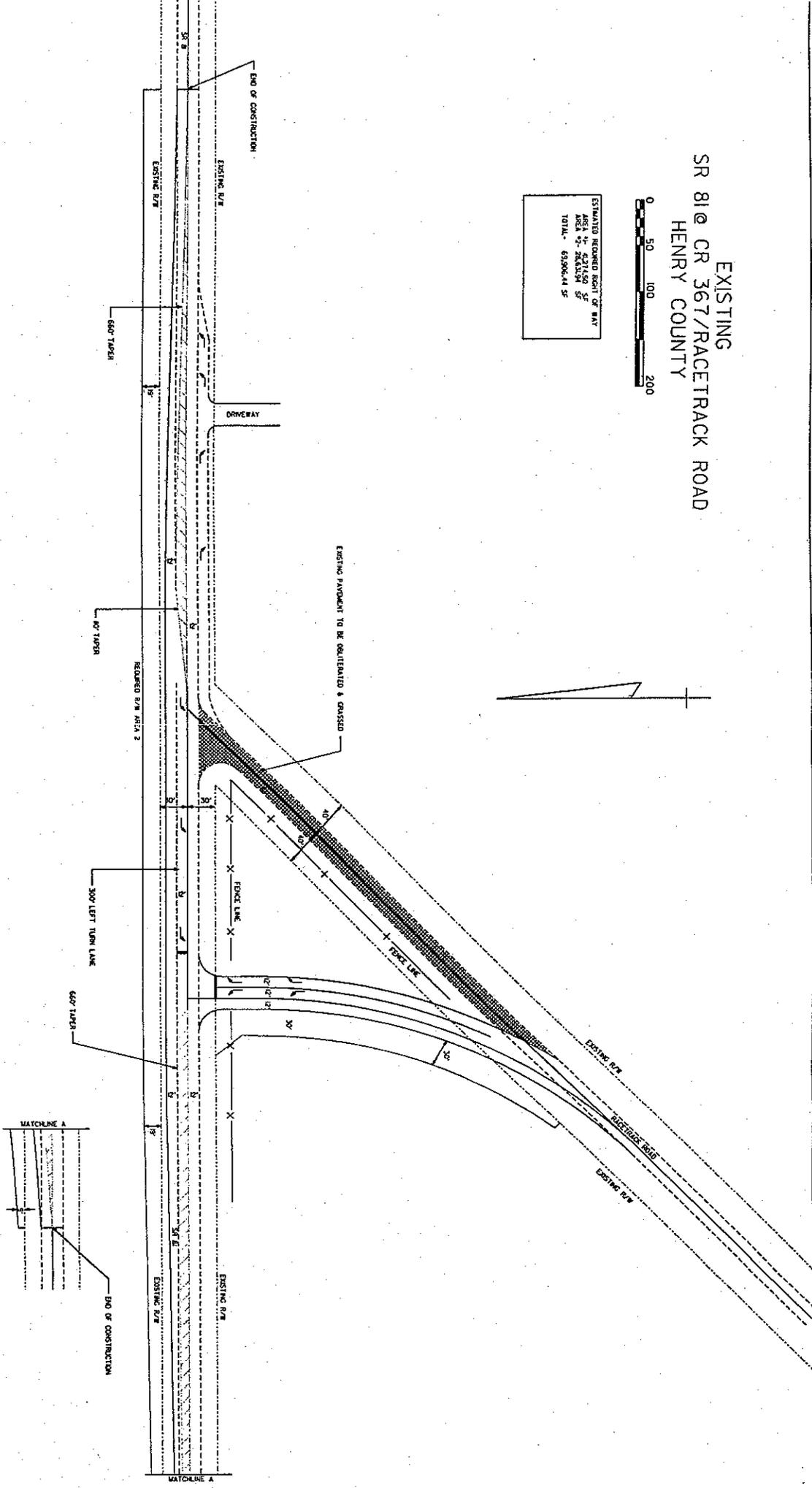
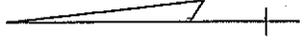
Comments:

Prepared By: 
Kevin M Stefanik

EXISTING
 SR 81 @ CR 367/RACETRACK ROAD
 HENRY COUNTY



ESTIMATED REQUIRED AMOUNT OF MATERIAL	
AREA	57,242.15 SQ. FT.
TOTAL	63,906.44 SQ. FT.



Ken Worko

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: State Route 81 & Racetrack Road OFFICE: Thomaston
Henry County District Three
DATE: 16-May-00

FROM: Glenn Durrence, ^{WWD} P. E., District Engineer

TO: Marion Waters, P. E., State Traffic Operations Engineer
Attn: Melinda Boothe

SUBJECT: **Traffic Engineering Study**

Attached is a traffic engineering study for the above file location. It is recommended that a project be programmed to add turn lanes and signalize.

If you have questions concerning this matter, please contact Jeff Legg at 706-646-6560.

KBR:JL
Attachment



GEORGIA DEPARTMENT OF TRANSPORTATION
Traffic Operations Division
Thomaston



TRAFFIC ENGINEERING STUDY
May 16, 2000

LOCATION: *State Route 81 & Racetrack Road*

COUNTY: *Henry*

REQUESTED BY: *Board of Commissioners*

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

FINDINGS

TOPOGRAPHY: *State Route 81 is a two lane, asphaltic concrete roadway that enters the intersection on a flat grade. Racetrack Road is a two lane, asphaltic concrete roadway that enters the intersection on a 1% grade and on a severely skewed angle. No turn lanes of any type exist. The intersection sight distance is +1000' to the East and the West. A 250' acceleration lane exists for the State Route 81 eastbound direction off of Racetrack Road. However, it is poorly striped and confusing to most drivers. A private drive to a residence is located directly across from Racetrack Road on the North Side of the intersection.*

EXISTING TRAFFIC CONTROL: *Racetrack Road is required to stop.*

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

State Route 81 & Racetrack Road – Henry County

PEDESTRIAN MOVEMENTS: *No evidence of pedestrian activity was observed.*

PARKING: *On-street parking is prohibited.*

ACCIDENT HISTORY: *There were two (2) rearend accidents reported during 1998 and ten (10) rearend accidents reported during 1999. Most of the accidents can be attributed to the lack of turn lanes.*

WARRANT ANALYSIS: *The following warrants for signalization were met: Warrant one (13 hours), warrant two (13 hours), warrant 8 (parts 1 & 2), warrant nine, warrant ten (parts 1, 2, & 3), and warrant eleven*

OTHER INFORMATION:

The peak hour delay for Racetrack Road vehicles attempting to access State Route 81 was measured to be 13.73 hours. Although turn lanes will alleviate most of the rearend accidents, the delay is not expected to improve. This is mainly due to the extremely low left turn volume from Racetrack Road. The major factor in the measured delay is the high volume of vehicles moving through the intersection from the west (688).

CONCLUSION:

From the information presented above, it can be concluded that a stop and go traffic signal would be beneficial to the overall safety and efficiency of the intersection. Most of the reported accidents will be corrected with the construction of a left turn lane off of State Route 81 westbound.

RECOMMENDATIONS:

It's recommended that a permit be issued to Henry County to install a stop and go traffic signal at this location. The signal should be installed in conjunction with a project to construct a left turn lane off of State Route 81 westbound.



Jeff Legg District Signal Engineer

5-19-00
Date



District Traffic Engineer

6/19/00
Date



District Engineer

6/19/00
Date

State Traffic Operations Engineer

Date

Division Director

Date

SR-81
Racetrack 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 [17,510] was counted on
TUESDAY, NOVEMBER 9, 1999.
Estimated annual traffic volume is [6,391,150] 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 = 13
Warrant 1 is 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 = 13
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 = 12
Number of preventable accidents = 0
Accident rate is 1.87 per million vehicles
Number of warrant 8 volume requirements met = 2
Parts 1 and 2 are NOT 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 = 2

Volume requirements for warrant 8 are 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	58	26				
1 AM	38	14				
2 AM	33	13				
3 AM	54	17				
4 AM	123	10				
5 AM	475	16	MAIN		MAIN	MAIN
6 AM	987	49	MAIN	MAIN	MAIN	BOTH
7 AM	1421	112	BOTH	BOTH	BOTH	BOTH
8 AM	1051	136	BOTH	BOTH	BOTH	BOTH
9 AM	699	96	MAIN	BOTH	BOTH	BOTH
10 AM	630	150	BOTH	BOTH	BOTH	BOTH
11 AM	646	96	MAIN	BOTH	BOTH	BOTH
12 PM	723	135	BOTH	BOTH	BOTH	BOTH
1 PM	703	145	BOTH	BOTH	BOTH	BOTH
2 PM	695	195	BOTH	BOTH	BOTH	BOTH
3 PM	847	221	BOTH	BOTH	BOTH	BOTH
4 PM	1001	333	BOTH	BOTH	BOTH	BOTH
5 PM	1182	421	BOTH	BOTH	BOTH	BOTH
6 PM	1085	369	BOTH	BOTH	BOTH	BOTH
7 PM	715	201	BOTH	BOTH	BOTH	BOTH
8 PM	483	139	BOTH	SIDE	BOTH	BOTH
9 PM	394	111	BOTH	SIDE	BOTH	SIDE
10 PM	220	59		SIDE		SIDE
11 PM	133	50				SIDE
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-81
Racetrack Road

HOUR OF DAY	**** MAIN STREET ****			**** SIDE STREET ****			INTER- SECTION VOLUME
	TOTAL VOLUME	PEAK DIRECTN	BIAS PRCNT	TOTAL VOLUME	PEAK DIRECTN	PEAK VOLUME	
12 AM	58	east	64	26	north	26	84
1 AM	38	east	58	14	north	14	52
2 AM	33	west	55	13	north	13	46
3 AM	54	west	61	17	north	17	71
4 AM	123	west	86	10	north	10	133
5 AM	475	west	93	16	north	16	491
6 AM	987	west	93	49	north	49	1036
7 AM	1421	west	86	112	north	112	1533
8 AM	1051	west	78	136	north	136	1187
9 AM	699	west	66	96	north	96	795
10 AM	630	west	65	150	north	150	780
11 AM	646	west	58	96	north	96	742
12 PM	723	west	59	135	north	135	858
1 PM	703	west	55	145	north	145	848
2 PM	695	east	52	195	north	195	890
3 PM	847	west	52	221	north	221	1068
4 PM	1001	east	58	333	north	333	1334
5 PM	1182	east	58	421	north	421	1603
6 PM	1085	east	59	369	north	369	1454
7 PM	715	east	63	201	north	201	916
8 PM	483	east	64	139	north	139	622
9 PM	394	east	69	111	north	111	505
10 PM	220	east	58	59	north	59	279
11 PM	133	east	69	50	north	50	183

TOTAL INTERSECTION VOLUME IS 17,510

MAIN STREET TOTAL VOLUME IS 14,396

westBOUND APPROACH IS 8,493 (59 %)

eastBOUND APPROACH IS 5,903 (41 %)

SIDE STREET TOTAL VOLUME IS 3,114

REPORT PRODUCED MONDAY, NOVEMBER 15, 1999.

COUNTS TAKEN ON TUESDAY, NOVEMBER 9, 1999.

SR81 eb

DATE	TIME	COUNT
11/9/99	12:00	298
11/9/99	13:00	313
11/9/99	14:00	358
11/9/99	15:00	408
11/9/99	16:00	580
11/9/99	17:00	689
11/9/99	18:00	641
11/9/99	19:00	448
11/9/99	20:00	309
11/9/99	21:00	270
11/9/99	22:00	127
11/9/99	23:00	92
11/10/99	0:00	37
11/10/99	1:00	22
11/10/99	2:00	15
11/10/99	3:00	21
11/10/99	4:00	17
11/10/99	5:00	33
11/10/99	6:00	71
11/10/99	7:00	200
11/10/99	8:00	226
11/10/99	9:00	235
11/10/99	10:00	222
11/10/99	11:00	271

E6SR81

SR81 wb

DATE	TIME	COUNT
11/9/99	12:00	425
11/9/99	13:00	390
11/9/99	14:00	337
11/9/99	15:00	439
11/9/99	16:00	421
11/9/99	17:00	493
11/9/99	18:00	444
11/9/99	19:00	267
11/9/99	20:00	174
11/9/99	21:00	124
11/9/99	22:00	93
11/9/99	23:00	41
11/10/99	0:00	21
11/10/99	1:00	16
11/10/99	2:00	18
11/10/99	3:00	33
11/10/99	4:00	106
11/10/99	5:00	442
11/10/99	6:00	916
11/10/99	7:00	1221
11/10/99	8:00	825
11/10/99	9:00	464
11/10/99	10:00	408
11/10/99	11:00	375

wbSR81

rtrk@sl.int

Racetrack @ SR81

DATE	TIME	COUNT
11/9/99	12:00	135
11/9/99	13:00	145
11/9/99	14:00	195
11/9/99	15:00	221
11/9/99	16:00	333
11/9/99	17:00	421
11/9/99	18:00	369
11/9/99	19:00	201
11/9/99	20:00	139
11/9/99	21:00	111
11/9/99	22:00	59
11/9/99	23:00	50
11/10/99	0:00	26
11/10/99	1:00	14
11/10/99	2:00	13
11/10/99	3:00	17
11/10/99	4:00	10
11/10/99	5:00	16
11/10/99	6:00	49
11/10/99	7:00	112
11/10/99	8:00	136
11/10/99	9:00	96
11/10/99	10:00	150
11/10/99	11:00	96

rtk sr81

Intersection Delay Study

Intersection: SR-81 @ Racetrack Road Henry County
 Approach: northbound Lanes: 1
 Date: 3/29/00 Day of Week: Wednesday Begin Time: 17:00
 Interval: 15sec End Time: 18:00
 Observer: Kenny Morris / Tim Spikes

7	6	6	5	9	8	7	10	8	7
3	4	1	3	3	3	0	1	0	0
2	7	10	9	5	3	6	7	7	4
1	3	4	6	5	5	9	6	5	5
3	5	2	6	6	8	10	13	16	20
14	15	17	13	17	18	22	17	16	17
19	22	19	16	16	17	21	22	24	21
20	20	19	22	20	19	15	15	17	20
25	26	23	22	22	24	20	19	23	21
21	19	15	17	22	17	15	14	11	11
11	11	9	10	10	9	11	13	11	10
8	5	5	8	11	11	10	12	11	10
8	4	3	7	10	5	4	4	4	5
3	1	2	4	4	4	5	3	2	1
1	2	4	4	5	8	8	12	9	10
9	8	12	15	16	20	17	19	20	18
19	21	20	20	21	25	24	26	21	19
16	17	18	18	22	25	23	21	24	25
25	22	21	20	19	25	20	25	25	22
18	18	24	25	25	26	24	20	20	24
20	18	17	20	15	18	23	23	17	15
15	19	18	15	16	20	18	18	17	16
19	19	20	16	17	18	20	20	19	18
15	14	14	17	20	15	16	14	15	15

Total Elapsed Time: 60.00 minutes
 Sum of Point values 3294.00
 Interval between samples 15.00 seconds
 Total stopped delay 49410.00
 Volume 532
 Stopped Delay per vehicle 92.88 seconds
 Average vehicle delay 1.55 minutes
 Total Vehicle Hours ~~13.73~~
 Total Intersection Volume

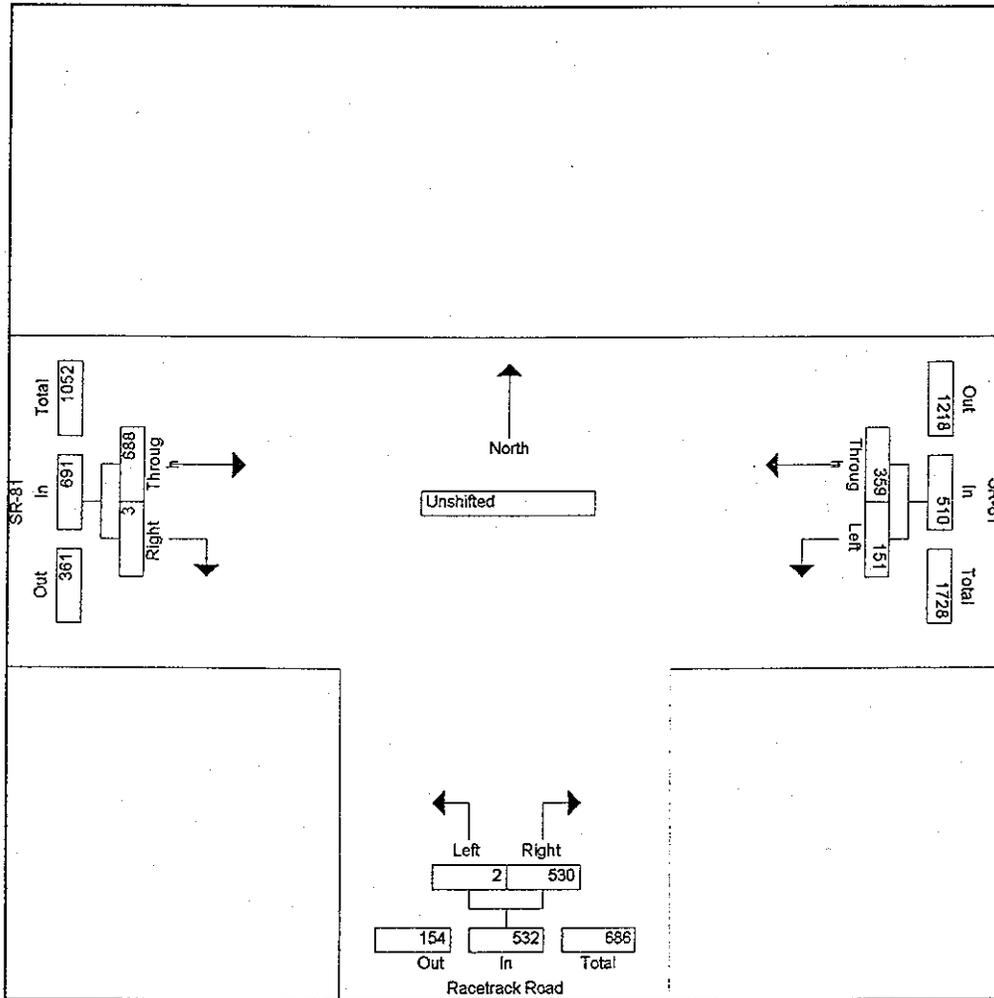
Comment Line 1
 Comment Line 2
 Comment Line 3
 Comment Line 4

File Name : sr81 @ racetrack pm
 Site Code : 00000000
 Start Date : 03/29/2000
 Page : 1

→ PMA PEAK AC (≈ 4:30 - 5:30)

Groups Printed: Unshifted

Start Time	SR-81 Westbound			Racetrack Road Northbound			SR-81 Eastbound			Int. Total
	Left	Throug h	App. Total	Left	Right	App. Total	Throug h	Right	App. Total	
Factor	1.0	1.0		1.0	1.0		1.0	1.0		
7:00 AM	35	85	120	0	124	124	174	0	174	418
10:15 AM	28	94	122	2	140	142	162	0	162	426
10:30 AM	37	89	126	0	126	126	180	3	183	435
10:45 AM	51	91	142	0	140	140	172	0	172	454
Total	151	359	510	2	530	532	688	3	691	1733
Grand Total	151	359	510	2	530	532	688	3	691	1733
Approch %	29.6	70.4		0.4	99.6		99.6	0.4		
Total %	8.7	20.7	29.4	0.1	30.6	30.7	39.7	0.2	39.9	





SR 81

10-12-99	6-11-99	12-17-18	12-23
10-20-99	6-3-99	7-20-99	
2-1-99	5-25-99	6-29-99	

Stop

4-1-99
6-25-99

RACETRACK ROAD

ACCIDENT SUMMARY
 1998 - 2 REAR ENDS
 1999 - 10 REAR ENDS

SR 81 @ RACETRACK ROAD
 HENRY COUNTY
 M.P. 13.29

SR 81