HABERSHAM COUNTY SAFE STREETS FOR ALL

DECEMBER 2025

HABERSHAM COUNTY
GEORGIA | Est. 1818

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1. INTRODUCTION

In the United States over 40,000 people lost their lives in motor vehicle crashes in 2023. The National Highway Traffic Safety Administration (NHTSA) estimates roughly 39,000 traffic fatalities occurred in 2024. According to the Federal Highway Administration (FHWA), rural fatalities account for 40 percent of all fatalities across the United States, yet less than 20 percent of the population lives in rural areas. In addition, the fatality rate on rural roads is 1.5 times higher than the fatality rate on roads in urban areas, resulting in a focus on rural road safety.

Specifically in Georgia, over 1,500 people lost their lives in a motor vehicle crash in 2024, and rural fatalities currently account for over 35 percent of all fatalities in Georgia. In Habersham County, rural fatalities represent an even greater percentage of roadway fatalities, accounting for nearly 70 percent of roadway fatalities in 2024. Habersham County, in consultation with partners, prepared this Comprehensive Safety Action Plan (SAP) to present a holistic, well-defined strategy to reduce roadway fatalities and serious injuries in the county. The County also has reinforced their commitment to their goal of working towards zero roadway deaths and serious injuries on County-owned and maintained roads by 2040 by signing a resolution, which is provided in **Appendix A**. Consistent with strategies included within Georgia's Three-Year Strategic Highway Safety Plan (SHSP) 2022-2024, this SAP identifies high-risk locations and prioritizes strategies to address them, allowing for the proactive implementation of safety countermeasures.

1.1. SAFE STREETS FOR ALL PROGRAM

This SAP was prepared using funding from the Safe Streets and Roads for All (SS4A) discretionary program in partnership with Habersham County. The Bipartisan Infrastructure Law (BIL) established the SS4A discretionary grant program to fund improvements and strategies to prevent roadway fatalities and serious injuries of all users of highways, streets, and roadways: pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro-mobility users, and commercial vehicle operators. The SS4A program supports the United States (U.S.) Department of Transportation's (USDOT) National Roadway Safety Strategy (NRSS) and a goal of zero roadway deaths using the Safe System Approach. The program includes $5 billion in appropriated funds over five years, 2022 through 2026. This SAP meets eligibility requirements that allow local jurisdictions to apply for implementation grants and additional funding through the USDOT SS4A discretionary program.

This SAP analyzes safety needs, identifies high-crash and high-risk locations as well as factors contributing to crashes, and prioritizes strategies to address them. Habersham County anticipates making periodic modifications to this SAP to address additional information as it becomes available.

1.1.1. SAFE SYSTEM APPROACH

The USDOT has adopted a Safe System Approach as the guiding paradigm to address roadway safety. The Safe System Approach has been embraced as an effective way to address and mitigate the risks inherent in our complex transportation system. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and to minimize the harm caused to those involved when crashes do occur. The Safe System Approach is founded on the principles that humans make mistakes and that human bodies have limited ability to tolerate crashes. It provides a holistic and comprehensive approach to roadway safety and is governed by the framework shown in **Figure 1** to make places safer for people. The Safe System Approach is a shift from the conventional approach to roadway safety because it focuses on both human mistakes and human vulnerability and designs for a system with many redundancies in place to protect everyone.

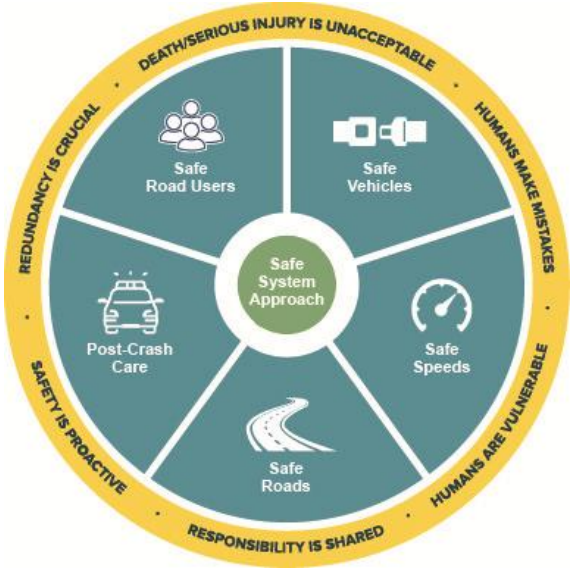

Figure 1: Safe System Approach

1.1.2. NATIONAL ROADWAY SAFETY STRATEGY

USDOT's NRSS is a comprehensive approach to reduce fatal and serious injuries and deaths on highways, roads, and streets. This strategy outlines the USDOT's long-term goal of reaching zero roadway fatalities, the adoption of the Safe System Approach, and actions the Department will take to target urgent problems. The NRSS states that across the nation, rural roads face safety impacts that largely outnumber their relative population and number of miles traveled. This leads to a fatality rate that is approximately two times higher on rural roads than on urban roads.

1.2. WHAT IS A SAFETY ACTION PLAN?

An SAP is intended to result in holistic, well-defined strategies intended to reduce roadway fatalities and serious injuries within a specific locality, tribal area, or region. SAPs can take many forms; however, to be eligible for implementation and/or planning and demonstration funding through the USDOT SS4A discretionary grant program, the SAP is required to be completed within the time period specified for the Notice of Funding Opportunity (NOFO) period (generally within the last five years) and must include the following two components: Safety Analysis and Strategy and Project Selections, as well as at least four of the five following elements:

- Leadership commitment and goal setting
- Planning structure
- Engagement and collaboration
- Policy and process changes
- Progress and transparency

This SAP uses a risk factor analysis to identify and prioritize locations for proactive safety improvements that can be implemented on County-owned and maintained roads, allowing the County to make informed, prioritized safety decisions. The recommendations focus on transportation improvements with a high benefit of crash reduction, primarily focusing on improving driver awareness of roadway conditions and potential roadway conflicts.

The planning process takes into consideration constraints within the local county roadway network and incorporates feedback from County staff as well as local stakeholders, including partners from each of the four Es of Safety (Engineering, Enforcement, Emergency Medical Service, and Education). While engineering improvements can make roadways safer, engineering improvements alone cannot prevent all motor vehicle crashes. According to the National Highway Traffic Safety Administration (NHTSA), over 90 percent of all crashes are the result of driver-related factors. Because such a high percentage of crashes are a result of driver-related factors, making roadways safer requires all four Es to be involved.

1.3. HABERSHAM COUNTY

Located at the scenic foothills of the Appalachian Mountains in northeast Georgia, Habersham County is a primarily rural area that spans approximately 280 square miles and is home to over 46,000 residents. The county includes the incorporated cities and towns of Clarkesville (county seat), Cornelia, Baldwin, Demorest, Mount Airy, and Alto, along with expansive unincorporated areas. As part of Georgia's Appalachian region, Habersham County is known for fostering a small-town community feel and strong community identity. The county is also home to Piedmont College in Demorest and North Georgia Technical College in Clarkesville, both with over 2,000 students enrolled.

Habersham County's transportation network includes a combination of U.S. highways, state routes, County-owned and maintained roads, and local city streets. The county has experienced a high influx of new residents and visitors, with increased demand on the regional and local road networks. State Route (SR) 365, a major regional freight corridor, runs through the heart of the county and serves as a primary connector to Gainesville and Atlanta to the south and to the North Carolina border to the north. Other key corridors, such as U.S. Route 441 and SR 115 and SR 105, support both commuter and commercial traffic. Although these routes are typically maintained by the Georgia Department of Transportation (GDOT), local county routes offer relief for local residents when U.S and state routes become more heavily congested. Additionally, the county's location along these major corridors provides opportunity for development and growth, particularly in the southern portion of the county, where 80 acres of land has been allocated to the industrial park adjacent to the County's regional airport that is primed for development.

1.4. SAFETY ACTION PLAN STUDY AREA

The SAP considered all roadways owned and maintained by Habersham County as illustrated in **Figure 2**. While the segment analysis and recommendations are limited to County roads, or on-system roads, the intersection analysis included County-County intersections as well as County-Other intersections (County-State, County-City, etc.). Specific project recommendations developed through this plan are focused on roadways under the County's jurisdiction. County roads are shown in the map as yellow, state routes and local city streets are shown in white and grey, respectively.

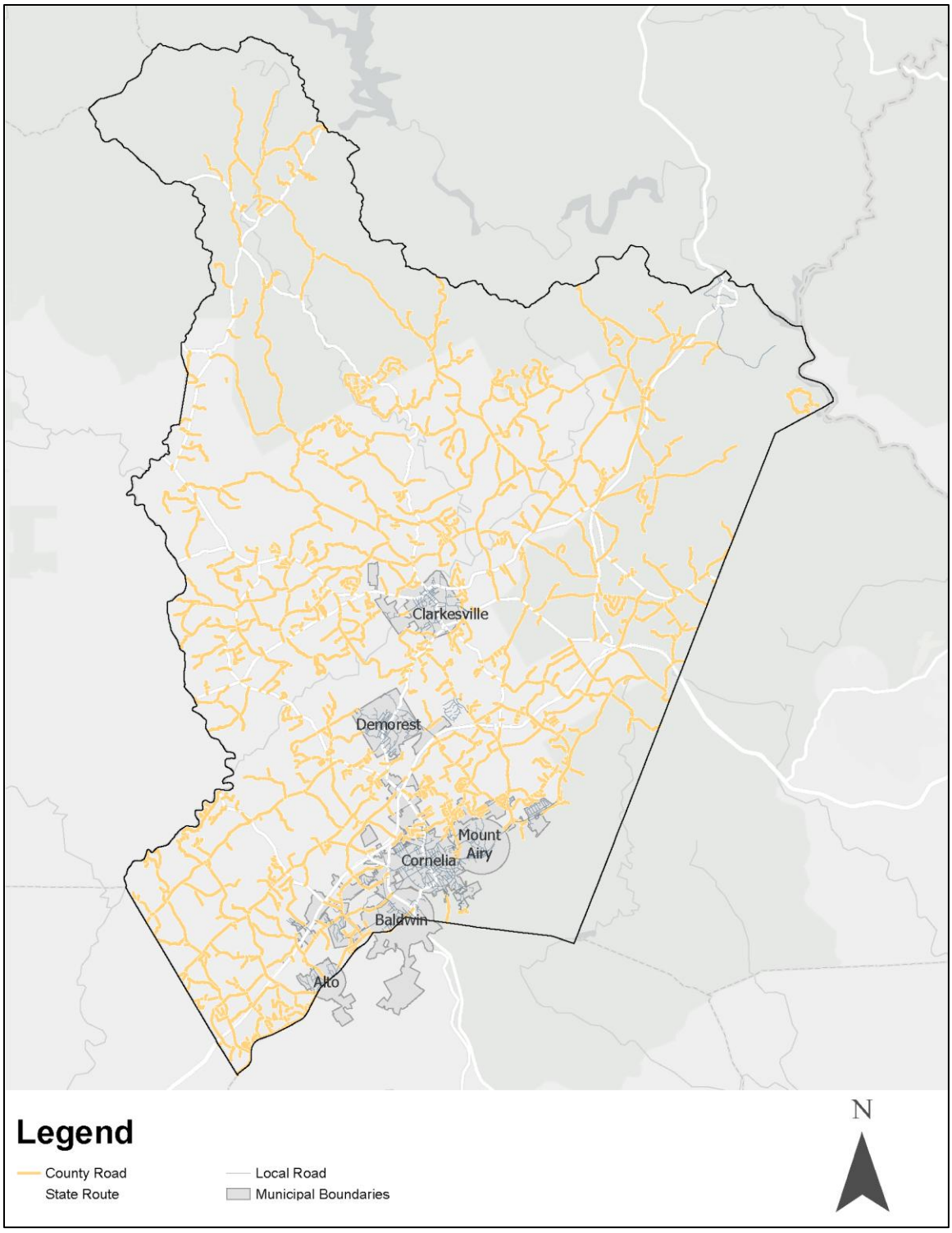

Figure 2: Habersham County SAP Study Area

2. LEADERSHIP COMMITMENT AND GOALS

A review of Habersham County's organizational structure, leadership commitment, and specific goals was completed to provide a foundation for a strategic approach to improving roadway safety for the County.

2.1. PLANNING STRUCTURE

The following group was charged with the development, monitoring and implementation of the plan:

- Tim Sims – Chief Financial Officer/Interim County Manager
- Jerry Baggett – Public Works Director
- Michael Gardner – Public Works Contract Service Engineer

These members were selected because of their leadership roles within the county and ability to engage other leaders as needed to guide the plan's success.

During the development of the plan, the group met on a bi-weekly basis and will continue to meet on a regular basis to monitor its progress and next steps. This same group is charged with implementing the plan.

2.2. LEADERSHIP COMMITMENT

The Safety Commitment Resolution, included in **Appendix A**, was adopted by the Habersham County Board of Commissioners on April 21, 2025. The Board of Commissioners is comprised of five locally elected officials and includes a representative from each of the five geographic districts in Habersham County.

The following resolutions were signed into action by County staff and Board members:

- Habersham County hereby establishes a goal of reducing the rate of traffic-related deaths and serious injuries [as a function of the number of fatal and serious injury crashes per thousand of population (per capita) over the most recent five-year period] on County-owned and maintained roads by 50 percent per capita by the year 2030, as compared to the year 2023, and
- Habersham County hereby establishes a goal of working towards zero traffic-related deaths and serious injuries on County owned and maintained roads by the year 2040, and
- Habersham County is dedicated to measuring the progress of this goal and will provide quantitative metrics that are reported with future updates of the Safety Action Plan.

These resolutions will be used to guide the decisions made regarding transportation improvements projects, transportation safety education, and enforcement tactics moving forward.

2.3. GOALS

This plan's goals have been established to reflect discussions with County staff, various stakeholders identified by the County, input from community members, and a review of existing

plans and policies in the County. This plan also supports the goal of zero fatalities from traffic collisions by 2030, which is consistent with the mission established within Georgia's Strategic Highway Safety Plan (SHSP) of "Striving Towards Zero Deaths."

2.3.1. REDUCTION OF ROADWAY DEATHS

Habersham County is committed to working towards a goal of zero traffic-related deaths and serious injuries on County-owned and maintained roads through intelligent planning effort and roadway design activities. Key actions to achieve this goal include:

- Integrating planning efforts with design and operations to ensure that traffic calming measures to slow down drivers and reduce crash severity are implemented on local roads.
- Reducing traffic speed limits where appropriate and enacting appropriate enforcement measures.
- Incorporating design elements to roadways that enhance driver awareness and improve the driver's ability to recover from an incident, such as wider shoulders and enhanced signing and pavement markings.

2.3.2. PROVIDING SAFE ACCESS FOR ALL ROADWAY USERS

Habersham County seeks to provide transportation for all residents in the planning process. Key actions to achieve this goal include:

- Collaborating with the public, key stakeholders, and agencies in the local governments as part of the development and implementation of the plan.
- Promoting safe driving practices by partnering with local schools and local agencies to address concerns regarding distracted driving.
- Evaluating pedestrian facilities and improving safety by considering completing segments where gaps in existing sidewalk are present and installing adequate signage, crossing lights, buffered medians, and Americans with Disabilities Act (ADA)-compliant warning systems, where applicable.
- Evaluating needs in for additional recreational facilities for cycling and other recreational activities that currently utilize the local roadway infrastructure.

2.3.3. CREATING A DATA-DRIVEN APPROACH TO SAFETY

Habersham County will develop this plan using a data-driven approach and will continue to leverage available data and emerging technologies to improve roadway safety in the future. Key actions to achieve this goal include:

- Development of a data collection method to continuously monitor and evaluate the County's performance on the goals and objectives laid out in this Safety Action Plan.
- Plans for implementing future tools and resources to enhance safety throughout the transportation network.
- Establishment of a method to use this plan to prioritize funding for future projects.

3. EXISTING CONDITIONS

A review of historical and existing conditions in Habersham County was completed to establish an understanding of crash trends, demographics, and infrastructure conditions within the County.

3.1. HISTORICAL CRASH TRENDS

This section provides an overview of historical crash trends for crashes occurring on County-owned and maintained roads, using a five-year crash history, between 2019 and 2023.

3.1.1. OVERVIEW

As part of the SAP, a Geographic Information System (GIS) project database was created using roadway geometry data, traffic volumes, and crash records. Investigating crash data and general trends was the first step in determining where crashes are occurring, crash severities, types of crashes, and contributing factors.

Historical crash data was extracted from the AASHTOWare Safety online crash analytics tool for a 5-year period from January 1, 2019 to December 31, 2023, for all County-owned and maintained roads. Fatal crashes were reviewed to confirm their location, type, and severity. Between 2019 and 2023, 2,837 crashes occurred, including 8 fatal crashes and 54 injury crashes. **Figure 3** represents the general crash trends by year over the analysis period. A full crash data table is provided in **Appendix B**.

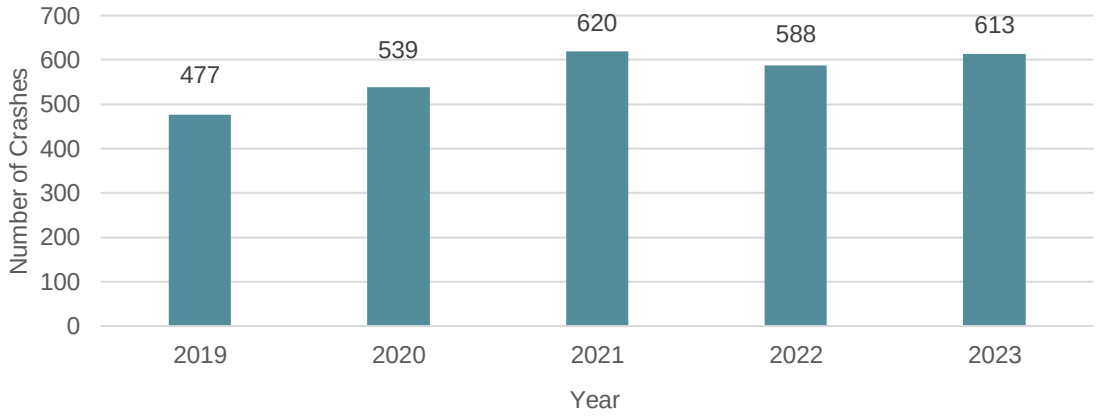

Figure 3: Overall Crashes per Year

Within the analysis period, overall crashes peaked in 2021 with 620 crashes reported. Crashes increased between 2019 and 2021 and decreased in 2022 before increasing again in 2023.

3.1.2. CRASH SEVERITY

The KABCO Injury Classification Scale and Definitions, produced by the Federal Highway Administration (FHWA), was used to classify crash severity. Of the 2,837 crashes reported on County-owned and maintained roads between 2019 and 2023 approximately 1 percent were fatal (KABCO “K” rating) crashes, 3 percent were serious injury (KABCO “A” rating) crashes, 10 percent were visible injury (KABCO “B” rating) crashes, 13 percent were complaint-of-injury

(KABCO "C" rating), and 73 percent were property-damage-only (KABCO "O" rating) crashes. **Figure 4** demonstrates the number of crashes occurring at each level of severity.

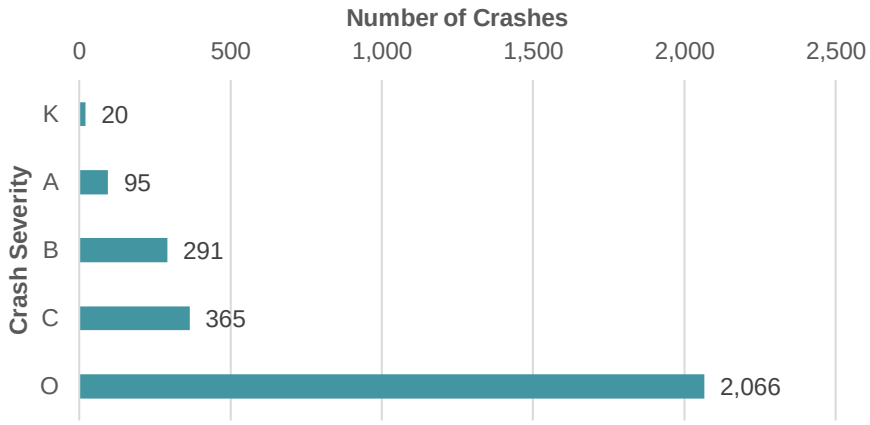

Figure 4: Crash Severity Summary

Of the 20 fatal crashes and 95 serious injury crashes reported on County roads within the study period, there was a peak in fatal crashes in 2023, with 5 fatal crashes occurring, and a peak in serious injury crashes occurring in 2022, with 16 crashes occurring. **Figure 5** provides the fatal and severe injury crash trends over the total analysis period.

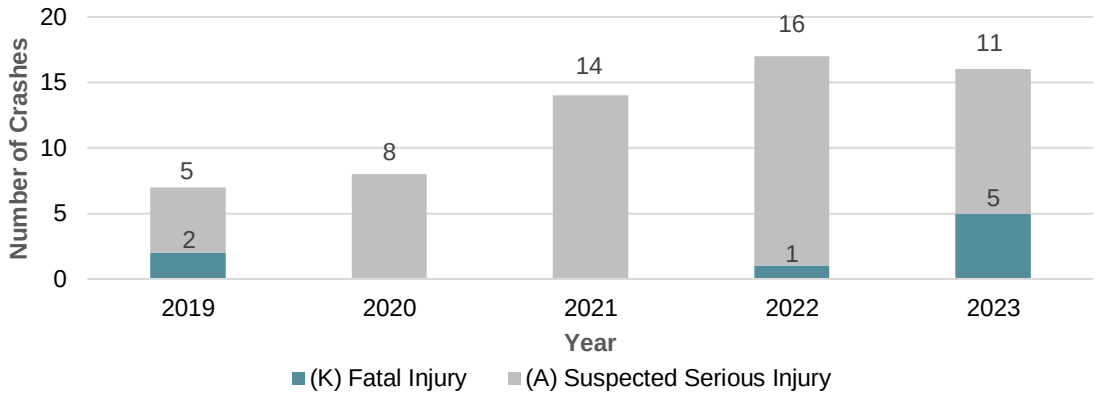

Figure 5: K&A Crashes Per Year

The predominant crash types that resulted in fatalities and serious injuries were angle crashes, of which 30 crashes occurred during the analysis period, including 5 fatal angle crashes and 25 serious-injury angle crashes, equating to 48 percent of the total number of fatal and serious injury crashes. The second most common crash type resulting in fatalities and serious injuries were hit-fixed-object crashes, of which there were 26 crashes (42 percent). Of the 26 hit-fixed-object crashes, 7 resulted in a fatality and 19 resulted in a serious injury. Fatal and serious-injury crashes are depicted by type in **Figure 6**.

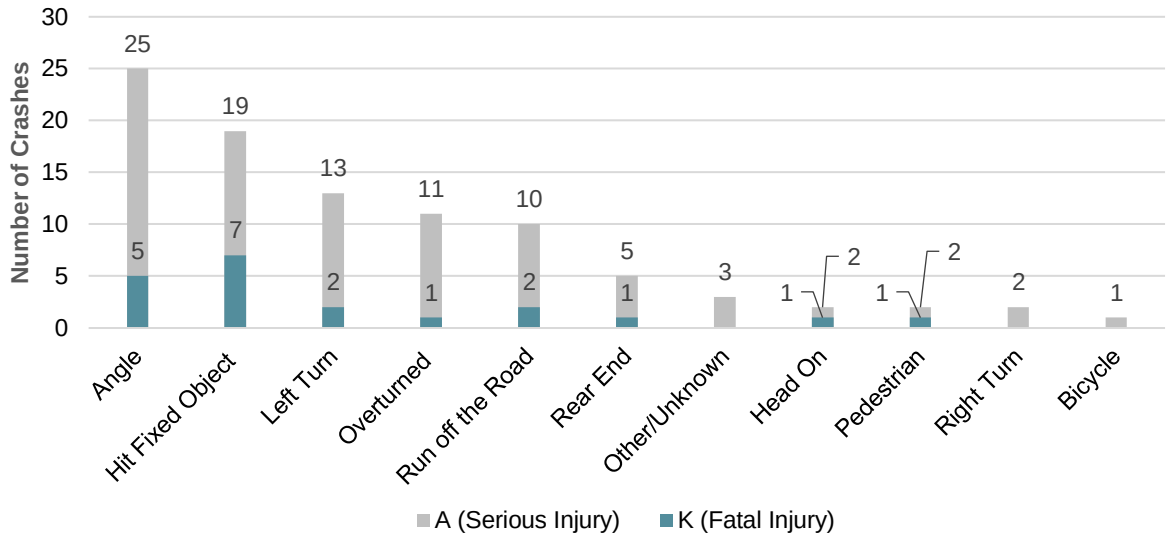

Figure 6: K&A Crashes by Type

3.1.3. IMPACT OF CRASHES

According to the Federal Highway Administration Crash Costs for Highway Safety Analysis, there are two categories of crash costs, which include tangible and intangible consequences. Tangible consequences include an economic cost, such as medical bills and loss of wages. Intangible consequences include the pain and suffering consequences that result from a crash. Overall crash costs for the county were developed using GDOT's 2024 crash costs, as shown in **Table 1**. In total, crashes over the past five years on County-owned and maintained roads had an equivalent-dollar impact over $860 million with the yearly cost accounting for over $172 million in tangible and intangible consequences.

Table 1: Cost Associated with the KABCO Severity Type

Severity	Cost	Number of Crashes	Total Cost
K – Fatal	$13,580,000.00	20	$271,600,000.00
A – Severe Injury	$3,000,000.00	95	$285,000,000.00
B – Visible Injury	$655,000.00	291	$190,605,000.00
C – Complaint of Injury	$140,000.00	365	$51,100,000.00
O – Property Damage Only	$30,000.00	2066	$61,980,000.00
Total	**-**	**2837**	**$860,285,000.00**

3.1.4. EMPHASIS AREA COMPARISON

Georgia's Strategic Highway Safety Plan (2022-2024) contains nine Emphasis Areas that have the greatest effect on highway safety in Georgia. The following table provides a comparison of how fatal and serious injury crashes associated with each of the Emphasis Areas compare between Habersham County, the state as a whole, and counties in Georgia with a population similar to Habersham County's. **Figure 7** displays the percentage of fatal and serious injury crashes as well as the total that can be attributed to each Emphasis Area for the five-year period between 2019 and 2023. Because fatal and serious injury crashes may be associated with multiple Emphasis Areas, the total number of fatal and serious injury crashes is less than the sum of each Emphasis Area.

	PEDESTRIAN SAFETY	MOTORCYCLE SAFETY	OLDER DRIVERS	IMPAIRED DRIVING	OCCUPANT PROTECTION	DISTRACTED DRIVING	YOUNG AND YOUNG ADULT DRIVERS	BICYCLE SAFETY	INTERSECTION SAFETY AND ROADWAY DEPARTURES	TOTAL
Statewide	3% 3,869 8	4% 4,969 6	12% 14,067 2	4% 4,468 7	10% 12,320 5	11% 13,517 3	11% 12,886 4	0% 594 9	33% 39,064 1	100% 120,168
Habersham County	1% 8 8	5% 29 7	17% 106 2	7% 43 2	9% 59 5	10% 65 3	10% 62 4	0% 1 9	35% 223 1	100% 639
Georgia Counties (Population 40,000-50,000)	2% 141 8	4% 247 7	13% 906 2	5% 320 6	12% 826 3	10% 669 5	11% 733 4	0% 31 9	34% 2,324 1	100% 6,882

Figure 7: Emphasis Area Comparison

3.1.5. VULNERABLE ROADWAY USERS

A vulnerable roadway user (VRU) is non-motorist and may include pedestrians, bicyclists, or a person conveying a light individual transportation (LIT) device, such as an electric scooter. Although VRUs do not account for the largest proportion of roadway users in Habersham County, the county's most at-risk road users include pedestrians and bicyclists. These roadway users are at higher risk of suffering a severe or fatal injury when involved in a crash as compared to a crash involving only vehicles, as depicted in **Figure 8**.

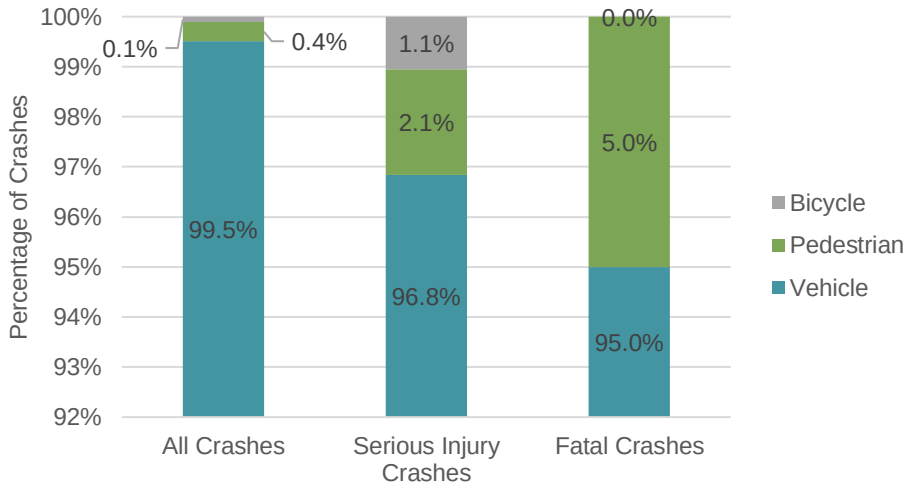

Figure 8: Percentage Breakdown of Vehicle, Pedestrian, and Bicycle Crashes

Over 99 percent of the crashes reported in Habersham County involved only vehicles. However, serious injury crashes involving only vehicles made up approximately 97 percent of serious injury crashes and 95 percent of fatal crashes. Pedestrian- and bicycle-related crashes represented less than 1 percent of all crashes but comprise over 3 percent of the serious injury crashes and 5 percent of the fatal crashes.

There have been 14 pedestrian and bicycle crashes reported on County-owned and maintained roads during the analysis period. Of the 14 crashes, 11 were pedestrian-related crashes and 3 were bicycle-related crashes. VRU-related crashes peaked in 2023, as shown in **Figure 9**.

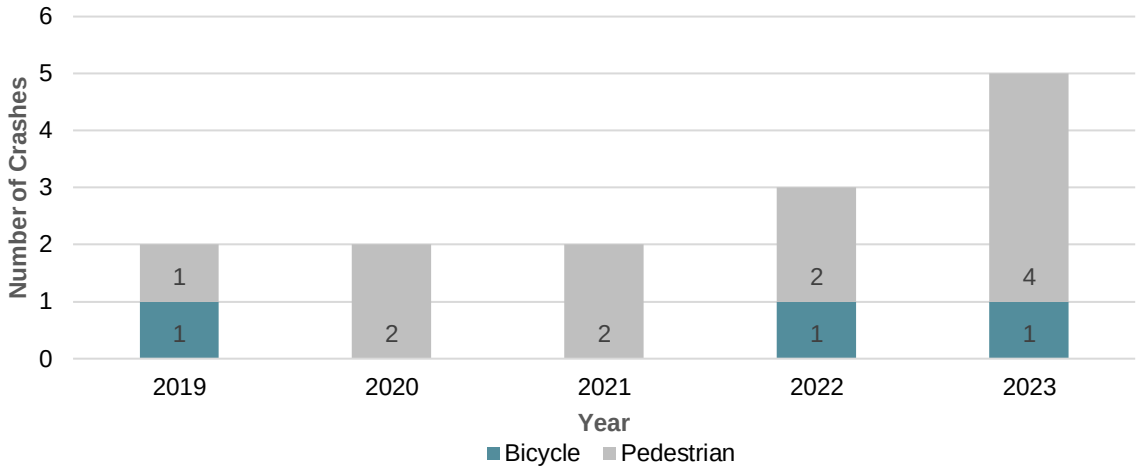

Figure 9: VRU Crashes by Year

3.2. DEMOGRAPHICS

Demographic data was obtained to identify areas that meet the SS4A definition of an Underserved Community. This requirement was previously included as an optional component of an SAP and was included as an element of the project based on the grant agreement signed between Habersham County and the FHWA in 2023.

3.2.1. U.S. CENSUS BUREAU DATA

The *Population by Poverty Status in 1989/1999 for Counties* dataset was obtained from the U.S. Census bureau for the 1999 and 2000 Decennial Census, as the 2010 and 2020 Decennial Census data is currently unavailable. These datasets include a geographic distribution of poverty in 1989 and 1999, with data available at the county and census tract levels. The county-level data was used to identify if greater than or equal to 20 percent of the county was below the poverty level. The results of these datasets are shown in **Table 2**, indicating less than 20% of Habersham County's population was below the poverty level for the 1990 and 2000 census results.

Table 2: Habersham County 1990 and 2000 Census Poverty Status

Census Year	Person for whom poverty status is determined	Below poverty level	Percent below poverty level	State Rate
1990	25,787	2,982	11.6	0.30
2000	34,072	4,148	12.2	0.40

3.2.2. SMALL AREA INCOME POVERTY ESTIMATES (SAIPE)

The Small Area Income and Poverty Estimates (SAIPE) 2023 Poverty and Median Household income estimates for counties, states, and the nation were obtained from the U.S. Census Bureau website. The dataset includes a geographic distribution of poverty in 2023, with data available at the county, state, and nationwide level. The county-level data was used to identify if greater than or equal to 20 percent of the county was below the poverty level. Based on 2023 data, the distribution of poverty for Habersham was 13.5 percent.

3.2.3. SS4A UNDERSERVED COMMUNITIES TOOL

The SS4A Underserved Communities tool was used to download data at the census-tract level for Georgia to identify the areas within Habersham County that were consistent with the SS4A definition of an underserved community. A portion of Habersham County near Clarksville (Georgia Census Tract 3) is considered to be disadvantaged based on data provided by the SS4A Underserved Communities tool.

3.2.4. USDOT EQUITABLE TRANSPORTATION COMMUNITY EXPLORER (ETCE)

The USDOT Equitable Transportation Community Explorer (ETCE) also was used to identify disadvantaged communities. This tool assesses categories such as climate and disaster risk burden, environmental burden, health vulnerability, social vulnerability, and transportation insecurity. The indicators are evaluated to produce a score for each category. The scores for all four categories are then added together to calculate the overall disadvantage score for each census tract. The overall scores are compared to tracts nationwide to establish a percentile ranking. If a census tract has a percentile that is 65 percent or higher, it is considered disadvantaged. USDOT ETCE data was based on the 2020 U.S. Census. Within Habersham County, there are nine disadvantaged census tracts, which include census tracts 100, 201, 203, 300, 400, 501, 601, 603, and 604, and are displayed in **Figure 10**. Overall, 83 percent of the County's population live in a disadvantaged census tract. **Table 3** provides additional information for each of the disadvantaged census tracts.

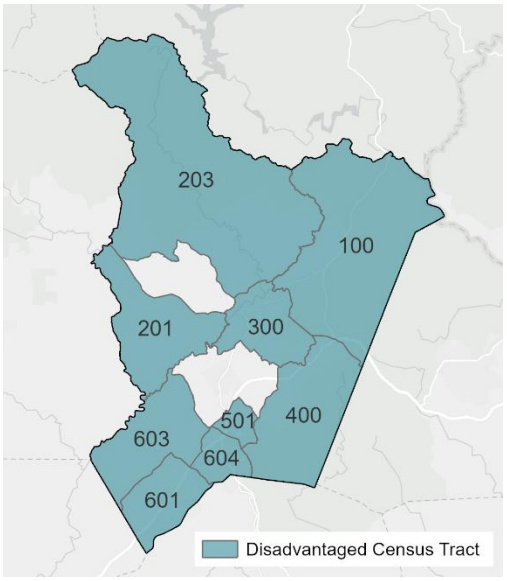

Figure 10: Habersham County ETCE Disadvantaged Census Tracts

Table 3: Disadvantaged Census Tracts and Additional Data

Census Tract	Poverty Level (% of HHs)	Median HH Income	Transportation Cost Burden (% of income)	Housing Cost Burden (% of HHs spending > 30% of income on transportation)	No Vehicle (% of HHs)	Fatalities (per 100k people, 2016-2020)
100	35.28%	$54,375.00	17.51%	22.44%	3.30%	44.13%
201	35.55%	$43,158.00	22.26%	17.79%	2.00%	5.47
203	16.59%	$65,364.00	14.55%	30.09%	11.60%	10.48
300	29.80%	$56,111.00	16.89%	30.03%	4.80%	13.04%
400	35.43%	$62,260.00	15.48%	16.12%	0.90%	26.42
501	33.85%	$59,070.00	16.10%	31.84%	14.60%	20.00%
601	27.32%	$50,700.00	19.08%	22.03%	2.80%	17.84
603	34.23%	$47,931.00	19.84%	26.70%	0.00%	29.86
604	68.02%	$35,700.00	26.70%	34.79%	11.60%	12.24

3.2.5. CLIMATE AND ECONOMIC JUSTICE SCREENING TOOL (CJEST)

The White House Council on Environmental Quality (CEQ)'s Climate and Economic Justice Screening Tool (CEJST) provided census tract-level data related to climate change, energy, housing, legacy pollution, transportation, water and wastewater, and workforce development to identify locations that are considered disadvantaged. The CJEST identified four disadvantaged census tracts within the County, which include census tracts 300, 601, 603, and 604, displayed in **Figure 11**. A community was considered in need if it is at or above the predetermined threshold for a burden within any of the key categories, as well as being at or above the predetermined threshold for an associated socioeconomic burden. Thresholds for the categories vary, and data sources range between 2010 and 2022. The eight scoring components included:

- Climate change
- Energy
- Health
- Housing
- Legacy pollution
- Transportation
- Water and wastewater
- Workforce development

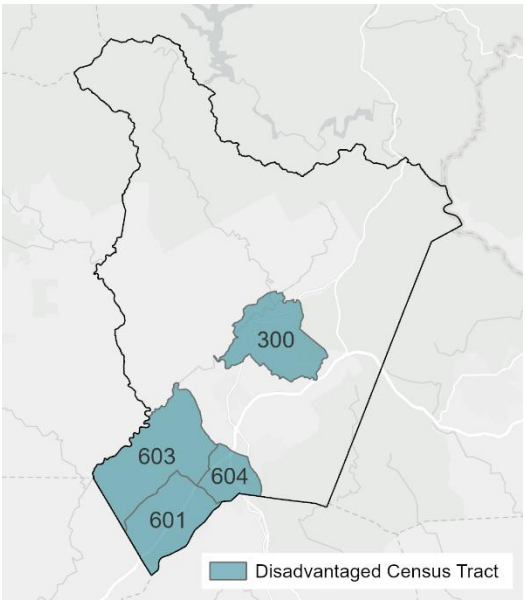

Figure 11: Habersham County CJEST Disadvantaged Census Tracts

3.3. ROADWAY DATA

Various databases that contain different roadway characteristics, including annual average daily traffic (AADT) data provided by Replica, GDOT centerline data, roadway widths, intersection control, and pavement management were used to evaluate the County's roadway system. The County provided maps that were incorporated into the geodatabase where applicable.

Segment AADT data was collected using Replica, an online platform that uses probe data to estimate the number of users along a facility. Additionally, since the SAP focuses on County-owned and maintained roads, the GDOT centerline shapefile was used to determine which routes and intersections to be included in the analysis portion of the SAP. For County-owned and maintained roads, the centerline shapefile was used to create a geodatabase, incorporating physical maps provided by the County with information regarding pavement width, pavement condition, and intersection control type. A horizontal curve geospatial database was created using the GDOT routes database and a geospatial analysis tool to calculate the length and radius of each horizontal curve along a county road.

Additional inputs in the risk factor analysis included the County's 911 address database which documents driveway addresses for businesses, homes, and structures within the County. This database was used to calculate driveway density along county roads for this project. Although this database does not document all access points along the roadway system, such as rural

access roads and may not capture locations with multiple addresses using a single access point, it serves to provide a planning-level indication of turning movements from driveways and minor approaches along a roadway. Segments with a greater number of access points often have a higher risk for crashes, due to increased potential for vehicle conflicts.

4. POLICY AND PROCESS CHANGES

Existing plans and policies as well as projects that were recently completed, planned, or on-going were compiled at the start of the SAP process to gain perspective on the existing efforts for transportation-related improvements and needs within the County. High-level key points regarding transportation improvements and safety-related topics were identified to inform decision making in the SAP.

4.1. PREVIOUS PLANNING EFFORTS

The following sections summarize previous and on-going programs, policies, and plans that the County has implemented or used that impact the transportation systems within the County.

4.1.1. EXISTING POLICIES

As part of the SAP, existing policies were reviewed to identified the County's current efforts to provide enhanced safety benefits as well as to identify potential areas of growth for the County.

4.1.1.1. OFF-SYSTEM SAFETY PROGRAM

The Off-System Safety program is a signing and marking improvements project on county roads. The project is state funded through the Local Maintenance and Improvement Grant (LMIG) program intended to provide local governments with funds to improve their roadways each year. The County applied for state funding in 2017, 2020, and 2021. The 2017 and 2021 projects included upgrading existing striping with high-build reflective paint along with replacing signs with reflective signs and posts. The County improved approximately 47 miles of roadway in 2017 and approximately 17 miles of roadway in 2021. The County used the LMIG grant for resurfacing projects in 2020 which included milling, patching, leveling, and resurfacing 23 various county roads.

4.1.1.2. ROADS MAINTENANCE AND IMPROVEMENT POLICY

The road maintenance and improvement policy in the Code of Habersham County, Chapter 50 - Roads and Bridges states the following:

- The County is not obligated to improve the quality or character of new roads and streets beyond general maintenance.
- The County will maintain existing county roads to allow reasonable ingress and egress of abutting properties.
- The County shall not construct or maintain private roadways
- The County will prioritize maintenance and improvements on roadways where the abutting property owners substantially contribute to the cost of construction.

4.1.1.3. TRAFFIC AND VEHICLES

The Code of Habersham County, Chapter 62 Traffic and Vehicles provides policy related to uniform rules of the road, the use of speed detection devices by law enforcement, and the use

of parking on County property. The chapter states that Habersham County adopts the use of Georgia state codes related to uniform rules of the road for traffic regulation. The chapter also provides a list of roadway segments, both on- and off-system, by which law enforcement may use detection devices to enforce speeds within the County. On-system roads are those which are owned and maintained by the County and off-system roads are owned or maintained by other entities, such as the state or a local municipality. The last section of the chapter provides rules and regulations on the creation and use of designated parking spaces on County property.

4.1.1.4. TRANSIT

The County provides residents with a first-come, first-serve, door-to-door transportation system that runs Monday through Friday between the hours of 7:00 AM and 4:00 PM, excluding specified holidays. Residents must schedule a ride a minimum of 24 hours in advance of their requested trip or pay a $2 same-day fee. Riders are charged 60 cents per mile, with no minimum charge and a fee of 50 cents per additional stop.

4.1.2. PLANS

Existing plans and projects were reviewed at the start of the SAP process to identify existing efforts for transportation-related improvements within the County and to help guide in the decision-making process in the SAP.

4.1.2.1. HABERSHAM COUNTY 2023 JOINT COMPREHENSIVE PLAN

The Habersham County Joint Comprehensive Plan was first published in 2018 and was recently updated in 2023. This plan acts as a guide for Habersham County, Clarkesville, Alto, Demorest, and Mount Airy leaders to make decisions on behalf of the community. Creation of the plan involves collecting information from people who live and work in the community, along with other key stakeholders, and using the preferences expressed to create a shared vision for the future of the County and the cities within it. The plan lays out steps to achieve the goals set forth in this plan by encouraging and supporting economic development, improving quality of life, and coordinating effectively between stakeholders and responsible agencies.

The comprehensive plan includes transportation-specific goals that will help deliver the broader vision of the community. One of the goals for the County included in this plan was to manage infrastructure that enables residents, businesses, and tourists to move safely and efficiently to their destinations. The 2023 plan identified a number of transportation issues and opportunities within the community, including:

- Poor public perception of public facilities and services
- Congestion along the main roads, particularly in the southern portion of the County
- Deteriorating roadway conditions in aging cities and neighborhoods
- Aging pedestrian facilities
- Significant growth projected in the future, causing increased demand on the County's infrastructure

The plan further laid out several goals and policy statements that will address these issues and help the community achieve the broader vision laid out in the comprehensive plan. These include:

- Undertake streetscape improvements to improve pedestrian safety and visual characteristics.
- Support pedestrian-friendly environments including sidewalks and bike/trail routes that connect communities and commercial centers along with improving pedestrian facilities in urban cores.
- Develop a county bicycle and pedestrian master plan.
- Develop street connectivity requirements for new developments.
- Develop a county parks and recreation master plan.
- Support Talulah Falls Rails to Trails.
- Develop access management standards for the SR 365 corridor to reduce traffic conflicts and maintain roadway efficiency.
- Establish small-scale refinements to ensure traffic and pedestrian safety along the Gateway Corridors (U.S. 441 BUS, Demorest/Mt Airy Highway, SR 197).
- Add and enforce signs to reduce cut-through traffic.
- Widen roadways within conservation areas only when necessary and design elements to have minimum visual and environmental impacts.

4.1.3. GUIDELINES AND/OR STANDARDS

Habersham County follows the GDOT Design Policy, a resource for design guidelines and standards. These standards include policies and principles adopted by GDOT, the FHWA, the American Association of State Highway and Transportation Officials (AASHTO), and other research agencies, as well as standards created by GDOT itself.

4.2. RECOMMENDATIONS

As part of this review of previous and on-going policy and planning efforts, recommendations relating to transportation systems and improvements from the previously mentioned resources were gathered and are summarized below:

- Develop overlay district regulations to assure adequate right-of-way, develop access management standards, and request DOT to restrict further curb and median cuts for the US 441 throughway and SR 365 corridor to reduce excess local traffic and maintain roadway efficiency.
- Undertake streetscape improvements to enhance aesthetics and pedestrian orientation on Gateway Corridors within the County.
- Develop a county bicycle and pedestrian master plan.
- Develop street connectivity requirements for new developments.
- Require design standards that are pedestrian-oriented with strong walkable connections between different uses in downtown areas within the County.
- Amend ordinances for new neighborhood developments to connect internal pedestrian circulation systems to the nearest off-site sidewalks.
- Modify ordinances to encourage Rails to Trails organization and greenways, including supporting plans for Tallulah Falls Rails to Trails.
- Add and enforce signs to reduce cut-through traffic on residential streets.
- Identify appropriate areas and add sidewalks where it is feasible to encourage walkability and increase neighborhood connectivity.

5. STAKEHOLDER ENGAGEMENT

Public and stakeholder engagement was an important component in the development of the Habersham County SAP. Through a coordinated and inclusive approach, feedback was gathered from residents, community leaders, local agencies, and technical experts to inform data analysis, identify safety concerns, and shape project prioritization. A commitment to transparency, accessibility, and community-driven insight guided the engagement strategy.

The stakeholder and public engagement process was organized around three main elements: a Safety Summit event, a Safety Launch event, and an extended period of community engagement through community events and virtual tools.

5.1. SAFETY SUMMIT

On Monday, February 17, 2025, a Safety Summit was held at the Habersham County Electric Membership Corporation (EMC), during which the findings of the safety analysis were presented and a discussion of areas of concern was facilitated with local partners. The Summit focused on identifying local roadway safety challenges and brainstorming actionable strategies for improvement.

Figure 12 displays the event flyer, which was used to advertise the event to stakeholders identified by the County at the beginning of the project, as well as a snapshot of the presentation provided during the event. The Safety Summit included representatives from the four Es (Engineering, Enforcement, Emergency Medical Service, and Education) of traffic safety and partner agencies that operate in Habersham County.

A broad range of participation was encouraged by county staff and the stakeholder list was provided by the County. The following individuals participated in the Safety Summit:

- Lynn Smith – Habersham County 911 / EMA
- Jeff Adams – Habersham County Emergency Services
- Aaron Autry – Habersham County Sheriff's Office
- Stephanie Walker – Habersham County Board of Education
- Michael Bramlett – Habersham County Facilities Management
- Tim Sims, Jerry Baggett, Mike Gardner, Mac Koon – Habersham County Public Works
- Dee Anderson – City of Cornelia
- Keith Dickerson – City of Clarkesville
- Stephanie Almagno – City of Baldwin
- Gail Armour – Town of Alto
- Mike Early – Town of Tallulah Falls
- Greg O'Donnell, Matt Barker – Atlas Technical Consultants
- Tracy Lehman, Jourdyn Fuga, Sarah Wilson – Kimley-Horn

A full stakeholder list and Safety Summit attendee list is provided in **Appendix C**.

During the Safety Summit, the presentation provided an introduction to the SS4A program and an SAP, as well as an overview of the crash analysis, existing conditions, and project development process. The presentation summarized the Emphasis Area comparison and

introduced the Safe System Approach, which is used in the development of the County's SAP. This comprehensive approach aims to eliminate fatalities and serious injuries by shifting the focus from individual responsibility to shared accountability among agencies and communities and encourages designing many redundancies in the transportation system to protect all road users.

Figure 12: Safety Action Plan (SAP) Flyer and Photo from the Safety Summit

Throughout the presentation attendees participated in several activities and discussions to expand upon various concepts. The questions included in the discussion included the following:

- What types of situations make you feel unsafe while traveling in Habersham County?
- What risky behaviors do you see when traveling around the County?
- What types of safety improvements do you think the County should focus on to make travel safer?
- What would make you feel safer walking or biking in Habersham County?
- What is the greatest challenge to eradicating deaths and serious injuries related to roadway crashes in Habersham County?
- What are the benefits to the community of a safe transportation system?

Based on discussions during the Safety Summit, participants highlighted distracted driving, impaired driving, aging infrastructure, vulnerable roadway users, and emerging challenges, such as increased freight traffic and driver limitations due to newer vehicle technologies as the primary concerns regarding transportation and safety in Habersham County. Habersham County has experienced significant growth in recent years, creating a larger gap in driving abilities, both in age and in familiarity with the area, leading to drivers making risky maneuvers and potentially contributing to unsafe conditions on county roads. Additionally, the County consists of many large, rural areas, which often accompanies reduced visibility along a roadway or at intersections, which the County would like to focus on as part of this SAP.

To conclude the Safety Summit, next steps were shared with participants, including a call to action provided on the handout shown in **Figure 13**. The primary purpose of the action item worksheet, which participants were encouraged to complete and take with them, was to ask participants what they can do in their every day role to improve transportation safety and to encourage additional participation in the plan through the online survey and map. Flyers were also provided to hand out to the community and to gather feedback on focus areas for the team.

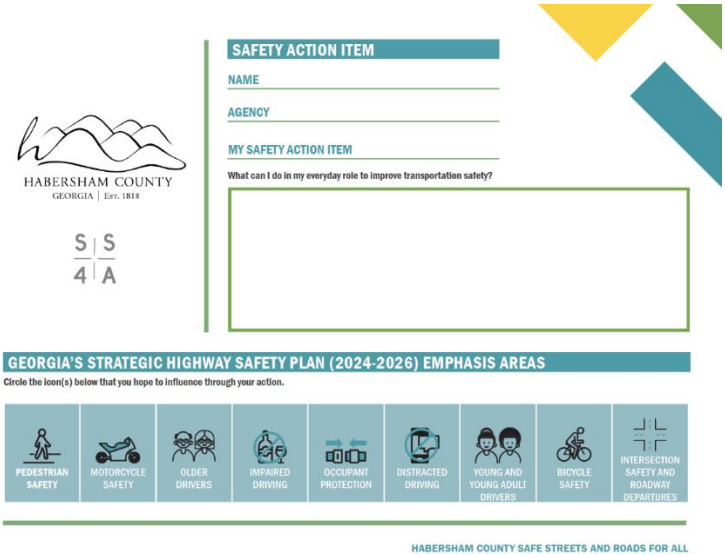

Figure 13: Safety Action Handout

The Safety Summit presentation is included in **Appendix D**.

5.2. SAFETY LAUNCH

Following the Safety Summit, an in-person Safety Launch was hosted on Monday, February 17, 2025 to establish the need for a goal of zero roadway fatalitites and serious injuries within the County as well as the commitment to achieve it. Participants at this event included the County Board of Commissioners, who were introduced to the project as well as its desired outcomes and expectations, as shown on the slides provided in **Figure 14**. The event concluded with a motion to adopt the resolution for Habersham County to work towards zero fatalitites and serious injury crashes on County-owned and maintained roads, which was adopted officially on April 21, 2025.

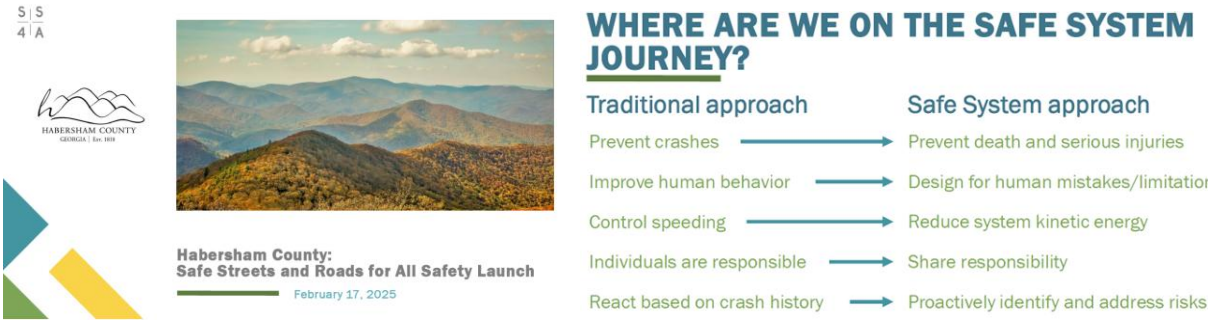

Figure 14: Safety Launch Presentation Title Slide (left) and Traditional vs. the Safe System Approach (right)

5.3. COMMUNITY ENGAGEMENT ACTIVITIES

In addition to the Safety Summit and Safety Launch, which engaged local officials as well as representatives from the four Es of safety in the SAP process, public feedback was gathered through both in-person and online engagement strategies.

To initiate the planning process, outreach began with the creation of a public facing webpage on the Habersham County website describing the SS4A program, objectives, benefits, and how to get involved. Additionally bilingual (English and Spanish) engagement flyers were distributed, and direct emails were sent to key stakeholders across Habersham County for distribution. The purpose of this initial contact was to raise awareness of the SS4A program, introduce the project goals, and invite participation in upcoming events and surveys. Flyers highlighted virtual engagement options, such as the Social Pinpoint interactive map and online survey.

Advertisements of the outreach events and SAP development efforts were distributed using the following channels:

- Habersham County website – Home page and SS4A-specific page
- Local libraries (Clarkesville and Cornelia branches)
- Email outreach to elected officials and community organizations
- Habersham County E-911 Children's Fun Fest – October 17, 2024

This early outreach helped establish momentum for stakeholder participation and helped gather valuable input used to inform the County's focus areas for the future. Once the SAP was advertised, additional feedback was collected through Social Pinpoint, an online mapping tool, as well as an online survey. Results from each of these tools are provided in the following sections.

5.3.1. HABERSHAM COUNTY E-911 CHILDREN'S FUN FEST

Based on early coordination with County staff, an outreach table was hosted at the Habersham County E-911 Children's Fun Fest on October 17, 2024, at the Habersham County Fairgrounds, as shown in **Figure 15**. The annual event is attended by several thousand community members and visitors and includes booths hosted by various community businesses as well as multiple booths for law enforcement and emergency response teams to engage with the community.

This event was used to provide information about the SS4A process and program goals as well as an opportunity to gather input on locations for consideration within the County. The outreach team also distributed flyers with information regarding the plan and a website link and QR code for participants to engage virtually. The event served as an effective early touchpoint for gathering public concerns and encouraging broader participation in the plan.

Figure 15: Habersham County E-911 Children's Fun Fest, Thursday, Oct. 17, 2024, Habersham County Fairgrounds

5.3.2. SOCIAL PINPOINT MAP

In addition to the in-person event, the Social Pinpoint platform was used to gather community feedback, including both an English and a Spanish option to reduce barriers to engagement for

many community members. The Social Pinpoint interactive mapping platform was launched on December 20, 2024 and remained open for public input through March 18, 2025.

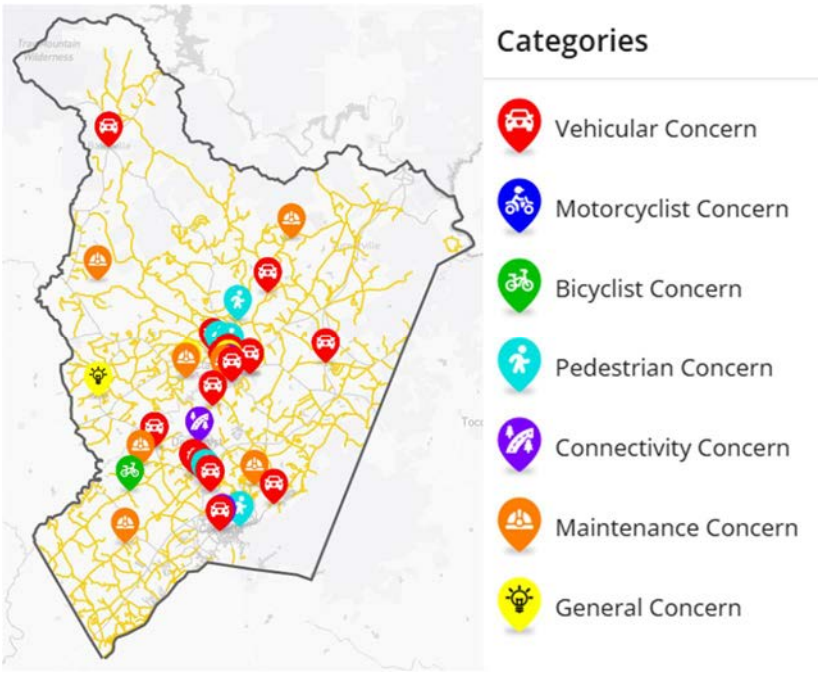

Figure 16: Social Pinpoint Map with Feedback

This interactive mapping tool allowed users to place geolocated markers on a map of the study area, categorize their concerns, and provide additional context and commentary on their concerns at that specific location. The list of available categories and resulting map is provided in **Figure 16**. Participants also had the option to view and respond to others' input by "up-voting" or "down-voting" comments, encouraging additional support of shared concerns. The Social Pinpoint platform provided an accessible way for residents to identify areas in need of safety improvements across Habersham County. The data collected through the online mapping exercise was provided to the County as additional consideration when choosing their priority locations for project development in the SAP.

A total of 55 responses were submitted through the online mapping tool, with the following primary concerns including:

- Visibility issues and confusion at key intersections
- Lack of sidewalks and trail connectivity
- Requests for roundabouts or traffic signal upgrades

A full engagement summary including engagement materials and results, including flyers, online input, and survey summaries, are included in **Appendix E**.

5.3.3. ONLINE SURVEY

In addition to the Social Pinpoint map, an online survey was conducted, with advertisement on the County's website and through notification blasts. The survey launched on December 12, 2024 and remained open for feedback through March 18, 2025. The survey consisted of 17 questions, and a total of 130 responses were received. The survey included both multi-choice questions and open-ended questions intended to gather input for use in the development of the SAP.

Community members were asked to provide input on existing concerns or issues related to improving transportation safety in Habersham County. The survey results provided many key

issues to be advertised in the SAP, with some of the most pressing issues including the following topics:

- The predominant driver behaviors contributing to crashes in the County are distracted driving, speeding, aggressive driving, and driving under the influence.
- Intersections and limited sight distance are the biggest perceived roadway concerns contributing to crashes in Habersham County, with a particular focus on intersections located along Duncan Bridge Road, Demorest-Mt Airy Highway, and Carpenters Cove Road/U.S. 441.
- The increase in truck traffic along the region's major arterials has resulted in residents having a heightened awareness of infrastructure failures and deficiencies.
- Speeding and aggressive driving have created a need for proactive planning and enforcement to accommodate the demands created by increased population and development in the area.
- Pedestrian and bicycle safety was a focus of concern for many residents, with a focus on providing wider shoulders, completing sections of missing sidewalk, and evaluating the need for recreational facilities in some areas.

A full summary of the survey results and raw survey data are included in the full engagement summary provided in **Appendix E**.

These engagement efforts were intended to raise community awareness, support inclusive participation, and encourage feedback to inform the development of the SAP. The data provided through this collaborative effort included both quantitative data and qualitative insights into transportation safety in Habersham County, which was used to aid in guiding the selection of projects and strategies within the final SAP, ensuring the plan's priorities reflect the community's lived experiences and concerns.

6. DATA ANALYSIS

As part of the SAP project development, the existing crash data, roadway geometric features, and public feedback were used for the creation of a project geodatabase which was used to analyze county roads and complete a risk factor analysis for roadway segments and intersections located on County-owned and maintained roads.

6.1. RISK FACTOR ANALYSIS METHODOLOGY

A risk factor analysis is a systemic approach used to identify locations that may not have a crash history but have a higher risk for potential crashes based on the identified risk factor criteria. This proactive approach is used to identify spot improvements and prioritize project locations. The risk factors and countermeasures presented in this SAP were identified based on available data and reviewed with the current state of practice in similar jurisdictions.

The purpose of the risk factor scoring analysis was to aid in the systematic selection of safety improvements that could reduce the potential for a fatal or serious injury crashes along segments and intersections, to assist with prioritizing locations that have similar attributes that could contribute to crash risk, and to identify countermeasures that could reduce the potential for a fatal or serious injury crash.

As shown in **Figure 17**, GIS data was used to rank each of the County-owned roadway segments and intersections based on risk factors. Following the ranking process, safety improvement recommendations were formulated for the highest-risk locations or County-prioritized locations. Draft project sheets were created for these locations to summarize the recommendations and estimated implementation costs. These project sheets were then provided to the County for review and feedback, before being finalized. Each step of the methodology is detailed in the following sections.

Figure 17: Risk Factor Analysis Process

6.1.1. DATA COLLECTION

As part of the SAP project, a comprehensive GIS project database was developed using available crash and roadway databases, as well as maps provided by the County.

The GIS data for the County road segments, intersections, and curves were used to perform a systemic analysis of the County-owned roadway facilities. Databases were obtained through collaboration and coordination with GDOT and the County, and descriptions of these databases are provided in Section 3. The data was analyzed using ArcGIS Pro software as described in the following sections for every roadway segment and intersection of the county-owned roadway system.

6.1.2. RISK FACTOR RANKING

Since this SAP uses a systemic approach to identify comprehensive safety enhancements on county roads, instead of focusing improvements solely on locations with a history of crashes, risk factors along roadway segments, at intersections, and along curves were assessed to determine locations that may be more susceptible to future crashes involving serious injuries and/or fatalities. Various attributes were considered in this risk assessment.

FHWA has compiled a list of potential risk factors in their Systemic Safety Project Selection Tool, which can be used to assist with identifying areas that may benefit from systemic safety improvements. While not all the risk factors are used for this SAP due to data limitations and the specific crash types being targeted, they are provided here for reference. The evaluated

attributes that were evaluated for the SAP are detailed in the subsequent sections pertaining to segments and intersections.

Segments

- Traffic volume (ADT)
- Pavement width
- Access density
- Curve density
- Pavement condition
- Crash experience

Intersections

- Distance from previous stop
- Intersection skew
- Traffic volume (daily entering volume)
- Minor street volume
- Access management
- Horizontal curvature
- Crash experience
- Intersection configuration

Within each category, risk factor points were assigned according to the thresholds established in the following sections. Each location was provided with a score based on the risk factor analysis and ranked based on the total number of risk factor points assigned. The data used in the risk factor analysis and countermeasure selection threshold tables described in the following section were reviewed for accuracy with County staff. The County then provided a prioritized list of segments and intersections based on the results of the risk factor analysis, community feedback, and known project history, which was then used to develop project sheets for the top locations within the County.

6.2. SEGMENTS

The methodology described in Section 6.1 was followed for a systematic analysis of County-owned and maintained roadway segments on the determined risk factors. Additional details on the risk factor calculations, risk factor ranking results, and project sheets are described in the following sections.

6.2.1. RISK FACTOR SUMMARY

Each county paved road segment is assigned risk factor points based on the following six roadway attributes:

- **Traffic volume (ADT):** the daily average number of vehicles along the roadway segment. The average daily traffic (ADT) for all the segments within the County were compared against each other to assign higher risk factor points to segments with higher ADTs within the County.
- **Pavement width:** the widths of pavement and shoulders were used to assign risk factor points to each segment. Segments with narrower pavement widths and no shoulder were assigned more risk factor points.
- **Access density:** risk factor points were assessed based on the number of driveways and/or intersections per mile. Segments with higher access densities were assigned more risk factor points.

- **Curve density:** the number of curves per mile with a radius of less than 1,000 feet and with a length greater than 100 feet. Segments with a higher curve density were assigned more risk factor points.
- **Pavement condition:** the average of the recorded roughness and distress indices for the length of the segment. A pavement condition assessment of county roads provides a Pavement Condition Index (PCI) score for each road segment, indicating the roughness and distress index of the segment. A PCI score is on a range of 0-100, with 100 being the highest or best rating. American Society for Testing and Materials (ASTM) International guidance indicates that roadways with a PCI between 56-70 are considered "fair" condition, 41-55 are "poor" condition, 26-40 are "very poor" condition, 11-25 are "serious" condition, and 0-10 are "failed" condition, indicating a sever safety concern. Risk factor points were assigned to roadways with PCI scores of less than 55. Research indicates that a rougher ride may contribute to increased risk of loss of control of a vehicle, particularly when braking and turning, which may be more common on the more mountainous and rural segments within the County.
- **Crash experience:** the number of lane departure crashes for each segment in the County was reviewed to assign risk factor points to segments where there was a history of lane departure crashes.

Recommendations only were made where segments were greater than 0.5 miles in length and where the posted speed limit was 35 miles per hour (mph) or higher. This was agreed upon based on the nature of the recommendations, which are more applicable to rural roadway segments, and to provide segments of sufficient length to justify mobilization of construction/maintenance crews and equipment.

Table 4 shows the risk factors for the SAP projects. The maximum possible risk score for a segment is 27 points.

6.2.2. RISK FACTOR RANKINGS

Segment risk factor ranking calculations were performed on all County-paved roadway segments. **Figure 18** shows the location of each of the roadway segments analyzed within the SAP that were identified as high risk based on the risk factor points they received. The results of the rankings are shown in **Figure 19**. If a segment was manually selected by the County to include as a prioritized segment, it is automatically categorized as a high-risk segment.

Table 4: County Paved Roadway Segments – Risk Factor Ranking

Risk Factor	Measurement	Points	Max Points Available
Traffic volume	Average Daily Traffic (ADT)	0: ADT percentile is less than or equal to 14.3 percent	6
		1: ADT percentile is greater than 14.3% and less than 28.6%	
		2: ADT percentile is greater than 28.6% and less than 42.9%	
		3: ADT percentile is greater than 42.9% and less than 57.1%	
		4: ADT percentile is greater than 57.1% and less than 71.4%	
		5: ADT percentile is greater than 71.4% and less than 85.7%	
		6: ADT percentile is greater than 85.7% and less than 100%	
Pavement and shoulder width	Pavement and shoulder width in feet (ft)	0: Roadway width ≥ 22 ft	2
		1: Roadway width > 18 ft and < 22 ft	
		2: Roadway width ≤ 18 ft	
Access density	Number of intersections and driveways per mile (driveway location per 911 address database)	0: ADT less than 100, less than 10 access points per mile, or greater than 30 access points per mile	7
		1: Greater than or equal to 10 and less than 20 access points per mile	
		2: Greater than or equal to 20 and less than 30 access points per mile	
		3: Greater than or equal to 30 and less than 40 access points per mile	
		4: Greater than or equal to 40 and less than 50 access points per mile	
		5: Greater than or equal to 50 and less than 60 access points per mile	
		6: Greater than or equal to 60 and less than 70 access points per mile	
		7: Greater than or equal to 70 and less than or equal to 80 access points per mile	
Curve Density	Number of curves per mile with a radius less than 1,000 ft	0: Curve density is less than or equal to 20%	4
		1: Curve density is greater than 21% and less than 40%	
		2: Curve density is greater than 41% and less than 60%	
		3: Curve density is greater than 61% and less than 80%	
		4: Curve density is greater than 81%	
Pavement Condition	Pavement Condition Index (PCI)	0: Greater than or equal to 56	4
		1: Greater than or equal to 41 and less than 55	
		2: Greater than or equal to 26 and less than 40	
		3: Greater than or equal to 11 and less than 25	
		4: Less than or equal to 10	
Crash experience	Presence of a lane departure crash	0: No lane departure crashes	4
		2: Greater than or equal to 4 and less than 5	
		4: 5 or more lane departure crashes	
Total available points			**27**

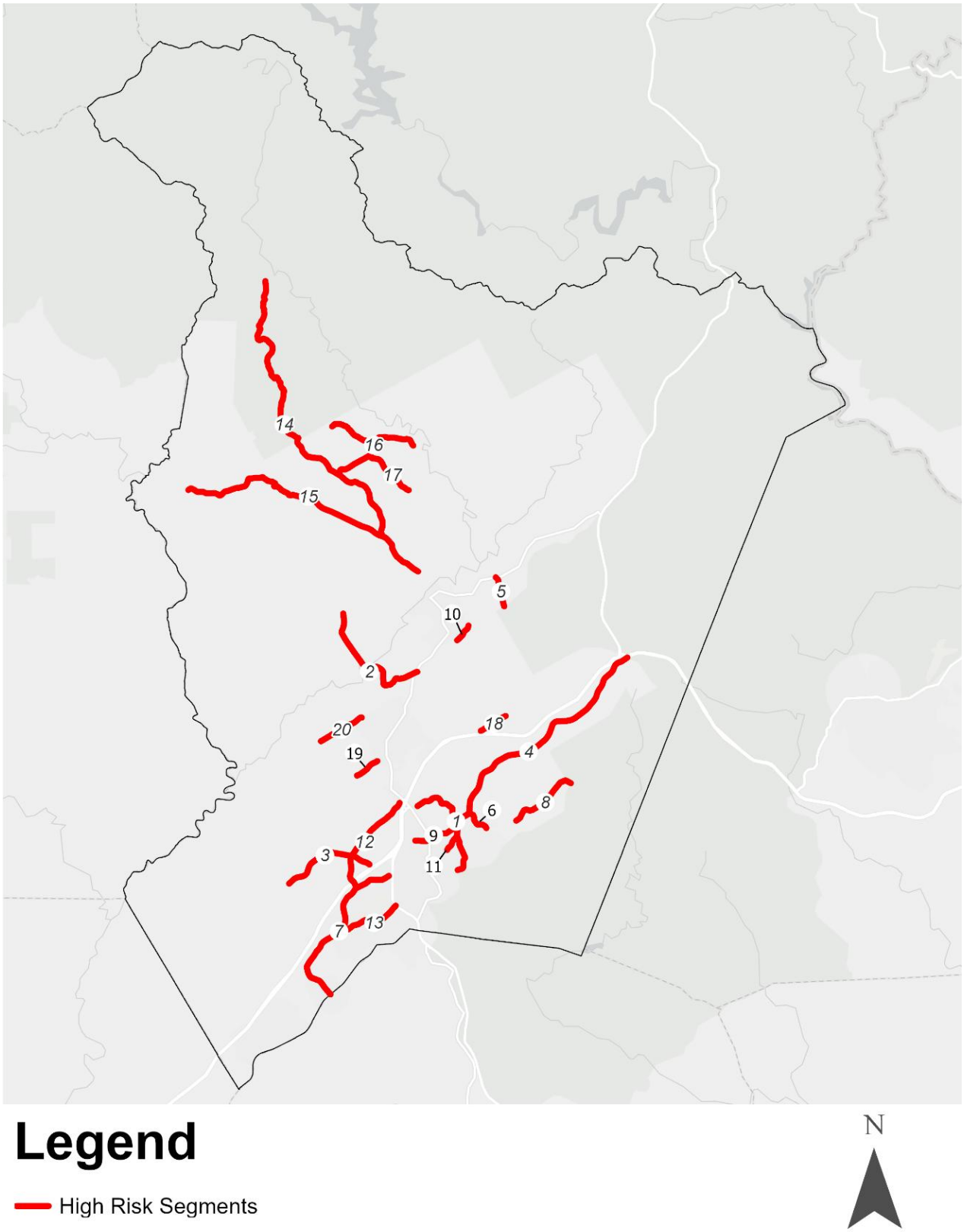

Figure 18: High Risk Segment Map

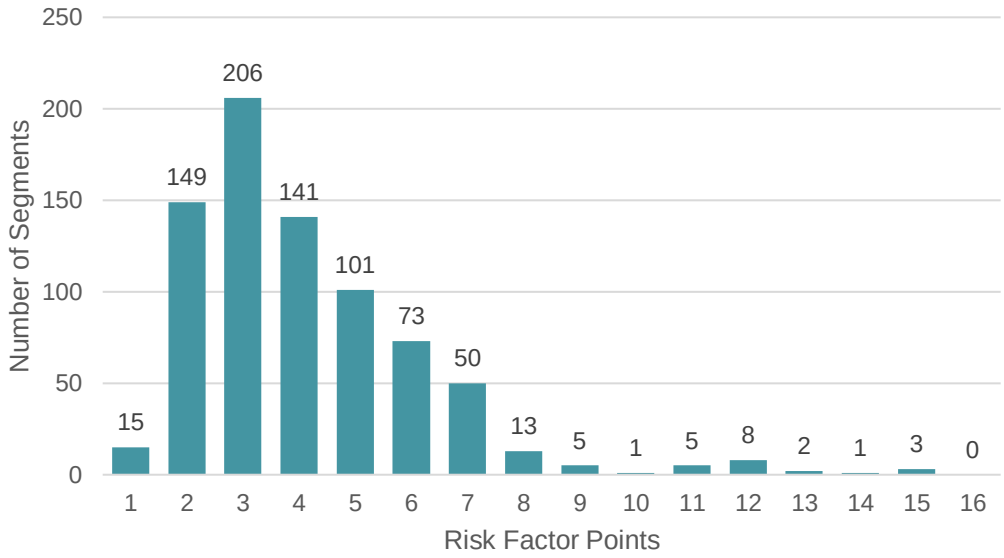

Figure 19: Segment Risk Factor Points

6.2.3. PRIORITIZED SEGMENT SELECTIONS

A prioritized list of segment locations was developed based on the amount of associated risk factor points and County staff input. The segments that were selected are summarized in **Table 5**, and the segment risk factor ranking results and relevant data for all analyzed roadway segments are included in **Appendix F**.

Table 5: High Risk Segment Locations

Segment Number	Road Name	Risk Factor Points
1	Chase Road	15
2	Habersham Mills Road	13
3	Level Grove Road	15
4	Camp Creek Road	12
5	Hills Crossing Road	14
6	Wilson Road	11
7	B C Grant Road	12
8	Blair Road	11
9	Yates Street	11
10	Ellison Street	12
11	Elrod Street	15
12	J Warren Road	10
13	Industrial Park Road	10
14	Piedmont Mountain Road	7
15	Alec Mountain Road	7
16	Ivy Mountain Road	5
17	Alley's Chapel Road	4
18	Ansley Road	4
19	Cap Fry Road	4
20	Double Springs Road	6

6.3. INTERSECTIONS

The risk factor analysis methodology described in Section 6.1 was followed for a systematic analysis of intersections, including county-county intersections, county-state, and county-city intersections, based on the determined risk factors. Additional details on the risk factor calculations, risk factor ranking results, project selection decision tree, and project sheets are described in the following sections.

6.3.1. RISK FACTOR SUMMARY

Every intersection within the County containing at least one county-maintained paved roadway leg was analyzed for risk according to the following eight key attributes:

- **Distance from previous stop sign:** If any stop-controlled approach had a distance of at least 1.5 miles from the previous stop sign, risk points were assigned. The longer the distance a driver travels without stopping, the more likely they are to fail to stop at the next stop sign because they are not expecting it.
- **Intersection skew:** The intersection was assigned risk factor points if any of the side roads had an approach angle (skew) of less than 85 degrees. According to the *Highway Design Handbook for Older Drivers and Pedestrians*, “Skew angles in excess of 75 degrees often create special problems at stop-controlled, rural intersections. The angle complicates the vision triangle for the stopped vehicle; increases the time to cross the through road; and results in a larger, more potentially confusing intersection.”
- **Traffic volume (DEV):** The average number of vehicles entering the intersection per day, the daily entering volume (DEV), for all the intersections in the County were compared against each other to assign higher risk factor points to intersections with higher DEVs within the County. It is understood that more vehicles entering an intersection creates more exposure and therefore, increases the risk of a crash.
- **Minor street volume:** With a higher minor-street volume, there is an increase in crash exposure, specifically with angle crashes. The third highest approach volume was used for the minor street volume, and volumes, as compared to other minor street volumes throughout the County were used to assign higher risk factor points where minor street volumes were higher.
- **Access management:** Risk points were assigned if an access point (driveway or other intersection) was located within 250 feet of the intersection. Driveways and other access points located within the functional area of intersections create additional opportunities for conflict points and cause drivers to make more decisions within the functional area of an intersection, increasing risk for a crash.
- **Horizontal curvature:** The number of curves (with a length more than 100 feet and a radius less than 1,000 feet) within 250 feet of the intersection was used to evaluate horizontal curvature. Risk factor points were assigned to intersections with one or more curves within close proximity of the intersection. Roadway curves in close proximity to intersections can limit sight distance, increasing crash potential.

- **Crash experience:** Each intersection was assigned risk factor points if a fatal or serious injury crash occurred within 150 feet of the intersection. This attribute takes into account crash history, which may be indicative of improvement needs.
- **Intersection configuration:** As an additional risk factor to capture potential conflicts at an intersection, the number of approaches were considered as a risk factor. If an intersection had four or more approaches, it was assigned a risk factor point.

Table 6 shows the risk factors for the SAP projects. The maximum possible risk score for an intersection is 23 points.

Table 6: County Paved Intersections – Risk Factor Ranking

Risk Factor	Measurement	Points	Max Points Available
Distance from previous stop sign	Stop sign locations based on information provided by the County Engineer	0: Distance less than 1.5 miles	4
		4: Distance equal to or exceeding 1.5 miles	
Intersection skew	Skew angle of most skewed approach	0: Greater than or equal to 85 degrees and less than or equal to 90 degrees	4
		2: Greater than or equal to 70 degrees and less than 85 degrees	
		4: Less than 70 degrees	
Traffic volume	Daily Entering Vehicles (DEV)	0: DEV percentile is less than 25%	3
		1: DEV percentile is greater than 25% and less than 50%	
		2: DEV percentile is greater than 50% and less than 75%	
		3: DEV percentile is greater than 75%	
Minor street volume	Average Daily Traffic (ADT)	0: Bottom third of county minor street ADTs	2
		1: Middle third of county minor street ADTs	
		2: Top third of county minor street ADTs	
Access management	Driveways or another intersection within 250 feet of the intersection	0: No access points present	2
		1: Greater than or equal to 1 or less than 2 access points	
		2: More than 2 access points	
Horizontal curvature	Intersection on or within 250 feet of a curve (length >100' and Radius <1,000 ft)	0: No horizontal curves present	2
		2: Greater than or equal to 1 horizontal curve is present	
Crash experience	Fatal or serious injury (K or A) crash within 150 feet of the intersection	0: None	4
		2: Greater than or equal to 1 and less than 4	
		4: Greater than or equal to 4 crashes	
Intersection configuration	Number of approaches	0: Fewer than 4 approaches	2
		1: 4 approaches	
		2: 5 or more approaches	
Total available points			**23**

6.3.2. RISK FACTOR RANKINGS

Risk factor calculations were performed for each of the intersections in the County. The results of the risk factor rankings are provided in **Figure 20**. To further aid the County in determining which projects they may want to pursue, the intersections were divided into two categories:

- County at County Intersections: This includes intersections where all approaches are county-maintained roads.
- County at State Intersections: This includes intersections with at least one county-maintained road and one road maintained by GDOT.
- County at Other Intersections: This includes intersections with at least one county-maintained road and one road maintained by a non-county agency other than GDOT (US Route, local city, etc.).

Figure 21 shows the location of each of the intersections analyzed within the SAP that were identified as high risk, based on the risk factor points they received. If a segment was manually selected by the County to include as a prioritized intersection, it is automatically categorized as a high-risk segment.

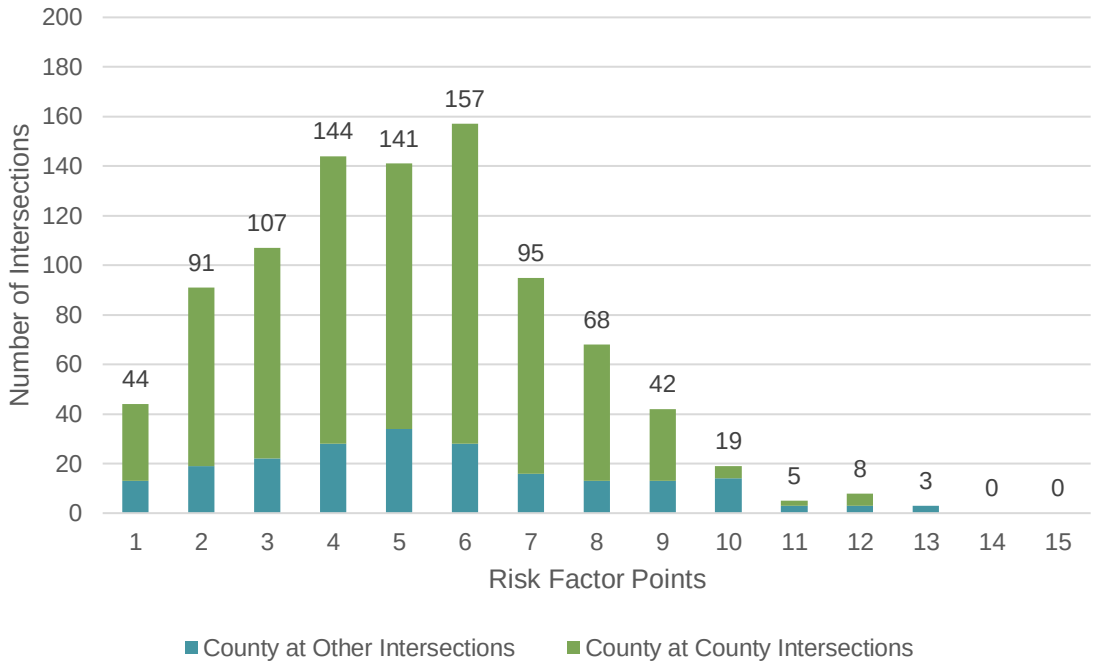

Figure 20: Intersection Risk Factor Scores

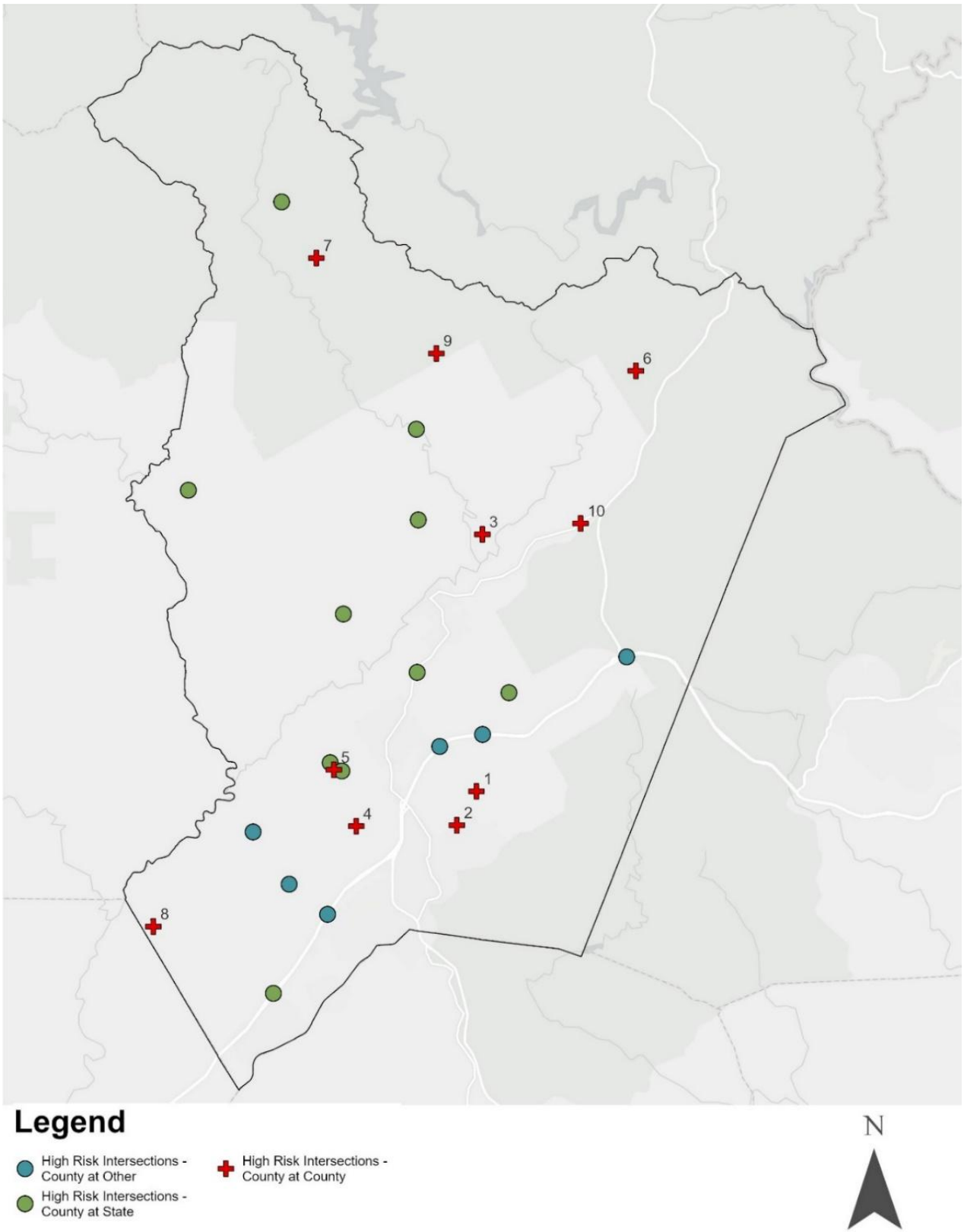

Figure 21: High Risk Intersection Map

6.3.3. PRIORITIZED INTERSECTION SELECTIONS

A prioritized list of intersection locations was developed based on the amount of associated risk factor points and County staff input. The intersections that were selected are summarized in **Table 7**, and the intersection risk factor ranking results and relevant data for all analyzed intersections are included in the summary spreadsheet included in **Appendix G**.

Table 7: High Risk Intersection Locations

Ownership	Intersection Name	Risk Factor Points
County at County Intersections	Camp Creek Road at Demorest Mt Airy Highway	11
	Camp Creek Road at Chase Road	9
	New Liberty Road at Wall Bridge Road	6
	Old Cleveland Road at Old Athens Highway	10
	Smith Loop at Old Cleveland Road	9
	The Orchard Road at Turnerville Circle	12
	Oakey Mountain Road at Watts Mill Road	8
	Pea Ridge Road at Old Mill Road	6
	Oakey Mountain Road and Low Gap Road	8
	Old Historic US 441 and Rockford Creek Road	8
County at State Intersections	SR 197 at Blacksnake Road	13
	SR 115 at Habersham Mills Road	13
	SR 105 at Hancock Road	11
	SR 255 at Amys Creek Road	10
	SR 197 at Hardman Road	8
	SR 197 at Ben Jones Road	10
	SR 197 at Stamey Station Rd./Raper Mountain Rd.	10
	US 441 at Habersham Mills Rd	9
	US 23/US 441/SR 365 at Alto Mud Creek Road	11
	SR 105 at Pea Ridge Road	9
County at Other Intersections	SR 384 at Pea Ridge Road	10
	SR 384 at Mud Creek Road/Level Grove Road	10
	US 23 at Double Bridge Road	12
	SR 365 at Tommy Irvin Road/Level Grove Road	10
	US 23/SR 365 at Demorest Mt Airy Highway	10
	US 23 at SR 384/Duncan Bridge Road	10

6.4. COMMUNITY INPUT

During the community outreach and Safety Summit events, stakeholders and community members were asked to identify locations where they felt unsafe while driving, walking, and bicycling. Additionally, stakeholders and community members were able to provide information on unsafe locations through the web-based surveys published as part of the SAP community engagement. Responses and locations from the online survey and Social Pinpoint map were used to refine the high-risk locations. **Figure 22** displays the locations identified through community input.

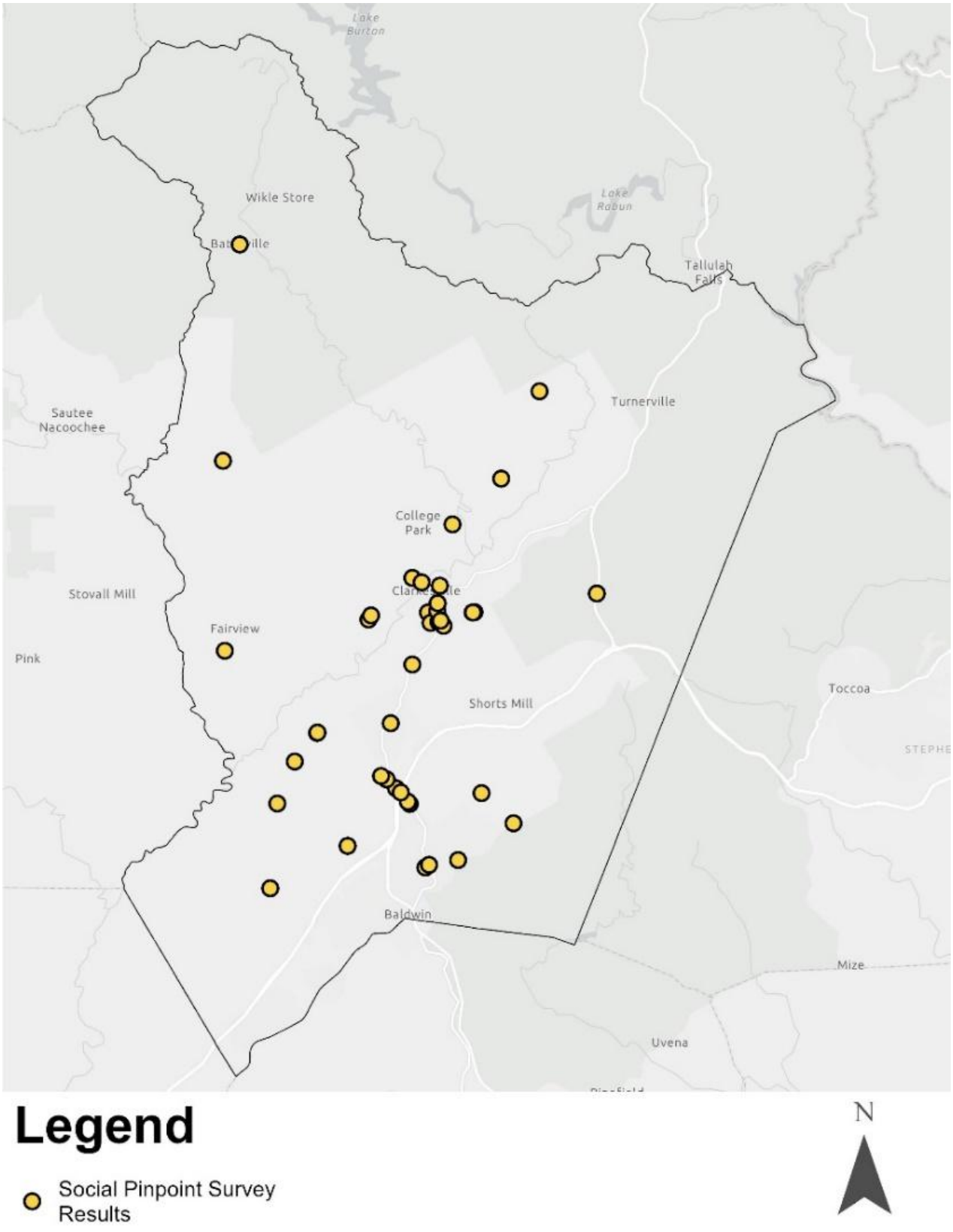

Figure 22: Online Survey Input Locations

7. PROJECTS AND STRATEGIES

To aid in the systemic selection of safety improvement recommendations for segments and intersections with the highest risk factor rankings, project selection thresholds were developed and are summarized in the Risk-Factor Ranking and Countermeasure Selection summary provided in **Appendix H**. For each of the specified safety countermeasures, the tables list an associated Crash Modification Factor (CMF), a planning-level cost estimate, an implementation timeframe, and project selection threshold criteria for the improvement. The planning-level costs are high-level estimates that were reviewed by County staff.

A project sheet was developed for each location selected by the County based on the results from the risk factor analysis as well as community feedback. Countermeasures selected using the thresholds shown in the tables in **Appendix H** are shown on the front side of the project sheet. Additional data is needed to assess the suitability of some countermeasures, as this project only provides high-level data. When additional information is needed, the threshold is listed as "County's discretion," and the countermeasures are listed on the back side of the project sheet. These are included at the request of the County, considering their local knowledge of the roadway network. Additional potential improvements requested are also included on the back side of the project sheet. The project sheets are provided in **Appendix I** and **Appendix J** for segments and intersection, respectively.

7.1. CRASH MODIFICATION FACTORS

When identifying potential systemic safety improvements, it is important to look at CMFs for the proposed improvements. The CMF Method is found in Part D of the *Highway Safety Manual* (HSM). CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes when applied, while those countermeasures with CMFs greater than one are expected to increase crashes. **Figure 23** illustrates the definition of CMFs.

$$CMF = \frac{\text{EXPECTED CRASHES WITH TREATMENT}}{\text{EXPECTED CRASHES WITHOUT TREATMENT}}$$

CMF = 1.0	Expected to have no impact on safety
CMF < 1.0	Expected to reduce crashes
CMF > 1.0	Expected to increase crashes

Figure 23: CMF Calculation

The CMF Method is used to calculate the expected number of crashes by taking the observed number of crashes and multiplying those crashes by the applicable CMF for the proposed countermeasure. It is recommended that CMFs be applied to a minimum of three years of crash data for urban and suburban sites and five years of crash data for a rural site. **Figure 24** is a sample calculation of the CMF method with one CMF being applied to a particular site for a single year.

10.1 crashes / year x 0.91 (CMF) =	9.2 crashes / year: a reduction of 0.9 total crashes per year and a CRF of 9%

Figure 24: CMF Method Sample Calculation

The countermeasures proposed in this document were chosen because of their effectiveness in reducing crashes. Some safety countermeasures recommended have CMFs that are provided as a range, showing the range of potential crash reduction benefit the countermeasure could provide based on differing research, specific crash types, or specific volume-level roadways (i.e., CMFs can vary based on the amount of traffic on the road, vary based on reducing crash severity, or vary between rear-end and roadway departure crashes). Other safety countermeasures that are recommended do not have a CMF rating (indicated by "CMF not defined" within this document), due to the amount of data and peer review that is required; however, preliminary studies show safety benefits as a result of these countermeasures. The CMFs have been provided for reference in **Appendix H** to aid in understanding potential reductions from crashes by different countermeasures.

The FHWA has also published a list of Proven Safety Countermeasures which, per their website is "a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries… Transportation agencies are strongly encouraged to consider widespread implementation of [Proven Safety Countermeasures] to accelerate the achievement of local, State, and National Safety goals."[1]

Nationally, there are relatively low percentages of fatal and serious injury crashes that occur on unpaved roadways when compared to paved roadways. As such, safety research has focused on paved roadways. The lack of research on the unpaved system results in very few CMFs defined for safety countermeasures on unpaved roadways.

7.2. PROJECT RECOMMENDATIONS

Following the evaluation, priority locations were selected in partnership with the County and recommendations were established for each of the locations as described in the following sections. This SAP is intended to help County staff identify and prioritize safety improvement projects for County roads and build a culture of safety within the County.

7.2.1. SAFETY COUNTERMEASURES

Several safety countermeasures were provided as options for enhancing roadway safety at the identified high-risk locations and a listed in **Table 8**. Each of these countermeasures has an associated CMF, planning-level cost estimate, implementation timeframe, and selection threshold criteria which are provided in **Appendix H**.

[1] *https://safety.fhwa.dot.gov/provencountermeasures/*

Table 8: Safety Countermeasures

Segments	Intersections
Conduct Road Safety Audit (RSA)	Intersection Operational Analysis
Conduct Access Control Analysis	Implement Results of Operational Analysis
Install 6” Retroreflective Edge line	All-Way Stop Warrant Analysis and Converting Two-Way Stop to All-Way Stop
Pave 2’ Shoulder with Safety Edge	All-Way Stop Warrant Analysis and Removal of Stop Signs on Major Street
Install Centerline Rumble Strips	Install Destination Lighting
Review Curve and Provide Signage	Upgrade Signs and Pavement Markings
Review and Upgrade Curve Signage	Install Second Stop Sign and Stop Ahead Sign
Clear and Grub	Install Beacon on Stop Sign or Stop Sign with LED Flashers
Flattening and Widening Fore slopes	Install Transverse Rumble Strips
On-Pavement Marking for Speed Control	Install Intersection Warning Sign and Advance Street Name Plaque on Major Street
Delineate Roadside Hazard	Clear and Grub within Sight Triangle
Guardrail	Provide Left-Turn Lane or Right-Turn Lane at Intersection
Install Post-Mounted Delineators	Realign Approaches to Reduce Skew
Retroreflective Strip on Chevron Signpost	Provide Bypass Lane on Shoulder at T-intersection
Transverse Rumble Strips on Curve	Convert Four-Leg Intersection to Offset-T Intersection
Remove/Relocate Object in Hazardous Location	Install Solar-Powered Flashing Beacon on Intersection Warning Sign
Superelevation Correction on Curve	Install Retroreflective Strip on Signpost
Install High Friction Surface Treatment (HFST)	Low-Cost Intersection Conflict Warning System (ICWS)

7.2.2. HIGH PRIORITY LOCATIONS

Following the evaluation, 30 priority locations were selected in coordination with the County from the lists of the high-ranking intersections and segments:

Segments

- Chase Road
- Habersham Mills Road
- Level Grove Road
- Camp Creek Road
- Hills Crossing Road
- Wilson Road
- B C Grant Road
- Blair Road
- Yates Street
- Ellison Street
- Elrod Street
- J Warren Road
- Piedmont Mountain Road
- Alec Mountain Road
- Alley’s Chapel Road
- Ansley Road
- Cap Fry Road
- Double Springs Road
- Industrial Park Road

Intersections

- Camp Creek Road at Demorest Mt Airy Highway
- Camp Creek Road at Chase Road
- New Liberty Road at Wall Bridge Road
- Old Cleveland Road at Old Athens Highway
- Smith Loop at Old Cleveland Road
- The Orchard Road at Turnerville Circle
- Oakey Mountain Road at Watts Mill Road
- Pea Ridge Road at Old Mill Road
- Oakey Mountain Road at Low Gap Road
- Old Historic US 441 at Rockford Creek Road

7.2.3. PROJECT SHEETS

Using the data gathered for this plan, draft project sheets were created for roadway segments and intersections for County-owned and maintained roads that had the highest risk factor scores or were identified as priority locations by the County. These sheets compile the data used in the risk factor analysis and outline the recommended countermeasures for each location based on the project selection criteria outlined above and input from the County. They are designed to provide information that could be useful for future grant applications, including the project location, systematic ranking data, crash data, geometric data, and a planning-level cost estimate for the recommended safety improvements. **Figure 25** summarizes the general organization and information contained within the project sheets. If desired, this data could be utilized to guide decision-making processes for prioritizing future transportation safety improvement projects.

A virtual meeting was held with Habersham County staff to discuss location-specific countermeasures recommended for the high-risk roadway segment and intersection locations included on the draft project sheets. Detailed data used in the risk factor analysis and countermeasure selection threshold tables were reviewed for accuracy with the County. Additionally, improvements requested by the County and based on area context were noted for inclusion on the back side of the project sheet.

After addressing comments from the County, the project sheets for segments and intersections were finalized. These project sheets are included in **Appendix I** and **Appendix J** for segments and intersections respectively.

Systemic safety improvement projects were developed with input from the County for high-ranking roadway segments and intersections. These project sheets may require updating for funding applications in future years or based on updated roadway attributes. There also may be changes to the project sheets based on local knowledge of the site, available funding, and/or specific location needs. **Table 9** provides a planning-level cost summary of the recommended projects.

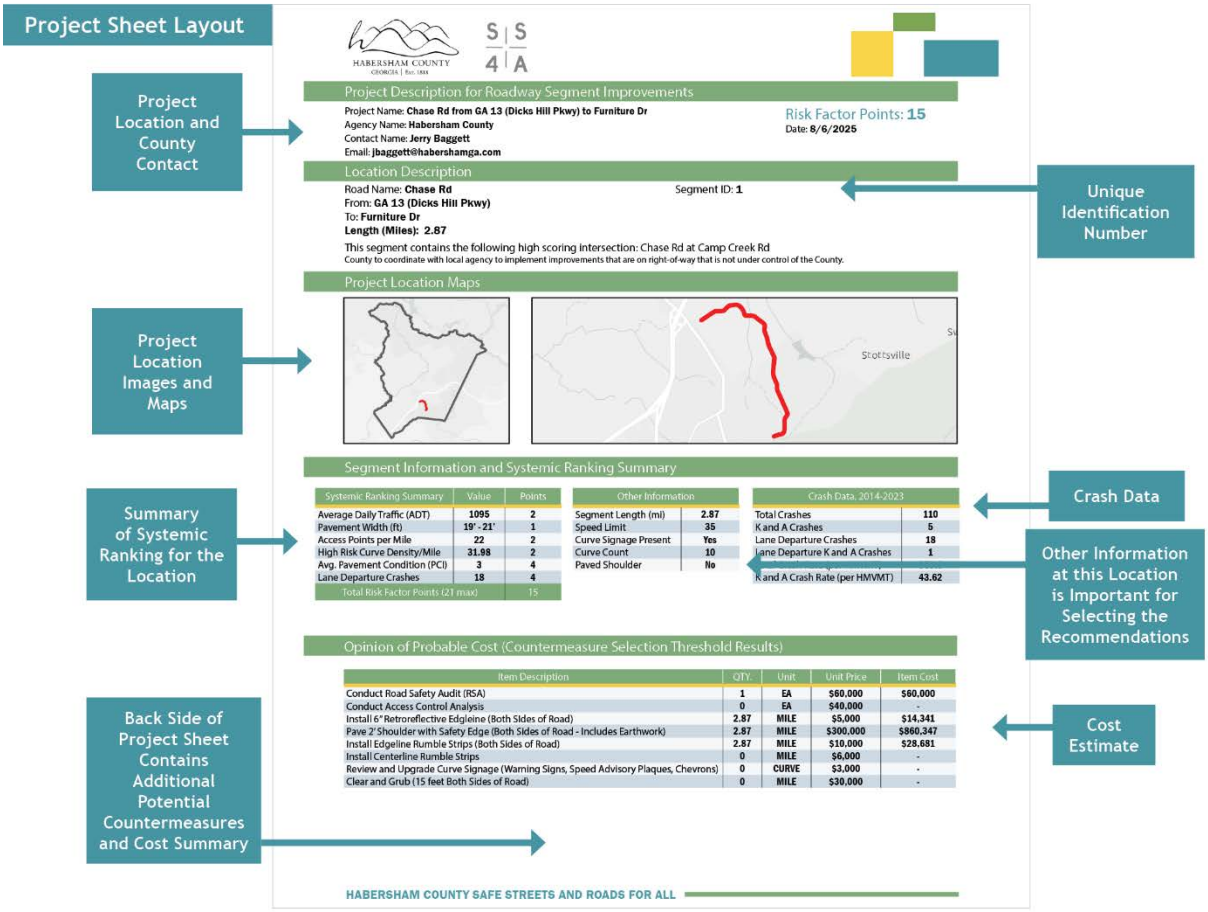

Figure 25: Project Sheet Information

Table 9: Engineering Countermeasure Cost Summary

Facility Type	Number of Locations	Estimated Project Cost
Segments	20	$271,600,000.00
County-County Intersections	10	$285,000,000.00
County-Other Intersections	10	$190,605,000.00
	2837	**$860,285,000.00**

While improvements were identified for the prioritized locations, low-cost countermeasures are recommended to be implemented for all paved roadway segments and intersections as funding becomes available. The countermeasure selection threshold tables, provided in **Appendix H**, should be used to identify appropriate safety improvement recommendations for those locations.

7.3. STRATEGIES

In addition to engineering solutions to safety improvements, additional strategies may be considered to help improve driver behavior to enhance road safety. The following strategies have been identified to address overrepresented emphasis areas within Habersham County:

- Older Drivers
  - Promote safe mobility choices
  - Encourage external reporting of at-risk drivers licensing authorities
  - Engage in education opportunities, such as the CarFit Program or Yellow Dot Program
- Impaired Driving
  - Develop targeted enforcement regiments
  - Encourage before and after options, such as alternative modes and treatment of offense
- Distracted Driving
  - Visibly enforce existing statutes
  - Encourage agencies to develop a policy for hands-free devices while driving agency vehicles
- Young and Young Adult Drivers
  - Promote pre- and post-licensure driver education
  - Encourage parental roles in teaching and managing young drivers
  - Enforcement zero tolerance laws
- Occupant Protection
  - Educate new parents on the availability of car seat inspection stations
  - Enforce existing seatbelt laws and regulations
  - Enforce child seat laws with frequent check points

These strategies target driver behavior to improve safety on county roads and help work towards the goal of reducing fatal and serious injury crashes. These strategies are recommended to be developed in partnership with the four Es of safety to implement countermeasures that are not currently in practice and to identify opportunities to introduce additional countermeasures that are not currently being used by the County.

7.4. IMPLEMENTATION

The County intends to implement safety improvements at these priority locations over the next 10 years. Once safety improvements are implemented at the identified highest-priority locations, the County should select a new set of priority locations from the highest-risk locations identified within this plan.

The SAP project aims to provide a document that is both practical and frequently referenced by the County for requesting funding and completing transportation safety improvement projects on county-maintained roads. The following outlines key opportunities that can be used to implement the recommendations included within this plan:

- **SS4A Implementation Grant**: With the completion of this SAP, Habersham County is eligible to apply for additional funding through the SS4A program. An SS4A Implementation Grant provides federal funds to implement projects and strategies identified in an SAP to address roadway safety issues, including infrastructural, behavioral, and/or operational activities. The County may consider applying for an Implementation Grant to secure funding to implement the engineering projects and driver-related strategies recommended in this plan.

- **Special Purpose Local Option Sales Tax (SPLOST)**: Habersham County has a SPLOST program, which is a voter-approved sales tax used to fund capital projects. A portion of this funding is allocated to roadway improvement projects, which can be used to design and construct safety improvements on the County roadway system.
- **Maintenance activities**: Maintenance activities and upcoming design projects offer a great opportunity to incorporate safety countermeasures into already funded projects, often with minimal increases to the overall project cost. As such, it is recommended that when the County is designing projects and/or addressing a maintenance issue, the countermeasure selection thresholds (detailed in Section 6.1.3) are reviewed and countermeasures appropriate for the location are incorporated into the design. Doing so can help prioritize projects and emphasize safety in design and maintenance activities. Additionally, the countermeasure information within this document should be used to provide instruction or education to maintenance crews about their ability to enhance safety in the County through their work.
- **Countywide Partnerships**: It is recommended that the County continue to foster cooperation with safety stakeholders and look for opportunities to improve and expand the implementation of driver-related countermeasures.

7.5. NEXT STEPS

The County will continue their commitment to improving transportation safety and work towards their goal of eradicating traffic fatalities and serious injuries as laid out in the resolution adopted by Habersham County on April 21, 2025. The County will also continue to implement safety improvement projects, using this plan as a guide to select future locations and applicable countermeasures. Implementing the strategies and projects put forth in this document will aid in the accomplishment of the goals and commitments set forth by the County. Once the prioritized projects outlined in the SAP are funded and planned for construction, the plan will be updated to reflect these changes as well as additional available roadway data and changes in crash types and patterns.

APPENDIX A

HABERSHAM COUNTY RESOLUTION

HABERSHAM COUNTY, GEORGIA

RESOLUTION 2025-04-003

A RESOLUTION OF THE HABERSHAM COUNTY BOARD OF COUNTY COMMISSIONERS TO APPROVE AND ADOPT A GOAL TO WORK TORWARDS ZERO TRAFFIC-RELATED DEATHS AND SERIOUS INJURIES BY 2040

WHEREAS between 2019 and 2023, Habersham County lost 8 people and witnessed another 54 people experience a serious or life-threatening injury due to traffic collisions on County owned and maintained roads; and

WHEREAS crashes that result in death or serious injury are not inevitable, but largely preventable, and the County acknowledges that the only acceptable goal is to eliminate traffic-related deaths and serious injuries; and

WHEREAS creating safe, user-friendly streets will encourage active transportation, improving population health, air quality, access to healthy foods, and overall public well-being; and

WHEREAS the Habersham County Safety Action Plan will present the County's commitment and strategies to eliminating traffic-related deaths and serious injuries; and

WHEREAS the Habersham County Safety Action Plan will highlight needs for historically disadvantaged communities and the most vulnerable users of the transportation system;

NOW, THEREFORE, IT IS HEREBY RESOLVED that the County Board of Commissioners does hereby approve and adopt the following:

1. Habersham County hereby establishes a goal of reducing the crash rate of traffic-related deaths and serious injuries [as a function of the number of fatal and serious injury crashes per thousand of population (per capita) over the most recent five-year period] on County owned and maintained roads by 50% by the year 2030, as compared to the year 2023, and
2. Habersham County hereby establishes a goal of working towards zero traffic-related deaths and serious injuries on County owned and maintained roads by the year 2040, and
3. Habersham County is dedicated to measuring the progress of this goal and will provide quantitative metrics that are reported with future updates of the Safety Action Plan.

PASSED AND ADOPTED by the Board of Commissioners for Habersham County, Georgia this 21st day of April, 2025.

HABERSHAM COUNTY BOARD OF COMMISSIONERS

By: _____
Bruce Harkness – Vice Chairman

Attest: _____
Brandalin Carnes- County Clerk

APPENDIX B

CRASH DATA TABLE

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1	7026951	1/2/19	16:42	B	Hit Fixed Object	1	North	0	Daylight	Wet
2	7032587	1/6/2019	13:29	C	Rear End	2	North	North	Daylight	Dry
3	7035232	1/6/19	16:45	O	Hit Fixed Object	1	East	0	Daylight	Dry
4	7035272	1/7/2019	14:20	O	Angle	2	South	East	Daylight	Dry
5	7035484	1/7/19	14:40	O	Angle	2	North	West	Daylight	Dry
6	7039012	1/5/2019	14:35	O	Angle	2	East	North	Daylight	Dry
7	7039016	1/7/19	19:00	O	Rear End	2	South	South	Dark-Not Lighted	Dry
8	7041065	1/10/2019	18:15	O	Angle	2	East	North	Dark-Not Lighted	Dry
9	7041066	1/10/19	19:05	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
10	7041131	1/11/2019	10:35	O	Angle	2	South	South	Daylight	Dry
11	7045677	1/14/19	11:19	O	Hit Fixed Object	1	South	0	Daylight	Dry
12	7046852	1/14/2019	10:25	C	Run off the Road	1	East	0	Daylight	Dry
13	7054480	1/17/19	17:02	O	Rear End	2	West	West	Dusk	Wet
14	7055678	1/22/2019	8:30	O	Run off the Road	1	East	0	Daylight	Dry
15	7057140	1/23/19	22:55	O	Run off the Road	1	West	0	Dark-Not Lighted	Wet
16	7057150	1/23/2019	16:42	O	Sideswipe - Opposite Direction	2	South	North	Daylight	Wet
17	7059592	1/22/19	16:56	O	Overturned	1	East	0	Daylight	Dry
18	7059605	1/24/2019	17:44	B	Rear End	2	East	East	Dusk	Dry
19	7060203	1/22/19	17:59	C	Angle	2	North	North	Dusk	Dry
20	7060216	1/24/2019	7:55	O	Hit Fixed Object	1	North	0	Daylight	Wet
21	7061441	1/25/19	16:06	O	Sideswipe - Opposite Direction	2	East	West	Daylight	Dry
22	7061508	1/27/2019	21:16	O	Run off the Road	1	North	0	Dark-Not Lighted	Dry
23	7062166	1/24/19	7:37	O	Left Turn	2	South	North	Daylight	Dry
24	7063783	1/29/2019	9:11	O	Hit Animal	1	South	0	Daylight	(None)
25	7066708	1/29/19	17:02	O	Overturned	1	South	0	Daylight	Dry
26	7068980	2/2/2019	7:25	B	Hit Fixed Object	1	North	0	Daylight	Dry
27	7072143	2/4/19	8:18	K	Hit Fixed Object	1	South	0	Daylight	Dry
28	7073031	2/6/2019	0:15	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
29	7075824	2/6/19	18:28	O	Hit Animal	1	East	0	Dusk	Wet
30	7079039	1/26/2019	23:22	O	Overturned	1	North	0	Dark-Not Lighted	Dry
31	7082140	2/8/19	20:24	O	Run off the Road	1	North	0	Dark-Not Lighted	Dry
32	7083814	2/10/2019	13:05	B	Hit Fixed Object	1	North	0	Daylight	Dry
33	7083879	2/14/19	6:51	O	Hit Animal	1	West	0	Dawn	Dry
34	7084131	2/12/2019	14:09	C	Rear End	2	North	North	Daylight	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
35	7084132	2/12/19	10:30	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Wet
36	7084134	2/13/2019	18:40	O	Hit Animal	2	South	North	Dark-Lighted	Dry
37	7087698	2/15/19	5:54	O	Sideswipe - Same Direction	2	South	South	Dark-Not Lighted	Dry
38	7088836	2/17/2019	13:28	O	Run off the Road	1	West	0	Daylight	Wet
39	7090641	2/19/19	16:02	C	Angle	2	East	North	Daylight	Wet
40	7090843	2/16/2019	21:10	O	Hit Fixed Object	1	West	0	Daylight	Dry
41	7090850	2/17/19	22:50	B	Hit Fixed Object	1	South	0	Dark-Not Lighted	Wet
42	7090851	2/16/2019	20:35	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Dry
43	7090857	2/19/19	6:45	C	Overturned	1	South	0	Dark-Not Lighted	Wet
44	7090863	2/15/2019	12:45	B	Angle	2	East	North	Daylight	Dry
45	7091170	2/19/19	19:10	O	Angle	1	East	0	Dark-Not Lighted	Wet
46	7096202	2/19/2019	10:20	O	Run off the Road	1	North	0	Daylight	Wet
47	7096215	2/20/19	11:06	B	Hit Fixed Object	1	North	0	Daylight	Wet
48	7096224	2/21/2019	12:13	C	Right Turn	3	East	South	Daylight	Wet
49	7096226	2/21/19	13:01	C	Hit Fixed Object	1	North	0	Daylight	Wet
50	7096231	2/20/2019	13:13	B	Hit Fixed Object	1	West	0	Daylight	Wet
51	7097163	2/22/19	13:57	O	Hit Fixed Object	1	West	0	Daylight	Wet
52	7097804	2/22/2019	6:50	A	Head On	2	North	South	Dawn	Wet
53	7097807	2/22/19	12:45	O	Angle	2	South	West	Daylight	Wet
54	7098266	2/23/2019	22:05	O	Angle	2	West	North	Dark-Not Lighted	Wet
55	7099114	2/24/19	17:05	O	Left Turn	2	West	East	Daylight	Dry
56	7103602	2/28/2019	7:02	O	Hit Animal	1	North	0	Dawn	Dry
57	7106505	3/2/19	15:53	O	Hit Fixed Object	1	North	0	Daylight	Dry
58	7106858	3/2/2019	14:04	B	Angle	2	North	West	Daylight	Dry
59	7108132	3/4/19	6:50	O	Hit Animal	1	South	0	Dusk	Dry
60	7108555	3/3/2019	13:29	O	Rear End	2	West	West	Daylight	Wet
61	7111157	3/6/19	7:55	O	Rear End	3	North	North	Daylight	Dry
62	7112002	2/28/2019	21:17	O	Left Turn	2	South	North	Dark-Not Lighted	Wet
63	7117233	3/2/19	13:58	O	Run off the Road	1	South	0	Daylight	Dry
64	7118474	3/11/2019	15:22	O	Rear End	2	North	North	Daylight	Wet
65	7120797	3/12/19	13:32	O	Hit Parked Vehicle	2	East	None	Daylight	Dry
66	7122468	3/13/19	7:30	O	Angle	3	North	East	Daylight	Dry
67	7126241	3/14/2019	19:52	O	Rear End	2	West	West	Dark-Not Lighted	Dry
68	7126688	1/16/19	14:15	C	Angle	2	West	South	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
69	7127093	3/17/2019	6:01	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
70	7128492	3/17/19	9:15	B	Run off the Road	1	South	0	Daylight	Dry
71	7129433	3/18/2019	19:20	O	Overturned	1	West	0	Dark-Not Lighted	Dry
72	7132897	3/20/19	12:30	O	Hit Fixed Object	1	South	0	Daylight	Dry
73	7139417	3/23/2019	6:55	O	Overturned	1	West	0	Daylight	Dry
74	7139461	3/25/19	22:25	B	Angle	2	South	West	Dark-Not Lighted	Wet
75	7143384	3/23/2019	22:45	O	Run off the Road	1	South	0	Dark-Lighted	Dry
76	7148525	3/24/19	22:43	O	Run off the Road	1	North	0	Dark-Not Lighted	Dry
77	7149091	3/31/2019	20:50	O	Rear End	2	East	East	Dark-Not Lighted	Dry
78	7152154	4/4/19	17:10	O	Backing	2	East	West	Daylight	Dry
79	7154894	4/6/2019	7:39	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
80	7155221	4/5/19	16:46	O	Rear End	2	North	North	Daylight	Dry
81	7156019	4/7/2019	8:40	B	Hit Fixed Object	1	East	0	Daylight	Wet
82	7156037	4/7/19	11:05	O	Hit Fixed Object	1	South	0	Daylight	Wet
83	7158096	4/6/2019	17:35	C	Hit Fixed Object	1	South	0	Daylight	Dry
84	7158719	4/10/19	6:28	O	Hit Animal	1	West	0	Dawn	Dry
85	7163130	4/13/2019	23:48	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
86	7163555	4/13/19	18:50	C	Angle	2	South	East	Daylight	Dry
87	7168116	4/16/2019	6:10	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
88	7171668	4/17/19	0:21	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Dry
89	7171686	4/20/2019	15:10	O	Sideswipe - Opposite Direction	2	East	West	Daylight	Dry
90	7172493	4/15/19	20:13	O	Other/Unknown	1	West	0	Dark-Not Lighted	Dry
91	7174959	4/23/2019	23:42	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry
92	7179757	4/19/19	3:20	O	Hit Parked Vehicle	2	West	None	Dark-Lighted	Wet
93	7181023	4/27/2019	18:10	O	Angle	2	North	North	Daylight	Dry
94	7185590	4/24/19	13:05	B	Hit Fixed Object	1	North	0	Daylight	Dry
95	7185591	4/26/2019	20:17	B	Run off the Road	1	South	0	Dark-Not Lighted	Dry
96	7185683	4/22/19	14:24	O	Backing	2	West	East	Daylight	Dry
97	7186273	4/18/2019	19:30	A	Overturned	1	East	0	Daylight	Dry
98	7186328	4/21/19	20:20	O	Run off the Road	1	East	0	Daylight	Dry
99	7186794	4/26/2019	12:49	O	Rear End	2	South	South	Daylight	Dry
100	7190726	5/2/19	15:00	O	Rear End	2	North	North	Daylight	Dry
101	7191531	4/30/2019	9:49	A	Angle	2	North	West	Daylight	Dry
102	7191532	5/3/19	15:19	O	Angle	2	East	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
103	7193515	5/4/2019	13:20	O	Run off the Road	1	South	0	Daylight	Wet
104	7195913	5/6/19	14:17	C	Rear End	2	North	North	Daylight	Dry
105	7198702	5/8/2019	15:15	O	Left Turn	2	East	West	Daylight	Dry
106	7199267	4/19/19	12:51	C	Other/Unknown	1	None	0	Daylight	Wet
107	7200405	5/6/2019	18:30	O	Rear End	2	East	East	Daylight	Dry
108	7201939	5/9/19	9:28	O	Rear End	2	East	East	Daylight	Dry
109	7202019	5/9/2019	9:15	O	Rear End	2	North	North	Daylight	Dry
110	7202021	5/9/19	9:25	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
111	7203240	5/12/2019	7:28	O	Hit Parked Vehicle	2	South	None	Daylight	Wet
112	7206647	5/1/19	15:17	O	Overturned	1	North	0	Daylight	Dry
113	7210020	5/15/2019	15:03	C	Rear End	2	West	West	Daylight	Dry
114	7211202	5/17/19	18:38	O	Rear End	2	North	North	Daylight	Dry
115	7211857	5/18/2019	7:30	O	Hit Fixed Object	1	East	0	Daylight	Dry
116	7213917	5/19/19	17:29	O	Left Turn	2	South	North	Daylight	Dry
117	7215321	5/18/2019	8:38	B	Angle	2	West	West	Daylight	Dry
118	7215891	5/21/19	18:07	O	Left Turn	2	South	North	Daylight	Dry
119	7215931	5/22/2019	0:03	O	Run off the Road	1	South	0	Dark-Lighted	Dry
120	7217575	5/17/19	22:30	B	Overturned	1	West	0	Dark-Not Lighted	Dry
121	7219189	5/22/2019	7:20	O	Hit Fixed Object	1	South	0	Daylight	Dry
122	7219205	5/22/19	15:30	O	Rear End	2	North	North	Daylight	Dry
123	7219208	5/22/2019	7:35	C	Run off the Road	1	North	0	Daylight	Dry
124	7220209	5/22/19	8:40	O	Angle	2	South	South	Daylight	Dry
125	7221072	5/23/2019	7:28	O	Angle	2	East	South	Daylight	Dry
126	7221624	5/25/19	22:36	O	Overturned	1	North	0	Dark-Lighted	Dry
127	7227737	5/29/2019	15:45	O	Rear End	2	North	North	Daylight	Dry
128	7228222	5/31/19	1:28	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
129	7231287	5/31/2019	15:36	B	Run off the Road	1	South	0	Daylight	Dry
130	7232045	5/28/19	9:35	B	Run off the Road	1	North	0	Daylight	Dry
131	7234879	5/21/2019	21:43	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry
132	7236242	6/5/19	18:30	O	Angle	2	North	East	Daylight	Wet
133	7237796	6/6/2019	7:15	O	Hit Fixed Object	1	South	0	Daylight	Wet
134	7240838	6/10/19	7:59	O	Run off the Road	1	East	0	Daylight	Dry
135	7241067	6/7/2019	17:25	O	Rear End	2	West	West	Daylight	Wet
136	7241068	6/8/19	19:10	O	Angle	2	East	South	Daylight	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
137	7244633	6/12/2019	6:40	O	Hit Animal	1	South	0	Dawn	Dry
138	7245120	6/12/19	5:57	O	Left Turn	2	East	West	Dark-Not Lighted	Dry
139	7246142	6/13/2019	9:09	B	Head On	2	South	North	Daylight	Dry
140	7248328	6/14/19	14:23	B	Hit Parked Vehicle	2	South	South	Daylight	Dry
141	7249047	6/13/2019	10:00	A	Run off the Road	1	East	0	Daylight	Dry
142	7250095	6/13/19	18:17	O	Angle	2	West	South	Daylight	Dry
143	7250135	6/15/2019	16:10	O	Rear End	2	North	North	Daylight	Dry
144	7251101	6/14/19	18:26	O	Left Turn	2	West	East	Daylight	Dry
145	7251706	6/17/2019	22:40	B	Hit Fixed Object	1	West	0	Dark-Not Lighted	Wet
146	7252177	6/17/19	22:40	O	Backing	1	West	None	Dark-Not Lighted	Wet
147	7252319	6/17/2019	6:55	B	Overturned	1	East	0	Daylight	Dry
148	7252534	6/18/19	16:09	O	Angle	3	North	South	Daylight	Wet
149	7252611	6/18/2019	16:49	O	Rear End	2	West	West	Daylight	Wet
150	7255608	6/20/19	20:36	B	Other/Unknown	1	West	0	Daylight	Dry
151	7257954	6/21/2019	21:22	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
152	7258334	6/22/19	14:53	O	Rear End	2	East	East	Daylight	Dry
153	7259448	6/23/2019	11:43	O	Backing	2	East	West	Daylight	Dry
154	7259472	6/23/19	15:19	C	Hit Fixed Object	1	North	0	Daylight	Dry
155	7260704	6/7/2019	16:35	O	Hit Fixed Object	1	South	0	Daylight	Dry
156	7262177	6/26/19	7:14	O	Run off the Road	1	East	0	Daylight	Dry
157	7263090	6/25/2019	13:40	B	Rear End	2	West	West	Daylight	Dry
158	7263925	6/26/19	7:45	O	Angle	2	West	South	Daylight	Dry
159	7265161	6/22/2019	17:08	O	Head On	2	East	West	Daylight	Dry
160	7267593	6/28/19	22:22	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
161	7268438	6/27/2019	10:55	O	Rear End	2	North	North	Daylight	Dry
162	7269449	7/2/19	9:59	O	Rear End	2	South	South	Daylight	Dry
163	7274100	7/6/2019	5:40	O	Hit Animal	1	South	0	Dark-Not Lighted	Wet
164	7278378	7/9/19	9:50	O	Rear End	2	North	North	Daylight	Dry
165	7280579	7/11/2019	22:00	O	Run off the Road	1	North	0	Dark-Not Lighted	Wet
166	7282047	6/19/19	10:37	O	Rear End	2	East	East	Daylight	Dry
167	7282558	7/12/2019	15:55	O	Angle	2	South	East	Daylight	Dry
168	7284079	7/11/19	19:14	O	Rear End	2	North	North	Daylight	Dry
169	7294319	7/21/2019	20:00	B	Hit Fixed Object	1	North	0	Daylight	Dry
170	7295135	7/23/19	7:30	O	Hit Fixed Object	2	South	West	Daylight	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
171	7302358	7/25/2019	19:30	O	Rear End	2	West	West	Daylight	Dry
172	7310893	8/2/19	6:39	O	Hit Animal	1	South	0	Dawn	Wet
173	7312080	8/7/2019	13:43	O	Hit Animal	1	West	0	Daylight	Dry
174	7316283	8/8/19	7:29	O	Hit Animal	1	East	0	Daylight	Dry
175	7332220	8/24/2019	13:30	C	Run off the Road	1	East	0	Daylight	Dry
176	7332557	8/25/19	0:10	O	Run off the Road	1	North	0	Dark-Not Lighted	Dry
177	7332817	8/20/2019	15:22	O	Right Turn	2	West	South	Daylight	Dry
178	7332818	8/21/19	6:32	O	Sideswipe - Same Direction	2	West	West	Dawn	Dry
179	7334630	8/27/2019	6:29	O	Hit Animal	1	West	0	Dark-Lighted	Wet
180	7335127	8/27/19	13:16	O	Run off the Road	1	West	0	Daylight	Wet
181	7340003	8/21/2019	18:01	O	Angle	2	West	North	Daylight	Dry
182	7347923	7/27/19	1:50	O	Run off the Road	1	East	0	Dark-Not Lighted	Dry
183	7349022	9/5/2019	17:58	C	Rear End	2	North	North	Daylight	Dry
184	7350567	9/9/19	23:31	O	Hit Animal	1	East	0	Dusk	Dry
185	7353762	9/13/2019	4:49	B	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
186	7356005	9/1/19	11:45	O	Run off the Road	1	None	0	Daylight	Wet
187	7357063	9/13/2019	7:53	O	Angle	2	West	South	Dawn	Dry
188	7360750	9/18/19	5:27	O	Rear End	2	South	South	Dark-Not Lighted	Dry
189	7361245	9/20/2019	20:41	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
190	7363910	9/21/19	4:30	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
191	7363923	9/22/2019	2:20	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Dry
192	7372933	9/29/19	0:00	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
193	7376081	9/30/2019	18:16	C	Rear End	2	West	West	Daylight	Dry
194	7380996	10/4/19	14:56	O	Rear End	2	North	North	Daylight	Dry
195	7381594	10/6/2019	22:24	O	Run off the Road	1	East	0	Dark-Not Lighted	(None)
196	7384280	10/8/19	18:25	B	Run off the Road	1	South	0	Daylight	Dry
197	7392588	10/10/2019	15:06	A	Hit Fixed Object	1	North	0	Daylight	Dry
198	7393958	10/17/19	6:27	O	Rear End	2	North	North	Dark-Not Lighted	Dry
199	7398271	10/19/2019	23:45	C	Hit Fixed Object	1	East	0	Dark-Not Lighted	Wet
200	7398278	10/19/19	19:13	O	Angle	2	North	West	Dark-Lighted	Wet
201	7404235	10/23/2019	20:14	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
202	7404236	10/24/19	11:15	O	Left Turn	2	North	South	Daylight	Dry
203	7404278	10/19/2019	23:00	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Wet
204	7407994	6/8/19	17:56	C	Other/Unknown	1	East	0	Daylight	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
205	7408719	10/28/2019	21:03	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
206	7408729	10/24/19	6:50	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Dry
207	7411582	10/30/2019	7:15	O	Angle	2	South	East	Daylight	Wet
208	7419236	7/23/19	15:50	C	Sideswipe - Opposite Direction	2	South	North	Daylight	Dry
209	7419368	11/1/2019	7:28	B	Angle	3	East	South	Dawn	Dry
210	7421864	10/26/19	16:50	C	Hit Fixed Object	1	South	0	Daylight	Wet
211	7421868	10/31/2019	17:30	C	Angle	2	South	West	Daylight	Wet
212	7421872	10/31/19	7:35	O	Rear End	2	South	South	Daylight	Wet
213	7424500	11/7/2019	7:34	C	Overturned	1	South	0	Daylight	Dry
214	7436136	11/13/19	5:58	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry
215	7437222	11/16/2019	6:37	C	Angle	2	West	South	Dark-Lighted	Dry
216	7440054	11/13/19	11:18	O	Hit Fixed Object	1	East	0	Daylight	Dry
217	7442091	11/18/2019	12:17	O	Sideswipe - Opposite Direction	2	South	North	Daylight	Dry
218	7450114	11/20/19	7:53	K	Head On	2	South	North	Daylight	Dry
219	7450484	11/19/2019	18:30	C	Hit Animal	1	North	0	Dark-Not Lighted	Dry
220	7450485	11/21/19	16:14	O	Run off the Road	1	West	0	Daylight	Dry
221	7450532	11/7/2019	15:35	O	Rear End	2	West	West	Daylight	Dry
222	7450540	11/16/19	11:45	O	Rear End	2	East	East	Daylight	Dry
223	7450541	11/16/2019	14:40	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
224	7450543	11/3/19	14:18	B	Right Turn	2	East	South	Daylight	Dry
225	7450549	11/25/2019	12:58	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
226	7451073	11/25/19	19:58	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
227	7452113	11/24/2019	17:20	B	Angle	2	East	South	Dusk	Dry
228	7452133	10/29/19	13:40	O	Left Turn	2	West	East	Daylight	Dry
229	7452142	11/20/2019	15:45	O	Angle	2	West	North	Daylight	Dry
230	7452155	10/26/19	7:00	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
231	7452156	10/26/2019	11:40	O	Angle	2	South	West	Daylight	Wet
232	7452161	10/31/19	7:50	C	Rear End	2	South	South	Daylight	Wet
233	7452162	11/11/2019	19:39	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
234	7452165	11/17/19	17:45	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
235	7454661	11/25/2019	2:20	C	Hit Animal	1	West	0	Dark-Not Lighted	Dry
236	7454889	11/26/19	16:00	O	Angle	2	South	West	Daylight	Dry
237	7455288	11/27/2019	9:30	O	Hit Fixed Object	1	East	0	Daylight	Wet
238	7455976	11/27/19	12:10	O	Hit Fixed Object	1	North	0	Daylight	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
239	7456037	11/27/2019	20:01	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
240	7456063	11/28/19	16:55	C	Angle	2	North	West	Daylight	Dry
241	7456798	11/29/2019	7:32	O	Hit Animal	1	West	0	Daylight	Dry
242	7458349	11/29/19	11:06	C	Angle	2	East	South	Daylight	Dry
243	7460324	12/2/2019	18:20	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
244	7464639	12/4/19	20:43	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
245	7469991	12/4/2019	18:15	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
246	7470574	12/9/19	8:00	O	Left Turn	2	South	North	Daylight	Wet
247	7471554	11/29/2019	19:26	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
248	7473185	12/10/19	17:20	C	Rear End	2	East	East	Dark-Not Lighted	Wet
249	7477863	12/14/2019	19:48	C	Run off the Road	1	East	0	Dark-Not Lighted	Dry
250	7480811	12/14/19	17:15	O	Hit Animal	1	South	0	Daylight	Dry
251	7481142	12/12/2019	10:10	O	Angle	2	East	South	Daylight	Dry
252	7484218	12/18/19	22:19	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
253	7485327	12/17/2019	17:25	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry
254	7485640	12/14/19	0:54	C	Hit Fixed Object	1	South	0	Dark-Not Lighted	Wet
255	7486071	12/20/2019	8:21	O	Hit Animal	1	North	0	Daylight	Dry
256	7488776	12/20/19	7:27	O	Hit Animal	1	South	0	Daylight	Dry
257	7489939	12/23/2019	5:32	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Wet
258	7489942	12/23/19	7:30	O	Run off the Road	1	North	0	Daylight	Wet
259	7490009	12/20/2019	7:30	C	Rear End	2	East	East	Daylight	Dry
260	7490978	12/21/19	7:58	C	Overturned	1	South	0	Daylight	Dry
261	7495599	12/24/2019	20:15	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry
262	7500569	12/12/19	9:50	C	Angle	2	East	North	Daylight	Dry
263	7500590	12/19/2019	15:25	O	Angle	2	West	South	Daylight	Dry
264	7501084	12/29/19	22:15	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Wet
265	7504188	1/4/2020	6:25	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
266	7504540	12/28/19	23:00	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
267	7505005	1/4/2020	19:32	O	Run off the Road	1	East	0	Dark-Not Lighted	Wet
268	7505100	1/5/20	15:37	O	Angle	2	North	West	Daylight	Dry
269	7505713	1/3/2020	17:18	O	Rear End	2	West	West	Daylight	Wet
270	7505714	1/3/20	6:30	O	Run off the Road	1	West	0	Dark-Lighted	Wet
271	7509444	1/5/2020	18:31	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
272	7509447	1/6/20	18:30	O	Rear End	2	South	South	Dark-Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
273	7509911	1/9/2020	6:51	O	Angle	2	West	West	Dark-Not Lighted	Dry
274	7510180	1/4/20	20:03	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
275	7511096	1/8/2020	16:07	O	Overturned	1	West	0	Daylight	Dry
276	7514827	1/11/20	17:00	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
277	7516201	1/13/2020	19:12	O	Hit Animal	1	North	0	Dark-Not Lighted	Wet
278	7516202	1/14/20	18:03	O	Hit Animal	1	West	0	Dark-Not Lighted	Wet
279	7516203	1/15/2020	1:05	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
280	7520604	1/18/20	13:58	O	Run off the Road	1	East	0	Daylight	Wet
281	7521364	1/8/2020	19:45	B	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
282	7524098	1/21/20	6:48	C	Rear End	2	South	South	Dark-Not Lighted	Dry
283	7524704	1/20/2020	15:40	O	Overturned	1	North	0	Daylight	Dry
284	7527553	1/21/20	15:34	O	Head On	2	East	West	Daylight	Dry
285	7528435	1/26/2020	12:34	O	Run off the Road	1	North	0	Daylight	Dry
286	7530459	1/27/20	14:45	O	Hit Animal	1	West	0	Daylight	Dry
287	7532310	1/24/2020	7:32	O	Angle	2	West	South	Dawn	Wet
288	7537367	1/31/20	10:45	B	Hit Fixed Object	1	North	0	Daylight	Snow
289	7537699	2/2/2020	16:35	O	Run off the Road	1	East	0	Daylight	Dry
290	7537703	2/2/20	16:36	O	Run off the Road	1	East	0	Daylight	Dry
291	7538559	2/4/2020	2:30	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry
292	7538840	2/3/20	21:50	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry
293	7543721	2/5/2020	13:18	O	Rear End	2	North	North	Daylight	Wet
294	7544162	2/8/20	21:18	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Wet
295	7544389	1/17/2020	17:25	O	Rear End	2	West	West	Dusk	Dry
296	7548376	2/9/20	14:53	O	Angle	2	North	North	Daylight	Wet
297	7548429	2/11/2020	21:23	C	Run off the Road	1	North	0	Dark-Not Lighted	Wet
298	7548587	2/6/20	14:16	O	Angle	2	North	East	Daylight	Wet
299	7548736	2/6/2020	8:00	O	Hit Fixed Object	1	North	0	Daylight	Wet
300	7549789	2/13/20	21:00	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
301	7555042	2/17/2020	21:50	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
302	7557559	2/11/20	16:11	O	Angle	2	North	North	Daylight	Wet
303	7561803	2/21/2020	15:27	O	Run off the Road	1	South	0	Daylight	Dry
304	7561815	2/22/20	15:15	B	Head On	2	East	West	Daylight	Dry
305	7577203	3/6/2020	5:34	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Dry
306	7580384	3/9/20	18:25	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
307	7582548	3/5/2020	21:30	O	Backing	2	West	None	Dark-Not Lighted	Wet
308	7582610	2/13/20	7:27	O	Hit Fixed Object	1	South	0	Daylight	Wet
309	7582629	2/23/2020	14:12	O	Rear End	3	North	North	Daylight	Dry
310	7582631	2/26/20	20:08	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry
311	7582826	2/2/2020	12:45	C	Right Turn	2	South	West	Daylight	Dry
312	7582833	3/3/20	19:27	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
313	7583676	2/2/2020	16:37	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
314	7586150	2/11/20	7:21	O	Hit Animal	1	East	0	Daylight	Wet
315	7586151	2/18/2020	14:55	C	Hit Fixed Object	1	South	0	Daylight	Wet
316	7586791	2/27/20	12:30	O	Run off the Road	2	East	North	Daylight	Dry
317	7587102	3/4/2020	7:44	O	Run off the Road	1	West	0	Daylight	Wet
318	7587103	3/5/20	11:31	C	Rear End	3	South	South	Daylight	Wet
319	7587104	3/9/2020	9:46	B	Rear End	2	West	West	Daylight	Dry
320	7590229	2/20/20	13:00	B	Hit Fixed Object	1	South	0	Daylight	Wet
321	7590233	2/24/2020	15:15	C	Rear End	3	South	South	Daylight	Wet
322	7590235	2/24/20	16:50	O	Left Turn	2	North	South	Daylight	Wet
323	7590242	3/7/2020	11:10	C	Rear End	2	West	West	Daylight	Dry
324	7590243	3/8/20	11:45	O	Run off the Road	1	East	0	Daylight	Dry
325	7594280	3/15/2020	4:46	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
326	7594307	3/14/20	13:57	O	Angle	2	West	East	Daylight	Wet
327	7594364	3/15/2020	10:16	O	Run off the Road	1	North	0	Daylight	Wet
328	7595674	3/10/20	11:38	O	Angle	2	South	West	Daylight	Dry
329	7604763	3/25/2020	21:45	O	Run off the Road	1	East	0	Dark-Not Lighted	Dry
330	7606807	3/30/20	20:01	C	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
331	7607031	3/31/2020	7:52	B	Sideswipe - Opposite Direction	2	South	North	Daylight	Dry
332	7607035	3/31/20	7:43	C	Overturned	1	North	0	Daylight	Wet
333	7608735	3/29/2020	16:00	O	Hit Fixed Object	1	North	0	Daylight	Dry
334	7608738	3/29/20	20:30	A	Overturned	1	North	0	Dark-Not Lighted	Dry
335	7610752	4/5/2020	14:55	O	Hit Fixed Object	1	North	0	Daylight	Dry
336	7610763	4/6/20	15:25	O	Run off the Road	1	North	0	Daylight	Dry
337	7611104	3/28/2020	23:10	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry
338	7611149	4/6/20	22:03	B	Pedestrian	1	East	None	Dark-Not Lighted	Dry
339	7611399	4/4/2020	0:27	A	Hit Fixed Object	1	South	0	Dark-Lighted	Dry
340	7616641	4/15/20	17:21	B	Run off the Road	1	South	0	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
341	7623405	4/25/2020	13:00	O	Hit Fixed Object	1	South	0	Daylight	Dry
342	7623428	4/24/20	7:27	O	Run off the Road	1	South	0	Daylight	Wet
343	7624886	4/26/2020	14:58	O	Cargo Loss	2	South	North	Daylight	Dry
344	7624888	4/26/20	15:05	O	Cargo Loss	2	South	South	Daylight	Dry
345	7624933	4/27/2020	7:45	O	Hit Animal	1	North	0	Daylight	Dry
346	7624952	4/27/20	20:34	O	Left Turn	2	South	North	Dark-Not Lighted	Dry
347	7625168	4/27/2020	13:53	O	Run off the Road	1	North	0	Daylight	Dry
348	7626463	4/30/20	4:35	O	Run off the Road	1	West	0	Dark-Not Lighted	Wet
349	7627649	5/1/2020	19:25	O	Rear End	2	West	West	Daylight	Dry
350	7627653	5/1/20	19:35	O	Hit Animal	1	South	0	Daylight	Dry
351	7630864	5/5/2020	7:35	O	Rear End	3	West	West	Daylight	Dry
352	7630929	5/4/20	8:04	B	Rear End	2	East	East	Daylight	Dry
353	7631005	5/3/2020	22:50	C	Run off the Road	1	East	0	Dark-Not Lighted	Dry
354	7631890	5/3/20	16:00	O	Rear End	2	East	East	Daylight	Dry
355	7632111	5/7/2020	11:36	O	Sideswipe - Opposite Direction	2	North	West	Daylight	Dry
356	7633512	5/8/20	16:21	O	Angle	2	South	North	Daylight	Wet
357	7634476	5/10/2020	19:00	C	Overturned	1	West	0	Daylight	Dry
358	7634973	5/11/20	8:45	B	Overturned	1	South	0	Daylight	Dry
359	7635340	5/10/2020	15:49	O	Hit Fixed Object	1	South	0	Daylight	Dry
360	7638010	5/14/20	21:45	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry
361	7638032	5/14/2020	7:25	O	Angle	2	East	East	Daylight	Dry
362	7638065	5/14/20	13:40	C	Run off the Road	1	East	0	Daylight	Dry
363	7639471	5/17/2020	8:28	B	Hit Fixed Object	1	South	0	Daylight	Dry
364	7641039	5/18/20	15:05	O	Overturned	1	North	0	Daylight	Wet
365	7644950	5/21/2020	13:40	O	Angle	2	North	East	Daylight	Dry
366	7647750	5/26/20	8:50	O	Hit Animal	1	North	0	Daylight	Wet
367	7648994	5/25/2020	18:50	C	Angle	2	West	South	Daylight	Dry
368	7649798	5/27/20	21:29	O	Hit Animal	1	North	0	Dark-Not Lighted	Wet
369	7653073	6/1/2020	13:48	O	Run off the Road	1	East	0	Daylight	Dry
370	7654243	6/2/20	17:25	O	Angle	2	South	West	Daylight	Dry
371	7654425	6/2/2020	14:13	C	Angle	2	South	East	Daylight	Dry
372	7656020	6/4/20	16:52	B	Angle	2	East	North	Daylight	Dry
373	7656424	6/4/2020	10:35	O	Hit Animal	1	North	0	Daylight	Dry
374	7657657	6/7/20	0:00	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
375	7663012	6/8/2020	17:19	O	Backing	2	West	North	Daylight	Dry
376	7665164	6/12/20	12:20	O	Hit Animal	1	East	0	Daylight	Dry
377	7666326	6/14/2020	14:19	B	Rear End	2	North	North	Daylight	Dry
378	7666690	6/12/20	13:14	B	Sideswipe - Same Direction	2	South	South	Daylight	Dry
379	7669259	6/17/2020	20:38	O	Left Turn	2	West	East	Daylight	Dry
380	7670957	6/20/20	10:40	O	Backing	2	South	North	Daylight	Dry
381	7670963	6/20/2020	17:30	O	Backing	1	West	None	Daylight	Dry
382	7671614	6/21/20	15:45	O	Hit Animal	1	North	0	Daylight	Dry
383	7673302	6/21/2020	20:45	O	Overturned	1	North	0	Dark-Not Lighted	Wet
384	7675334	6/24/20	21:35	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry
385	7675337	6/23/2020	7:50	C	Hit Fixed Object	1	North	0	Daylight	Wet
386	7677464	6/24/20	10:13	B	Overturned	1	North	0	Daylight	Dry
387	7677673	6/26/2020	6:55	O	Angle	2	West	South	(None)	(None)
388	7677865	6/26/20	3:00	O	Run off the Road	1	East	0	Dark-Not Lighted	Dry
389	7678127	6/25/2020	20:57	O	Sideswipe - Opposite Direction	2	North	South	Dark-Not Lighted	Dry
390	7678638	6/28/20	2:21	A	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
391	7679902	6/26/2020	7:30	B	Angle	3	East	North	Daylight	Dry
392	7679914	6/29/20	10:33	O	Angle	2	South	West	Daylight	Dry
393	7689692	7/7/2020	16:00	C	Run off the Road	1	East	0	Daylight	Wet
394	7690935	7/8/20	14:17	O	Run off the Road	1	East	0	Daylight	Dry
395	7693436	7/9/2020	18:39	O	Hit Fixed Object	1	North	0	Daylight	Wet
396	7693821	7/10/20	8:01	B	Hit Animal	1	West	0	Daylight	Dry
397	7694798	7/10/2020	18:48	O	Angle	2	West	West	Daylight	Dry
398	7697686	7/13/20	19:07	O	Angle	2	West	South	Daylight	Dry
399	7697690	7/14/2020	13:19	O	Hit Fixed Object	1	North	0	Daylight	Dry
400	7699748	7/17/20	12:25	O	Run off the Road	1	South	0	Daylight	Dry
401	7701886	7/19/2020	8:35	O	Hit Fixed Object	1	North	0	Daylight	Dry
402	7704270	7/21/20	0:45	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
403	7706001	7/21/2020	8:21	O	Rear End	2	East	East	Daylight	Dry
404	7706485	7/21/20	7:15	O	Run off the Road	1	East	0	Daylight	Dry
405	7706538	7/22/2020	13:54	C	Overturned	1	South	0	Daylight	Dry
406	7708295	7/26/20	12:35	O	Rear End	2	North	North	Daylight	Dry
407	7708813	7/24/2020	19:00	O	Angle	2	East	North	Daylight	Dry
408	7709009	7/24/20	15:25	O	Hit Animal	1	East	0	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
409	7709116	7/26/2020	12:40	O	Backing	2	East	East	Daylight	Dry
410	7713333	7/27/20	13:47	C	Overturned	1	North	0	Daylight	Dry
411	7714078	7/31/2020	9:44	O	Angle	2	East	North	Daylight	Dry
412	7715261	7/31/20	13:55	B	Rear End	3	North	North	Daylight	Dry
413	7715478	7/31/2020	1:00	A	Hit Fixed Object	1	North	0	Dark-Not Lighted	Dry
414	7715652	5/6/20	20:40	O	Hit Fixed Object	1	East	0	Dark-Lighted	Dry
415	7721675	7/26/2019	9:30	O	Sideswipe - Opposite Direction	2	South	North	Daylight	Dry
416	7730974	8/5/20	6:01	O	Angle	2	North	West	Dark-Not Lighted	Dry
417	7736457	7/30/2020	8:30	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
418	7736458	8/3/20	16:09	O	Backing	2	East	West	Daylight	Wet
419	7736701	7/31/2020	8:40	O	Run off the Road	1	South	0	Daylight	Dry
420	7737016	7/31/20	10:58	O	Rear End	2	West	West	Daylight	Dry
421	7738911	8/11/2020	20:10	O	Hit Animal	1	East	0	Daylight	Dry
422	7739679	8/13/20	8:18	C	Run off the Road	1	South	0	Daylight	Dry
423	7741205	8/13/2020	12:56	C	Angle	2	East	North	Daylight	Dry
424	7743070	8/15/20	15:33	C	Run off the Road	1	North	0	Daylight	Wet
425	7743079	8/16/2020	19:25	O	Run off the Road	2	East	North	Daylight	Dry
426	7743537	8/18/20	7:49	B	Angle	3	East	East	Daylight	Dry
427	7744686	8/18/2020	11:34	C	Run off the Road	1	West	0	Daylight	Dry
428	7749756	8/24/20	6:21	C	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
429	7751611	8/21/2020	17:12	C	Left Turn	2	North	South	Daylight	Dry
430	7752702	8/24/20	9:25	B	Overturned	1	North	0	Daylight	Dry
431	7753775	8/26/2020	13:50	O	Angle	2	West	South	Daylight	Dry
432	7754336	8/27/20	20:21	O	Sideswipe - Same Direction	2	West	West	Dark-Not Lighted	Dry
433	7754337	8/27/2020	20:22	O	Sideswipe - Same Direction	2	West	West	Dark-Not Lighted	Dry
434	7755194	2/6/20	13:05	O	Hit Fixed Object	1	South	0	Daylight	Wet
435	7755240	5/5/2020	14:20	O	Angle	2	South	West	Daylight	Dry
436	7757007	8/25/20	13:43	O	Hit Fixed Object	1	South	0	Daylight	Wet
437	7757036	8/27/2020	20:21	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry
438	7758380	9/1/20	3:14	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
439	7763566	9/4/2020	7:00	O	Hit Fixed Object	1	North	0	Dark-Lighted	Dry
440	7764329	9/6/20	6:00	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
441	7765941	9/2/2020	6:30	C	Overturned	1	South	0	Dawn	Dry
442	7767572	9/9/20	7:52	C	Left Turn	2	North	South	(None)	(None)

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
443	7768765	9/10/2020	6:36	B	Left Turn	3	North	South	Dark-Not Lighted	Dry
444	7769246	9/9/20	22:00	O	Run off the Road	1	North	0	Dark-Not Lighted	Dry
445	7771801	9/12/2020	10:44	C	Hit Fixed Object	1	East	0	Daylight	Wet
446	7774281	9/9/20	8:05	O	Hit Fixed Object	1	East	0	Daylight	Dry
447	7775124	9/15/2020	7:50	C	Left Turn	2	North	South	Daylight	Dry
448	7776447	9/12/20	2:30	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
449	7776700	9/16/2020	21:53	B	Hit Fixed Object	1	West	0	Dark-Not Lighted	Wet
450	7780068	9/19/20	18:08	O	Hit Fixed Object	1	South	0	Daylight	Dry
451	7780927	9/17/2020	9:41	B	Hit Fixed Object	1	North	0	Daylight	Wet
452	7782938	9/21/20	5:20	O	Backing	1	South	0	Dark-Not Lighted	Dry
453	7783838	9/21/2020	11:07	O	Sideswipe - Opposite Direction	2	East	West	Daylight	Dry
454	7784736	9/21/20	14:39	C	Angle	2	West	South	Daylight	Dry
455	7787188	9/25/2020	13:55	O	Rear End	2	North	North	Daylight	Wet
456	7787675	9/26/20	10:16	O	Overturned	1	North	0	Daylight	Wet
457	7787695	9/25/2020	13:15	O	Hit Fixed Object	1	North	0	Daylight	Wet
458	7787698	9/24/20	16:09	B	Angle	2	West	South	Daylight	Wet
459	7787712	9/25/2020	15:20	O	Rear End	2	North	North	Daylight	Dry
460	7792066	9/24/20	16:30	O	Hit Fixed Object	1	North	0	Daylight	Wet
461	7793321	9/30/2020	17:30	O	Hit Parked Vehicle	2	West	West	Daylight	Dry
462	7794584	10/1/20	17:25	O	Run off the Road	1	North	0	Daylight	Dry
463	7798155	10/5/2020	6:25	O	Hit Fixed Object	1	North	0	Dawn	Dry
464	7798966	10/2/20	10:26	O	Hit Animal	1	South	0	Daylight	Dry
465	7798980	10/2/2020	12:13	O	Left Turn	2	West	East	Daylight	Dry
466	7799063	10/5/20	21:00	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry
467	7799159	10/2/2020	7:35	C	Rear End	2	East	East	Daylight	Dry
468	7804729	10/7/20	15:08	O	Backing	2	West	West	Daylight	Dry
469	7804730	10/8/2020	13:51	O	Backing	1	North	0	Daylight	Dry
470	7805195	10/7/20	18:31	A	Angle	2	East	North	Daylight	Dry
471	7805204	10/7/2020	13:05	B	Run off the Road	1	South	0	Daylight	Dry
472	7806098	10/11/20	8:00	O	Hit Fixed Object	1	South	0	Daylight	Wet
473	7806258	10/11/2020	0:52	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Wet
474	7809671	10/14/20	8:15	O	Backing	1	West	0	Daylight	Dry
475	7809688	9/29/2020	17:20	O	Run off the Road	1	South	0	Daylight	Wet
476	7810075	10/11/20	23:21	O	Other/Unknown	1	South	0	Dark-Not Lighted	ter (standing or movi

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
477	7810428	10/10/2020	19:41	O	Hit Animal	1	South	0	Dark-Not Lighted	Wet
478	7810787	10/11/20	5:43	O	Run off the Road	1	South	0	Dark-Not Lighted	Wet
479	7812193	10/14/2020	9:53	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry
480	7814490	10/18/20	4:34	C	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
481	7817638	10/19/2020	16:00	O	Angle	2	West	South	Daylight	Dry
482	7819824	10/21/20	7:15	O	Hit Animal	1	North	0	Daylight	Dry
483	7821836	10/21/2020	17:53	O	Hit Animal	1	North	0	Daylight	Dry
484	7822089	10/22/20	2:00	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
485	7823457	10/25/2020	3:07	B	Hit Fixed Object	1	West	0	Dark-Not Lighted	Wet
486	7823747	10/24/20	17:35	O	Hit Fixed Object	1	South	0	Daylight	Dry
487	7823752	10/23/2020	13:30	B	Backing	2	West	East	Daylight	Dry
488	7825261	10/27/20	7:58	O	Hit Animal	1	East	0	Daylight	Dry
489	7829056	10/29/2020	18:59	C	Angle	2	North	East	Dusk	Dry
490	7829248	10/29/20	8:20	O	Hit Fixed Object	1	East	0	Daylight	Wet
491	7829439	10/29/2020	15:11	O	Rear End	2	North	North	Daylight	Dry
492	7831470	10/31/20	0:00	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Dry
493	7832038	10/30/2020	7:31	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
494	7832761	10/26/20	16:40	O	Left Turn	2	West	East	Daylight	Dry
495	7832785	10/31/2020	10:25	O	Rear End	2	North	North	Daylight	Dry
496	7833855	10/29/20	6:34	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Wet
497	7836252	11/1/2020	14:45	A	Run off the Road	1	South	0	Daylight	Dry
498	7837488	11/4/20	12:30	O	Hit Fixed Object	1	West	0	Daylight	Dry
499	7839847	11/4/2020	14:53	O	Rear End	2	West	West	Daylight	Dry
500	7839863	11/4/20	15:19	O	Left Turn	2	North	South	Daylight	Dry
501	7841294	11/5/2020	22:00	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry
502	7841639	11/7/20	6:45	O	Hit Animal	1	South	0	Dawn	Dry
503	7844262	11/1/2020	19:30	C	Run off the Road	2	North	East	Dark-Not Lighted	Dry
504	7847169	11/11/20	6:36	O	Angle	2	West	South	Dark-Not Lighted	Wet
505	7847669	11/10/2020	15:24	O	Angle	2	North	West	Daylight	Wet
506	7850916	11/9/20	16:30	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Dry
507	7852280	11/14/2020	18:15	O	Run off the Road	2	South	North	Dark-Not Lighted	Dry
508	7854882	11/12/20	19:38	O	Rear End	2	South	South	Dark-Not Lighted	Dry
509	7858882	11/20/2020	13:38	C	Left Turn	2	North	South	Daylight	Dry
510	7859307	11/20/20	18:13	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
511	7859479	11/21/2020	13:47	O	Run off the Road	1	North	0	Daylight	Dry
512	7859480	11/21/20	19:33	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
513	7862010	11/23/2020	21:50	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
514	7863909	11/24/20	12:38	C	Rear End	2	South	South	Daylight	Dry
515	7865625	11/25/2020	23:25	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
516	7867438	11/25/20	17:40	O	Hit Animal	1	South	0	Dark-Not Lighted	Wet
517	7868221	11/25/2020	14:25	C	Angle	3	East	North	Daylight	Dry
518	7868222	11/26/20	16:25	O	Angle	2	North	West	Daylight	Dry
519	7868226	11/25/2020	12:15	B	Hit Fixed Object	1	North	0	Daylight	Dry
520	7871610	12/1/20	9:10	O	Angle	2	West	East	Daylight	Dry
521	7874541	12/3/2020	5:03	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
522	7876698	12/5/20	8:27	O	Rear End	2	North	North	Daylight	Dry
523	7877038	10/15/2020	14:38	O	Overturned	1	South	0	Daylight	Dry
524	7877039	11/26/20	3:28	O	Hit Animal	1	East	0	Dark-Not Lighted	Wet
525	7877429	12/6/2020	18:47	O	Hit Fixed Object	1	East	0	Dark-Lighted	Dry
526	7879494	12/5/20	4:19	O	Run off the Road	1	West	0	(None)	(None)
527	7880845	12/7/2020	7:51	O	Right Turn	2	North	East	Daylight	Dry
528	7884281	12/10/20	14:52	B	Angle	2	West	North	Daylight	Dry
529	7885637	11/28/2020	18:28	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry
530	7887042	12/12/20	20:51	O	Run off the Road	1	West	0	Dark-Not Lighted	Wet
531	7887504	12/14/2020	9:05	O	Hit Fixed Object	1	South	0	Daylight	Wet
532	7887867	12/14/20	17:35	O	Run off the Road	1	North	0	Dark-Not Lighted	Dry
533	7888544	12/5/2020	18:58	O	Angle	2	South	North	Dark-Lighted	Dry
534	7888805	12/15/20	9:20	B	Angle	2	East	South	Daylight	Dry
535	7890546	12/16/2020	12:35	B	Run off the Road	1	South	0	Daylight	Wet
536	7891195	12/13/20	1:58	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Wet
537	7895373	12/20/2020	22:24	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
538	7897737	12/21/20	17:04	O	Angle	2	East	South	Daylight	Dry
539	7899327	12/23/2020	19:55	O	Hit Animal	1	North	0	Daylight	Dry
540	7899382	12/20/20	0:55	B	Run off the Road	1	South	0	Dark-Not Lighted	Dry
541	7900686	12/23/2020	21:10	A	Run off the Road	1	North	0	Dark-Not Lighted	Dry
542	7902603	12/22/20	16:57	O	Run off the Road	1	West	0	Daylight	Dry
543	7902619	12/25/2020	20:37	O	Run off the Road	1	West	0	Dark-Not Lighted	Ice/Frost
544	7902742	12/21/20	0:24	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
545	7904144	12/29/2020	8:56	O	Hit Fixed Object	1	South	0	Daylight	Dry
546	7904938	12/29/20	18:55	B	Run off the Road	1	West	0	Dark-Not Lighted	Dry
547	7904939	12/30/2020	0:43	O	Run off the Road	1	North	0	Dark-Not Lighted	Dry
548	7905254	12/27/20	14:10	O	Hit Fixed Object	1	South	0	Daylight	Dry
549	7906288	12/30/2020	22:45	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
550	7906786	12/31/20	6:09	O	Hit Animal	1	North	0	Dark-Not Lighted	Wet
551	7908441	1/2/2021	22:50	O	Run off the Road	1	East	0	Dark-Not Lighted	Wet
552	7908639	12/29/20	16:40	O	Hit Parked Vehicle	2	West	West	Daylight	Dry
553	7909689	1/4/2021	7:20	O	Hit Animal	1	North	0	Daylight	Dry
554	7911227	1/3/21	10:46	O	Overturned	1	East	0	Daylight	Dry
555	7911233	1/3/2021	10:45	O	Hit Fixed Object	1	East	0	Daylight	Dry
556	7911835	1/5/21	11:56	O	Hit Animal	1	South	0	Daylight	Dry
557	7912338	1/5/2021	0:35	O	Head On	2	East	West	Daylight	Dry
558	7913347	1/6/21	16:03	B	Rear End	2	East	East	Daylight	Dry
559	7913376	1/6/2021	15:25	B	Run off the Road	1	West	0	Daylight	Dry
560	7915030	1/8/21	9:30	O	Hit Animal	1	North	0	Daylight	Wet
561	7915376	1/8/2021	11:30	O	Run off the Road	1	North	0	Daylight	Wet
562	7916174	1/8/21	18:15	O	Backing	2	North	East	Dark-Not Lighted	Dry
563	7917061	1/9/2021	18:27	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
564	7918001	1/11/21	6:15	O	Overturned	1	West	0	Dark-Not Lighted	Dry
565	7919083	1/9/2021	14:15	O	Hit Fixed Object	1	West	0	Daylight	Dry
566	7919715	1/10/21	19:23	O	Other/Unknown	1	South	0	Dark-Not Lighted	Dry
567	7922012	1/11/2021	12:06	O	Rear End	2	West	West	Daylight	Wet
568	7925374	1/12/21	9:10	B	Hit Fixed Object	1	West	0	Daylight	Dry
569	7926436	1/19/2021	7:05	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
570	7927777	1/20/21	7:25	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
571	7929863	1/21/2021	18:15	B	Overturned	1	North	0	Dark-Not Lighted	Dry
572	7931869	1/22/21	13:24	O	Rear End	2	South	South	Daylight	Dry
573	7932000	1/24/2021	19:20	O	Hit Animal	1	North	0	Daylight	Wet
574	7932090	1/22/21	16:13	C	Rear End	2	West	West	Daylight	Dry
575	7932125	1/22/2021	22:45	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
576	7934192	1/23/21	17:39	O	Run off the Road	2	North	South	Dark-Not Lighted	Dry
577	7939272	1/30/2021	17:17	O	Hit Animal	1	South	0	Daylight	Dry
578	7941936	1/29/21	18:01	O	Left Turn	2	South	North	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
579	7942274	2/1/2021	12:53	O	Left Turn	2	North	South	Daylight	Dry
580	7944966	2/5/21	16:30	O	Run off the Road	1	North	0	Daylight	Dry
581	7945253	2/4/2021	18:55	O	Angle	2	North	East	Dark-Not Lighted	Dry
582	7945258	2/5/21	9:55	O	Hit Fixed Object	1	North	0	Daylight	Wet
583	7946114	2/6/2021	17:25	O	Sideswipe - Opposite Direction	2	North	South	Dusk	Wet
584	7946251	2/6/21	20:20	O	Other/Unknown	1	West	0	Dark-Not Lighted	Snow
585	7946809	2/6/2021	17:15	O	Run off the Road	1	South	0	Daylight	Wet
586	7946829	2/6/21	21:35	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Snow
587	7949599	2/7/2021	15:20	O	Overturned	1	East	0	Daylight	Mud
588	7954021	2/6/21	19:51	O	Run off the Road	1	South	0	Dark-Not Lighted	Snow
589	7954026	2/6/2021	19:45	O	Run off the Road	1	South	0	Dark-Not Lighted	Snow
590	7954374	2/13/21	12:00	C	Run off the Road	2	North	South	Daylight	Wet
591	7955388	2/14/2021	15:10	O	Rear End	2	West	West	Daylight	Wet
592	7961546	2/18/21	17:08	O	Rear End	2	West	West	Daylight	Dry
593	7961673	2/20/2021	6:05	O	Hit Animal	1	West	0	Dawn	Dry
594	7962154	2/20/21	21:51	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
595	7963158	2/22/2021	7:41	O	Angle	2	West	North	Daylight	Wet
596	7963472	2/19/21	23:23	O	Sideswipe - Same Direction	2	North	North	Dark-Not Lighted	Dry
597	7964275	2/22/2021	15:59	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
598	7964276	2/22/21	16:00	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
599	7964806	2/20/2021	18:30	C	Angle	2	East	South	Dusk	Dry
600	7966069	2/23/21	15:03	O	Left Turn	2	North	South	Daylight	Dry
601	7966070	2/24/2021	17:25	A	Run off the Road	1	West	0	Daylight	Dry
602	7967168	2/25/21	18:00	O	Angle	2	East	North	Daylight	Dry
603	7967169	2/26/2021	8:54	O	Backing	2	South	North	Daylight	Wet
604	7967774	2/24/21	13:13	O	Angle	2	East	North	Daylight	Dry
605	7968708	2/26/2021	7:30	O	Backing	2	East	South	Daylight	Wet
606	7969495	2/28/21	14:40	O	Angle	2	East	North	Daylight	Dry
607	7970930	3/1/2021	9:18	C	Hit Fixed Object	1	North	0	Daylight	Wet
608	7972106	3/1/21	19:45	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
609	7972108	3/2/2021	9:07	O	Angle	2	South	South	Daylight	Dry
610	7973266	3/1/21	6:31	O	Run off the Road	1	North	0	Daylight	Wet
611	7973865	3/1/2021	23:50	O	Sideswipe - Same Direction	2	East	East	Dark-Not Lighted	Dry
612	7974452	3/1/21	12:55	C	Run off the Road	1	South	0	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
613	7974720	3/5/2021	4:09	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
614	7975370	3/3/21	7:20	O	Rear End	3	East	East	Daylight	Wet
615	7975683	3/3/2021	16:05	O	Rear End	2	South	South	Daylight	Dry
616	7976636	3/5/21	8:20	B	Angle	2	North	East	Daylight	Dry
617	7979087	3/8/2021	12:30	O	Run off the Road	1	North	0	Daylight	Dry
618	7979390	3/8/21	8:25	O	Sideswipe - Opposite Direction	2	South	North	Daylight	Dry
619	7979712	3/9/2021	5:00	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
620	7980177	9/9/21	16:18	O	Overturned	1	West	0	Daylight	Dry
621	7985242	3/12/2021	19:38	O	Rear End	2	South	South	Dark-Lighted	Dry
622	7987219	3/13/21	17:20	C	Overturned	1	West	0	Daylight	Dry
623	7989147	3/13/2021	23:04	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry
624	7989236	3/16/21	20:15	O	Hit Animal	1	South	0	Dark-Not Lighted	Wet
625	7990051	3/16/2021	9:10	O	Angle	2	East	South	Daylight	Wet
626	7990052	3/16/21	21:45	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Dry
627	7990167	3/17/2021	12:36	O	Right Turn	2	South	West	Daylight	Wet
628	7991912	3/16/21	15:20	O	Angle	2	East	South	Daylight	Wet
629	7992116	3/17/2021	12:45	O	Run off the Road	1	West	0	Daylight	Wet
630	7993998	3/18/21	12:32	O	Rear End	2	East	East	Daylight	Wet
631	7994007	3/20/2021	15:55	O	Angle	2	South	South	Daylight	Dry
632	7997219	3/23/21	6:30	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
633	7997828	3/22/2021	14:15	B	Hit Fixed Object	1	East	0	Daylight	Dry
634	7999809	3/25/21	7:39	O	Angle	2	North	West	Daylight	Wet
635	8002903	3/25/2021	13:05	O	Run off the Road	1	South	0	Daylight	Wet
636	8003067	3/27/21	21:06	B	Left Turn	2	North	South	Dark-Not Lighted	Dry
637	8004096	3/28/2021	9:20	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry
638	8005350	3/29/21	7:45	O	Angle	2	East	South	Daylight	Dry
639	8006251	3/30/2021	7:45	O	Rear End	2	North	North	Daylight	Dry
640	8006516	3/30/21	13:31	O	Angle	2	North	East	Daylight	Dry
641	8015147	4/5/2021	13:35	O	Rear End	2	South	South	Daylight	Dry
642	8016443	4/6/21	19:41	A	Overturned	1	East	0	Dusk	Dry
643	8019838	4/7/2021	19:10	B	Other/Unknown	1	North	0	Daylight	Dry
644	8020801	4/1/21	16:12	O	Hit Fixed Object	1	South	0	Daylight	Dry
645	8022230	4/8/2021	22:01	O	Angle	2	West	West	Dark-Not Lighted	Wet
646	8022378	4/10/21	14:11	O	Hit Fixed Object	1	West	0	Daylight	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
647	8022807	4/11/2021	10:24	C	Run off the Road	1	North	0	Daylight	Dry
648	8025121	4/12/21	7:19	O	Hit Animal	1	South	0	Daylight	Dry
649	8027346	4/16/2021	15:29	O	Rear End	2	North	North	Daylight	Dry
650	8027442	4/15/21	20:08	B	Overturned	1	North	0	Dark-Not Lighted	Dry
651	8027443	4/16/2021	7:32	O	Run off the Road	1	South	0	Daylight	Dry
652	8036661	4/25/21	7:00	O	Hit Animal	1	South	0	Dawn	Wet
653	8039299	4/25/2021	20:30	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
654	8041820	4/27/21	16:45	B	Hit Fixed Object	1	South	0	Daylight	Dry
655	8044310	4/30/2021	21:10	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
656	8045430	4/30/21	12:14	O	Other/Unknown	2	West	East	Daylight	Dry
657	8047506	5/1/2021	16:30	B	Rear End	2	South	South	Daylight	Dry
658	8053093	5/5/21	20:22	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
659	8053205	5/3/2021	17:17	C	Angle	2	South	West	Daylight	Dry
660	8055693	5/6/21	20:26	O	Hit Animal	1	West	0	Daylight	Dry
661	8056661	5/2/2021	19:08	O	Run off the Road	1	West	0	Daylight	Dry
662	8056663	5/9/21	3:00	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry
663	8058592	5/11/2021	11:10	O	Hit Fixed Object	1	East	0	Daylight	Dry
664	8059958	5/10/21	22:10	O	Rear End	2	East	East	Dark-Not Lighted	Dry
665	8059961	5/11/2021	17:35	B	Hit Fixed Object	1	North	0	Daylight	Dry
666	8059962	5/11/21	16:40	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Dry
667	8060519	5/13/2021	7:17	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
668	8061304	5/12/21	12:50	O	Angle	2	South	West	Daylight	Wet
669	8062618	5/15/2021	11:30	O	Hit Animal	1	North	0	Daylight	Dry
670	8067223	5/17/21	0:30	O	Run off the Road	1	None	0	Dark-Not Lighted	Dry
671	8067764	5/17/2021	10:25	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
672	8067772	5/17/21	17:15	C	Overturned	2	South	North	Daylight	Dry
673	8069512	5/19/2021	13:55	B	Hit Fixed Object	1	North	0	Daylight	Dry
674	8073040	5/19/21	12:25	B	Head On	2	West	East	Daylight	Dry
675	8073358	5/23/2021	9:24	O	Sideswipe - Opposite Direction	2	West	East	Daylight	Dry
676	8073361	5/22/21	13:13	B	Angle	2	North	West	Daylight	Dry
677	8074943	5/25/2021	10:00	O	Hit Fixed Object	1	West	0	Daylight	Dry
678	8080387	5/27/21	14:10	A	Overturned	1	East	0	Daylight	Dry
679	8081725	5/29/2021	15:31	O	Overturned	1	South	0	Daylight	Dry
680	8084166	5/30/21	19:04	A	Hit Fixed Object	1	North	0	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
681	8087226	5/31/2021	12:50	O	Angle	2	South	West	Daylight	Dry
682	8088403	6/3/21	21:04	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
683	8088421	6/3/2021	8:50	B	Left Turn	2	East	West	Daylight	Dry
684	8089098	6/3/21	15:23	O	Rear End	2	South	South	Daylight	Wet
685	8090483	6/4/2021	14:50	O	Angle	2	East	North	Daylight	Dry
686	8091248	6/7/21	12:00	O	Angle	2	South	South	Daylight	Dry
687	8091802	6/7/2021	16:30	O	Backing	2	South	South	Daylight	Wet
688	8092372	6/8/21	17:20	O	Hit Fixed Object	1	North	0	Daylight	Dry
689	8092636	5/19/2021	19:16	O	Hit Fixed Object	1	West	0	Daylight	Dry
690	8096687	6/12/21	11:01	O	Hit Fixed Object	1	East	0	Daylight	Dry
691	8096689	6/10/2021	17:48	O	Sideswipe - Opposite Direction	2	South	North	Daylight	Dry
692	8097515	6/9/21	10:30	C	Run off the Road	1	North	0	Daylight	Dry
693	8098498	6/10/2021	8:45	O	Angle	2	West	South	Daylight	Dry
694	8098744	6/12/21	12:50	O	Angle	2	South	West	Daylight	Dry
695	8103075	6/15/2021	17:06	C	Angle	2	West	North	Daylight	Dry
696	8105422	6/16/21	13:35	O	Hit Fixed Object	1	East	0	Daylight	Dry
697	8106791	6/17/2021	15:37	O	Hit Fixed Object	1	South	0	Daylight	Dry
698	8111370	6/21/21	12:39	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Mud
699	8115157	6/23/2021	15:53	O	Hit Fixed Object	1	North	0	Daylight	Dry
700	8116217	6/25/21	6:27	O	Hit Animal	1	North	0	Daylight	Dry
701	8118221	6/11/2021	20:19	B	Left Turn	2	West	East	Dusk	Dry
702	8118222	6/11/21	23:15	C	Hit Fixed Object	1	South	0	(None)	(None)
703	8118223	6/16/2021	14:10	O	Hit Fixed Object	1	West	0	Daylight	Dry
704	8118224	6/17/21	18:00	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Dry
705	8118227	6/20/2021	22:25	O	Run off the Road	1	South	0	Dark-Not Lighted	Wet
706	8118230	6/24/21	2:26	O	Run off the Road	1	North	0	Dark-Lighted	Dry
707	8118403	6/27/2021	19:30	O	Run off the Road	1	North	0	Daylight	Dry
708	8119222	6/29/21	7:25	C	Rear End	2	West	West	Daylight	Wet
709	8120298	6/28/2021	18:15	O	Left Turn	2	East	West	Daylight	Dry
710	8120573	6/28/21	23:26	A	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
711	8121671	7/1/2021	21:00	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
712	8122258	6/30/21	20:51	B	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
713	8126629	7/2/2021	15:15	B	Run off the Road	1	South	0	Daylight	Dry
714	8132954	7/10/21	21:19	B	Hit Animal	1	East	0	Dark-Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
715	8133084	7/10/2021	1:34	B	Hit Fixed Object	1	South	0	Dark-Not Lighted	Wet
716	8133574	7/10/21	17:31	A	Hit Fixed Object	1	South	0	Daylight	Dry
717	8135318	7/7/2021	10:43	O	Overturned	1	South	0	Daylight	Dry
718	8137323	7/14/21	17:40	B	Left Turn	2	North	South	Daylight	Dry
719	8137638	7/12/2021	16:00	O	Hit Parked Vehicle	2	East	West	Daylight	Wet
720	8138395	7/15/21	14:40	O	Rear End	2	South	South	Daylight	Dry
721	8138788	7/13/2021	17:21	O	Rear End	2	South	South	Daylight	Dry
722	8141064	7/14/21	15:56	C	Hit Fixed Object	1	South	0	Daylight	Dry
723	8141446	7/16/2021	18:35	O	Overturned	1	South	0	Daylight	Wet
724	8142688	7/14/21	14:05	O	Head On	2	West	East	Daylight	Dry
725	8143913	7/19/2021	11:10	O	Rear End	2	West	West	Daylight	Dry
726	8147957	7/22/21	14:02	O	Hit Animal	1	South	0	Daylight	Dry
727	8150054	7/22/2021	21:01	O	Sideswipe - Opposite Direction	2	West	East	Dark-Not Lighted	Wet
728	8150786	7/25/21	20:00	C	Hit Fixed Object	1	West	0	Dark-Not Lighted	Dry
729	8151253	6/16/2021	14:10	O	Hit Fixed Object	1	East	0	Daylight	Dry
730	8151364	7/20/21	12:35	C	Sideswipe - Same Direction	2	North	North	Daylight	Wet
731	8151372	7/20/2021	6:26	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Wet
732	8151399	7/23/21	15:35	O	Angle	2	North	East	Daylight	Dry
733	8152320	7/26/2021	21:40	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
734	8152345	7/26/21	7:35	O	Hit Animal	1	South	0	Daylight	Dry
735	8152515	7/23/2021	16:58	O	Angle	2	South	South	Daylight	Dry
736	8152987	7/27/21	8:47	O	Hit Animal	1	East	0	Daylight	Dry
737	8156209	7/30/2021	2:50	C	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
738	8157282	7/23/21	21:06	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
739	8158795	8/1/2021	6:14	O	Hit Animal	1	South	0	Dawn	Dry
740	8160723	7/28/21	9:39	O	Run off the Road	1	West	0	Daylight	Dry
741	8164418	8/1/2021	13:08	A	Angle	2	South	East	Daylight	Dry
742	8165844	7/26/21	17:21	O	Rear End	2	North	North	Daylight	Dry
743	8168852	8/4/2021	12:10	O	Rear End	2	East	East	Daylight	Dry
744	8168882	8/5/21	19:05	O	Right Turn	2	South	West	Daylight	Dry
745	8169713	8/8/2021	18:12	O	Rear End	2	South	South	Daylight	Dry
746	8173684	8/12/21	23:00	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry
747	8175463	8/10/2021	7:42	O	Backing	2	West	North	Daylight	Dry
748	8175479	8/11/21	21:00	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
749	8176322	8/10/2021	15:55	O	Hit Fixed Object	1	East	0	Daylight	Dry
750	8176368	8/14/21	1:00	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry
751	8177160	8/15/2021	13:20	O	Right Turn	2	East	South	Daylight	Dry
752	8177162	8/12/21	7:29	O	Rear End	2	West	West	Daylight	Dry
753	8180128	7/17/2021	10:01	O	Rear End	2	North	North	Daylight	Dry
754	8180193	8/10/21	7:58	O	Sideswipe - Opposite Direction	2	East	West	Daylight	Dry
755	8182163	8/16/2021	17:13	C	Angle	2	South	West	Daylight	Wet
756	8182184	8/16/21	17:52	C	Angle	2	South	East	Daylight	Wet
757	8182349	8/18/2021	12:20	O	Angle	2	South	West	Daylight	Dry
758	8182878	8/17/21	21:03	O	Run off the Road	1	South	0	Dark-Not Lighted	Wet
759	8185614	8/19/2021	8:50	A	Angle	2	West	South	Daylight	Dry
760	8189098	8/21/21	13:02	O	Hit Parked Vehicle	2	South	North	Daylight	Dry
761	8189747	8/25/2021	6:40	O	Hit Animal	1	West	0	Daylight	Dry
762	8193611	8/28/21	16:05	O	Backing	2	East	East	Daylight	Dry
763	8196701	8/31/2021	13:29	O	Rear End	2	South	South	Daylight	Wet
764	8196840	8/31/21	15:20	O	Rear End	2	South	South	Daylight	Wet
765	8202334	9/2/2021	8:30	C	Angle	2	South	West	Daylight	Dry
766	8202925	9/2/21	9:30	O	Backing	2	West	West	Daylight	Dry
767	8203013	9/3/2021	7:54	O	Rear End	2	South	South	Daylight	Dry
768	8203155	9/1/21	7:41	O	Rear End	2	East	East	Daylight	Dry
769	8203196	9/1/2021	14:35	O	Rear End	2	North	North	Daylight	Dry
770	8213341	9/4/21	0:02	B	Run off the Road	1	North	0	Dark-Not Lighted	Dry
771	8214748	8/30/2021	13:35	B	Pedestrian	1	West	North	Daylight	Dry
772	8216700	9/3/21	23:45	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
773	8216709	9/6/2021	0:23	C	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
774	8218431	9/4/21	3:20	C	Overturned	1	North	0	Dark-Not Lighted	Dry
775	8220256	9/10/2021	7:33	O	Rear End	2	East	East	Daylight	Dry
776	8228540	9/15/21	15:30	O	Angle	2	East	South	Daylight	Dry
777	8228544	9/15/2021	16:43	A	Run off the Road	1	North	0	Daylight	Wet
778	8229866	9/16/21	8:40	O	Run off the Road	1	West	0	Daylight	Wet
779	8230484	9/17/2021	6:20	O	Other/Unknown	1	South	0	Dark-Not Lighted	Wet
780	8230485	9/17/21	6:30	B	Run off the Road	1	West	0	Dark-Lighted	Wet
781	8232017	9/18/2021	11:56	O	Angle	2	North	East	Daylight	Dry
782	8232912	9/20/21	16:12	O	Backing	2	East	West	Daylight	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
783	8237502	9/23/2021	18:00	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Dry
784	8237868	9/23/21	7:15	B	Angle	2	East	North	Daylight	Dry
785	8246918	9/29/2021	20:00	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
786	8247151	9/23/21	7:51	O	Rear End	2	East	East	Daylight	Dry
787	8248582	9/29/2021	9:10	O	Hit Animal	1	South	0	Daylight	Dry
788	8249772	10/2/21	13:57	C	Sideswipe - Opposite Direction	2	East	West	Daylight	Dry
789	8249773	10/3/2021	8:05	O	Hit Animal	1	South	0	Daylight	Dry
790	8250041	9/30/21	23:37	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Dry
791	8252476	10/4/2021	6:20	C	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
792	8252479	10/2/21	23:20	O	Rear End	2	East	East	Dark-Not Lighted	Dry
793	8253348	10/4/2021	7:14	B	Hit Fixed Object	1	North	0	Dawn	Wet
794	8253349	10/4/21	7:30	O	Hit Fixed Object	1	South	0	Dawn	Wet
795	8253354	10/4/2021	14:13	O	Overturned	1	South	0	Daylight	Wet
796	8257616	10/6/21	6:50	C	Hit Animal	1	South	0	Dark-Not Lighted	Wet
797	8257618	10/6/2021	19:56	C	Angle	2	South	East	Dark-Not Lighted	Wet
798	8259180	10/9/21	6:24	O	Head On	2	East	West	Dark-Lighted	Dry
799	8260338	10/7/2021	7:05	B	Hit Fixed Object	1	East	0	Daylight	Wet
800	8261462	10/1/21	21:55	A	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
801	8265747	10/13/2021	14:52	O	Hit Parked Vehicle	2	North	North	Daylight	Dry
802	8268370	10/14/21	16:20	C	Angle	2	South	West	Daylight	Dry
803	8272102	10/4/2021	18:07	O	Hit Parked Vehicle	1	West	0	Daylight	Wet
804	8277158	10/22/21	14:20	O	Rear End	2	North	North	Daylight	Dry
805	8277719	10/23/2021	6:25	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
806	8283567	10/22/21	7:53	B	Angle	2	West	South	Daylight	Dry
807	8283570	10/22/2021	14:10	O	Hit Fixed Object	1	North	0	Daylight	Dry
808	8283571	10/23/21	13:00	O	Hit Animal	1	East	0	Daylight	Dry
809	8287159	10/25/2021	13:15	C	Angle	2	North	East	Daylight	Wet
810	8287161	10/25/21	10:40	O	Right Turn	2	South	West	Daylight	Dry
811	8287167	10/27/2021	6:50	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
812	8292448	10/28/21	15:15	O	Angle	2	North	East	Daylight	Wet
813	8293137	11/1/2021	8:35	O	Rear End	2	East	East	Daylight	Dry
814	8294906	10/29/21	22:45	O	Run off the Road	1	North	0	Dark-Not Lighted	Wet
815	8294908	10/30/2021	10:36	C	Rear End	2	South	South	Daylight	Wet
816	8294910	10/30/21	19:15	O	Angle	2	South	East	Dark-Not Lighted	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
817	8297590	11/2/2021	10:47	O	Angle	2	South	East	Daylight	Dry
818	8297643	11/4/21	17:50	O	Rear End	2	North	North	Daylight	Dry
819	8297645	11/4/2021	20:08	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
820	8298953	11/5/21	21:33	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry
821	8300714	10/30/2021	0:42	O	Hit Fixed Object	1	East	0	Dark-Lighted	Dry
822	8303824	11/6/21	15:50	C	Angle	2	South	East	Daylight	Dry
823	8306089	11/9/2021	10:46	O	Sideswipe - Same Direction	2	North	North	(None)	(None)
824	8308346	11/9/21	17:10	O	Angle	2	North	East	Daylight	Dry
825	8308456	11/12/2021	17:50	O	Other/Unknown	1	West	0	Dark-Not Lighted	Dry
826	8308758	11/11/21	19:25	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
827	8308759	11/12/2021	7:31	O	Rear End	2	East	East	Daylight	Wet
828	8308762	11/10/21	15:50	O	Hit Fixed Object	1	North	0	Daylight	Dry
829	8310279	11/11/2021	20:06	O	Backing	2	South	North	Dark-Not Lighted	Wet
830	8311573	11/15/21	17:54	O	Rear End	2	West	West	Daylight	Dry
831	8312680	11/9/2021	14:55	O	Run off the Road	1	South	0	Daylight	Dry
832	8315239	11/17/21	18:57	B	Hit Animal	1	East	0	Dark-Not Lighted	Dry
833	8316895	11/17/2021	7:30	B	Left Turn	2	South	North	Daylight	Dry
834	8319497	11/16/21	16:40	C	Hit Parked Vehicle	3	East	South	Daylight	Dry
835	8319509	11/17/2021	17:17	O	Hit Animal	1	East	0	Daylight	Dry
836	8319550	11/18/21	14:55	O	Sideswipe - Opposite Direction	2	West	East	Daylight	Dry
837	8322228	11/22/2021	2:00	O	Run off the Road	1	South	0	Dark-Not Lighted	Wet
838	8323516	11/24/21	0:14	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
839	8324890	11/20/2021	17:15	A	Hit Fixed Object	1	West	0	Daylight	Dry
840	8325352	11/24/21	22:30	O	Rear End	2	West	West	Dark-Not Lighted	Wet
841	8325783	11/21/2021	13:25	O	Left Turn	2	South	North	Daylight	Dry
842	8325784	11/22/21	18:08	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
843	8326991	11/24/2021	19:35	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
844	8327110	11/27/21	10:40	O	Hit Animal	1	North	0	Daylight	Dry
845	8327349	11/27/2021	20:45	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
846	8330493	11/10/21	15:09	O	Hit Animal	1	South	0	Daylight	Dry
847	8339930	12/4/2021	22:00	A	Overturned	1	North	0	Dark-Not Lighted	Dry
848	8339955	12/3/21	9:50	C	Angle	2	West	West	Daylight	Dry
849	8340187	11/28/2021	22:00	O	Hit Fixed Object	1	East	0	Daylight	Dry
850	8341100	12/6/21	22:30	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
851	8341118	12/7/2021	18:00	O	Hit Animal	1	East	0	Dusk	Dry
852	8342675	12/8/21	17:45	O	Hit Animal	1	East	0	Dusk	Dry
853	8346142	12/9/2021	12:20	O	Angle	2	East	North	Daylight	Dry
854	8347633	12/11/21	0:33	O	Run off the Road	1	North	0	Dark-Not Lighted	Wet
855	8348458	12/12/2021	14:12	O	Angle	2	South	South	Daylight	Dry
856	8349467	12/6/21	11:08	O	Hit Fixed Object	1	South	0	Daylight	Wet
857	8352765	12/13/2021	12:40	O	Sideswipe - Opposite Direction	2	West	East	Daylight	Dry
858	8352895	12/14/21	9:25	C	Rear End	2	South	South	Daylight	Dry
859	8354703	12/16/2021	19:39	O	Hit Animal	1	West	0	Dark-Not Lighted	Wet
860	8356170	12/17/21	21:50	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
861	8356171	12/17/2021	22:05	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
862	8358092	12/17/21	10:45	B	Overturned	1	East	0	Daylight	Wet
863	8359697	12/14/2021	16:34	C	Rear End	2	West	West	Daylight	Dry
864	8359699	12/18/21	17:15	O	Overturned	1	West	0	Dark-Not Lighted	Wet
865	8360548	12/14/2021	15:50	O	Rear End	2	West	West	Daylight	Dry
866	8361550	12/17/21	15:05	A	Left Turn	2	North	South	Daylight	Dry
867	8362737	12/17/2021	16:59	B	Angle	2	East	South	Daylight	Dry
868	8363486	12/19/21	0:47	O	Run off the Road	1	North	0	Dark-Not Lighted	Wet
869	8363487	12/18/2021	21:40	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Dry
870	8364103	12/23/21	14:10	O	Left Turn	2	East	West	Daylight	Dry
871	8365912	12/20/2021	15:35	C	Rear End	2	East	East	Daylight	Dry
872	8366153	11/30/21	18:00	O	Rear End	2	South	South	Dark-Not Lighted	Dry
873	8366162	12/25/2021	20:40	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
874	8366172	12/22/21	4:48	O	Hit Animal	1	North	0	Dark-Not Lighted	Wet
875	8367244	12/22/2021	21:39	O	Angle	2	East	East	Dark-Not Lighted	Dry
876	8369833	10/12/21	22:34	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
877	8373484	12/29/2021	11:15	O	Hit Fixed Object	1	North	0	Daylight	Wet
878	8374489	1/2/22	12:20	C	Run off the Road	1	South	0	Daylight	Wet
879	8378396	1/3/2022	5:00	O	Hit Fixed Object	1	South	0	(None)	(None)
880	8378896	1/1/22	18:12	O	Overturned	1	South	0	Dark-Not Lighted	Dry
881	8379679	1/6/2022	2:15	C	Hit Animal	1	South	0	Dark-Not Lighted	Wet
882	8379927	1/3/22	18:40	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
883	8380916	1/5/2022	19:05	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
884	8381493	1/6/22	16:29	O	Sideswipe - Opposite Direction	2	West	East	Daylight	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
885	8385066	1/7/2022	11:20	O	Hit Fixed Object	1	East	0	Daylight	Dry
886	8386775	1/10/22	7:37	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry
887	8386958	1/10/2022	7:40	O	Left Turn	2	West	East	Daylight	Dry
888	8393939	1/17/22	18:50	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
889	8393940	1/17/2022	21:47	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Ice/Frost
890	8393941	1/18/22	19:37	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Ice/Frost
891	8394272	1/19/2022	17:00	O	Angle	2	North	East	Daylight	Dry
892	8394628	1/8/22	1:51	C	Left Turn	2	South	North	Dark-Not Lighted	Dry
893	8397430	1/20/2022	15:15	C	Hit Fixed Object	1	South	0	Daylight	Wet
894	8397529	1/20/22	19:49	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Wet
895	8400438	1/24/2022	18:45	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
896	8403253	1/25/22	8:24	B	Overturned	2	South	East	Daylight	Dry
897	8405166	1/28/2022	18:40	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
898	8405616	1/27/22	19:40	C	Angle	2	South	West	Dark-Not Lighted	Dry
899	8405864	1/30/2022	16:33	O	Angle	2	South	West	Daylight	Dry
900	8409405	1/26/22	14:20	A	Angle	2	East	North	Daylight	Dry
901	8412577	2/1/2022	2:54	B	Hit Fixed Object	1	North	0	Dark-Not Lighted	Dry
902	8414348	2/6/22	6:37	O	Hit Animal	1	East	0	Dawn	Dry
903	8414357	2/5/2022	11:30	C	Angle	2	South	North	Daylight	Dry
904	8414364	2/2/22	15:55	C	Angle	2	South	West	Daylight	Dry
905	8414506	2/1/2022	20:39	C	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
906	8417597	2/4/22	21:29	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
907	8417650	2/8/2022	15:36	O	Other/Unknown	1	0	North	(None)	(None)
908	8418765	2/8/22	16:05	O	Rear End	2	East	East	Daylight	Dry
909	8419095	2/8/2022	11:32	O	Hit Fixed Object	1	North	0	Daylight	Dry
910	8419860	2/9/22	6:56	B	Hit Animal	1	North	0	Dawn	Dry
911	8423597	2/8/2022	14:06	A	Run off the Road	1	North	0	Daylight	Dry
912	8431004	2/15/22	6:40	O	Other/Unknown	1	West	0	Dawn	Dry
913	8432151	2/20/2022	13:50	O	Overturned	1	North	0	Daylight	Dry
914	8433195	2/17/22	13:49	O	Hit Parked Vehicle	2	South	East	Daylight	Wet
915	8436925	2/20/2022	18:58	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry
916	8438871	2/23/22	20:48	O	Sideswipe - Opposite Direction	2	North	South	Dark-Not Lighted	Dry
917	8438888	2/24/2022	11:15	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
918	8441876	2/28/22	11:30	B	Run off the Road	1	South	0	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
919	8442059	2/26/2022	19:00	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
920	8444538	3/2/22	7:00	B	Hit Fixed Object	1	East	0	Daylight	Dry
921	8449609	3/4/2022	17:33	O	Rear End	2	West	West	Daylight	Dry
922	8449672	3/3/22	18:00	C	Overturned	1	West	0	Daylight	Dry
923	8450136	3/7/2022	8:03	C	Left Turn	2	North	South	Daylight	Dry
924	8450290	3/7/22	13:53	C	Hit Fixed Object	1	South	0	Daylight	Dry
925	8452445	3/7/2022	13:40	O	Rear End	2	North	North	Daylight	Dry
926	8453091	3/4/22	15:41	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Dry
927	8455011	3/9/2022	20:15	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
928	8455841	3/4/22	2:00	O	Run off the Road	1	East	0	Dark-Not Lighted	Dry
929	8457285	3/10/2022	14:50	B	Angle	2	West	North	Daylight	Dry
930	8457294	3/12/22	19:48	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
931	8467429	3/18/2022	8:00	O	Sideswipe - Opposite Direction	2	West	East	Daylight	Dry
932	8469843	3/18/22	16:25	O	Rear End	2	South	South	Daylight	Wet
933	8474370	3/23/2022	14:05	A	Hit Fixed Object	1	North	0	Daylight	Wet
934	8474393	3/25/22	18:20	O	Backing	2	West	West	Daylight	Dry
935	8474504	3/21/2022	16:10	B	Left Turn	2	South	North	Daylight	Dry
936	8474511	3/25/22	21:00	O	Run off the Road	1	North	0	Dark-Not Lighted	Dry
937	8474569	3/23/2022	17:30	O	Hit Fixed Object	1	South	0	Daylight	Dry
938	8477174	3/23/22	12:34	B	Run off the Road	1	East	0	Daylight	Wet
939	8477380	3/26/2022	15:30	O	Run off the Road	1	South	0	Daylight	Dry
940	8479265	3/24/22	2:00	B	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
941	8480756	3/28/2022	20:33	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Dry
942	8482167	4/1/22	19:50	O	Sideswipe - Opposite Direction	2	North	South	Dusk	Dry
943	8484126	4/2/2022	16:45	O	Hit Fixed Object	1	South	0	Daylight	Dry
944	8488383	4/6/22	13:35	O	Rear End	2	South	South	Daylight	Dry
945	8488898	4/4/2022	8:19	A	Sideswipe - Same Direction	2	North	North	Daylight	Dry
946	8495337	4/13/22	6:36	C	Hit Parked Vehicle	2	North	None	Dark-Lighted	Dry
947	8498712	4/15/2022	10:20	O	Overturned	1	East	0	Daylight	Dry
948	8500086	4/16/22	11:55	O	Run off the Road	1	West	0	Daylight	Wet
949	8504588	4/17/2022	14:45	A	Run off the Road	1	West	0	Daylight	Dry
950	8504590	4/20/22	17:43	O	Left Turn	2	South	North	Daylight	Dry
951	8504594	4/19/2022	8:00	C	Left Turn	2	South	North	Daylight	Dry
952	8508248	4/23/22	11:15	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
953	8511658	4/22/2022	5:15	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
954	8512679	4/26/22	18:45	O	Run off the Road	1	South	0	Daylight	Dry
955	8516254	4/23/2022	2:00	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Dry
956	8517791	4/29/22	20:15	O	Hit Fixed Object	1	South	0	Dusk	Dry
957	8517922	4/2/2022	1:52	C	Rear End	2	West	West	Dark-Not Lighted	Dry
958	8518442	5/2/22	11:49	O	Rear End	3	North	North	Daylight	Dry
959	8521525	5/3/2022	8:35	O	Run off the Road	1	East	0	Daylight	Dry
960	8521597	5/4/22	13:41	O	Run off the Road	1	South	0	Daylight	Dry
961	8522904	4/23/2022	9:02	C	Rear End	2	West	West	Daylight	Dry
962	8523815	5/3/22	17:29	O	Backing	2	East	South	Daylight	Dry
963	8525742	5/8/2022	0:02	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Dry
964	8526456	5/7/22	14:29	C	Hit Fixed Object	1	East	0	Daylight	Dry
965	8529831	5/10/2022	12:41	O	Right Turn	2	North	East	Daylight	Dry
966	8532816	5/6/22	10:57	O	Hit Fixed Object	1	South	0	Daylight	Wet
967	8535169	5/10/2022	20:50	B	Run off the Road	1	West	0	Dark-Not Lighted	Dry
968	8535170	5/7/22	20:15	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Dry
969	8536072	5/13/2022	22:42	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
970	8536351	5/13/22	14:25	O	Left Turn	2	South	North	Daylight	Dry
971	8539416	5/13/2022	18:37	O	Hit Fixed Object	1	West	0	Daylight	Dry
972	8539417	5/13/22	20:10	O	Sideswipe - Opposite Direction	2	West	East	Daylight	Dry
973	8539419	5/12/2022	8:30	C	Angle	2	East	South	Daylight	Dry
974	8541767	5/16/22	15:20	O	Rear End	2	North	North	Daylight	Dry
975	8541772	5/15/2022	19:00	A	Overturned	1	West	0	Daylight	Wet
976	8541815	5/17/22	7:15	O	Sideswipe - Opposite Direction	2	West	East	Daylight	Dry
977	8541865	5/13/2022	15:12	B	Angle	2	South	West	Daylight	Dry
978	8546820	5/22/22	8:34	B	Hit Fixed Object	1	South	0	Daylight	Dry
979	8547049	5/18/2022	10:54	A	Hit Fixed Object	1	West	0	Daylight	Dry
980	8547705	5/20/22	10:22	C	Rear End	2	North	North	Daylight	Dry
981	8547910	5/24/2022	22:00	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
982	8550206	5/22/22	20:00	O	Run off the Road	1	South	0	Dusk	Dry
983	8552156	5/24/2022	17:23	O	Rear End	2	North	North	Daylight	Dry
984	8552413	5/27/22	6:28	O	Run off the Road	1	West	0	Dawn	Wet
985	8552868	5/23/2022	14:45	O	Hit Fixed Object	1	South	0	Daylight	Wet
986	8555096	5/27/22	7:10	O	Backing	2	South	South	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
987	8558871	5/30/2022	20:05	O	Hit Animal	1	South	0	Daylight	Dry
988	8563755	6/3/22	17:04	O	Run off the Road	1	North	0	Daylight	Dry
989	8563761	6/5/2022	15:00	C	Rear End	2	South	South	Daylight	Dry
990	8570080	6/11/22	9:15	C	Hit Animal	1	South	0	Daylight	Dry
991	8570082	6/10/2022	11:40	C	Left Turn	2	South	North	Daylight	Dry
992	8571177	6/1/22	22:00	B	Run off the Road	1	West	0	Dark-Not Lighted	Dry
993	8571217	6/13/2022	6:30	O	Run off the Road	1	West	0	Dawn	Dry
994	8574651	6/10/22	22:08	O	Angle	2	North	North	Dark-Not Lighted	Dry
995	8576397	5/11/2022	8:56	O	Run off the Road	1	East	0	Daylight	Dry
996	8588630	6/12/22	19:30	B	Angle	2	East	North	Daylight	Dry
997	8589226	6/17/2022	16:15	O	Run off the Road	1	North	0	Daylight	Dry
998	8590677	6/19/22	1:25	B	Hit Fixed Object	1	West	0	Daylight	Dry
999	8592093	6/20/2022	7:30	A	Hit Fixed Object	1	South	0	Daylight	Dry
1000	8594444	6/21/22	18:45	C	Angle	2	East	North	Daylight	Dry
1001	8595602	6/25/2022	22:48	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
1002	8596018	6/26/22	15:28	C	Right Turn	2	West	North	Daylight	Dry
1003	8598256	6/27/2022	22:25	O	Run off the Road	1	East	0	Dark-Not Lighted	Dry
1004	8599905	6/29/22	12:27	O	Hit Parked Vehicle	2	North	North	Daylight	Dry
1005	8602867	7/1/2022	17:15	O	Hit Animal	1	North	0	(None)	(None)
1006	8603243	6/29/22	12:05	C	Angle	2	South	East	Daylight	Dry
1007	8604946	7/1/2022	18:40	C	Cargo Loss	2	South	North	Daylight	Dry
1008	8609721	7/2/22	0:20	B	Overturned	1	None	0	Dark-Not Lighted	Wet
1009	8611703	7/9/2022	12:20	O	Hit Fixed Object	1	North	0	Daylight	Wet
1010	8612488	7/8/22	20:51	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry
1011	8612590	7/7/2022	23:30	O	Backing	2	South	South	Dark-Not Lighted	Dry
1012	8613451	6/20/22	17:00	O	Other/Unknown	1	West	0	Daylight	Dry
1013	8613561	7/11/2022	16:45	A	Hit Animal	1	South	0	Daylight	Dry
1014	8615366	7/12/22	20:18	O	Left Turn	2	East	West	Daylight	Dry
1015	8615888	7/13/2022	12:03	O	Angle	2	East	North	Daylight	Dry
1016	8618665	7/14/22	13:25	A	Run off the Road	1	South	0	Daylight	Dry
1017	8620649	7/14/2022	6:00	O	Other/Unknown	1	East	0	Dark-Not Lighted	Dry
1018	8621604	7/15/22	9:56	C	Hit Parked Vehicle	2	North	West	Daylight	Dry
1019	8624296	7/19/2022	7:52	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1020	8625255	7/13/22	16:49	C	Other/Unknown	2	North	None	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1021	8625311	7/19/2022	12:39	O	Hit Fixed Object	1	North	0	Daylight	Dry
1022	8625356	7/19/22	9:20	C	Left Turn	2	West	East	Daylight	Dry
1023	8627957	7/23/2022	3:55	B	Overturned	1	South	0	Dark-Not Lighted	Dry
1024	8630602	7/26/22	20:45	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
1025	8630888	7/25/2022	13:40	A	Hit Fixed Object	1	South	0	Daylight	Dry
1026	8630891	7/25/22	12:20	O	Run off the Road	1	East	0	Daylight	Dry
1027	8630894	7/24/2022	14:10	O	Hit Fixed Object	1	South	0	Daylight	Dry
1028	8633012	7/25/22	20:15	O	Hit Fixed Object	1	North	0	Daylight	Dry
1029	8634403	7/30/2022	5:11	C	Hit Animal	1	East	0	Dark-Not Lighted	Dry
1030	8640369	8/2/22	5:20	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
1031	8643594	8/2/2022	17:12	O	Rear End	2	North	North	Daylight	Dry
1032	8643728	8/4/22	10:10	B	Angle	2	East	North	Daylight	Dry
1033	8648668	8/3/2022	14:11	B	Rear End	2	North	North	Daylight	Dry
1034	8648703	8/8/22	7:40	C	Angle	2	West	North	Daylight	Dry
1035	8651552	8/10/2022	11:00	C	Run off the Road	1	North	0	Daylight	Dry
1036	8653234	8/11/22	7:55	C	Left Turn	2	North	South	Daylight	Dry
1037	8653461	8/13/2022	8:25	O	Hit Fixed Object	1	North	0	Daylight	Dry
1038	8654289	8/11/22	0:35	B	Overturned	1	North	0	Dark-Not Lighted	Dry
1039	8654688	8/14/2022	10:17	B	Angle	2	West	South	Daylight	Dry
1040	8654811	1/10/22	7:30	O	Hit Animal	1	North	0	(None)	(None)
1041	8683624	8/27/2022	19:40	O	Hit Animal	1	North	0	Daylight	Dry
1042	8687929	9/3/22	20:57	O	Hit Animal	1	East	0	Dark-Lighted	Dry
1043	8690036	9/5/2022	10:20	O	Rear End	2	East	East	Daylight	Dry
1044	8692099	8/21/22	2:15	K	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
1045	8696831	9/10/2022	22:05	O	Hit Animal	1	North	0	Dark-Not Lighted	Wet
1046	8697125	9/2/22	7:05	O	Run off the Road	1	North	0	Daylight	Dry
1047	8697753	8/25/2022	16:00	O	Hit Fixed Object	1	North	0	Daylight	Dry
1048	8697961	9/2/22	17:15	O	Angle	2	East	North	Daylight	Dry
1049	8703382	9/10/2022	21:10	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
1050	8703639	9/13/22	11:10	O	Backing	2	North	South	Daylight	Dry
1051	8706832	9/14/2022	14:30	C	Run off the Road	1	South	0	Daylight	Dry
1052	8710011	9/12/22	18:33	O	Run off the Road	1	North	0	Daylight	Dry
1053	8710012	9/17/2022	16:00	O	Run off the Road	1	North	0	Daylight	Dry
1054	8710732	9/19/22	15:40	O	Left Turn	2	North	South	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1055	8711725	9/20/2022	19:01	B	Overturned	1	South	0	Daylight	Dry
1056	8711729	9/18/22	20:10	C	Angle	2	South	West	Dark-Not Lighted	Dry
1057	8712207	9/22/2022	16:40	O	Run off the Road	2	South	North	Daylight	Dry
1058	8716065	9/24/22	16:54	O	Rear End	2	North	North	Daylight	Dry
1059	8718374	8/27/2022	13:02	O	Rear End	2	West	West	Daylight	Dry
1060	8718988	9/7/22	18:21	O	Run off the Road	1	West	0	Daylight	Wet
1061	8719699	9/28/2022	11:05	O	Hit Fixed Object	1	West	0	Daylight	Dry
1062	8720959	9/30/22	0:52	B	Run off the Road	1	West	0	Dark-Not Lighted	Dry
1063	8721971	9/24/2022	19:22	O	Hit Fixed Object	1	North	0	Daylight	Dry
1064	8722886	9/30/22	18:37	O	Left Turn	2	West	East	Daylight	Dry
1065	8725242	9/25/2022	15:30	B	Angle	2	East	North	Daylight	Dry
1066	8725990	10/3/22	13:55	O	Run off the Road	1	East	0	Daylight	Dry
1067	8727794	10/2/2022	16:35	O	Angle	2	South	East	Daylight	Dry
1068	8732464	10/8/22	10:00	O	Hit Animal	1	East	0	Daylight	Dry
1069	8732845	10/9/2022	13:45	O	Sideswipe - Opposite Direction	2	South	North	Daylight	Dry
1070	8733586	10/7/22	18:20	C	Left Turn	2	North	South	Daylight	Dry
1071	8734631	10/7/2022	11:10	B	Hit Fixed Object	1	South	0	Daylight	Dry
1072	8735059	10/8/22	21:26	O	Other/Unknown	1	North	0	Dark-Not Lighted	Dry
1073	8744706	10/11/2022	15:53	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1074	8747988	10/15/22	17:56	O	Hit Fixed Object	1	North	0	Daylight	Dry
1075	8752016	10/19/2022	11:41	C	Rear End	2	East	East	Daylight	Dry
1076	8752048	10/20/22	10:50	O	Sideswipe - Opposite Direction	2	West	East	Daylight	Dry
1077	8754847	10/20/2022	18:50	C	Hit Fixed Object	1	East	0	Daylight	Dry
1078	8755718	10/25/22	17:43	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
1079	8756151	10/22/2022	23:15	B	Sideswipe - Same Direction	2	South	South	Dark-Lighted	Dry
1080	8757462	10/23/22	15:50	B	Overturned	1	South	0	Daylight	Dry
1081	8759111	10/26/2022	13:05	O	Run off the Road	1	North	0	Daylight	Dry
1082	8759132	10/17/22	1:11	O	Backing	1	South	0	Dark-Not Lighted	Wet
1083	8759133	10/25/2022	11:20	O	Rear End	2	West	West	Daylight	Dry
1084	8761270	10/27/22	16:35	O	Overturned	1	West	0	Daylight	Dry
1085	8761272	10/27/2022	7:55	O	Angle	2	West	South	Daylight	Dry
1086	8762426	10/30/22	16:39	O	Hit Fixed Object	1	South	0	Daylight	Wet
1087	8762707	10/28/2022	12:03	O	Rear End	2	South	South	Daylight	Dry
1088	8764979	11/1/22	8:30	O	Hit Animal	1	South	0	Dusk	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1089	8768254	11/2/2022	17:40	B	Run off the Road	1	West	0	Daylight	Dry
1090	8770262	11/2/22	17:50	O	Angle	2	East	South	Daylight	Dry
1091	8770456	11/4/2022	13:05	O	Right Turn	2	East	South	Daylight	Dry
1092	8776086	11/6/22	0:36	O	Run off the Road	1	South	0	Dark-Not Lighted	Wet
1093	8777009	11/1/2022	17:22	O	Sideswipe - Opposite Direction	2	East	West	Daylight	Dry
1094	8778663	11/10/22	17:48	B	Angle	2	West	North	Dark-Not Lighted	Wet
1095	8781352	11/8/2022	16:40	O	Bicycle	2	South	South	Daylight	Dry
1096	8781353	11/11/22	12:45	O	Sideswipe - Same Direction	2	North	North	Daylight	Wet
1097	8785480	11/14/2022	15:15	O	Rear End	2	North	North	Daylight	Dry
1098	8786374	12/17/21	19:40	O	Sideswipe - Opposite Direction	2	West	East	Dark-Not Lighted	Dry
1099	8786548	11/15/2022	16:11	O	Sideswipe - Opposite Direction	2	East	West	Daylight	Wet
1100	8787256	11/11/22	14:50	O	Sideswipe - Same Direction	2	West	West	Daylight	Wet
1101	8789486	11/16/2022	12:58	O	Run off the Road	1	North	0	Daylight	Dry
1102	8791299	11/19/22	18:40	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
1103	8794382	11/22/2022	5:00	O	Run off the Road	1	East	0	Dark-Not Lighted	Dry
1104	8795750	10/31/22	17:32	O	Angle	2	West	South	Daylight	Dry
1105	8797074	11/21/2022	6:46	O	Hit Animal	1	East	0	Daylight	Dry
1106	8797745	11/23/22	17:18	O	Angle	2	East	South	Daylight	Dry
1107	8799674	11/20/2022	13:55	O	Angle	2	South	West	Daylight	Dry
1108	8802074	11/24/22	17:50	B	Pedestrian	1	North	East	Dark-Not Lighted	Dry
1109	8802655	11/28/2022	10:25	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1110	8803151	11/29/22	23:20	O	Sideswipe - Same Direction	2	South	South	Dark-Not Lighted	Wet
1111	8803656	11/23/2022	12:10	O	Rear End	2	North	North	Daylight	Dry
1112	8803709	11/28/22	6:45	B	Angle	2	North	East	Dark-Not Lighted	Dry
1113	8803875	11/23/2022	23:18	O	Overturned	1	South	0	Dark-Not Lighted	Dry
1114	8807069	11/29/22	16:00	O	Hit Fixed Object	1	North	0	Daylight	Dry
1115	8810114	12/3/2022	12:00	B	Hit Fixed Object	1	North	0	Daylight	Wet
1116	8810440	11/27/22	8:29	C	Hit Fixed Object	1	West	0	Daylight	Wet
1117	8811869	12/4/2022	4:24	B	Hit Fixed Object	1	South	0	Dark-Not Lighted	Wet
1118	8812159	12/6/22	7:40	O	Left Turn	2	West	East	Daylight	Wet
1119	8814860	12/7/2022	22:24	O	Run off the Road	1	North	0	Dark-Not Lighted	Wet
1120	8814952	12/8/22	0:17	O	Hit Animal	1	North	0	(None)	(None)
1121	8817009	12/5/2022	12:20	O	Run off the Road	1	West	0	Daylight	Wet
1122	8821106	11/25/22	19:00	O	Hit Animal	1	East	0	Dark-Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1123	8821693	12/7/2022	11:15	O	Hit Fixed Object	1	South	0	Daylight	Wet
1124	8823254	12/9/22	0:22	A	Overturned	1	East	0	Dark-Not Lighted	Wet
1125	8823298	12/7/2022	17:16	O	Left Turn	2	North	South	Daylight	Wet
1126	8824093	12/12/22	22:30	C	Hit Animal	1	North	0	Dark-Not Lighted	Dry
1127	8825675	12/11/2022	3:25	B	Hit Animal	1	South	0	Dark-Not Lighted	Wet
1128	8825789	12/12/22	8:35	C	Run off the Road	1	South	0	Daylight	Wet
1129	8829038	12/12/2022	17:00	C	Angle	2	South	West	Daylight	Dry
1130	8832159	12/15/22	12:35	A	Overturned	1	North	0	Daylight	Dry
1131	8832192	12/16/2022	23:04	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
1132	8833787	12/16/22	13:10	A	Hit Fixed Object	1	South	0	Daylight	Dry
1133	8833880	12/16/2022	10:50	O	Left Turn	3	South	North	Daylight	Dry
1134	8833936	12/19/22	15:45	O	Rear End	2	North	North	Daylight	Dry
1135	8833938	12/16/2022	23:10	A	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
1136	8836203	12/21/22	16:48	O	Angle	2	West	South	Daylight	Wet
1137	8838126	12/21/2022	15:19	A	Pedestrian	1	South	South	Daylight	Dry
1138	8845506	1/1/23	5:20	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
1139	8848452	12/28/2022	7:34	O	Hit Fixed Object	1	West	0	Daylight	Dry
1140	8848668	1/2/23	16:30	O	Hit Animal	1	West	0	Daylight	Wet
1141	8851954	1/3/2023	0:15	K	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
1142	8852946	1/3/23	11:25	O	Hit Fixed Object	1	South	0	Daylight	Wet
1143	8853684	1/3/2023	16:19	O	Sideswipe - Same Direction	2	South	South	Daylight	Wet
1144	8855567	1/9/23	19:08	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry
1145	8856058	1/6/2023	9:53	A	Hit Fixed Object	1	South	0	Daylight	Dry
1146	8859891	1/12/23	17:50	O	Hit Animal	1	West	0	Dusk	Wet
1147	8861714	1/14/2023	14:15	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Dry
1148	8862382	1/11/23	9:07	O	Left Turn	2	North	South	Daylight	Dry
1149	8862567	1/11/2023	17:33	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1150	8863663	1/11/23	7:43	O	Hit Animal	1	North	0	Daylight	Dry
1151	8864331	1/17/2023	14:15	O	Angle	2	North	East	Daylight	Wet
1152	8864542	1/17/23	12:20	O	Other/Unknown	1	South	0	Daylight	Wet
1153	8867143	1/16/2023	7:45	O	Hit Animal	1	East	0	Daylight	Dry
1154	8867513	1/19/23	10:00	O	Hit Fixed Object	1	West	0	Daylight	Wet
1155	8872124	1/19/2023	7:35	O	Rear End	2	North	North	Daylight	Wet
1156	8877242	1/26/23	18:53	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1157	8877327	1/25/2023	8:22	O	Other/Unknown	1	North	0	Daylight	ter (standing or movi
1158	8879430	1/24/23	14:27	O	Rear End	2	East	East	Daylight	Dry
1159	8881833	1/21/2023	20:10	C	Run off the Road	1	West	0	Dark-Not Lighted	Dry
1160	8881862	1/22/23	1:25	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Wet
1161	8882079	1/25/2023	21:31	C	Other/Unknown	1	East	0	Dark-Not Lighted	Dry
1162	8882373	1/26/23	8:13	O	Hit Fixed Object	1	North	0	Daylight	Dry
1163	8884979	1/25/2023	7:30	O	Other/Unknown	1	South	0	Dark-Not Lighted	Wet
1164	8885430	2/2/23	19:55	O	Overturned	1	North	0	Dark-Not Lighted	Wet
1165	8886157	2/2/2023	6:35	O	Run off the Road	1	South	0	Dark-Not Lighted	Wet
1166	8887297	2/3/23	8:47	O	Run off the Road	1	North	0	Daylight	Wet
1167	8890799	1/31/2023	15:02	B	Left Turn	2	South	North	Daylight	Dry
1168	8892934	2/6/23	17:35	C	Left Turn	2	North	South	Dark-Lighted	Dry
1169	8897279	2/7/2023	7:00	B	Left Turn	2	North	South	Daylight	Dry
1170	8903641	2/15/23	6:37	C	Angle	2	East	North	Dark-Not Lighted	Wet
1171	8906299	2/15/2023	16:12	C	Angle	2	East	North	Daylight	Wet
1172	8907986	2/22/23	19:02	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
1173	8908083	2/22/2023	16:25	O	Angle	2	South	West	Daylight	Dry
1174	8908304	2/20/23	18:23	A	Head On	2	East	West	Dark-Not Lighted	Dry
1175	8910423	2/21/2023	13:37	O	Hit Fixed Object	1	West	0	Daylight	Dry
1176	8911927	2/23/23	14:01	O	Rear End	2	North	North	Daylight	Dry
1177	8912391	2/21/2023	19:10	O	Rear End	2	South	South	Dark-Not Lighted	Dry
1178	8912414	2/22/23	14:45	O	Hit Parked Vehicle	2	North	South	Daylight	Dry
1179	8917024	2/27/2023	17:00	O	Run off the Road	1	West	0	Daylight	Wet
1180	8917459	2/17/23	17:29	C	Left Turn	2	South	North	Daylight	Dry
1181	8917516	2/19/2023	14:52	B	Hit Fixed Object	1	East	0	Daylight	Dry
1182	8917518	2/22/23	16:40	O	Run off the Road	1	North	0	Daylight	Dry
1183	8918486	3/2/2023	6:21	O	Angle	2	South	West	Dark-Not Lighted	Wet
1184	8918493	3/2/23	10:45	C	Overturned	1	North	0	Daylight	Wet
1185	8920383	2/28/2023	7:27	O	Hit Animal	1	South	0	Daylight	Dry
1186	8921049	3/5/23	14:58	O	Hit Fixed Object	1	South	0	Dark-Lighted	Dry
1187	8925059	3/7/2023	17:05	O	Rear End	2	North	North	Daylight	Dry
1188	8928776	3/11/23	14:05	O	Run off the Road	1	South	0	Daylight	Dry
1189	8930187	3/11/2023	17:29	C	Hit Fixed Object	1	South	0	Daylight	Dry
1190	8930195	3/11/23	8:27	C	Hit Fixed Object	1	North	0	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1191	8930196	3/11/2023	13:30	O	Angle	2	South	West	Daylight	Dry
1192	8930646	3/8/23	21:00	A	Angle	2	West	East	Dark-Not Lighted	Dry
1193	8931414	3/9/2023	15:48	B	Left Turn	3	North	South	Daylight	Dry
1194	8932258	3/14/23	22:00	O	Other/Unknown	1	South	0	Dark-Not Lighted	Dry
1195	8935177	3/12/2023	7:40	O	Sideswipe - Same Direction	2	South	South	Daylight	Wet
1196	8935630	3/10/23	16:55	O	Angle	2	South	West	Daylight	Dry
1197	8938797	3/15/2023	19:40	O	Angle	2	East	North	Dark-Lighted	Dry
1198	8943797	3/20/23	12:20	C	Run off the Road	1	North	0	Daylight	Dry
1199	8946116	3/19/2023	17:40	O	Left Turn	2	South	North	Daylight	Dry
1200	8947144	3/21/23	12:41	O	Left Turn	2	North	South	Daylight	Dry
1201	8948075	3/22/2023	11:11	O	Angle	2	East	South	Daylight	Wet
1202	8948146	3/21/23	3:00	O	Hit Parked Vehicle	2	East	East	Dark-Not Lighted	Dry
1203	8948687	3/25/2023	14:54	A	Hit Fixed Object	1	North	0	Daylight	Dry
1204	8949532	3/23/23	14:49	O	Other/Unknown	1	West	0	Daylight	Dry
1205	8951023	3/27/2023	7:10	O	Rear End	2	South	South	Daylight	Wet
1206	8952088	3/27/23	7:45	O	Rear End	2	North	North	Daylight	Wet
1207	8952110	1/21/2023	12:51	B	Bicycle	2	North	North	Daylight	Dry
1208	8954413	3/28/23	12:10	O	Angle	2	West	North	Daylight	Dry
1209	8954416	3/29/2023	17:15	O	Left Turn	2	East	West	Daylight	Dry
1210	8955061	4/1/23	22:55	O	Hit Fixed Object	1	South	0	Dark-Not Lighted	Dry
1211	8956302	3/31/2023	8:00	O	Other/Unknown	1	East	0	Daylight	Dry
1212	8959274	3/30/23	18:20	O	Angle	2	South	West	Daylight	Dry
1213	8959284	4/2/2023	8:05	O	Run off the Road	1	North	0	Daylight	Dry
1214	8963238	4/6/23	13:16	C	Run off the Road	1	South	0	Daylight	Dry
1215	8964255	4/8/2023	18:37	O	Hit Fixed Object	1	South	0	Daylight	Wet
1216	8965204	4/3/23	10:50	B	Hit Fixed Object	1	South	0	Daylight	Wet
1217	8966735	4/7/2023	15:45	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1218	8966740	4/10/23	17:37	O	Rear End	2	North	North	Daylight	Dry
1219	8967011	4/6/2023	21:26	B	Rear End	2	East	East	Dark-Lighted	Dry
1220	8967012	4/6/23	16:25	O	Rear End	2	North	North	Daylight	Dry
1221	8971551	4/13/2023	7:30	O	Angle	2	East	South	Daylight	Dry
1222	8972031	4/15/23	12:00	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1223	8972599	4/15/2023	7:00	O	Other/Unknown	2	None	None	(None)	(None)
1224	8972946	3/20/23	22:20	O	Right Turn	2	South	West	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1225	8973425	4/13/2023	17:08	B	Rear End	3	North	North	Daylight	Dry
1226	8975976	4/16/23	16:33	A	Left Turn	2	South	North	Daylight	Dry
1227	8977544	4/17/2023	12:55	B	Angle	3	North	East	Daylight	Dry
1228	8977654	4/15/23	14:35	C	Run off the Road	1	South	0	Daylight	Dry
1229	8977655	4/14/2023	9:35	O	Hit Fixed Object	1	East	0	Daylight	Wet
1230	8977746	4/17/23	16:57	O	Other/Unknown	1	West	0	Daylight	Dry
1231	8977877	4/16/2023	2:05	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Dry
1232	8981688	4/22/23	11:10	O	Left Turn	2	North	South	Daylight	Dry
1233	8985770	4/26/2023	20:40	C	Hit Animal	1	West	0	Dark-Not Lighted	Dry
1234	8986480	4/26/23	16:20	O	Hit Fixed Object	1	East	0	Daylight	Wet
1235	8987039	4/27/2023	18:45	O	Hit Fixed Object	1	North	0	Dusk	Wet
1236	8989233	4/28/23	10:55	O	Hit Animal	1	North	0	Daylight	Dry
1237	8989681	4/28/2023	18:08	C	Rear End	2	East	East	Daylight	Dry
1238	8991055	4/27/23	15:08	O	Run off the Road	1	South	0	Daylight	Wet
1239	8992288	5/1/2023	15:30	O	Rear End	2	South	South	Daylight	Dry
1240	8994092	4/30/23	8:58	O	Hit Fixed Object	1	North	0	Daylight	Wet
1241	8994209	4/26/2023	16:59	C	Rear End	2	North	North	Daylight	Wet
1242	8994252	5/2/23	6:55	O	Angle	2	South	East	Daylight	Dry
1243	8996477	4/26/2023	15:35	O	Rear End	2	South	South	Daylight	Wet
1244	8999198	5/6/23	4:48	O	Run off the Road	1	East	0	Dark-Not Lighted	Dry
1245	9001470	5/8/2023	14:37	O	Backing	2	North	South	Daylight	Dry
1246	9003821	5/10/23	12:58	O	Angle	2	West	North	Daylight	Dry
1247	9006937	5/9/2023	18:22	B	Angle	3	East	North	Daylight	Dry
1248	9006939	5/9/23	14:05	B	Hit Fixed Object	1	South	0	Daylight	Dry
1249	9007069	5/12/2023	16:53	B	Head On	2	South	North	Daylight	Dry
1250	9008098	5/10/23	9:18	O	Angle	2	West	North	Daylight	Dry
1251	9008530	5/11/2023	5:40	O	Run off the Road	1	North	0	Dark-Not Lighted	Dry
1252	9009417	5/11/23	12:49	B	Angle	2	East	South	Daylight	Dry
1253	9012880	5/17/2023	23:00	O	Other/Unknown	1	North	0	Dark-Not Lighted	Mud
1254	9013348	5/15/23	19:17	O	Hit Fixed Object	1	East	0	Daylight	Dry
1255	9013535	5/15/2023	11:21	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
1256	9013682	5/17/23	18:43	K	Hit Fixed Object	1	South	0	Daylight	Dry
1257	9015501	5/19/2023	7:38	O	Sideswipe - Opposite Direction	2	West	East	Daylight	Dry
1258	9018938	5/20/23	23:30	C	Overturned	1	West	0	Dark-Not Lighted	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1259	9019003	5/20/2023	19:30	O	Overturned	1	South	0	Daylight	Wet
1260	9019532	5/11/23	13:21	O	Overturned	1	West	0	Daylight	Dry
1261	9019739	5/24/2023	2:55	C	Pedestrian	2	East	West	Dark-Not Lighted	Dry
1262	9021759	5/25/23	10:27	O	Angle	2	North	North	Daylight	Dry
1263	9022265	5/25/2023	14:02	O	Other/Unknown	1	East	0	Daylight	Dry
1264	9022860	5/22/23	13:09	O	Rear End	2	West	West	Daylight	Dry
1265	9022866	5/22/2023	17:18	O	Angle	2	North	West	Daylight	Dry
1266	9024296	5/25/23	10:39	C	Angle	2	South	South	Daylight	Dry
1267	9026471	2/6/2023	17:27	O	Sideswipe - Opposite Direction	2	South	North	Daylight	Dry
1268	9027569	4/17/23	13:00	O	Hit Fixed Object	1	East	0	Daylight	Dry
1269	9032497	6/2/2023	10:18	O	Left Turn	2	South	North	Daylight	Dry
1270	9032501	6/1/23	16:40	O	Rear End	2	North	North	Daylight	Dry
1271	9040099	6/7/2023	16:00	O	Rear End	2	North	North	Daylight	Dry
1272	9040101	6/6/23	14:12	O	Hit Animal	1	South	0	Daylight	Dry
1273	9040829	6/8/2023	9:34	O	Angle	2	South	West	Daylight	Dry
1274	9041167	6/12/23	12:02	B	Angle	2	East	North	Daylight	Dry
1275	9043283	6/12/2023	21:18	O	Run off the Road	1	West	0	Dark-Not Lighted	Dry
1276	9046262	6/14/23	17:45	O	Overturned	1	South	0	Daylight	Dry
1277	9048265	6/11/2023	0:20	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry
1278	9048290	6/14/23	21:59	C	Overturned	1	South	0	Dark-Not Lighted	Dry
1279	9049424	6/20/2023	18:00	O	Rear End	2	North	North	Daylight	Dry
1280	9054100	6/24/23	6:00	O	Hit Fixed Object	1	North	0	Dawn	Dry
1281	9058108	6/28/2023	11:28	O	Angle	2	North	North	Daylight	Dry
1282	9059009	6/27/23	19:40	O	Hit Animal	1	North	0	Daylight	Dry
1283	9060411	6/20/2023	19:11	O	Run off the Road	1	South	0	Daylight	Dry
1284	9062623	7/2/23	12:40	O	Hit Animal	1	East	0	Daylight	Dry
1285	9063727	6/30/2023	7:20	B	Angle	2	South	West	Daylight	Dry
1286	9063928	7/4/23	19:39	O	Angle	2	North	North	Daylight	Dry
1287	9069146	7/5/2023	15:50	O	Backing	2	South	North	Daylight	Dry
1288	9069915	7/7/23	15:35	O	Angle	2	West	North	Daylight	Dry
1289	9070206	7/6/2023	22:15	O	Sideswipe - Same Direction	2	North	North	Dark-Not Lighted	Dry
1290	9072639	7/9/23	7:02	O	Hit Fixed Object	1	North	0	Daylight	Dry
1291	9072928	7/7/2023	12:25	O	Rear End	2	North	North	Daylight	Dry
1292	9073029	7/6/23	1:00	O	Run off the Road	1	North	0	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1293	9076329	7/16/2023	6:00	O	Left Turn	2	South	North	Dark-Not Lighted	Dry
1294	9076397	7/14/23	12:50	O	Hit Fixed Object	1	East	0	Daylight	Dry
1295	9079999	7/19/2023	11:10	O	Rear End	2	South	South	Daylight	Wet
1296	9081781	7/19/23	10:50	C	Angle	2	East	West	Daylight	Wet
1297	9082516	7/20/2023	15:20	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1298	9084383	7/20/23	13:15	O	Left Turn	2	East	West	Daylight	Dry
1299	9090010	7/27/2023	10:20	O	Hit Parked Vehicle	2	North	North	Daylight	Dry
1300	9090038	7/26/23	14:21	B	Left Turn	2	North	South	Daylight	Dry
1301	9090503	7/26/2023	10:40	O	Rear End	2	South	South	Daylight	Dry
1302	9090559	7/25/23	17:32	C	Hit Fixed Object	2	South	East	Daylight	Wet
1303	9090792	7/13/2023	14:48	C	Angle	2	East	North	Daylight	Dry
1304	9093172	7/10/23	11:44	O	Backing	2	North	South	Daylight	Dry
1305	9094188	7/17/2023	14:38	O	Angle	2	South	West	Daylight	Dry
1306	9094208	8/1/23	8:05	O	Hit Animal	1	West	0	Daylight	Dry
1307	9094731	7/29/2023	15:14	C	Left Turn	3	North	South	Daylight	Dry
1308	9094734	7/28/23	21:20	O	Angle	2	South	West	Daylight	Dry
1309	9102658	8/4/2023	17:30	O	Hit Fixed Object	1	West	0	Daylight	Dry
1310	9103066	8/4/23	15:00	O	Angle	2	West	North	Daylight	Dry
1311	9106583	8/8/2023	16:00	O	Run off the Road	1	West	0	Daylight	Dry
1312	9111101	8/14/23	18:20	O	Other/Unknown	1	South	0	Daylight	Dry
1313	9111451	8/11/2023	16:00	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1314	9111965	8/11/23	22:10	C	Run off the Road	1	South	0	Dark-Not Lighted	Dry
1315	9112859	8/15/2023	10:37	O	Left Turn	2	West	East	Daylight	Dry
1316	9112867	8/16/23	6:40	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Dry
1317	9112943	8/15/2023	7:52	O	Left Turn	2	South	North	Daylight	Dry
1318	9116399	8/18/23	8:30	O	Rear End	2	North	North	Daylight	Dry
1319	9118859	8/19/2023	19:53	C	Run off the Road	1	North	0	Daylight	Dry
1320	9119030	8/16/23	5:53	O	Rear End	2	South	South	Dark-Lighted	Dry
1321	9119505	8/20/2023	21:02	O	Other/Unknown	1	East	0	Dark-Not Lighted	Dry
1322	9120541	6/5/23	21:15	A	Overturned	1	South	0	Dark-Not Lighted	Dry
1323	9121441	7/15/2023	11:35	A	Angle	2	West	North	Daylight	Dry
1324	9122048	8/21/23	15:10	O	Angle	2	East	North	Daylight	Dry
1325	9123234	8/23/2023	21:12	O	Hit Fixed Object	1	North	0	Dark-Not Lighted	Dry
1326	9123585	8/7/23	23:05	O	Angle	2	South	West	Dark-Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1327	9127230	8/22/2023	16:24	O	Hit Fixed Object	1	North	0	Daylight	Dry
1328	9128825	8/30/23	3:42	O	Hit Animal	1	West	0	(None)	(None)
1329	9132552	8/27/2023	12:35	O	Rear End	2	South	South	Daylight	Dry
1330	9132785	8/28/23	9:30	O	Rear End	2	South	South	Daylight	Wet
1331	9133541	8/30/2023	16:04	O	Backing	2	South	North	Daylight	Dry
1332	9133543	8/30/23	15:25	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
1333	9135321	8/31/2023	14:25	O	Sideswipe - Opposite Direction	2	South	North	Daylight	Dry
1334	9135356	8/28/23	21:10	B	Run off the Road	1	North	0	Dark-Not Lighted	Wet
1335	9135610	8/22/2023	14:29	B	Rear End	3	East	East	Daylight	Dry
1336	9138730	9/7/23	8:45	C	Angle	2	South	West	Daylight	Dry
1337	9143135	9/4/2023	13:22	O	Rear End	2	East	East	Daylight	Dry
1338	9143158	9/8/23	6:54	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
1339	9143848	9/9/2023	23:10	O	Overturned	1	South	0	Dark-Not Lighted	Wet
1340	9143960	8/8/23	22:15	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
1341	9144300	9/3/2023	16:55	O	Backing	2	North	North	Daylight	Dry
1342	9144303	9/4/23	18:47	O	Angle	2	South	South	Daylight	Dry
1343	9144305	9/5/2023	8:39	O	Rear End	2	North	North	Daylight	Dry
1344	9145419	9/5/23	9:08	O	Sideswipe - Opposite Direction	2	South	North	Daylight	Dry
1345	9145783	9/9/2023	13:05	B	Angle	2	South	East	Daylight	Dry
1346	9146866	9/12/23	6:18	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry
1347	9148251	9/12/2023	19:00	B	Left Turn	2	South	North	Daylight	Dry
1348	9149531	9/14/23	5:22	O	Rear End	2	West	West	Dark-Not Lighted	Dry
1349	9151796	9/15/2023	7:11	O	Rear End	2	South	South	Daylight	Wet
1350	9152202	9/17/23	5:42	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry
1351	9152204	9/16/2023	8:35	O	Angle	2	South	West	Daylight	Dry
1352	9152445	9/15/23	6:54	B	Overturned	1	South	0	Dawn	Dry
1353	9152550	9/16/2023	21:15	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Wet
1354	9157946	9/21/23	13:44	A	Other/Unknown	1	South	0	Daylight	Dry
1355	9162964	9/19/2023	17:00	C	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1356	9164157	9/8/23	9:12	O	Run off the Road	1	East	0	Daylight	Dry
1357	9166578	9/29/2023	1:30	O	Overturned	1	North	0	Dark-Not Lighted	Dry
1358	9166751	9/20/23	22:12	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Dry
1359	9167244	9/28/2023	15:15	O	Hit Parked Vehicle	2	None	None	Daylight	Other
1360	9168094	9/29/23	17:30	O	Angle	2	South	East	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1361	9168628	9/29/2023	6:28	O	Sideswipe - Same Direction	2	West	West	Dark-Not Lighted	Dry
1362	9168636	9/27/23	7:08	O	Sideswipe - Opposite Direction	2	North	South	Dark-Not Lighted	Dry
1363	9168672	9/29/2023	15:00	C	Hit Fixed Object	1	East	0	Daylight	Dry
1364	9169776	9/30/23	17:16	B	Rear End	2	West	West	Daylight	Dry
1365	9171686	9/28/2023	7:00	O	Run off the Road	1	North	0	Dark-Lighted	Dry
1366	9171859	10/2/23	19:00	O	Angle	2	East	North	Dark-Not Lighted	Dry
1367	9175925	10/6/2023	8:02	B	Run off the Road	1	South	0	Dawn	Wet
1368	9177839	10/8/23	12:15	O	Overturned	1	West	0	Dark-Not Lighted	Dry
1369	9178498	10/2/2023	21:16	B	Overturned	1	West	0	Dark-Not Lighted	Dry
1370	9178507	10/2/23	17:12	O	Angle	2	West	North	Daylight	Dry
1371	9179458	10/7/2023	20:00	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
1372	9181209	10/7/23	12:04	O	Angle	2	South	South	Daylight	Dry
1373	9182449	10/10/2023	13:37	C	Run off the Road	1	North	0	Daylight	Dry
1374	9187504	10/8/23	13:04	B	Run off the Road	1	East	0	Daylight	Dry
1375	9188950	10/14/2023	11:27	A	Other/Unknown	1	North	0	Daylight	Dry
1376	9195343	10/19/23	16:35	O	Rear End	2	North	North	Daylight	Dry
1377	9196617	10/18/2023	7:26	O	Other/Unknown	1	East	0	Daylight	Dry
1378	9197864	10/18/23	17:30	O	Right Turn	2	North	East	Daylight	Dry
1379	9198599	10/18/2023	5:30	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Dry
1380	9199603	10/24/23	0:00	O	Left Turn	2	South	North	Daylight	Dry
1381	9199867	10/25/2023	8:20	O	Hit Animal	1	East	0	Daylight	Dry
1382	9203283	10/24/23	12:15	B	Sideswipe - Opposite Direction	2	East	West	Daylight	Dry
1383	9204302	10/29/2023	10:00	O	Rear End	2	East	East	Daylight	Dry
1384	9205421	10/27/23	12:01	O	Other/Unknown	1	West	0	(None)	(None)
1385	9205521	10/24/2023	8:50	O	Angle	2	South	West	Dawn	Dry
1386	9212838	11/1/23	7:03	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
1387	9213773	11/3/2023	6:45	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry
1388	9215777	10/30/23	17:04	C	Angle	2	South	West	Daylight	Dry
1389	9215778	10/31/2023	8:00	O	Other/Unknown	1	East	0	Daylight	Dry
1390	9215784	11/2/23	18:15	O	Angle	2	North	West	Daylight	Dry
1391	9216185	9/27/2023	15:05	A	Left Turn	2	South	North	Daylight	Dry
1392	9217728	11/5/23	14:00	O	Left Turn	2	North	South	Daylight	Dry
1393	9218293	11/6/2023	7:40	O	Rear End	2	North	North	Daylight	Dry
1394	9218408	11/6/23	7:11	O	Hit Animal	1	North	0	Dawn	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1395	9219352	10/12/2023	11:09	O	Angle	2	East	North	Daylight	Wet
1396	9223201	11/8/23	15:25	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1397	9225069	11/11/2023	23:45	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
1398	9225241	11/9/23	11:15	O	Angle	2	South	South	Daylight	Dry
1399	9226123	10/27/2023	22:27	C	Other/Unknown	1	South	0	Dark-Not Lighted	Dry
1400	9226192	10/28/23	15:15	O	Other/Unknown	1	North	0	Daylight	Dry
1401	9226411	10/7/2023	16:35	O	Overturned	1	West	0	Daylight	Dry
1402	9226414	11/2/23	16:04	O	Overturned	1	North	0	Daylight	Dry
1403	9227054	11/11/2023	10:57	C	Rear End	2	North	North	Daylight	Wet
1404	9227973	11/13/23	18:13	O	Overturned	2	North	None	Dark-Not Lighted	Dry
1405	9228030	11/13/2023	16:15	O	Hit Fixed Object	1	North	0	Daylight	Dry
1406	9231508	11/13/23	7:26	O	Hit Animal	1	West	0	Daylight	Dry
1407	9231510	11/16/2023	7:52	O	Hit Fixed Object	1	South	0	Daylight	Dry
1408	9232212	11/15/23	18:15	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
1409	9232762	11/15/2023	18:40	O	Rear End	2	East	East	Dark-Lighted	Dry
1410	9235508	11/15/23	16:31	O	Hit Fixed Object	1	None	0	Daylight	Dry
1411	9237343	11/17/2023	12:45	O	Hit Animal	1	South	0	Daylight	Dry
1412	9237404	11/19/23	15:18	O	Sideswipe - Same Direction	3	East	East	Daylight	Dry
1413	9237798	11/21/2023	5:50	O	Hit Animal	1	South	0	Dark-Not Lighted	Wet
1414	9239831	11/22/23	13:35	O	Hit Animal	1	South	0	Daylight	Dry
1415	9239834	11/23/2023	7:00	O	Hit Animal	1	South	0	Daylight	Dry
1416	9242855	11/20/23	18:20	B	Angle	2	East	None	Dark-Not Lighted	Dry
1417	9245905	11/28/2023	17:14	O	Hit Fixed Object	2	North	North	Dusk	Dry
1418	9246320	11/24/23	22:30	O	Hit Animal	1	East	0	Dark-Not Lighted	Dry
1419	9246565	11/25/2023	9:45	C	Hit Fixed Object	1	South	0	Daylight	Dry
1420	9248054	10/29/23	19:05	O	Hit Animal	1	North	0	Dark-Lighted	Dry
1421	9248618	11/29/2023	18:30	O	Backing	2	South	North	Dark-Not Lighted	Dry
1422	9248621	11/30/23	17:49	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
1423	9249709	11/30/2023	10:12	O	Other/Unknown	1	North	0	Daylight	Dry
1424	9250315	11/29/23	17:10	O	Hit Animal	1	East	0	Daylight	Dry
1425	9250472	12/1/2023	11:48	O	Rear End	2	South	South	Daylight	Wet
1426	9250476	11/30/23	7:45	O	Hit Fixed Object	1	South	0	Daylight	Dry
1427	9251606	12/2/2023	19:30	K	Pedestrian	1	South	North	Dark-Not Lighted	Wet
1428	9252381	10/10/23	16:00	O	Cargo Loss	2	North	South	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1429	9254431	12/4/2023	7:45	O	Rear End	2	East	East	Daylight	Dry
1430	9255499	11/27/23	4:00	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
1431	9256166	11/22/2023	23:36	C	Run off the Road	1	North	0	Dark-Not Lighted	Dry
1432	9256687	12/3/23	16:40	C	Angle	2	East	South	Daylight	Dry
1433	9256688	12/3/2023	17:55	C	Hit Fixed Object	1	East	0	Dark-Not Lighted	Dry
1434	9256785	12/7/23	7:40	O	Hit Animal	1	North	0	Daylight	Dry
1435	9259501	12/5/2023	14:35	O	Rear End	2	South	South	Daylight	Dry
1436	9259709	12/5/23	17:19	O	Rear End	2	East	East	Dusk	Dry
1437	9261970	12/11/2023	4:31	O	Hit Animal	1	East	0	Dark-Not Lighted	Wet
1438	9262438	12/6/23	0:10	O	Hit Animal	1	West	0	Dark-Not Lighted	Dry
1439	9262498	12/6/2023	19:05	O	Hit Fixed Object	1	West	0	Dark-Not Lighted	Dry
1440	9263427	12/5/23	9:51	O	Angle	2	West	East	Daylight	Dry
1441	9263500	12/6/2023	0:13	K	Run off the Road	1	West	0	Dark-Lighted	Dry
1442	9264902	12/11/23	21:15	O	Hit Fixed Object	1	None	0	Dark-Not Lighted	Dry
1443	9265263	12/6/2023	16:58	C	Angle	2	East	South	Daylight	Dry
1444	9265284	12/6/23	15:55	O	Sideswipe - Same Direction	2	West	West	(None)	(None)
1445	9267319	12/14/2023	20:45	O	Hit Animal	1	North	0	Dark-Not Lighted	Dry
1446	9270027	12/17/23	8:55	O	Hit Animal	1	South	0	Daylight	Wet
1447	9271527	12/15/2023	15:06	O	Angle	2	South	West	Daylight	Dry
1448	9272479	12/18/23	11:35	O	Angle	2	East	East	Daylight	Dry
1449	9273414	12/19/2023	16:09	O	Left Turn	2	East	West	Daylight	Dry
1450	9274070	12/15/23	21:35	A	Other/Unknown	1	South	0	Dark-Not Lighted	Wet
1451	9274841	12/20/2023	7:23	O	Hit Animal	1	East	0	Daylight	Dry
1452	9275832	12/6/23	10:21	O	Other/Unknown	1	South	0	Daylight	Dry
1453	9280178	12/21/2023	11:40	O	Angle	2	South	West	Daylight	Dry
1454	9280345	12/20/23	7:42	B	Left Turn	2	West	East	Daylight	Dry
1455	9280509	12/26/2023	4:55	C	Hit Fixed Object	1	West	0	Dark-Not Lighted	Wet
1456	9282103	12/18/23	15:00	O	Run off the Road	1	South	0	Dark-Not Lighted	Dry
1457	9283379	12/29/2023	2:08	O	Run off the Road	1	East	0	Dark-Not Lighted	Dry
1458	9288140	12/20/23	15:14	B	Run off the Road	1	East	0	Daylight	Dry
1459	9288189	12/28/2023	14:40	O	Run off the Road	1	East	0	Daylight	Dry
1460	9292908	12/28/23	22:25	O	Hit Animal	1	South	0	Dark-Not Lighted	Dry
1461	9318137	12/25/2023	21:15	O	Hit Fixed Object	1	East	0	Dark-Not Lighted	Mud
1462	7038638	1/4/19	12:31	O	Rear End	2	North	North	Daylight	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1463	7038641	1/5/2019	14:34	O	Angle	2	North	North	Daylight	Dry
1464	7039006	1/5/19	0:25	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Wet
1465	7053912	1/16/2019	7:28	O	Sideswipe - Same Direction	2	North	North	Dawn	Dry
1466	7049021	1/17/19	10:45	O	Sideswipe - Same Direction	1	South	South	Daylight	Dry
1467	7064529	1/28/2019	22:14	C	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Dry
1468	7121264	1/31/19	15:45	O	Backing	2	West	South	Daylight	(None)
1469	7101695	2/20/2019	21:26	O	Angle	2	West	North	Dark-Lighted	ter (standing or movi
1470	7097802	2/22/19	0:00	O	Hit Fixed Object	1	North	<Null>	Daylight	Wet
1471	7101625	2/25/2019	11:57	O	Angle	2	West	South	Daylight	Dry
1472	7134897	3/21/19	7:35	O	Rear End	2	East	East	Daylight	Dry
1473	7138619	3/23/2019	12:58	O	Hit Animal	1	South	<Null>	Daylight	Dry
1474	7138616	3/25/19	15:53	C	Rear End	2	East	East	Daylight	Wet
1475	7148672	3/27/2019	18:09	O	Rear End	2	West	West	Daylight	Dry
1476	7148305	3/28/19	9:45	O	Backing	2	East	North	Daylight	Dry
1477	7155627	4/6/2019	10:20	O	Rear End	2	West	West	Daylight	Dry
1478	7186271	4/12/19	15:50	O	Angle	2	North	East	Daylight	Dry
1479	7165281	4/15/2019	18:38	O	Hit Fixed Object	1	West	<Null>	Daylight	Dry
1480	7205932	4/23/19	10:04	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1481	7181265	4/29/2019	1:20	B	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Dry
1482	7194219	5/3/19	22:08	O	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Dry
1483	7194017	5/4/2019	23:40	B	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Wet
1484	7219921	5/22/19	19:28	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
1485	7234250	6/3/2019	16:05	B	Hit Fixed Object	1	West	<Null>	Daylight	Dry
1486	7249837	6/16/19	16:28	O	Sideswipe - Opposite Direction	2	West	East	Daylight	(None)
1487	7258730	6/23/2019	3:03	O	Hit Parked Vehicle	2	East	None	Dark-Lighted	Wet
1488	7262134	6/24/19	17:18	O	Hit Fixed Object	1	West	<Null>	Daylight	Wet
1489	7269302	6/28/2019	17:50	O	Angle	2	West	South	Daylight	Dry
1490	7283325	7/12/19	17:38	O	Backing	2	East	East	Daylight	Dry
1491	7289631	7/18/2019	17:08	O	Rear End	2	North	North	Daylight	Wet
1492	7349017	9/6/19	5:33	O	Other/Unknown	1	West	<Null>	Dark-Not Lighted	Dry
1493	7347919	9/7/2019	21:02	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1494	7406974	10/27/19	2:32	O	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Wet
1495	7419801	10/31/2019	15:24	O	Hit Fixed Object	1	South	<Null>	Daylight	Wet
1496	7424227	11/3/19	15:47	O	Angle	2	West	South	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1497	7425751	11/8/2019	6:45	O	Hit Animal	1	South	<Null>	Daylight	Wet
1498	7466894	11/19/19	14:31	O	Other/Unknown	1	South	<Null>	Daylight	Dry
1499	7467874	11/22/2019	15:25	O	Angle	2	South	East	Daylight	Dry
1500	7496262	12/20/19	3:05	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1501	7514909	1/12/2020	17:55	A	Overturned	1	South	<Null>	Dark-Not Lighted	Dry
1502	7517454	1/14/20	20:50	O	Hit Fixed Object	1	East	<Null>	Dark-Not Lighted	Wet
1503	7524901	1/22/2020	12:10	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1504	7531794	1/28/20	17:20	O	Angle	2	North	West	Daylight	Dry
1505	7559716	2/4/2020	5:17	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
1506	7551958	2/16/20	13:58	O	Rear End	2	West	West	Daylight	Dry
1507	7590239	3/4/2020	15:35	O	Rear End	2	South	South	Daylight	Wet
1508	7754878	3/20/20	18:13	C	Rear End	2	East	East	Daylight	Dry
1509	7612069	4/8/2020	17:35	O	Run off the Road	1	South	<Null>	Daylight	Dry
1510	7614772	4/14/20	10:29	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1511	7624003	4/26/2020	20:45	O	Right Turn	2	West	North	Daylight	Dry
1512	7755241	5/5/20	22:22	O	Hit Fixed Object	1	West	<Null>	Dark-Not Lighted	Wet
1513	7631544	5/6/2020	20:35	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1514	7755242	5/7/20	19:07	O	Angle	2	West	North	Daylight	Dry
1515	7632821	5/8/2020	12:17	O	Sideswipe - Opposite Direction	2	East	West	Daylight	Dry
1516	7649020	5/27/20	13:40	O	Run off the Road	1	South	<Null>	Daylight	Wet
1517	7650039	5/28/2020	21:20	O	Hit Animal	1	South	<Null>	Dark-Lighted	Dry
1518	7666329	6/15/20	8:58	O	Rear End	2	East	East	Daylight	Dry
1519	7694799	7/11/2020	17:30	B	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1520	7738580	8/13/20	21:06	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Wet
1521	7766247	9/5/2020	11:55	O	Rear End	2	North	North	Daylight	Dry
1522	8471525	9/5/20	21:00	O	Sideswipe - Opposite Direction	2	South	North	Dark-Lighted	Dry
1523	8819082	9/5/2020	20:00	O	Sideswipe - Opposite Direction	2	South	North	Dark-Lighted	Dry
1524	7773004	9/8/20	19:29	C	Backing	2	West	North	Daylight	Dry
1525	7771772	9/12/2020	17:50	O	Run off the Road	1	North	<Null>	Daylight	Wet
1526	7784752	9/22/20	15:15	O	Rear End	2	North	North	Daylight	Dry
1527	7788383	9/22/2020	11:34	O	Hit Animal	1	West	<Null>	Daylight	Dry
1528	7790255	9/26/20	21:40	O	Hit Fixed Object	1	East	<Null>	Dark-Not Lighted	Dry
1529	7812739	10/6/2020	8:00	O	Angle	1	South	<Null>	Daylight	Dry
1530	7803253	10/7/20	6:37	O	Hit Parked Vehicle	2	North	South	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1531	7806126	10/11/2020	13:17	C	Rear End	2	South	South	Daylight	Wet
1532	7842505	11/6/20	18:34	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
1533	7841706	11/7/2020	11:34	O	Rear End	2	West	West	Daylight	Dry
1534	7844978	11/10/20	13:52	O	Angle	2	East	South	Daylight	Wet
1535	7853203	11/10/2020	16:14	O	Sideswipe - Same Direction	2	North	North	Daylight	Wet
1536	7846570	11/11/20	6:57	O	Hit Animal	1	East	<Null>	Dawn	Wet
1537	7849994	11/13/2020	6:03	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1538	7858877	11/18/20	22:24	C	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Dry
1539	7867475	11/29/2020	0:41	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1540	7877984	12/4/20	18:10	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Wet
1541	7877130	12/5/2020	7:05	O	Hit Animal	1	North	<Null>	Daylight	Dry
1542	7889697	12/15/20	8:40	B	Overturned	1	South	<Null>	Daylight	Dry
1543	7931260	12/16/2020	12:00	O	Hit Fixed Object	1	West	<Null>	Daylight	Wet
1544	7898967	12/23/20	6:42	B	Head On	3	North	South	Dark-Not Lighted	Dry
1545	7923247	1/12/2021	16:10	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1546	7920681	1/13/21	14:22	O	Hit Animal	1	East	<Null>	Daylight	Dry
1547	7923241	1/13/2021	12:25	C	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1548	7927780	1/18/21	11:00	O	Right Turn	2	South	West	Daylight	Dry
1549	7966503	2/24/2021	13:52	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
1550	7980110	3/9/21	13:55	O	Cargo Loss	1	South	<Null>	Daylight	Dry
1551	8013523	4/5/2021	5:55	O	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Dry
1552	8039298	4/25/21	21:25	O	Hit Parked Vehicle	2	South	South	Daylight	Dry
1553	8066126	5/17/2021	14:06	A	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1554	8075070	5/25/21	5:43	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1555	8081724	5/27/2021	21:08	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1556	8085989	6/4/21	0:00	O	Hit Fixed Object	1	West	<Null>	Dark-Not Lighted	Dry
1557	8094642	6/8/2021	7:00	O	Run off the Road	1	South	<Null>	Dawn	Dry
1558	8098749	6/10/21	20:06	O	Run off the Road	1	East	<Null>	Daylight	Dry
1559	8116218	6/25/2021	7:52	C	Rear End	2	South	South	Daylight	Dry
1560	8117635	6/28/21	6:00	O	Hit Animal	1	East	<Null>	Daylight	Dry
1561	8139388	7/5/2021	1:14	O	Hit Animal	1	West	<Null>	(None)	(None)
1562	8132344	7/9/21	13:10	O	Angle	2	None	South	Daylight	Dry
1563	8137555	7/11/2021	7:24	O	Hit Fixed Object	1	West	<Null>	Daylight	Dry
1564	8141068	7/16/21	14:28	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1565	8169767	8/8/2021	19:58	O	Run off the Road	1	South	<Null>	Daylight	Dry
1566	8222372	9/13/21	9:30	O	Run off the Road	1	South	<Null>	Daylight	Dry
1567	8240952	9/25/2021	11:40	O	Hit Animal	1	South	<Null>	Daylight	Dry
1568	8241197	9/25/21	18:42	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
1569	8250514	9/29/2021	21:35	O	Angle	2	East	South	Dark-Lighted	Dry
1570	8260366	10/9/21	11:30	O	Hit Fixed Object	1	East	<Null>	Daylight	Dry
1571	8265263	10/13/2021	19:10	O	Rear End	2	North	North	Dawn	Dry
1572	8270973	10/15/21	14:00	O	Backing	2	South	West	Daylight	Dry
1573	8275010	10/21/2021	10:15	C	Hit Fixed Object	1	North	<Null>	Daylight	Dry
1574	8295687	10/25/21	9:10	O	Left Turn	2	East	West	Daylight	Dry
1575	8292332	11/1/2021	20:05	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1576	8303884	11/8/21	21:55	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
1577	8305912	11/11/2021	21:42	O	Hit Fixed Object	1	East	<Null>	Dark-Not Lighted	Wet
1578	8327163	11/17/21	19:44	O	Hit Animal	1	North	<Null>	(None)	(None)
1579	8331087	11/30/2021	5:50	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
1580	8334328	12/2/21	20:10	O	Hit Animal	1	North	<Null>	Dark-Lighted	Dry
1581	8337364	12/4/2021	6:50	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1582	8341608	12/5/21	8:00	O	Hit Animal	1	East	<Null>	Daylight	Dry
1583	8350527	12/12/2021	22:35	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1584	8355005	12/12/21	14:30	O	Run off the Road	1	South	<Null>	Daylight	Dry
1585	8786375	12/19/2021	0:49	O	Hit Fixed Object	1	<Null>	East	Dark-Not Lighted	Wet
1586	8362071	12/21/21	4:20	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1587	8365910	12/22/2021	9:45	O	Backing	2	West	North	Daylight	Dry
1588	8952474	1/5/22	13:23	O	Backing	1	North	<Null>	(None)	(None)
1589	8381430	1/9/2022	0:00	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1590	8393937	1/14/22	19:12	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
1591	8400439	1/24/2022	8:10	O	Hit Animal	1	South	<Null>	Daylight	Dry
1592	8409402	1/28/22	8:30	O	Hit Fixed Object	1	North	<Null>	Daylight	Dry
1593	8409415	1/29/2022	7:30	O	Hit Parked Vehicle	3	North	West	Daylight	Dry
1594	8417469	1/29/22	9:10	O	Right Turn	2	North	East	Daylight	Dry
1595	8413179	2/5/2022	3:25	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
1596	8418470	2/6/22	17:14	O	Overturned	1	West	<Null>	Daylight	Wet
1597	8494837	2/10/2022	10:00	O	Hit Parked Vehicle	1	North	<Null>	Daylight	Dry
1598	8433365	2/21/22	8:00	O	Hit Parked Vehicle	2	North	None	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1599	8465827	3/15/2022	8:00	O	Angle	3	North	North	Daylight	Dry
1600	8492148	4/7/22	19:32	O	Angle	2	East	North	Daylight	Dry
1601	8497300	4/8/2022	11:53	O	Rear End	2	North	North	Daylight	Dry
1602	8495293	4/13/22	13:37	O	Hit Animal	1	North	<Null>	Daylight	Dry
1603	8495309	4/13/2022	16:30	O	Backing	2	East	None	Daylight	Dry
1604	8507952	4/21/22	7:55	O	Rear End	2	East	East	Daylight	Dry
1605	8541766	5/15/2022	14:00	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
1606	8546824	5/20/22	14:55	O	Angle	2	North	North	Daylight	Dry
1607	8560474	6/3/2022	4:27	O	Hit Animal	1	West	<Null>	Dawn	Dry
1608	8629647	7/20/22	18:59	C	Angle	2	South	South	Daylight	Dry
1609	8633010	7/25/2022	17:44	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
1610	8652217	8/12/22	22:35	O	Angle	1	South	<Null>	Dark-Not Lighted	Dry
1611	8684671	8/31/2022	5:30	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1612	8690352	9/3/22	20:28	O	Hit Fixed Object	1	West	<Null>	Dark-Not Lighted	Dry
1613	8698158	9/11/2022	18:41	C	Other/Unknown	1	South	<Null>	Daylight	Dry
1614	8711726	9/20/22	20:12	O	Angle	2	North	East	Daylight	Dry
1615	8717454	9/21/2022	21:20	O	Hit Parked Vehicle	2	North	North	Dark-Not Lighted	Dry
1616	8717521	9/22/22	20:00	O	Backing	2	South	South	Dark-Not Lighted	Dry
1617	8715211	9/23/2022	8:30	O	Hit Animal	1	North	<Null>	Daylight	Dry
1618	8717481	9/24/22	23:39	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
1619	8722812	9/28/2022	15:53	O	Backing	2	South	North	Daylight	Dry
1620	8724386	10/1/22	18:36	O	Angle	2	North	North	Daylight	Dry
1621	8742827	10/14/2022	20:24	O	Left Turn	2	South	North	Dark-Lighted	Dry
1622	8762746	10/14/22	16:24	O	Rear End	2	South	South	Daylight	Dry
1623	8747284	10/15/2022	16:30	O	Hit Animal	1	South	<Null>	Daylight	Dry
1624	8761278	10/29/22	5:40	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1625	8761279	10/29/2022	7:45	O	Hit Animal	1	North	<Null>	Daylight	Dry
1626	8766228	11/2/22	23:40	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1627	8776081	11/3/2022	20:15	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1628	8776083	11/5/22	1:11	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1629	8776088	11/6/2022	4:45	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1630	8776090	11/7/22	5:15	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1631	8777025	11/9/2022	6:25	O	Hit Animal	1	South	<Null>	Dawn	Dry
1632	8777569	11/9/22	21:40	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1633	8783770	11/12/2022	18:25	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Wet
1634	8785435	11/12/22	19:37	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1635	8782145	11/13/2022	6:32	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1636	8783771	11/13/22	17:48	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1637	8783835	11/14/2022	17:12	O	Hit Animal	1	West	<Null>	Daylight	Dry
1638	8788276	11/17/22	4:45	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1639	8790434	11/19/2022	3:59	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1640	8792354	11/20/22	7:20	O	Hit Animal	1	South	<Null>	Daylight	Dry
1641	8803886	11/24/2022	6:39	O	Hit Animal	1	East	<Null>	(None)	(None)
1642	8798040	11/25/22	17:55	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1643	8810457	11/29/2022	17:50	C	Run off the Road	1	North	<Null>	Dark-Not Lighted	Dry
1644	8819077	12/5/22	7:30	O	Hit Animal	1	East	<Null>	Daylight	Wet
1645	8817648	12/6/2022	8:35	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Wet
1646	8819084	12/6/22	12:58	O	Hit Animal	1	North	<Null>	Daylight	Wet
1647	8819085	12/8/2022	23:56	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Wet
1648	8818973	12/9/22	9:41	O	Hit Animal	1	North	<Null>	Daylight	Wet
1649	8819086	12/9/2022	18:03	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Wet
1650	8819087	12/10/22	0:48	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Wet
1651	8829041	12/13/2022	18:28	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
1652	8843267	12/13/22	7:46	O	Rear End	2	South	South	Daylight	Dry
1653	8824102	12/14/2022	7:29	O	Hit Animal	1	North	<Null>	Dusk	Wet
1654	8827543	12/15/22	22:00	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Wet
1655	8827435	12/16/2022	6:43	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1656	8828468	12/17/22	10:25	O	Hit Animal	1	South	<Null>	Daylight	Dry
1657	8839793	12/26/2022	17:30	O	Hit Animal	1	North	<Null>	Dusk	Dry
1658	8841797	12/27/22	18:25	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
1659	8844945	12/29/2022	17:25	O	Rear End	2	West	West	Dusk	Dry
1660	8845661	12/29/22	12:02	O	Angle	2	North	North	Daylight	Dry
1661	8846064	1/2/2023	22:15	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Wet
1662	8850589	1/5/23	0:45	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Wet
1663	8852631	1/6/2023	16:15	O	Hit Animal	1	North	<Null>	Daylight	Dry
1664	8853359	1/7/23	4:15	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1665	8854338	1/8/2023	17:30	O	Right Turn	2	South	West	Dusk	Wet
1666	8858022	1/11/23	22:35	O	Hit Animal	1	East	<Null>	Dark-Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1667	8860196	1/13/2023	6:30	O	Cargo Loss	1	North	<Null>	Dawn	Dry
1668	8867512	1/17/23	6:26	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Wet
1669	8867270	1/19/2023	8:05	O	Hit Animal	1	South	<Null>	Daylight	Wet
1670	8868655	1/20/23	8:32	O	Other/Unknown	1	<Null>	West	Daylight	Dry
1671	8878005	1/23/2023	13:02	O	Backing	2	South	West	Daylight	Dry
1672	8886935	2/3/23	23:20	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1673	8908306	2/22/2023	14:35	O	Other/Unknown	1	South	<Null>	Daylight	Dry
1674	8912878	2/24/23	20:06	O	Overturned	1	South	<Null>	Dark-Not Lighted	Wet
1675	8925555	3/7/2023	14:40	O	Backing	2	South	North	Daylight	Dry
1676	8943238	3/14/23	6:30	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1677	8948143	3/20/2023	20:15	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1678	8942895	3/22/23	16:15	O	Angle	2	South	East	Daylight	Wet
1679	8948675	3/24/2023	17:00	O	Run off the Road	1	North	<Null>	Daylight	Dry
1680	8949216	3/25/23	16:10	O	Rear End	2	South	South	Daylight	Dry
1681	8952576	3/30/2023	14:42	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
1682	8988990	4/29/23	23:11	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Wet
1683	9031072	6/2/2023	17:30	O	Run off the Road	1	East	<Null>	Daylight	Dry
1684	9034301	6/5/23	20:50	O	Hit Fixed Object	1	South	<Null>	Dusk	Dry
1685	9040940	6/12/2023	21:15	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1686	9051089	6/17/23	16:20	O	Rear End	2	North	North	Daylight	Dry
1687	9049423	6/20/2023	4:10	O	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Wet
1688	9050396	6/21/23	6:20	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Wet
1689	9120856	6/30/2023	23:50	O	Run off the Road	1	West	<Null>	Dark-Not Lighted	Dry
1690	9070180	7/6/23	14:51	O	Other/Unknown	1	South	<Null>	Daylight	Dry
1691	9068978	7/7/2023	23:00	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1692	9079550	7/17/23	12:30	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1693	9095778	7/30/2023	12:31	O	Overturned	1	South	<Null>	Daylight	Dry
1694	9099040	8/5/23	17:04	K	Hit Fixed Object	1	North	<Null>	Daylight	Dry
1695	9173685	8/19/2023	20:50	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1696	9128564	8/29/23	7:40	O	Angle	1	West	<Null>	Daylight	Wet
1697	9145168	9/8/2023	19:56	O	Hit Animal	1	North	<Null>	Dusk	Dry
1698	9152437	9/12/23	20:59	O	Angle	2	East	North	Dark-Not Lighted	Dry
1699	9151647	9/16/2023	13:07	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1700	9163590	9/26/23	16:28	O	Backing	1	South	<Null>	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1701	9173054	9/27/2023	13:20	O	Hit Parked Vehicle	2	East	West	Daylight	Dry
1702	9193565	10/19/23	7:34	O	Hit Animal	1	North	<Null>	Dawn	Dry
1703	9208382	10/28/2023	19:30	C	Sideswipe - Opposite Direction	2	South	North	Dark-Not Lighted	Dry
1704	9206562	10/30/23	21:46	O	Hit Fixed Object	1	West	<Null>	Dark-Not Lighted	Dry
1705	9208196	10/31/2023	12:00	O	Hit Animal	1	East	<Null>	Daylight	Dry
1706	9228068	11/3/23	19:22	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1707	9229782	11/11/2023	17:40	O	Backing	3	East	East	Dark-Not Lighted	Wet
1708	9233623	11/11/23	12:28	O	Rear End	2	South	South	(None)	(None)
1709	9225900	11/13/2023	4:05	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1710	9226001	11/13/23	5:15	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1711	9232225	11/16/2023	22:18	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1712	9263509	12/7/23	16:45	O	Backing	2	South	West	Daylight	Dry
1713	9269003	12/12/2023	1:54	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1714	9268279	12/15/23	7:15	O	Hit Animal	1	East	<Null>	Daylight	Dry
1715	9284611	12/15/2023	19:59	O	Hit Animal	1	East	<Null>	(None)	(None)
1716	9272300	12/18/23	18:00	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
1717	9272330	12/18/2023	18:00	O	Hit Animal	1	North	<Null>	Dark-Lighted	Dry
1718	9273314	12/19/23	7:27	O	Hit Animal	1	South	<Null>	Dawn	Dry
1719	9278648	12/19/2023	17:43	O	Hit Fixed Object	1	South	<Null>	Dusk	Dry
1720	9278743	12/24/23	18:53	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1721	7026932	1/1/2019	13:21	B	Overturned	1	East	<Null>	Daylight	Dry
1722	7028276	1/4/19	7:15	C	Rear End	2	East	East	Dawn	Wet
1723	7030620	1/3/2019	12:02	O	Angle	2	West	North	Daylight	Wet
1724	7034632	1/2/19	18:33	O	Angle	2	West	South	Dark-Not Lighted	Wet
1725	7035245	1/8/2019	14:15	C	Rear End	2	North	North	Daylight	Dry
1726	7035976	1/4/19	7:55	O	Right Turn	2	West	North	Dawn	Wet
1727	7036086	1/7/2019	16:25	O	Rear End	2	North	North	Daylight	Dry
1728	7039020	1/9/19	19:59	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1729	7046952	1/15/2019	7:33	O	Angle	2	West	South	Daylight	Dry
1730	7047220	1/14/19	13:16	B	Overturned	1	South	<Null>	Daylight	Dry
1731	7047225	1/16/2019	7:35	B	Sideswipe - Opposite Direction	2	North	South	Daylight	Dry
1732	7053441	1/19/19	13:00	C	Angle	2	North	East	Daylight	Wet
1733	7054754	1/22/2019	7:42	C	Rear End	2	West	West	Daylight	Dry
1734	7055856	1/23/19	7:59	O	Rear End	2	South	South	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1735	7061468	1/25/2019	18:56	O	Hit Animal	1	South	<Null>	Dawn	Dry
1736	7063782	1/29/19	8:06	O	Run off the Road	2	West	North	Daylight	Wet
1737	7064210	1/28/2019	20:50	B	Run off the Road	1	North	<Null>	Dark-Not Lighted	Dry
1738	7064512	1/28/19	16:30	O	Rear End	2	North	North	Daylight	Dry
1739	7064880	1/12/2019	9:58	O	Run off the Road	1	North	<Null>	Daylight	Dry
1740	7070005	1/31/19	22:39	A	Angle	2	South	South	Dark-Not Lighted	Dry
1741	7070524	1/31/2019	22:01	O	Angle	2	East	South	Dark-Not Lighted	Dry
1742	7072815	2/4/19	15:35	O	Rear End	2	North	North	Daylight	Dry
1743	7073030	2/5/2019	20:41	O	Angle	2	West	South	Dark-Not Lighted	Dry
1744	7075938	2/6/19	18:52	B	Angle	2	South	West	Daylight	Wet
1745	7078070	2/8/2019	11:35	O	Rear End	2	North	North	Daylight	Dry
1746	7083821	2/11/19	10:05	O	Sideswipe - Same Direction	2	North	North	Daylight	Wet
1747	7084110	2/12/2019	19:08	O	Run off the Road	1	East	<Null>	Dark-Not Lighted	Wet
1748	7084955	2/11/19	6:37	O	Rear End	2	South	South	Dark-Not Lighted	Wet
1749	7084971	2/14/2019	9:32	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1750	7085449	2/12/19	15:45	C	Rear End	2	South	South	Daylight	Wet
1751	7087243	2/12/2019	0:02	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Wet
1752	7088646	2/13/19	14:06	C	Rear End	2	North	North	Daylight	Dry
1753	7090612	2/19/2019	0:00	O	Rear End	4	South	South	Dark-Not Lighted	Wet
1754	7093724	2/21/19	12:56	O	Rear End	2	North	North	Daylight	Wet
1755	7097160	2/22/2019	10:50	O	Rear End	2	North	North	Daylight	Wet
1756	7098903	2/24/19	16:25	O	Angle	3	North	North	Daylight	Dry
1757	7099710	2/24/2019	20:45	C	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Dry
1758	7100114	2/25/19	13:00	O	Angle	2	North	West	Daylight	Dry
1759	7101484	2/26/2019	12:05	O	Rear End	2	North	North	Daylight	Dry
1760	7105532	3/1/19	15:28	C	Run off the Road	1	North	<Null>	Daylight	Wet
1761	7112650	3/4/2019	4:31	O	Angle	2	North	North	Daylight	Dry
1762	7122465	3/12/19	15:32	O	Rear End	2	South	South	Daylight	Dry
1763	7122472	3/12/2019	14:38	C	Angle	2	South	East	Daylight	Dry
1764	7126234	3/14/19	21:20	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Wet
1765	7126257	3/15/2019	11:48	C	Rear End	2	North	North	Daylight	Wet
1766	7132233	3/20/19	12:10	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1767	7132896	3/20/2019	7:45	C	Rear End	2	South	South	Daylight	Dry
1768	7132898	3/20/19	14:00	C	Run off the Road	2	North	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1769	7136713	3/22/2019	11:45	O	Rear End	2	South	South	Daylight	Dry
1770	7136874	3/24/19	6:26	O	Angle	2	South	South	Dark-Not Lighted	Dry
1771	7138326	3/20/2019	15:45	O	Rear End	2	East	East	Daylight	Dry
1772	7139419	3/25/19	12:10	O	Left Turn	3	South	North	Daylight	Dry
1773	7140528	3/26/2019	14:53	O	Rear End	2	East	East	Daylight	Dry
1774	7144969	3/28/19	18:53	O	Head On	2	West	North	Daylight	Dry
1775	7145829	3/30/2019	0:30	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1776	7146919	3/31/19	7:24	O	Run off the Road	1	North	<Null>	Daylight	Wet
1777	7147663	3/30/2019	4:38	O	Rear End	2	South	South	Dark-Not Lighted	Dry
1778	7152464	4/5/19	2:00	O	Run off the Road	1	West	<Null>	Dark-Not Lighted	Wet
1779	7154309	4/5/2019	13:50	C	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1780	7156014	4/6/19	14:28	C	Rear End	2	East	East	Daylight	Dry
1781	7157699	4/9/2019	7:50	O	Rear End	2	West	West	Daylight	Dry
1782	7162961	4/13/19	13:38	C	Rear End	2	North	North	Daylight	Dry
1783	7169623	4/19/2019	6:45	O	Hit Fixed Object	2	North	North	Dawn	Wet
1784	7179621	4/19/19	12:29	O	Angle	2	North	North	Daylight	Wet
1785	7185586	4/16/2019	15:55	O	Angle	2	East	South	Daylight	Dry
1786	7186242	4/20/19	15:30	A	Angle	3	West	South	Daylight	Wet
1787	7186326	4/19/2019	17:30	C	Run off the Road	1	South	<Null>	Daylight	Wet
1788	7186426	4/16/19	12:54	B	Angle	2	West	North	Daylight	Dry
1789	7188166	4/30/2019	8:58	C	Rear End	2	South	South	Daylight	Dry
1790	7190393	4/30/19	8:49	C	Rear End	3	South	South	Daylight	Dry
1791	7191540	5/1/2019	14:35	O	Run off the Road	1	North	<Null>	Daylight	Dry
1792	7193514	5/3/19	17:10	O	Rear End	2	South	South	Daylight	Dry
1793	7194935	5/2/2019	13:50	B	Overturned	1	South	<Null>	Daylight	Dry
1794	7199266	5/6/19	16:54	C	Other/Unknown	2	None	None	Daylight	(None)
1795	7199539	5/9/2019	7:45	B	Rear End	2	West	West	Daylight	Wet
1796	7202029	5/10/19	12:15	C	Angle	2	West	South	Daylight	Dry
1797	7204466	5/13/2019	16:40	B	Rear End	2	North	North	Daylight	Dry
1798	7205933	5/4/19	17:55	O	Rear End	2	South	South	Daylight	Wet
1799	7207357	5/14/2019	8:00	O	Hit Animal	1	North	<Null>	Daylight	Dry
1800	7209868	5/4/19	22:31	C	Angle	2	South	East	Dark-Not Lighted	Wet
1801	7211112	5/15/2019	10:40	O	Left Turn	2	East	West	Daylight	Dry
1802	7213557	5/15/19	21:33	O	Rear End	2	South	South	Dark-Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1803	7215370	5/19/2019	11:00	O	Right Turn	2	West	North	Daylight	Dry
1804	7218449	5/17/19	7:20	O	Hit Animal	1	West	<Null>	Dawn	Dry
1805	7219166	5/23/2019	14:37	B	Angle	2	North	West	Daylight	Dry
1806	7220375	5/24/19	15:48	C	Rear End	2	North	North	Daylight	Dry
1807	7222196	5/24/2019	19:10	C	Angle	2	East	South	Daylight	Dry
1808	7223406	5/22/19	13:54	O	Rear End	2	South	South	Daylight	Dry
1809	7223407	5/22/2019	14:55	O	Rear End	2	East	East	Daylight	Dry
1810	7223635	5/25/19	9:35	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1811	7227336	5/26/2019	23:49	O	Angle	2	West	North	Dark-Not Lighted	Dry
1812	7227713	5/28/19	16:51	C	Rear End	2	North	North	Daylight	Dry
1813	7230751	5/29/2019	8:00	C	Rear End	3	North	North	Daylight	Dry
1814	7230784	6/1/19	18:00	C	Rear End	3	South	South	Daylight	Dry
1815	7234758	6/5/2019	0:01	C	Hit Fixed Object	1	West	<Null>	Dark-Not Lighted	Dry
1816	7234770	6/4/19	3:01	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
1817	7237625	6/1/2019	3:50	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1818	7240929	6/8/19	9:39	A	Angle	2	West	South	Daylight	Wet
1819	7243511	6/8/2019	15:14	O	Angle	2	South	East	Daylight	Wet
1820	7249994	6/11/19	16:49	O	Angle	2	North	North	Daylight	Dry
1821	7257013	6/21/2019	15:07	C	Rear End	2	West	West	Daylight	Dry
1822	7266790	6/29/19	11:35	O	Angle	2	North	East	Daylight	Dry
1823	7267583	6/28/2019	13:20	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
1824	7268454	6/29/19	15:34	O	Rear End	2	North	North	Daylight	Dry
1825	7271154	6/3/2019	10:28	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1826	7271349	7/1/19	16:15	O	Hit Fixed Object	2	North	North	Daylight	Dry
1827	7275134	7/5/2019	12:41	B	Left Turn	2	South	North	Daylight	Dry
1828	7277505	7/9/19	10:00	C	Rear End	2	North	North	Daylight	Dry
1829	7277695	7/8/2019	7:28	O	Hit Animal	1	East	<Null>	Daylight	Dry
1830	7282850	7/12/19	23:15	O	Run off the Road	1	South	<Null>	Dark-Not Lighted	Dry
1831	7283683	7/12/2019	6:58	O	Angle	2	East	North	Daylight	Dry
1832	7286037	7/10/19	17:13	O	Angle	2	North	North	Daylight	Dry
1833	7287261	7/9/2019	14:46	O	Rear End	2	North	North	Daylight	Dry
1834	7288541	7/18/19	7:10	C	Left Turn	2	East	West	Daylight	Dry
1835	7293208	7/20/2019	13:43	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1836	7295130	7/22/19	17:15	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1837	7296938	7/22/2019	17:00	O	Angle	2	East	South	Daylight	Dry
1838	7298391	7/23/19	23:25	O	Angle	2	North	East	Dark-Not Lighted	Dry
1839	7310227	7/18/2019	23:10	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1840	7310894	7/31/19	18:47	O	Rear End	2	North	North	Daylight	Dry
1841	7345461	9/4/2019	23:18	O	Hit Animal	1	South	<Null>	Dark-Lighted	Dry
1842	7347918	9/7/19	20:41	O	Rear End	2	North	North	Dark-Not Lighted	Dry
1843	7348548	9/7/2019	19:35	O	Rear End	2	North	North	Daylight	Dry
1844	7355846	9/14/19	22:32	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
1845	7358134	9/11/2019	17:09	O	Angle	2	South	West	Daylight	Dry
1846	7358458	9/13/19	5:10	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1847	7358770	9/16/2019	6:30	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1848	7359204	8/30/19	7:08	O	Rear End	2	South	South	Daylight	Dry
1849	7373309	9/28/2019	22:42	B	Run off the Road	1	East	<Null>	Dark-Not Lighted	Dry
1850	7373656	9/23/19	16:36	O	Rear End	2	East	East	Daylight	Dry
1851	7377510	9/19/2019	20:21	O	Backing	2	East	East	Dark-Not Lighted	(None)
1852	7380995	10/4/19	13:00	O	Rear End	2	South	South	Daylight	Dry
1853	7389646	10/13/2019	3:21	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
1854	7393976	10/10/19	6:55	O	Hit Animal	2	South	South	Dark-Not Lighted	Dry
1855	7398317	10/6/2019	13:52	O	Rear End	2	North	North	Daylight	Dry
1856	7398318	10/18/19	20:07	O	Angle	2	East	South	Dark-Not Lighted	Dry
1857	7398964	10/18/2019	12:30	O	Rear End	2	East	East	Daylight	Dry
1858	7417995	7/23/19	17:30	C	Left Turn	2	North	South	Daylight	Dry
1859	7419733	10/29/2019	16:37	B	Left Turn	2	South	North	Daylight	Dry
1860	7421858	10/27/19	20:05	C	Rear End	2	East	East	Dark-Not Lighted	Dry
1861	7421873	10/26/2019	17:02	C	Angle	2	West	North	Daylight	Wet
1862	7422400	11/4/19	19:26	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
1863	7427920	11/8/2019	5:24	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Wet
1864	7438430	11/17/19	0:48	O	Run off the Road	1	South	<Null>	Dark-Not Lighted	Dry
1865	7439347	11/12/2019	14:51	O	Rear End	2	East	East	Daylight	Dry
1866	7445268	11/21/19	21:48	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1867	7450536	11/11/2019	18:15	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
1868	7450539	11/14/19	14:55	O	Hit Fixed Object	1	North	<Null>	Daylight	Dry
1869	7450542	11/17/2019	9:10	O	Hit Animal	1	South	<Null>	Daylight	Dry
1870	7450548	11/25/19	10:57	B	Angle	2	East	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1871	7451551	11/25/2019	17:51	O	Rear End	2	North	North	Dark-Not Lighted	Dry
1872	7452131	10/29/19	7:15	A	Bicycle	2	South	South	Daylight	Dry
1873	7452139	11/15/2019	10:30	O	Angle	2	North	East	Daylight	Wet
1874	7454854	11/25/19	10:32	O	Hit Fixed Object	1	North	<Null>	Daylight	Dry
1875	7455181	11/26/2019	20:06	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
1876	7460076	12/2/19	9:33	O	Rear End	2	West	West	Daylight	Dry
1877	7470194	12/5/2019	10:56	O	Rear End	2	West	West	Daylight	Dry
1878	7470688	12/3/19	13:00	O	Rear End	2	North	North	Daylight	Dry
1879	7471159	12/10/2019	4:14	B	Overturned	1	North	<Null>	Dark-Not Lighted	Wet
1880	7473063	12/11/19	10:43	C	Angle	2	West	North	Daylight	Dry
1881	7473188	12/7/2019	8:33	K	Left Turn	2	West	East	Daylight	Dry
1882	7479729	12/16/19	18:20	O	Angle	2	East	North	Dark-Not Lighted	Wet
1883	7480469	12/13/2019	7:08	O	Angle	2	South	East	Dark-Not Lighted	Wet
1884	7480923	12/14/19	20:00	C	Rear End	2	North	North	Dark-Not Lighted	Dry
1885	7481202	12/13/2019	17:35	B	Pedestrian	1	North	North	Dark-Not Lighted	Wet
1886	7484207	12/18/19	15:44	O	Rear End	2	South	South	Daylight	Dry
1887	7488799	12/19/2019	13:38	O	Rear End	2	West	West	Daylight	Dry
1888	7488800	12/22/19	16:15	O	Angle	2	South	South	Daylight	Wet
1889	7492877	12/18/2019	16:00	O	Cargo Loss	2	West	East	Daylight	Dry
1890	7495809	12/29/19	10:30	O	Rear End	2	South	South	Daylight	Wet
1891	7501826	1/2/2020	17:30	O	Rear End	2	South	South	Daylight	Wet
1892	7504102	1/3/20	10:15	O	Run off the Road	1	North	<Null>	Daylight	Wet
1893	7504989	1/4/2020	17:52	B	Rear End	3	North	North	Dark-Not Lighted	Dry
1894	7514902	1/13/20	16:11	A	Angle	2	East	North	Daylight	Wet
1895	7517445	1/14/2020	17:24	B	Angle	2	East	North	Dusk	Wet
1896	7518360	1/16/20	17:00	O	Cargo Loss	2	North	North	Daylight	Wet
1897	7523639	1/21/2020	18:40	O	Run off the Road	1	West	<Null>	Dark-Not Lighted	Dry
1898	7525165	1/23/20	6:19	C	Rear End	2	North	North	Dark-Lighted	Dry
1899	7526006	1/23/2020	21:26	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Wet
1900	7527290	1/23/20	11:10	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1901	7527293	1/24/2020	7:25	O	Angle	2	West	North	Daylight	Wet
1902	7527539	1/24/20	13:57	O	Other/Unknown	1	South	<Null>	Daylight	Wet
1903	7533303	1/18/2020	13:37	O	Rear End	2	North	North	Daylight	Wet
1904	7536724	2/2/20	19:45	C	Rear End	2	North	North	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1905	7537368	1/31/2020	11:57	O	Hit Fixed Object	1	North	<Null>	Daylight	Wet
1906	7540119	2/5/20	10:00	O	Hit Fixed Object	1	South	<Null>	Daylight	Wet
1907	7543691	2/5/2020	21:56	O	Run off the Road	1	South	<Null>	Dark-Not Lighted	Wet
1908	7543884	2/8/20	9:50	O	Hit Fixed Object	1	North	<Null>	Daylight	Snow
1909	7543885	2/8/2020	10:45	O	Run off the Road	1	North	<Null>	Daylight	Snow
1910	7550209	2/10/20	6:32	O	Rear End	2	North	North	Dark-Not Lighted	Dry
1911	7566368	2/28/2020	7:11	B	Run off the Road	1	East	<Null>	Daylight	Dry
1912	7568423	2/24/20	18:21	O	Rear End	2	East	East	Dusk	Wet
1913	7571715	2/27/2020	18:53	O	Angle	2	West	<Null>	Dark-Lighted	Dry
1914	7575378	2/24/20	17:11	O	Angle	2	East	North	Daylight	Wet
1915	7577414	3/8/2020	18:45	O	Other/Unknown	1	South	<Null>	Daylight	Dry
1916	7582609	2/1/20	6:45	B	Rear End	3	South	South	Dark-Not Lighted	Wet
1917	7582623	2/19/2020	8:39	O	Rear End	2	North	North	Daylight	Wet
1918	7582702	3/5/20	6:45	C	Run off the Road	1	South	<Null>	Dark-Not Lighted	Wet
1919	7582827	2/6/2020	15:35	C	Left Turn	2	North	South	Daylight	Wet
1920	7582830	2/18/20	16:27	O	Angle	2	West	North	Daylight	Wet
1921	7582831	2/28/2020	7:45	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
1922	7584426	3/3/20	8:45	O	Hit Fixed Object	1	North	<Null>	Daylight	Wet
1923	7584427	3/3/2020	9:50	O	Run off the Road	1	North	<Null>	Daylight	Wet
1924	7586141	1/20/20	16:32	C	Angle	2	East	South	Daylight	Dry
1925	7586144	1/22/2020	18:07	O	Sideswipe - Opposite Direction	1	North	South	Dark-Lighted	Dry
1926	7586779	1/13/20	15:35	B	Angle	2	East	South	Daylight	Wet
1927	7586784	2/5/2020	7:20	O	Rear End	2	South	South	Daylight	Wet
1928	7586789	2/19/20	12:40	O	Rear End	3	North	North	Daylight	Wet
1929	7589756	2/9/2020	14:30	O	Rear End	2	East	East	Daylight	Wet
1930	7590228	2/20/20	7:15	O	Rear End	3	South	South	Daylight	Wet
1931	7590230	2/21/2020	9:05	O	Angle	3	East	North	Daylight	Dry
1932	7590241	3/5/20	20:15	O	Run off the Road	1	South	<Null>	Dark-Not Lighted	Wet
1933	7591849	3/7/2020	19:50	O	Angle	2	West	West	Dark-Not Lighted	Dry
1934	7594348	3/15/20	14:37	O	Rear End	2	South	South	Daylight	Wet
1935	7597185	3/3/2020	14:03	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1936	7600479	3/21/20	15:40	O	Rear End	2	North	North	Daylight	Dry
1937	7603829	3/23/2020	20:05	O	Run off the Road	1	East	<Null>	Dark-Not Lighted	Wet
1938	7610205	4/3/20	13:32	O	Run off the Road	1	South	<Null>	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1939	7611497	4/6/2020	21:10	K	Overturned	1	North	<Null>	Dark-Not Lighted	Dry
1940	7612387	2/18/20	17:40	O	Left Turn	2	West	East	Daylight	Wet
1941	7614093	4/13/2020	7:38	C	Rear End	2	South	South	Daylight	Wet
1942	7614094	4/13/20	9:44	C	Rear End	2	South	South	Daylight	Dry
1943	7614445	4/7/2020	11:36	O	Rear End	2	West	West	Daylight	Dry
1944	7617634	4/17/20	14:35	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Dry
1945	7620045	4/19/2020	12:05	O	Hit Parked Vehicle	2	North	North	Daylight	Wet
1946	7620048	4/21/20	16:15	O	Run off the Road	1	North	<Null>	Daylight	Dry
1947	7622934	4/24/2020	16:48	O	Angle	2	West	South	Daylight	Dry
1948	7623145	4/22/20	15:20	B	Angle	2	West	North	Daylight	Dry
1949	7623159	4/23/2020	8:38	O	Overturned	1	South	<Null>	Daylight	Wet
1950	7624226	4/26/20	12:27	B	Head On	2	North	South	Daylight	Dry
1951	7624887	4/26/2020	10:15	O	Run off the Road	1	South	<Null>	Daylight	Dry
1952	7625729	4/29/20	7:14	O	Cargo Loss	2	South	South	Daylight	Dry
1953	7626507	4/29/2020	16:40	B	Rear End	2	North	North	Daylight	Wet
1954	7626515	4/30/20	6:38	O	Hit Animal	1	South	<Null>	Daylight	Wet
1955	7627599	4/27/2020	23:15	O	Run off the Road	1	East	<Null>	Dark-Not Lighted	Dry
1956	7628158	5/2/20	14:10	O	Rear End	2	South	South	Daylight	Dry
1957	7635347	5/10/2020	18:05	O	Rear End	2	West	West	Daylight	Dry
1958	7637111	5/8/20	5:46	O	Angle	1	West	<Null>	Dark-Lighted	Dry
1959	7638396	5/15/2020	10:50	O	Rear End	2	North	North	Daylight	Dry
1960	7641040	5/18/20	16:50	O	Hit Animal	1	South	<Null>	Daylight	Wet
1961	7646077	5/24/2020	16:02	B	Sideswipe - Same Direction	2	South	South	Daylight	Dry
1962	7646491	5/23/20	7:54	O	Rear End	2	South	South	Daylight	Wet
1963	7646936	5/14/2020	21:56	O	Angle	2	East	South	Dark-Not Lighted	Dry
1964	7649497	5/28/20	15:27	O	Rear End	2	South	South	Daylight	Dry
1965	7651373	5/30/2020	19:06	O	Rear End	2	East	East	Daylight	Dry
1966	7653085	6/2/20	7:21	O	Angle	2	West	North	Daylight	Dry
1967	7654144	6/1/2020	0:00	C	Angle	2	West	North	Daylight	Dry
1968	7654163	6/2/20	9:48	O	Rear End	2	South	South	Daylight	Dry
1969	7656423	6/4/2020	8:50	O	Left Turn	2	North	South	Daylight	Dry
1970	7656425	6/5/20	8:35	C	Rear End	2	North	North	Daylight	Dry
1971	7659673	5/30/2020	3:06	O	Run off the Road	1	North	<Null>	Dark-Not Lighted	Dry
1972	7659674	6/2/20	0:01	O	Run off the Road	1	North	<Null>	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
1973	7660677	6/9/2020	7:40	O	Rear End	2	South	South	Daylight	Dry
1974	7665087	6/11/20	9:00	C	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1975	7665207	6/11/2020	16:15	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
1976	7665208	6/11/20	17:06	C	Run off the Road	1	North	<Null>	Daylight	Dry
1977	7666716	6/13/2020	12:00	O	Hit Fixed Object	1	North	<Null>	Daylight	Dry
1978	7670333	6/19/20	21:40	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1979	7672313	6/22/2020	11:50	O	Overturned	1	North	<Null>	Daylight	Dry
1980	7672314	6/21/20	9:30	B	Overturned	1	North	<Null>	Daylight	Dry
1981	7674133	6/23/2020	17:40	O	Rear End	2	East	East	Daylight	Dry
1982	7677490	6/25/20	14:57	C	Left Turn	2	North	South	Daylight	Dry
1983	7677494	6/25/2020	19:45	O	Run off the Road	1	South	<Null>	Daylight	Dry
1984	7678759	6/26/20	22:04	O	Hit Fixed Object	1	East	<Null>	Dark-Not Lighted	Dry
1985	7683922	6/25/2020	17:03	O	Rear End	2	South	South	Daylight	Dry
1986	7684283	6/27/20	17:27	O	Angle	1	East	<Null>	Daylight	Dry
1987	7684795	6/26/2020	15:01	C	Angle	2	South	East	Daylight	Dry
1988	7688237	7/3/20	11:16	O	Rear End	2	North	North	Daylight	Dry
1989	7690926	7/6/2020	19:02	O	Angle	2	South	South	Daylight	Wet
1990	7697695	7/14/20	15:07	O	Rear End	2	West	West	Daylight	Dry
1991	7697702	7/15/2020	10:25	O	Run off the Road	1	South	<Null>	Daylight	Dry
1992	7698085	7/15/20	9:15	A	Angle	2	West	South	Daylight	Dry
1993	7698801	7/16/2020	21:40	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
1994	7699385	7/17/20	14:24	O	Rear End	2	West	West	Daylight	Dry
1995	7701870	7/17/2020	9:35	C	Hit Fixed Object	2	North	South	Daylight	Dry
1996	7705411	7/22/20	8:50	O	Angle	2	East	North	Daylight	Dry
1997	7706683	7/23/2020	11:50	C	Angle	2	East	East	Daylight	Dry
1998	7709650	7/26/20	13:00	O	Rear End	2	East	East	Daylight	Dry
1999	7714885	7/31/2020	5:24	O	Angle	2	West	South	Dark-Not Lighted	Dry
2000	7716667	7/23/19	12:20	O	Angle	2	West	South	Daylight	(None)
2001	7721672	7/26/2019	12:16	C	Angle	2	East	North	Daylight	Dry
2002	7736455	7/25/20	11:49	O	Angle	2	West	North	Daylight	Dry
2003	7736608	8/5/2020	12:27	O	Hit Animal	1	South	<Null>	Daylight	Dry
2004	7736872	8/1/20	21:55	O	Angle	2	South	South	Dark-Not Lighted	Dry
2005	7736875	8/5/2020	15:50	O	Run off the Road	1	North	<Null>	Daylight	Dry
2006	7737019	8/2/20	12:53	C	Angle	2	East	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2007	7739485	8/10/2020	10:06	C	Rear End	2	South	South	Daylight	Dry
2008	7741909	8/15/20	15:29	O	Rear End	2	South	South	Daylight	Wet
2009	7741912	8/15/2020	13:35	O	Rear End	2	West	West	Daylight	Dry
2010	7747286	8/20/20	8:59	C	Rear End	3	North	North	Daylight	Dry
2011	7748703	8/22/2020	12:10	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
2012	7749450	8/18/20	14:24	C	Rear End	2	East	East	Daylight	Dry
2013	7749792	8/21/2020	13:50	O	Rear End	3	East	East	Daylight	Wet
2014	7752678	8/25/20	7:15	B	Hit Fixed Object	1	South	<Null>	Daylight	Dry
2015	7752692	8/23/2020	17:50	C	Hit Fixed Object	1	North	<Null>	Daylight	Dry
2016	7752693	8/23/20	17:30	C	Rear End	2	East	East	Daylight	Dry
2017	7753902	8/27/2020	15:58	C	Rear End	2	North	North	Daylight	Dry
2018	7754842	8/27/20	16:54	C	Rear End	2	South	South	Daylight	Dry
2019	7754976	7/26/2020	16:13	C	Rear End	2	West	West	Daylight	Dry
2020	7755078	3/9/20	7:50	O	Rear End	2	North	North	Daylight	Dry
2021	7755080	3/27/2020	17:20	C	Rear End	4	West	West	Daylight	Dry
2022	7757176	8/28/20	21:28	O	Left Turn	2	North	South	Dark-Not Lighted	Wet
2023	7765826	9/5/2020	21:07	O	Sideswipe - Same Direction	2	North	North	Dark-Not Lighted	Dry
2024	7765940	9/2/20	20:20	A	Left Turn	2	South	North	Dusk	Dry
2025	7768173	9/6/2020	20:55	O	Overturned	1	South	<Null>	Dark-Not Lighted	Dry
2026	7774711	9/15/20	9:40	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
2027	7775431	9/16/2020	7:35	O	Hit Animal	1	North	<Null>	Daylight	Dry
2028	7776904	9/15/20	17:50	B	Rear End	2	East	East	Daylight	Dry
2029	7783543	9/17/2020	7:32	O	Other/Unknown	2	None	None	Dawn	Wet
2030	7787674	9/25/20	14:23	O	Hit Fixed Object	1	North	<Null>	Daylight	Wet
2031	7790955	9/28/2020	17:00	O	Rear End	2	North	North	Daylight	Dry
2032	7792424	9/30/20	7:44	O	Angle	2	North	West	Daylight	Wet
2033	7798805	10/4/2020	10:11	O	Run off the Road	1	South	<Null>	Daylight	Dry
2034	7798817	10/4/20	14:13	C	Angle	2	South	North	Daylight	Dry
2035	7803263	10/7/2020	8:15	C	Sideswipe - Same Direction	2	South	South	Daylight	Dry
2036	7805585	10/10/20	16:27	O	Angle	2	South	South	Daylight	Wet
2037	7806117	10/10/2020	14:01	C	Run off the Road	1	South	<Null>	Daylight	Wet
2038	7806264	10/10/20	17:53	C	Hit Fixed Object	1	South	<Null>	Dusk	Wet
2039	7806269	9/25/2020	23:30	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Wet
2040	7810808	10/9/20	6:40	O	Rear End	2	South	South	(None)	(None)

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2041	7812192	10/13/2020	17:00	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2042	7812386	10/15/20	16:31	O	Rear End	2	North	North	Daylight	Dry
2043	7813749	10/17/2020	10:27	O	Rear End	2	South	South	Daylight	Dry
2044	7814253	10/17/20	15:29	C	Run off the Road	1	South	<Null>	Daylight	Dry
2045	7814920	10/19/2020	3:15	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
2046	7815232	10/17/20	20:31	O	Angle	2	East	South	Dark-Lighted	Dry
2047	7821278	10/22/2020	15:04	O	Rear End	2	West	West	Daylight	Dry
2048	7822770	10/22/20	18:27	B	Overturned	1	North	<Null>	Daylight	Dry
2049	7824979	10/26/2020	15:50	O	Rear End	2	North	North	Daylight	Dry
2050	7829364	10/28/20	10:35	B	Left Turn	2	North	South	Daylight	Wet
2051	7830728	10/30/2020	7:28	O	Other/Unknown	1	North	<Null>	Dawn	Dry
2052	7831098	10/30/20	7:11	C	Left Turn	2	South	North	Dark-Not Lighted	Dry
2053	7833465	11/1/2020	19:38	O	Rear End	3	South	South	Dark-Not Lighted	Dry
2054	7835641	11/3/20	4:12	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2055	7838769	11/3/2020	13:39	O	Rear End	2	West	West	Daylight	Dry
2056	7841707	10/23/20	13:21	O	Rear End	2	South	South	Daylight	Dry
2057	7842540	11/8/2020	1:10	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
2058	7842862	11/5/20	16:26	O	Other/Unknown	1	South	<Null>	Daylight	Dry
2059	7844263	11/6/2020	16:17	A	Left Turn	2	North	South	Daylight	Dry
2060	7847168	11/11/20	15:39	O	Run off the Road	1	North	<Null>	Daylight	Wet
2061	7847347	11/11/2020	19:00	O	Rear End	2	West	West	Dark-Not Lighted	Wet
2062	7849298	11/11/20	17:38	O	Rear End	2	North	North	Dark-Not Lighted	Wet
2063	7851258	11/13/2020	18:37	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
2064	7852016	11/4/20	15:02	O	Rear End	2	South	South	Daylight	Dry
2065	7852343	11/13/2020	19:10	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2066	7856047	11/14/20	22:00	A	Angle	2	North	West	Dark-Not Lighted	Dry
2067	7856065	11/17/2020	14:54	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
2068	7856098	11/16/20	7:27	O	Rear End	2	South	South	Daylight	Dry
2069	7859297	11/19/2020	7:22	O	Rear End	2	East	East	Daylight	Dry
2070	7859298	11/19/20	9:17	O	Left Turn	2	North	South	Daylight	Dry
2071	7859555	11/20/2020	12:15	O	Angle	2	West	South	Daylight	Dry
2072	7862672	11/23/20	7:44	O	Hit Animal	1	North	<Null>	Daylight	Dry
2073	7863347	11/20/2020	0:00	B	Angle	2	West	North	Daylight	Dry
2074	7865959	11/25/20	18:00	O	Angle	2	East	North	Dark-Lighted	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2075	7866974	11/25/2020	13:20	O	Angle	2	South	South	Daylight	Dry
2076	7867040	11/29/20	2:20	O	Hit Animal	1	South	<Null>	Dark-Lighted	Dry
2077	7869249	11/29/2020	11:35	C	Angle	2	South	North	Daylight	Dry
2078	7870685	11/30/20	18:16	O	Left Turn	2	West	East	Daylight	Dry
2079	7876664	12/2/2020	17:48	O	Hit Animal	1	North	<Null>	Dusk	Dry
2080	7876675	12/3/20	10:45	O	Rear End	2	North	North	Daylight	Dry
2081	7876677	12/3/2020	18:05	B	Backing	2	South	South	Dark-Lighted	Dry
2082	7876679	12/3/20	18:00	B	Angle	2	East	South	Dark-Not Lighted	Dry
2083	7880296	12/8/2020	19:26	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2084	7880843	12/5/20	17:45	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2085	7880844	12/6/2020	18:50	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2086	7880849	12/4/20	11:36	O	Left Turn	2	South	North	Daylight	Wet
2087	7884284	12/11/2020	9:55	C	Angle	2	East	South	Daylight	Dry
2088	7884747	11/17/20	20:49	A	Pedestrian	1	South	South	Dark-Lighted	Dry
2089	7886776	12/12/2020	19:20	O	Angle	2	East	South	Dark-Not Lighted	Wet
2090	7887863	12/14/20	17:00	O	Rear End	2	North	North	Daylight	Dry
2091	7888596	12/11/2020	14:37	O	Rear End	2	North	North	Daylight	Dry
2092	7890703	12/15/20	13:11	B	Hit Fixed Object	1	East	<Null>	Daylight	Dry
2093	7895245	12/14/2020	13:24	O	Rear End	2	South	South	Daylight	Dry
2094	7895304	12/17/20	15:46	O	Rear End	2	North	North	Daylight	Dry
2095	7895958	12/21/2020	7:00	C	Rear End	2	North	North	Dawn	Dry
2096	7898016	12/22/20	17:10	B	Angle	2	East	South	Daylight	Dry
2097	7899847	12/23/2020	17:53	C	Rear End	2	North	North	Dark-Lighted	Dry
2098	7902821	12/27/20	12:33	C	Rear End	2	East	East	Daylight	Dry
2099	7905518	12/24/2020	9:33	O	Run off the Road	1	South	<Null>	Daylight	Wet
2100	7905519	12/30/20	7:57	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
2101	7906264	12/30/2020	6:10	O	Angle	2	South	South	Dark-Not Lighted	Dry
2102	7907838	12/31/20	10:25	C	Angle	2	West	South	Daylight	Wet
2103	7913181	1/4/2021	12:30	O	Rear End	2	South	South	Daylight	Dry
2104	7913342	1/6/21	22:16	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
2105	7915042	1/7/2021	13:49	C	Angle	2	North	East	Daylight	Dry
2106	7917229	1/4/21	15:18	O	Hit Fixed Object	1	North	<Null>	Daylight	Dry
2107	7922092	1/13/2021	13:10	O	Run off the Road	1	South	<Null>	Daylight	Dry
2108	7923244	1/13/21	8:20	B	Left Turn	2	South	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2109	7925377	1/15/2021	8:38	O	Rear End	2	East	East	Daylight	Dry
2110	7927377	1/18/21	8:23	B	Angle	2	West	South	Daylight	Dry
2111	7927586	1/18/2021	15:15	C	Rear End	2	South	South	Daylight	Dry
2112	7927783	1/19/21	13:25	O	Rear End	2	North	North	Daylight	Dry
2113	7929777	1/21/2021	12:03	O	Angle	2	West	West	Daylight	Wet
2114	7931875	1/22/21	14:51	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2115	7932945	1/25/2021	10:50	B	Rear End	2	East	East	Daylight	Wet
2116	7936377	1/28/21	12:45	O	Angle	2	South	South	Daylight	Dry
2117	7939650	1/29/2021	12:40	O	Rear End	2	North	North	Daylight	Dry
2118	7940475	2/1/21	18:28	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2119	7942167	1/29/2021	13:08	O	Other/Unknown	2	None	None	(None)	(None)
2120	7943964	2/4/21	7:50	C	Rear End	2	East	East	Daylight	Dry
2121	7944231	2/4/2021	0:00	B	Run off the Road	1	South	<Null>	Dark-Not Lighted	Dry
2122	7945107	2/3/21	20:00	O	Rear End	2	North	North	Dark-Not Lighted	Dry
2123	7946113	2/5/2021	12:01	O	Angle	2	South	East	Daylight	Dry
2124	7946233	2/5/21	16:53	O	Rear End	2	North	North	Daylight	Dry
2125	7946733	2/7/2021	11:00	O	Rear End	2	North	North	Daylight	Wet
2126	7949971	2/9/21	7:18	O	Hit Animal	1	West	<Null>	Dusk	Dry
2127	7956571	2/15/2021	16:42	O	Hit Fixed Object	1	South	<Null>	Daylight	Wet
2128	7961917	2/18/21	19:57	C	Angle	2	South	East	Dark-Not Lighted	Wet
2129	7963309	2/17/2021	14:29	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
2130	7963471	2/19/21	11:22	O	Sideswipe - Same Direction	2	West	West	Dark-Not Lighted	Dry
2131	7966502	2/24/2021	7:32	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
2132	7967778	2/25/21	7:51	O	Rear End	2	East	East	Daylight	Dry
2133	7968112	2/26/2021	19:25	O	Left Turn	2	North	South	Dark-Not Lighted	Wet
2134	7968318	2/26/21	19:45	O	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Wet
2135	7968717	2/26/2021	7:40	C	Left Turn	2	North	South	Daylight	Wet
2136	7975174	3/4/21	17:30	O	Angle	2	West	South	Daylight	Dry
2137	7975367	3/4/2021	19:25	O	Rear End	2	West	West	Dark-Not Lighted	Dry
2138	7975368	3/4/21	14:06	O	Rear End	2	North	North	Daylight	Dry
2139	7976898	3/7/2021	1:00	O	Run off the Road	1	East	<Null>	Dark-Lighted	Dry
2140	7977482	3/5/21	16:50	O	Angle	2	East	North	Daylight	Dry
2141	7978814	3/6/2021	7:49	C	Rear End	2	South	South	Daylight	Dry
2142	7978878	3/8/21	16:40	O	Left Turn	2	East	West	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2143	7979045	3/8/2021	7:55	B	Angle	2	West	North	Daylight	Dry
2144	7979762	3/9/21	8:18	O	Other/Unknown	2	South	South	Daylight	Dry
2145	7981505	3/7/2021	9:55	B	Angle	2	East	North	Daylight	Dry
2146	7981903	3/10/21	13:07	O	Other/Unknown	1	North	<Null>	Daylight	Dry
2147	7982075	3/9/2021	10:45	C	Angle	2	West	West	Daylight	Dry
2148	7983296	3/9/21	16:01	O	Rear End	2	South	South	Daylight	Dry
2149	7984739	3/10/2021	15:33	C	Overturned	2	East	North	Daylight	Dry
2150	7988836	3/16/21	19:44	O	Rear End	2	South	South	Dark-Not Lighted	Wet
2151	7991772	3/17/2021	15:00	C	Rear End	2	West	West	Daylight	Wet
2152	7992114	3/16/21	6:28	C	Angle	2	East	South	Dark-Not Lighted	Wet
2153	7997599	3/20/2021	17:21	O	Rear End	2	North	North	Daylight	Dry
2154	8000493	3/20/21	10:51	O	Cargo Loss	1	North	<Null>	Daylight	Dry
2155	8001224	3/26/2021	7:00	C	Rear End	2	South	South	Dawn	Wet
2156	8002428	3/27/21	21:12	C	Rear End	2	North	North	Dark-Lighted	Dry
2157	8002738	3/26/2021	15:35	O	Rear End	2	West	West	Daylight	Dry
2158	8004449	3/28/21	13:05	C	Hit Fixed Object	1	South	<Null>	Daylight	Wet
2159	8006801	3/30/2021	17:30	O	Sideswipe - Same Direction	2	East	East	Daylight	Dry
2160	8007521	4/1/21	0:02	O	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Dry
2161	8014961	4/6/2021	21:12	B	Left Turn	2	South	North	Dark-Not Lighted	Dry
2162	8016342	4/5/21	17:36	O	Rear End	2	East	East	Daylight	Dry
2163	8017060	4/6/2021	10:31	B	Angle	2	North	South	Daylight	Dry
2164	8017065	4/8/21	9:20	O	Angle	2	East	South	Daylight	Dry
2165	8018477	4/9/2021	17:05	C	Rear End	2	East	East	Daylight	Dry
2166	8018533	4/9/21	13:20	C	Rear End	2	North	North	Daylight	Dry
2167	8020965	4/12/2021	0:00	O	Rear End	2	North	North	Daylight	Dry
2168	8022377	4/10/21	13:45	C	Rear End	2	South	South	Daylight	Wet
2169	8023203	4/13/2021	13:57	O	Rear End	2	North	North	Daylight	Dry
2170	8026465	4/13/21	14:34	A	Left Turn	2	North	South	Daylight	Dry
2171	8029722	4/15/2021	15:33	O	Rear End	2	North	North	Daylight	Dry
2172	8031287	4/19/21	11:19	K	Angle	2	East	North	Daylight	Dry
2173	8033395	4/19/2021	15:20	O	Angle	2	West	West	Daylight	Dry
2174	8033396	4/19/21	16:20	B	Angle	2	South	West	Daylight	Dry
2175	8033737	4/21/2021	12:13	O	Angle	2	North	South	Daylight	Dry
2176	8034778	4/15/21	8:34	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2177	8035793	4/22/2021	17:44	B	Rear End	2	South	South	Daylight	Dry
2178	8037199	4/25/21	18:41	O	Angle	2	East	South	Daylight	Dry
2179	8037610	4/20/2021	9:51	C	Rear End	2	South	South	Daylight	Dry
2180	8037836	4/20/21	19:05	O	Angle	2	West	South	Daylight	Dry
2181	8047504	5/1/2021	18:30	O	Angle	2	North	West	Daylight	Dry
2182	8048363	5/1/21	18:30	O	Hit Fixed Object	1	North	<Null>	Daylight	Dry
2183	8048364	5/3/2021	6:55	O	Hit Fixed Object	1	South	<Null>	Dawn	Wet
2184	8050869	5/6/21	7:45	O	Rear End	2	West	West	Daylight	Dry
2185	8051333	5/5/2021	7:30	C	Left Turn	2	North	South	Daylight	Wet
2186	8053228	5/5/21	9:00	C	Rear End	2	South	South	Daylight	Dry
2187	8055531	5/7/2021	10:00	B	Pedestrian	1	None	None	Daylight	Dry
2188	8057461	5/10/21	19:11	O	Left Turn	2	North	South	Daylight	Dry
2189	8059931	5/11/2021	15:12	O	Rear End	2	East	East	Daylight	Dry
2190	8064184	5/16/21	3:26	O	Hit Parked Vehicle	2	North	None	Dark-Not Lighted	Dry
2191	8066497	5/17/2021	17:20	O	Run off the Road	1	North	<Null>	Daylight	Dry
2192	8069513	5/19/21	8:18	A	Rear End	2	South	South	Daylight	Dry
2193	8073041	5/22/2021	12:28	O	Cargo Loss	2	North	North	Daylight	Dry
2194	8074579	5/22/21	17:07	O	Rear End	2	South	South	Daylight	Dry
2195	8077539	5/27/2021	12:00	O	Left Turn	2	West	East	Daylight	Dry
2196	8077652	5/27/21	16:39	O	Rear End	2	North	North	(None)	(None)
2197	8077979	5/27/2021	10:00	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2198	8082066	5/25/21	11:59	O	Left Turn	2	South	North	Daylight	Dry
2199	8085976	6/3/2021	21:20	O	Left Turn	2	South	North	Dark-Not Lighted	Dry
2200	8089100	6/4/21	16:58	O	Rear End	2	North	North	Daylight	Dry
2201	8089120	6/5/2021	9:00	O	Angle	2	East	East	Daylight	Dry
2202	8089748	6/5/21	2:00	O	Run off the Road	1	East	<Null>	Dark-Not Lighted	Dry
2203	8091258	6/7/2021	15:47	B	Rear End	2	South	South	Daylight	Wet
2204	8095132	6/10/21	11:58	B	Angle	2	East	North	Daylight	Dry
2205	8103294	6/17/2021	6:37	O	Left Turn	2	East	West	Daylight	Dry
2206	8112854	6/23/21	15:10	A	Angle	2	East	South	Daylight	Dry
2207	8115158	6/23/2021	21:08	O	Rear End	2	West	West	Dark-Not Lighted	Dry
2208	8116213	6/26/21	12:20	A	Angle	4	West	South	Daylight	Dry
2209	8118226	6/17/2021	22:20	C	Angle	2	West	South	Dark-Not Lighted	Dry
2210	8118231	6/26/21	13:04	O	Rear End	2	South	South	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2211	8118253	6/28/2021	16:17	O	Rear End	2	South	South	(None)	(None)
2212	8122378	6/28/21	20:47	O	Angle	2	East	North	Dusk	Dry
2213	8125004	7/2/2021	12:00	O	Backing	2	West	West	Daylight	Dry
2214	8125172	7/3/21	15:00	O	Hit Animal	1	North	<Null>	Daylight	Dry
2215	8125173	7/3/2021	15:50	O	Rear End	2	North	North	Daylight	Dry
2216	8126520	6/30/21	9:25	O	Rear End	3	North	North	Daylight	Dry
2217	8126541	6/30/2021	18:35	O	Angle	2	North	West	Daylight	Dry
2218	8126592	7/1/21	8:25	C	Angle	2	West	North	Daylight	Dry
2219	8127251	7/6/2021	12:10	B	Left Turn	2	West	East	Daylight	Dry
2220	8128276	7/4/21	17:57	B	Left Turn	3	South	North	Daylight	Dry
2221	8134310	7/12/2021	16:44	B	Rear End	2	North	North	Daylight	Wet
2222	8135317	7/9/21	7:20	A	Run off the Road	1	East	<Null>	Daylight	Dry
2223	8137340	7/14/2021	9:00	O	Rear End	2	North	North	Daylight	Dry
2224	8144964	7/16/21	9:06	O	Rear End	2	West	West	Daylight	Dry
2225	8145463	7/17/2021	9:33	A	Left Turn	3	North	South	Daylight	Dry
2226	8146825	7/17/21	11:25	O	Left Turn	2	South	North	Daylight	Dry
2227	8151400	7/19/2021	17:02	O	Rear End	2	East	East	Daylight	Dry
2228	8151542	7/20/21	13:00	C	Rear End	2	North	North	Daylight	Wet
2229	8152340	7/20/2021	7:12	O	Run off the Road	1	North	<Null>	Daylight	Wet
2230	8152732	7/19/21	14:40	O	Other/Unknown	2	None	None	Daylight	Wet
2231	8157143	7/17/2021	15:38	O	Other/Unknown	2	None	North	Daylight	Dry
2232	8157281	7/23/21	16:15	O	Angle	2	South	West	Daylight	Dry
2233	8159743	7/26/2021	13:19	O	Left Turn	2	West	East	Daylight	Dry
2234	8159776	7/6/21	9:14	B	Rear End	2	South	South	Daylight	Dry
2235	8160774	8/2/2021	11:50	O	Rear End	2	East	East	Daylight	Dry
2236	8161856	7/30/21	13:20	C	Left Turn	2	North	South	Daylight	Dry
2237	8163614	8/4/2021	14:17	B	Rear End	2	North	North	Daylight	Dry
2238	8168857	8/5/21	16:11	A	Angle	2	West	North	Daylight	Dry
2239	8168858	8/7/2021	21:58	O	Rear End	2	East	East	Dark-Not Lighted	Dry
2240	8171596	8/10/21	14:10	O	Hit Fixed Object	1	North	<Null>	Daylight	Dry
2241	8172099	8/9/2021	8:57	A	Left Turn	2	South	North	Daylight	Dry
2242	8177461	8/12/21	8:07	O	Rear End	2	North	North	Daylight	Dry
2243	8179325	8/12/2021	11:30	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
2244	8180047	7/26/21	7:00	O	Rear End	2	South	South	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2245	8180177	8/14/2021	17:38	B	Angle	2	East	South	Daylight	Dry
2246	8180848	8/11/21	2:05	O	Run off the Road	1	North	<Null>	Dark-Not Lighted	Dry
2247	8185617	8/18/2021	16:12	O	Angle	2	West	South	Daylight	Dry
2248	8186550	8/23/21	0:25	O	Rear End	2	North	North	Dark-Not Lighted	Dry
2249	8186551	8/23/2021	0:24	O	Sideswipe - Same Direction	3	North	North	Dark-Not Lighted	Dry
2250	8186623	8/21/21	16:32	O	Rear End	3	North	North	Daylight	Dry
2251	8189451	8/13/2021	10:20	O	Other/Unknown	1	South	<Null>	Daylight	Dry
2252	8190309	8/24/21	17:43	O	Angle	2	East	South	Daylight	Dry
2253	8190458	8/24/2021	19:44	O	Other/Unknown	1	South	<Null>	Dusk	Dry
2254	8191771	8/26/21	11:09	O	Backing	2	South	South	Daylight	Dry
2255	8193247	8/27/2021	16:03	O	Rear End	2	North	North	Daylight	Dry
2256	8198093	8/30/21	12:28	O	Rear End	2	North	North	Daylight	Dry
2257	8202331	8/31/2021	17:23	B	Left Turn	2	South	North	Daylight	Wet
2258	8213743	9/3/21	11:10	C	Angle	2	East	North	Daylight	Dry
2259	8215252	9/7/2021	7:40	O	Angle	2	South	West	Daylight	Dry
2260	8218728	9/7/21	12:08	O	Rear End	2	West	West	Daylight	Wet
2261	8224162	9/11/2021	14:10	O	Hit Fixed Object	2	North	South	Daylight	Dry
2262	8225519	9/15/21	7:08	O	Hit Animal	1	North	<Null>	Dawn	Dry
2263	8225553	9/13/2021	12:02	C	Angle	2	West	North	Daylight	Dry
2264	8226179	9/15/21	8:02	O	Hit Animal	1	North	<Null>	Daylight	Dry
2265	8231172	9/19/2021	11:32	O	Rear End	2	East	East	Daylight	Dry
2266	8232749	9/20/21	12:43	O	Rear End	2	North	North	Daylight	Wet
2267	8237867	9/23/2021	5:40	B	Angle	2	West	West	Dark-Not Lighted	Dry
2268	8241763	9/23/21	16:45	O	Angle	2	West	South	Daylight	Dry
2269	8243173	9/24/2021	12:36	B	Angle	2	East	South	Daylight	Dry
2270	8244148	9/24/21	10:21	O	Rear End	2	South	South	Daylight	Dry
2271	8244250	9/28/2021	13:10	O	Rear End	2	West	West	Daylight	Dry
2272	8248937	9/29/21	21:16	O	Rear End	2	West	West	Dark-Not Lighted	Dry
2273	8250042	10/2/2021	20:19	O	Run off the Road	1	South	<Null>	Dark-Not Lighted	Dry
2274	8254019	10/5/21	15:10	O	Angle	2	West	North	Daylight	Wet
2275	8255670	10/6/2021	14:44	C	Rear End	2	South	South	Daylight	Wet
2276	8256301	10/6/21	17:07	C	Hit Fixed Object	1	West	<Null>	Daylight	Wet
2277	8257582	10/5/2021	12:45	O	Run off the Road	1	North	<Null>	Daylight	Wet
2278	8258695	10/7/21	14:21	O	Angle	2	East	North	Daylight	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2279	8258784	10/8/2021	7:10	O	Hit Fixed Object	1	North	<Null>	Dawn	Wet
2280	8260339	10/7/21	13:35	O	Angle	2	East	South	Daylight	Wet
2281	8261425	10/10/2021	20:30	O	Cargo Loss	2	North	North	Dark-Not Lighted	Dry
2282	8261686	10/6/21	8:56	B	Rear End	2	North	North	Daylight	Wet
2283	8261709	10/10/2021	20:30	O	Cargo Loss	2	North	North	Dark-Not Lighted	Dry
2284	8261761	10/8/21	13:20	C	Rear End	2	East	East	Daylight	Dry
2285	8261777	10/11/2021	17:06	K	Angle	2	West	North	Daylight	Dry
2286	8266326	10/14/21	12:37	O	Hit Fixed Object	1	North	<Null>	Daylight	Dry
2287	8268406	10/14/2021	21:00	B	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Dry
2288	8272395	10/14/21	16:04	O	Rear End	2	North	North	Daylight	Dry
2289	8274103	10/19/2021	10:50	O	Rear End	2	East	East	Daylight	Dry
2290	8279154	10/20/21	5:00	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2291	8283243	10/25/2021	18:30	C	Rear End	2	West	West	Daylight	Wet
2292	8293051	10/31/21	17:00	O	Rear End	2	North	North	Daylight	Dry
2293	8294913	11/3/2021	18:40	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Wet
2294	8297576	10/31/21	17:50	K	Run off the Road	1	South	<Null>	Daylight	Dry
2295	8298587	10/29/2021	17:56	K	Angle	2	East	South	Daylight	Wet
2296	8300470	11/5/21	7:12	O	Rear End	2	South	South	Dawn	Dry
2297	8301588	11/6/2021	11:00	O	Angle	2	West	South	Daylight	Dry
2298	8302627	11/9/21	7:30	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
2299	8308344	11/9/2021	9:40	O	Rear End	2	East	East	Daylight	Dry
2300	8308763	11/10/21	19:00	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2301	8309585	11/14/2021	19:59	O	Rear End	2	South	South	Dark-Lighted	Dry
2302	8312681	11/12/21	18:12	C	Rear End	2	West	West	Dark-Not Lighted	Dry
2303	8313753	11/13/2021	9:23	O	Hit Animal	1	South	<Null>	Daylight	Dry
2304	8314203	11/4/21	8:00	B	Rear End	2	South	South	Daylight	Wet
2305	8315865	11/18/2021	7:30	O	Angle	2	East	South	Daylight	Dry
2306	8319327	11/20/21	23:20	O	Run off the Road	1	East	<Null>	Dark-Not Lighted	Dry
2307	8319365	11/20/2021	12:10	O	Run off the Road	1	South	<Null>	Daylight	Dry
2308	8325623	11/23/21	9:20	B	Left Turn	2	North	South	Daylight	Dry
2309	8326977	11/24/2021	18:30	B	Angle	2	East	North	Dark-Not Lighted	Dry
2310	8327016	11/27/21	14:36	O	Rear End	2	North	North	Daylight	Dry
2311	8327532	11/28/2021	21:42	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
2312	8328164	11/28/21	9:31	O	Hit Animal	1	West	<Null>	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2313	8329839	11/25/2021	17:35	C	Hit Animal	1	North	<Null>	Daylight	Dry
2314	8330157	11/27/21	18:15	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
2315	8330496	11/22/2021	20:56	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2316	8330498	11/23/21	6:55	O	Hit Animal	1	East	<Null>	Daylight	Dry
2317	8331911	11/18/2021	15:36	O	Rear End	2	South	South	Daylight	Wet
2318	8335048	12/1/21	9:37	O	Rear End	2	South	South	Daylight	Dry
2319	8336140	11/28/2021	18:20	O	Left Turn	2	South	North	Dark-Not Lighted	Dry
2320	8339929	12/4/21	20:40	O	Angle	2	North	East	Dark-Not Lighted	Dry
2321	8339982	12/3/2021	17:50	O	Run off the Road	1	South	<Null>	Daylight	Dry
2322	8341117	12/4/21	18:32	B	Left Turn	2	East	West	Dark-Not Lighted	Dry
2323	8343955	12/9/2021	20:58	O	Left Turn	2	North	South	Dark-Lighted	Dry
2324	8346140	12/8/21	17:57	B	Angle	2	East	South	Dark-Not Lighted	Dry
2325	8347631	12/8/2021	22:21	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2326	8347632	12/10/21	17:05	O	Run off the Road	1	North	<Null>	Dark-Not Lighted	Wet
2327	8349470	12/8/2021	11:26	A	Hit Fixed Object	1	East	<Null>	Daylight	Dry
2328	8350640	12/12/21	12:30	O	Rear End	3	South	South	Daylight	Dry
2329	8350839	12/11/2021	15:20	O	Rear End	2	South	South	Daylight	Wet
2330	8351896	12/10/21	17:05	O	Sideswipe - Same Direction	2	North	North	Dark-Not Lighted	Wet
2331	8352863	12/12/2021	11:55	O	Rear End	2	South	South	Daylight	Dry
2332	8352875	12/14/21	7:55	O	Hit Animal	1	North	<Null>	Daylight	Dry
2333	8354462	12/16/2021	14:35	O	Left Turn	2	North	South	Daylight	Dry
2334	8354998	12/12/21	12:45	O	Rear End	3	South	South	Daylight	Dry
2335	8355321	12/11/2021	17:31	O	Rear End	2	South	South	Dark-Not Lighted	Wet
2336	8358090	12/17/21	20:35	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2337	8364258	12/22/2021	13:36	O	Angle	2	North	East	Daylight	Dry
2338	8364907	12/20/21	17:33	O	Angle	3	West	North	Dusk	Dry
2339	8364945	12/21/2021	15:05	O	Rear End	2	East	East	Daylight	Wet
2340	8367243	12/22/21	21:34	O	Angle	2	South	South	Dark-Not Lighted	Dry
2341	8367247	12/22/2021	21:34	O	Angle	2	South	South	Dark-Not Lighted	Dry
2342	8367262	12/22/21	21:34	O	Backing	2	South	South	Dark-Not Lighted	Dry
2343	8367264	12/22/2021	21:34	O	Angle	2	South	South	Dark-Not Lighted	Dry
2344	8367265	12/22/21	21:34	O	Backing	1	South	<Null>	Dark-Not Lighted	Dry
2345	8367267	12/22/2021	21:34	O	Backing	1	South	<Null>	Dark-Not Lighted	Dry
2346	8369634	12/26/21	21:00	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2347	8371412	12/25/2021	6:17	B	Run off the Road	1	South	<Null>	Dark-Not Lighted	Dry
2348	8373066	12/31/21	17:00	O	Hit Animal	1	North	<Null>	Daylight	Wet
2349	8373482	1/1/2022	7:10	O	Hit Fixed Object	1	South	<Null>	Daylight	Wet
2350	8374404	12/30/21	7:55	O	Hit Fixed Object	1	East	<Null>	Daylight	Wet
2351	8374414	12/29/2021	9:05	O	Angle	2	South	West	Daylight	Wet
2352	8375715	12/30/21	20:23	B	Hit Fixed Object	1	North	<Null>	Dark-Not Lighted	Wet
2353	8377997	1/1/2022	13:15	C	Angle	2	North	North	Daylight	Wet
2354	8378892	12/31/21	8:15	B	Left Turn	2	South	North	Daylight	Wet
2355	8379924	1/4/2022	10:25	O	Hit Fixed Object	1	West	<Null>	Daylight	Dry
2356	8384205	1/9/22	15:28	O	Run off the Road	1	North	<Null>	Daylight	Wet
2357	8384234	1/9/2022	19:10	O	Rear End	2	North	North	Dark-Not Lighted	Wet
2358	8385382	1/10/22	17:30	O	Rear End	2	North	North	Daylight	Dry
2359	8390830	1/13/2022	20:37	C	Angle	2	West	North	Dark-Not Lighted	Dry
2360	8390870	1/12/22	15:40	O	Rear End	2	North	North	Daylight	Dry
2361	8390882	1/14/2022	19:15	O	Angle	2	South	South	Dark-Lighted	Dry
2362	8391381	1/6/22	10:50	O	Rear End	2	South	South	Daylight	Dry
2363	8391571	1/16/2022	11:30	O	Run off the Road	1	South	<Null>	Daylight	Snow
2364	8393599	1/16/22	3:01	O	Angle	2	South	South	Dark-Not Lighted	Snow
2365	8393938	1/16/2022	5:49	O	Run off the Road	1	East	<Null>	Dark-Not Lighted	Snow
2366	8394781	1/19/22	12:02	O	Other/Unknown	2	South	South	Daylight	Dry
2367	8401075	1/22/2022	16:54	O	Hit Animal	1	North	<Null>	Daylight	Dry
2368	8402613	1/24/22	16:55	O	Rear End	2	South	South	Daylight	Dry
2369	8405561	1/28/2022	14:10	O	Rear End	2	West	West	Daylight	Dry
2370	8412578	2/2/22	9:15	O	Rear End	2	West	West	Daylight	Dry
2371	8414044	2/3/2022	15:30	O	Angle	2	West	North	Daylight	Wet
2372	8414368	2/3/22	15:25	O	Rear End	2	South	South	Daylight	Wet
2373	8415689	2/4/2022	12:43	O	Rear End	2	North	North	Daylight	Wet
2374	8418763	2/7/22	20:25	A	Rear End	2	East	East	Dark-Not Lighted	Dry
2375	8419685	2/2/2022	12:11	O	Hit Animal	1	East	<Null>	Daylight	Dry
2376	8423027	2/11/22	20:00	O	Hit Fixed Object	1	South	<Null>	Dark-Not Lighted	Dry
2377	8423599	2/11/2022	20:45	B	Left Turn	2	South	North	Dark-Not Lighted	Dry
2378	8425138	2/14/22	10:25	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
2379	8426976	2/15/2022	15:50	C	Rear End	2	North	North	Daylight	Dry
2380	8431692	2/17/22	11:06	O	Rear End	2	South	South	Daylight	Wet

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2381	8432149	2/18/2022	6:49	O	Rear End	2	North	North	Daylight	Dry
2382	8433766	2/22/22	11:38	O	Angle	2	East	South	Daylight	Wet
2383	8434770	2/22/2022	15:05	O	Rear End	2	North	North	Daylight	Wet
2384	8436165	2/18/22	14:00	O	Angle	2	South	East	Daylight	Dry
2385	8437057	2/23/2022	15:07	O	Rear End	2	North	North	Daylight	Dry
2386	8438312	2/23/22	7:25	O	Rear End	2	West	West	Daylight	Wet
2387	8438953	2/25/2022	17:10	B	Rear End	2	North	North	Daylight	Dry
2388	8440124	2/24/22	18:04	B	Rear End	2	North	North	Daylight	Dry
2389	8442006	2/25/2022	13:58	C	Rear End	2	North	North	Daylight	Dry
2390	8447715	2/27/22	20:14	C	Rear End	3	South	South	Dark-Not Lighted	Dry
2391	8449020	3/6/2022	14:32	O	Angle	2	East	North	Daylight	Dry
2392	8449673	3/5/22	12:50	B	Rear End	2	West	West	Daylight	Dry
2393	8453796	3/8/2022	15:33	C	Rear End	2	South	South	Daylight	Wet
2394	8455559	3/9/22	8:00	C	Rear End	2	North	North	Daylight	Wet
2395	8455616	3/10/2022	7:45	O	Angle	2	East	North	Daylight	Dry
2396	8455829	3/11/22	1:30	O	Head On	2	East	West	Dark-Lighted	Dry
2397	8460660	3/13/2022	9:40	O	Rear End	2	North	North	Daylight	Dry
2398	8462453	3/14/22	18:13	C	Rear End	2	North	North	Daylight	Dry
2399	8463656	3/9/2022	17:19	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2400	8471215	3/8/22	17:38	O	Rear End	2	East	East	Daylight	Dry
2401	8474377	3/24/2022	19:30	O	Run off the Road	1	South	<Null>	Dusk	Dry
2402	8474566	3/23/22	12:10	O	Rear End	2	North	North	Daylight	Wet
2403	8474568	3/23/2022	15:35	O	Rear End	2	North	North	Daylight	Dry
2404	8477420	3/25/22	9:35	O	Left Turn	2	South	North	Daylight	Dry
2405	8480462	3/28/2022	16:24	O	Run off the Road	3	South	North	Daylight	Dry
2406	8486513	4/3/22	16:57	O	Rear End	2	South	South	Daylight	Dry
2407	8488405	4/2/2022	14:50	A	Angle	2	West	South	Daylight	Dry
2408	8489491	4/2/22	15:25	O	Hit Parked Vehicle	2	South	South	Daylight	Dry
2409	8489511	4/1/2022	23:00	O	Cargo Loss	2	North	North	Dark-Not Lighted	Dry
2410	8489512	4/1/22	23:04	O	Hit Fixed Object	1	North	<Null>	Dark-Not Lighted	Dry
2411	8489541	4/5/2022	15:23	B	Angle	2	West	North	Daylight	Wet
2412	8491355	4/7/22	19:45	O	Hit Fixed Object	1	North	<Null>	Dark-Not Lighted	Dry
2413	8494031	3/29/2022	7:30	O	Rear End	2	North	North	Daylight	Dry
2414	8494843	4/10/22	9:45	B	Angle	2	East	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2415	8497888	4/12/2022	16:31	O	Rear End	2	West	West	Daylight	Dry
2416	8500164	4/16/22	13:30	O	Rear End	2	North	North	Daylight	Wet
2417	8501165	4/18/2022	4:00	B	Hit Fixed Object	1	North	<Null>	Dark-Not Lighted	Wet
2418	8504589	4/18/22	14:20	O	Rear End	3	North	North	Daylight	Dry
2419	8508874	4/23/2022	19:48	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2420	8509260	4/24/22	17:28	B	Rear End	2	South	South	Daylight	Dry
2421	8511656	4/15/2022	23:40	B	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2422	8512682	4/24/22	17:34	O	Angle	2	East	South	Daylight	Dry
2423	8513652	4/27/2022	9:25	B	Overturned	1	South	<Null>	Daylight	Dry
2424	8517014	4/29/22	13:25	B	Angle	2	West	South	Daylight	Dry
2425	8517918	4/2/2022	18:17	O	Run off the Road	1	South	<Null>	Daylight	Dry
2426	8521041	4/26/22	7:47	A	Angle	2	East	North	Daylight	Dry
2427	8521594	5/4/2022	13:38	O	Rear End	2	South	South	Daylight	Dry
2428	8523855	5/5/22	13:40	A	Left Turn	4	North	South	Daylight	Dry
2429	8527227	5/7/2022	21:35	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2430	8528685	5/5/22	11:45	O	Angle	2	North	West	Daylight	Dry
2431	8532005	5/9/2022	13:43	C	Left Turn	2	East	West	Daylight	Dry
2432	8536352	5/15/22	16:06	C	Angle	2	South	East	Daylight	Dry
2433	8539731	5/17/2022	9:25	B	Rear End	3	South	South	Daylight	Dry
2434	8539822	5/17/22	17:29	C	Rear End	2	East	East	Daylight	Dry
2435	8540246	5/19/2022	21:45	O	Angle	2	North	West	Dark-Not Lighted	Dry
2436	8541121	5/17/22	0:00	B	Angle	2	West	South	Daylight	Dry
2437	8541817	5/18/2022	8:20	B	Angle	2	East	North	Daylight	Dry
2438	8541823	5/16/22	12:35	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
2439	8550210	5/21/2022	13:09	O	Backing	2	North	North	Daylight	Dry
2440	8552120	5/22/22	21:35	B	Rear End	2	North	North	Dark-Lighted	Dry
2441	8552876	5/23/2022	13:12	O	Hit Animal	1	North	<Null>	Daylight	Wet
2442	8553052	5/23/22	17:03	B	Angle	2	West	North	Daylight	Wet
2443	8554021	5/30/2022	13:33	O	Right Turn	2	North	East	Daylight	Dry
2444	8555108	5/24/22	10:48	O	Angle	2	<Null>	East	Daylight	Dry
2445	8556188	5/28/2022	16:30	O	Rear End	2	North	North	Daylight	Dry
2446	8556207	5/29/22	16:30	O	Left Turn	2	West	East	Daylight	Dry
2447	8558734	5/30/2022	9:30	O	Rear End	2	South	South	Daylight	Dry
2448	8558919	6/2/22	2:43	O	Angle	2	North	South	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2449	8559528	5/31/2022	19:56	O	Hit Animal	1	South	<Null>	Daylight	Dry
2450	8559668	6/1/22	12:41	O	Angle	2	West	None	Daylight	Dry
2451	8560809	5/28/2022	13:09	A	Rear End	2	East	East	Daylight	Dry
2452	8561329	5/30/22	12:02	O	Rear End	2	West	West	Daylight	Dry
2453	8562639	6/3/2022	7:38	B	Angle	2	North	South	Daylight	Dry
2454	8563760	6/3/22	15:57	B	Angle	2	East	South	Daylight	Dry
2455	8571179	6/13/2022	10:10	O	Rear End	2	North	North	Daylight	Dry
2456	8571527	6/7/22	13:30	O	Rear End	2	South	South	Daylight	Dry
2457	8575840	6/10/2022	13:12	O	Rear End	2	East	East	Daylight	Dry
2458	8576398	6/13/22	10:00	O	Other/Unknown	1	North	<Null>	Daylight	Dry
2459	8589107	6/20/2022	15:43	C	Rear End	2	South	South	Daylight	Dry
2460	8589262	6/17/22	15:25	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
2461	8592102	6/21/2022	12:20	O	Rear End	2	North	North	Daylight	Dry
2462	8593621	6/23/22	22:32	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
2463	8599904	6/29/2022	5:20	O	Angle	2	East	South	Dark-Not Lighted	Wet
2464	8600665	6/26/22	9:20	C	Angle	2	East	North	Daylight	Dry
2465	8604313	7/1/2022	14:42	O	Right Turn	2	South	North	(None)	(None)
2466	8604950	7/1/22	20:30	O	Run off the Road	1	North	<Null>	Dusk	Wet
2467	8607024	7/5/2022	10:05	O	Rear End	2	South	South	Daylight	Dry
2468	8608355	7/6/22	14:13	O	Angle	2	North	West	Daylight	Dry
2469	8610715	7/7/2022	23:00	B	Left Turn	2	South	North	Daylight	Dry
2470	8610830	7/9/22	14:42	O	Left Turn	2	West	East	Daylight	Dry
2471	8612368	7/9/2022	23:30	O	Sideswipe - Same Direction	2	South	South	Dark-Lighted	Dry
2472	8613452	7/2/22	15:29	O	Left Turn	2	South	North	Daylight	Dry
2473	8616201	7/7/2022	13:50	C	Left Turn	2	East	West	Daylight	Dry
2474	8618616	7/14/22	15:11	O	Rear End	2	East	East	Daylight	Dry
2475	8618861	7/16/2022	23:55	O	Run off the Road	1	West	<Null>	Dark-Not Lighted	Dry
2476	8619090	7/16/22	18:20	O	Overturned	1	North	<Null>	Daylight	Dry
2477	8624125	7/19/2022	12:40	B	Angle	2	West	South	Daylight	Dry
2478	8627253	7/22/22	11:10	B	Left Turn	2	North	South	Daylight	Dry
2479	8627274	7/22/2022	9:03	B	Angle	2	East	North	Daylight	Dry
2480	8627955	7/22/22	16:00	O	Rear End	2	North	North	Daylight	Dry
2481	8628304	7/23/2022	16:20	O	Rear End	2	East	East	Daylight	Dry
2482	8629952	7/22/22	17:00	O	Other/Unknown	2	West	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2483	8633085	7/26/2022	15:38	O	Rear End	2	West	West	Daylight	Dry
2484	8633086	7/26/22	15:55	O	Hit Fixed Object	1	North	<Null>	Daylight	Dry
2485	8633163	7/28/2022	6:08	O	Left Turn	2	East	West	Daylight	Dry
2486	8635467	7/31/22	10:43	O	Rear End	2	South	South	Daylight	Dry
2487	8636745	7/26/2022	18:55	O	Rear End	2	South	South	Daylight	Dry
2488	8638337	7/27/22	10:35	O	Rear End	2	North	North	Daylight	Dry
2489	8638341	7/29/2022	13:28	O	Backing	2	North	North	Daylight	Wet
2490	8642348	7/30/22	15:13	A	Angle	2	West	North	Daylight	Dry
2491	8642670	8/2/2022	7:40	C	Left Turn	2	South	North	Daylight	Dry
2492	8642671	8/2/22	9:57	C	Rear End	2	South	South	Daylight	Dry
2493	8648696	8/7/2022	13:50	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
2494	8651556	8/10/22	11:54	C	Angle	2	East	North	Daylight	Dry
2495	8651589	8/11/2022	8:20	C	Rear End	2	South	South	Daylight	Dry
2496	8653233	8/11/22	15:05	O	Angle	2	North	West	Daylight	Dry
2497	8653285	8/13/2022	18:50	O	Angle	2	North	East	Daylight	Dry
2498	8656398	8/15/22	12:20	A	Angle	2	East	North	Daylight	Dry
2499	8658511	8/16/2022	7:08	A	Angle	2	West	North	Daylight	Dry
2500	8659602	8/6/22	16:19	K	Left Turn	2	North	South	Daylight	Wet
2501	8661650	8/18/2022	11:04	O	Angle	2	East	North	Daylight	Dry
2502	8661675	8/18/22	23:45	A	Overturned	2	East	South	Dark-Not Lighted	Dry
2503	8661678	8/19/2022	7:12	C	Overturned	1	South	<Null>	Daylight	Dry
2504	8662371	8/19/22	7:38	B	Angle	2	East	South	Daylight	Dry
2505	8682752	8/26/2022	8:17	O	Angle	2	North	East	Daylight	Dry
2506	8682819	8/26/22	17:40	C	Angle	2	West	North	Daylight	Dry
2507	8683558	8/26/2022	11:49	O	Rear End	2	North	North	Daylight	Dry
2508	8683631	8/27/22	18:39	O	Rear End	2	South	South	Daylight	Dry
2509	8683632	8/27/2022	20:56	O	Left Turn	2	North	South	Dark-Lighted	Dry
2510	8684634	8/30/22	17:30	O	Rear End	3	East	East	Daylight	Dry
2511	8686463	8/29/2022	8:31	O	Run off the Road	1	North	<Null>	Daylight	Dry
2512	8687969	9/1/22	16:33	C	Rear End	2	South	South	Daylight	Dry
2513	8690039	8/15/2022	8:35	C	Angle	2	East	North	Daylight	Dry
2514	8690040	9/1/22	11:50	O	Left Turn	2	West	East	Daylight	Dry
2515	8690060	9/1/2022	16:35	A	Angle	2	North	East	Daylight	Dry
2516	8690544	8/28/22	20:00	O	Hit Fixed Object	1	North	<Null>	Dusk	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2517	8694242	9/4/2022	10:17	O	Angle	2	West	South	Daylight	Dry
2518	8698034	9/8/22	15:05	O	Angle	2	East	North	Daylight	Dry
2519	8698433	9/11/2022	11:15	O	Hit Fixed Object	1	North	<Null>	Daylight	Wet
2520	8698435	9/9/22	18:42	C	Angle	2	West	North	Daylight	Dry
2521	8703380	9/10/2022	13:17	O	Overturned	1	South	<Null>	Daylight	Wet
2522	8705181	9/12/22	15:20	C	Angle	2	West	North	Daylight	Dry
2523	8705183	9/8/2022	7:45	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2524	8708025	9/19/22	9:15	C	Left Turn	2	South	North	Daylight	Dry
2525	8712651	9/18/2022	11:07	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
2526	8717480	9/24/22	12:25	O	Rear End	2	North	North	Daylight	Dry
2527	8717522	9/23/2022	17:36	B	Rear End	3	North	North	Daylight	Dry
2528	8717570	9/23/22	8:12	O	Cargo Loss	2	North	North	Daylight	Dry
2529	8718362	9/22/2022	11:50	K	Hit Fixed Object	1	North	<Null>	Daylight	Dry
2530	8718363	9/25/22	18:40	C	Rear End	2	South	South	Daylight	Dry
2531	8718364	9/25/2022	19:10	C	Rear End	3	South	South	Daylight	Dry
2532	8718428	9/26/22	6:25	C	Left Turn	2	North	South	Dark-Not Lighted	Dry
2533	8719841	9/26/2022	12:10	C	Rear End	2	North	North	Daylight	Dry
2534	8720986	9/29/22	11:30	O	Cargo Loss	2	North	North	Daylight	Dry
2535	8722885	9/29/2022	15:55	O	Rear End	2	North	North	Daylight	Dry
2536	8723627	10/1/22	12:43	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2537	8726041	10/4/2022	7:48	O	Rear End	2	East	East	Daylight	Dry
2538	8733575	10/6/22	7:00	O	Sideswipe - Opposite Direction	2	West	East	Dawn	Dry
2539	8733686	10/7/2022	9:05	C	Rear End	3	North	North	Daylight	Dry
2540	8733893	10/5/22	22:38	O	Overturned	1	North	<Null>	Dark-Not Lighted	Dry
2541	8734630	10/5/2022	6:59	O	Angle	2	West	North	Dark-Lighted	Dry
2542	8736888	10/9/22	12:35	B	Left Turn	2	North	South	Daylight	Dry
2543	8737202	10/9/2022	17:05	B	Rear End	2	North	North	Daylight	Dry
2544	8737377	10/9/22	9:30	O	Angle	2	East	North	Daylight	Dry
2545	8737683	10/10/2022	22:24	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2546	8739172	10/11/22	8:35	O	Hit Animal	1	South	<Null>	Daylight	Dry
2547	8743528	10/16/2022	16:10	O	Hit Fixed Object	1	East	<Null>	(None)	Dry
2548	8751097	10/19/22	15:55	O	Rear End	2	East	East	Daylight	Dry
2549	8752010	10/20/2022	9:00	O	Rear End	2	South	South	Daylight	Dry
2550	8752047	10/20/22	9:00	O	Rear End	2	South	South	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2551	8752354	10/18/2022	17:15	O	Angle	2	West	North	Daylight	Dry
2552	8752356	10/17/22	10:15	O	Rear End	2	South	South	Daylight	Dry
2553	8752462	10/19/2022	6:45	B	Angle	2	South	North	Dusk	Dry
2554	8752464	10/19/22	9:40	O	Left Turn	2	South	North	Daylight	Dry
2555	8755236	10/20/2022	12:29	C	Rear End	2	West	West	Daylight	Dry
2556	8756036	10/20/22	18:00	O	Run off the Road	1	North	<Null>	Daylight	Dry
2557	8756089	10/21/2022	13:55	O	Rear End	2	East	East	Daylight	Dry
2558	8756096	10/23/22	17:20	O	Angle	3	East	South	Daylight	Dry
2559	8757055	10/8/2022	22:05	O	Angle	2	East	South	Dark-Lighted	Dry
2560	8757572	10/24/22	7:30	O	Rear End	2	South	South	Daylight	Dry
2561	8762207	10/26/2022	7:45	O	Rear End	2	North	North	Daylight	Wet
2562	8764668	11/1/22	17:04	B	Sideswipe - Same Direction	2	West	West	Daylight	Dry
2563	8765437	10/31/2022	7:20	O	Angle	2	East	North	Daylight	Wet
2564	8766842	11/1/22	6:07	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2565	8770290	10/30/2022	12:18	A	Left Turn	2	North	South	Daylight	Wet
2566	8777756	11/7/22	7:48	O	Rear End	2	South	South	Daylight	Dry
2567	8779247	11/10/2022	18:40	O	Angle	2	North	East	Dark-Lighted	Wet
2568	8779764	11/11/22	12:22	O	Rear End	2	North	North	Daylight	Wet
2569	8785348	11/15/2022	7:20	O	Sideswipe - Same Direction	2	North	North	Daylight	Wet
2570	8785433	11/13/22	16:58	A	Left Turn	2	South	North	Daylight	Dry
2571	8787258	11/11/2022	15:15	C	Rear End	2	North	North	Daylight	Wet
2572	8788359	11/15/22	7:31	O	Rear End	3	North	North	Daylight	Wet
2573	8788360	11/15/2022	13:12	C	Angle	2	West	South	Daylight	Wet
2574	8788688	11/17/22	18:22	O	Run off the Road	1	South	<Null>	Dark-Not Lighted	Dry
2575	8790884	11/18/2022	14:30	O	Hit Animal	1	South	<Null>	Daylight	Dry
2576	8792624	11/18/22	17:30	B	Left Turn	2	South	North	Daylight	Dry
2577	8794381	11/10/2022	15:45	O	Hit Fixed Object	1	South	<Null>	Daylight	Wet
2578	8797744	11/23/22	18:51	O	Sideswipe - Same Direction	2	South	South	Dark-Lighted	Dry
2579	8799052	11/22/2022	16:37	B	Angle	2	West	South	Daylight	Dry
2580	8803659	11/26/22	20:00	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2581	8803771	11/29/2022	10:15	O	Hit Animal	1	West	<Null>	Daylight	Dry
2582	8803887	11/24/22	14:32	O	Angle	1	<Null>	South	Daylight	Dry
2583	8810436	12/3/2022	15:07	O	Hit Fixed Object	1	South	<Null>	Daylight	Dry
2584	8810437	11/26/22	19:04	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2585	8810439	12/3/2022	21:29	O	Run off the Road	1	North	<Null>	Dark-Not Lighted	Wet
2586	8810443	12/4/22	8:01	O	Angle	2	East	North	Daylight	Dry
2587	8811149	11/30/2022	15:15	C	Left Turn	2	North	South	Daylight	Dry
2588	8811870	12/4/22	6:49	O	Hit Animal	1	East	<Null>	Dawn	Wet
2589	8818971	12/5/2022	16:02	O	Rear End	2	North	North	Daylight	Wet
2590	8818972	12/7/22	15:00	O	Rear End	2	South	South	Daylight	Wet
2591	8823227	12/8/2022	7:25	K	Angle	2	West	North	Daylight	Wet
2592	8825790	12/13/22	6:50	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2593	8826067	12/14/2022	7:08	O	Rear End	2	North	North	Daylight	Wet
2594	8829036	12/13/22	12:33	O	Run off the Road	1	North	<Null>	Daylight	Dry
2595	8829039	12/13/2022	15:22	O	Rear End	2	East	East	Daylight	Dry
2596	8829101	12/14/22	7:40	O	Left Turn	2	North	South	Daylight	Wet
2597	8830451	11/27/2022	9:26	O	Rear End	2	South	South	Daylight	Wet
2598	8832169	12/17/22	8:10	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
2599	8833491	12/15/2022	9:56	O	Rear End	2	South	South	Daylight	Wet
2600	8836204	12/22/22	18:40	O	Hit Fixed Object	1	North	<Null>	Dark-Not Lighted	Wet
2601	8840059	12/24/2022	11:40	O	Angle	2	East	South	Daylight	Dry
2602	8842844	12/21/22	0:00	O	Rear End	2	South	South	Daylight	Dry
2603	8843179	12/28/2022	14:58	O	Rear End	2	East	East	Daylight	Dry
2604	8845751	12/31/22	14:22	O	Run off the Road	1	East	<Null>	Daylight	Wet
2605	8848466	12/28/2022	10:34	O	Cargo Loss	2	South	South	Daylight	Dry
2606	8853687	1/4/23	18:16	O	Rear End	2	North	North	Dark-Not Lighted	Dry
2607	8853916	1/5/2023	16:51	O	Rear End	2	North	North	Daylight	Dry
2608	8854336	1/6/23	16:09	O	Rear End	2	West	West	Daylight	Dry
2609	8855426	12/14/2022	17:35	O	Backing	2	South	South	Dark-Not Lighted	Wet
2610	8856084	1/8/23	13:42	O	Rear End	2	South	South	Daylight	Wet
2611	8856284	1/9/2023	19:28	O	Rear End	2	North	North	Dark-Lighted	Dry
2612	8859639	1/9/23	8:10	O	Angle	3	West	South	Daylight	Wet
2613	8861715	1/14/2023	14:33	O	Rear End	2	West	West	Daylight	Dry
2614	8863672	1/16/23	19:11	O	Run off the Road	1	South	<Null>	Dark-Not Lighted	Wet
2615	8863693	1/1/2023	0:17	B	Run off the Road	1	West	<Null>	Dark-Not Lighted	Dry
2616	8872120	1/20/23	18:23	O	Rear End	2	South	South	Dark-Not Lighted	Dry
2617	8872123	1/20/2023	21:40	O	Left Turn	2	East	West	Dark-Not Lighted	Dry
2618	8874580	10/13/22	18:23	C	Angle	2	East	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2619	8877773	1/22/2023	17:30	O	Rear End	3	North	North	Dusk	Wet
2620	8878777	1/27/23	14:40	O	Rear End	2	North	North	Daylight	Dry
2621	8878811	1/28/2023	8:55	O	Rear End	2	North	North	Daylight	Dry
2622	8878902	1/20/23	9:46	O	Rear End	2	South	South	Daylight	Dry
2623	8886409	1/31/2023	15:02	A	Right Turn	2	North	East	Daylight	Dry
2624	8888964	2/1/23	18:26	B	Left Turn	2	North	South	Dark-Lighted	Dry
2625	8890638	2/4/2023	14:34	C	Angle	3	North	East	Daylight	Dry
2626	8892933	2/5/23	18:25	C	Left Turn	2	East	West	Dark-Lighted	Dry
2627	8894410	2/10/2023	10:36	O	Other/Unknown	1	North	<Null>	Daylight	Dry
2628	8894774	2/8/23	15:00	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2629	8898139	2/4/2023	19:00	O	Hit Fixed Object	1	West	<Null>	Dark-Not Lighted	Dry
2630	8900556	2/12/23	20:35	B	Angle	2	East	South	Dark-Not Lighted	Dry
2631	8900576	2/14/2023	15:10	C	Rear End	2	West	West	Daylight	Dry
2632	8900800	2/14/23	13:34	O	Angle	2	East	South	Daylight	Dry
2633	8901896	2/17/2023	3:29	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Wet
2634	8902510	2/13/23	12:54	C	Angle	2	West	North	Daylight	Dry
2635	8904066	2/17/2023	16:05	O	Left Turn	2	South	North	Daylight	Dry
2636	8904183	2/18/23	15:16	B	Angle	2	North	East	Daylight	Dry
2637	8912411	2/20/2023	18:40	O	Angle	2	West	North	Dark-Not Lighted	Dry
2638	8916584	2/23/23	14:45	O	Sideswipe - Same Direction	2	North	North	Daylight	Wet
2639	8917025	2/28/2023	15:00	O	Rear End	3	North	North	Daylight	Dry
2640	8917027	2/28/23	10:35	O	Rear End	2	South	South	Daylight	Dry
2641	8918445	2/28/2023	15:17	A	Left Turn	2	South	North	Daylight	Dry
2642	8919411	3/3/23	17:41	C	Rear End	2	East	East	Daylight	Wet
2643	8923027	3/5/2023	6:03	O	Hit Animal	1	South	<Null>	Daylight	Dry
2644	8923865	3/7/23	7:30	O	Rear End	2	North	North	Daylight	Dry
2645	8923866	3/7/2023	7:38	O	Rear End	2	South	South	Daylight	Dry
2646	8925554	3/7/23	12:28	O	Sideswipe - Opposite Direction	2	North	South	Daylight	Dry
2647	8932807	1/19/2023	15:31	O	Sideswipe - Same Direction	3	North	North	Daylight	Dry
2648	8933463	3/13/23	9:20	O	Hit Fixed Object	1	North	<Null>	Daylight	Dry
2649	8933488	3/14/2023	12:47	O	Sideswipe - Same Direction	2	West	West	Daylight	Dry
2650	8938267	3/13/23	17:50	C	Angle	2	West	South	Daylight	Dry
2651	8938796	3/11/2023	20:25	O	Sideswipe - Same Direction	2	North	North	Dark-Lighted	Dry
2652	8940279	3/16/23	13:50	O	Rear End	2	North	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2653	8943932	3/23/2023	20:30	O	Rear End	2	South	South	Dark-Not Lighted	Dry
2654	8948418	3/21/23	17:57	C	Angle	2	East	North	Daylight	Dry
2655	8952230	3/28/2023	15:30	O	Rear End	2	North	North	Daylight	Dry
2656	8954407	3/30/23	21:17	B	Run off the Road	1	West	<Null>	Dark-Not Lighted	Dry
2657	8954411	3/28/2023	6:45	C	Rear End	2	East	East	Daylight	Dry
2658	8956521	4/3/23	5:57	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2659	8957194	3/31/2023	19:30	B	Angle	2	East	South	Dark-Not Lighted	Dry
2660	8958910	4/4/23	6:37	O	Backing	2	North	South	Dark-Not Lighted	Dry
2661	8962322	4/4/2023	8:33	O	Hit Parked Vehicle	2	North	North	Daylight	Dry
2662	8962323	4/3/23	16:30	A	Right Turn	2	West	North	Daylight	Dry
2663	8962423	4/4/2023	11:02	B	Angle	2	East	North	Daylight	Dry
2664	8963192	4/5/23	16:44	O	Rear End	2	East	East	Daylight	Dry
2665	8966285	4/11/2023	17:20	O	Rear End	2	South	South	Daylight	Dry
2666	8969618	4/11/23	16:22	O	Rear End	2	West	West	Daylight	Dry
2667	8970946	4/15/2023	3:20	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Wet
2668	8971489	4/12/23	6:02	O	Rear End	2	West	West	Dark-Not Lighted	Dry
2669	8972958	4/12/2023	7:35	O	Rear End	2	South	South	Daylight	Dry
2670	8979739	4/17/23	18:47	O	Rear End	2	South	South	Daylight	Dry
2671	8981375	4/18/2023	20:15	O	Hit Animal	1	West	<Null>	Dark-Not Lighted	Dry
2672	8982027	4/21/23	11:06	O	Rear End	2	South	South	Daylight	Dry
2673	8989525	4/27/2023	21:22	O	Hit Fixed Object	1	West	<Null>	Dark-Lighted	Wet
2674	8989536	4/27/23	7:05	B	Left Turn	2	North	South	Daylight	Wet
2675	8993755	5/1/2023	7:43	O	Angle	2	West	South	Daylight	Dry
2676	8994214	4/20/23	7:35	B	Angle	2	East	South	Daylight	Dry
2677	8998416	5/7/2023	0:30	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry
2678	8998851	5/2/23	14:19	K	Rear End	5	South	South	Daylight	Dry
2679	9001866	5/4/2023	12:00	O	Pedestrian	1	None	North	Daylight	Dry
2680	9005549	5/9/23	9:50	O	Overturned	1	North	<Null>	Daylight	Dry
2681	9007021	5/10/2023	14:56	O	Rear End	3	North	North	Daylight	Dry
2682	9007566	5/13/23	17:15	O	Rear End	2	North	North	Daylight	Dry
2683	9013342	5/18/2023	16:11	B	Angle	2	East	South	Daylight	Wet
2684	9013677	5/17/23	9:24	O	Angle	2	South	East	Daylight	Dry
2685	9013685	5/18/2023	15:24	C	Rear End	2	South	South	Daylight	Wet
2686	9016017	5/20/23	17:40	C	Angle	2	West	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2687	9016979	5/20/2023	8:28	O	Angle	2	South	West	Daylight	Dry
2688	9018383	5/17/23	13:26	O	Backing	2	East	East	Daylight	Dry
2689	9021760	5/25/2023	11:19	O	Left Turn	2	West	East	Daylight	Dry
2690	9024231	5/28/23	18:30	O	Hit Animal	1	North	<Null>	Daylight	Dry
2691	9025040	5/25/2023	21:10	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
2692	9028351	5/31/23	13:30	O	Rear End	2	North	North	Daylight	Dry
2693	9031073	6/2/2023	20:25	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
2694	9032502	6/2/23	17:05	O	Left Turn	2	North	South	Daylight	Dry
2695	9034057	6/5/2023	6:30	O	Sideswipe - Same Direction	2	North	North	Daylight	Wet
2696	9034166	6/2/23	17:17	B	Angle	3	East	North	Daylight	Dry
2697	9034992	6/1/2023	20:33	B	Rear End	2	South	South	Daylight	Dry
2698	9038391	6/4/23	12:56	B	Rear End	2	North	North	Daylight	Dry
2699	9039095	6/5/2023	17:40	O	Hit Fixed Object	1	North	<Null>	Daylight	Wet
2700	9039096	6/6/23	16:33	O	Backing	2	South	South	Daylight	Dry
2701	9039990	6/2/2023	5:27	O	Rear End	2	East	East	Dark-Not Lighted	Dry
2702	9040827	6/9/23	13:11	O	Rear End	2	West	West	Daylight	Dry
2703	9050945	6/15/2023	18:20	O	Rear End	2	West	West	Daylight	Dry
2704	9052296	6/16/23	6:02	B	Rear End	4	South	South	Dawn	Dry
2705	9054117	6/19/2023	10:05	C	Angle	2	South	South	Daylight	Wet
2706	9054314	6/19/23	22:25	O	Hit Fixed Object	1	West	<Null>	Dark-Not Lighted	Wet
2707	9055239	6/23/2023	16:05	C	Rear End	2	West	West	Daylight	Dry
2708	9056400	6/12/23	17:09	O	Rear End	2	North	North	Daylight	Dry
2709	9057118	6/27/2023	17:59	O	Pedestrian	1	West	<Null>	Daylight	Dry
2710	9061983	6/27/23	17:00	O	Angle	2	East	North	Daylight	Dry
2711	9062917	7/2/2023	15:03	O	Rear End	2	West	West	Daylight	Dry
2712	9066351	7/6/23	12:56	C	Sideswipe - Opposite Direction	4	North	South	Daylight	Dry
2713	9071341	6/29/2023	1:49	O	Hit Animal	1	North	<Null>	(None)	(None)
2714	9074116	7/3/23	15:08	O	Run off the Road	1	South	<Null>	Daylight	Dry
2715	9078323	7/17/2023	17:08	O	Other/Unknown	2	None	None	Daylight	Dry
2716	9079532	7/16/23	12:55	O	Rear End	2	North	North	Daylight	Dry
2717	9082518	7/20/2023	16:30	C	Rear End	2	South	South	Daylight	Dry
2718	9082799	7/20/23	18:39	O	Left Turn	2	West	East	Dusk	Wet
2719	9084376	7/21/2023	20:15	O	Hit Fixed Object	1	North	<Null>	Dusk	Wet
2720	9084510	7/21/23	18:46	O	Angle	2	North	South	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2721	9087056	7/22/2023	12:40	A	Run off the Road	1	North	<Null>	Daylight	Dry
2722	9087352	7/16/23	15:23	K	Angle	2	South	West	Daylight	Dry
2723	9093607	7/25/2023	15:18	C	Angle	2	West	North	Daylight	Dry
2724	9094736	7/29/23	14:39	B	Overturned	1	South	<Null>	Daylight	Dry
2725	9096676	8/2/2023	14:35	O	Backing	2	West	East	Daylight	Dry
2726	9099002	8/4/23	14:40	O	Run off the Road	1	South	<Null>	Daylight	Dry
2727	9103989	8/10/2023	23:55	B	Hit Animal	1	East	<Null>	Dark-Not Lighted	Wet
2728	9104109	8/7/23	12:20	O	Rear End	2	North	North	Daylight	Dry
2729	9106584	8/9/2023	14:08	C	Hit Fixed Object	1	South	<Null>	Daylight	Dry
2730	9107169	8/11/23	9:02	O	Overturned	1	South	<Null>	Daylight	Wet
2731	9111619	8/12/2023	14:22	O	Rear End	2	East	East	Daylight	Dry
2732	9114218	8/17/23	18:00	C	Rear End	2	North	North	Daylight	Dry
2733	9114249	7/31/2023	11:24	C	Angle	2	South	West	Daylight	Dry
2734	9116463	8/15/23	11:08	B	Angle	2	South	South	Daylight	Dry
2735	9117708	8/18/2023	15:46	B	Angle	2	East	South	Daylight	Dry
2736	9117718	8/18/23	16:20	C	Angle	2	South	West	Daylight	Dry
2737	9117813	8/16/2023	18:36	O	Rear End	2	North	North	Daylight	Dry
2738	9119890	8/16/23	6:15	C	Angle	2	South	South	Daylight	Dry
2739	9119892	8/18/2023	13:22	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2740	9121362	7/9/23	16:50	O	Rear End	2	East	East	Daylight	Dry
2741	9121521	7/15/2023	19:54	A	Rear End	2	South	South	Daylight	Dry
2742	9122051	8/22/23	14:20	B	Angle	2	South	West	Daylight	Dry
2743	9127286	8/28/2023	7:13	O	Rear End	2	North	North	Dawn	Wet
2744	9135350	8/30/23	20:02	O	Hit Fixed Object	1	South	<Null>	Daylight	Wet
2745	9135357	9/1/2023	9:12	C	Rear End	2	North	North	Daylight	Dry
2746	9143134	9/3/23	14:34	O	Rear End	2	South	South	Daylight	Dry
2747	9144247	9/9/2023	5:51	O	Run off the Road	1	North	<Null>	Dark-Not Lighted	Dry
2748	9146459	8/26/23	21:17	O	Run off the Road	1	East	<Null>	Dark-Not Lighted	Dry
2749	9151763	9/14/2023	10:34	O	Sideswipe - Opposite Direction	2	South	North	Daylight	Dry
2750	9151764	9/14/23	17:22	B	Rear End	2	North	North	Daylight	Dry
2751	9151799	9/15/2023	7:40	O	Angle	2	West	North	Daylight	Dry
2752	9158954	9/19/23	16:50	B	Angle	2	West	South	Daylight	Dry
2753	9160769	9/19/2023	17:25	A	Angle	2	East	North	Daylight	Dry
2754	9163633	9/25/23	8:57	O	Angle	2	North	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2755	9164267	9/22/2023	11:31	O	Rear End	2	West	West	Daylight	Dry
2756	9165278	9/24/23	19:57	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2757	9166612	9/26/2023	16:09	O	Rear End	2	North	North	Daylight	Dry
2758	9166678	9/28/23	15:35	O	Hit Fixed Object	2	South	North	Daylight	Dry
2759	9168673	9/29/2023	16:40	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2760	9169396	9/30/23	7:00	B	Angle	2	East	South	Dawn	Dry
2761	9169630	9/25/2023	16:34	O	Hit Fixed Object	1	West	<Null>	Daylight	Dry
2762	9172394	10/2/23	13:12	O	Left Turn	2	South	North	Daylight	Dry
2763	9174073	10/2/2023	17:11	B	Rear End	3	East	East	Daylight	Dry
2764	9174496	10/4/23	17:00	O	Hit Animal	1	North	<Null>	Daylight	Dry
2765	9177108	10/3/2023	10:40	O	Hit Animal	1	South	<Null>	Daylight	Dry
2766	9177130	10/4/23	19:45	A	Angle	2	West	North	Dark-Not Lighted	Dry
2767	9178158	10/6/2023	14:12	B	Angle	2	South	South	Daylight	Dry
2768	9178508	10/3/23	19:02	B	Other/Unknown	1	South	<Null>	Dark-Not Lighted	Dry
2769	9179456	10/6/2023	16:25	O	Hit Parked Vehicle	2	West	West	Daylight	Dry
2770	9180744	10/3/23	14:42	O	Angle	2	North	South	Daylight	Dry
2771	9181073	10/4/2023	12:06	O	Rear End	3	North	North	Daylight	Dry
2772	9181180	10/5/23	14:08	O	Rear End	2	West	West	Daylight	Dry
2773	9181206	10/6/2023	7:18	O	Overturned	1	South	<Null>	Daylight	Dry
2774	9182429	10/8/23	14:15	B	Angle	2	West	North	Daylight	Dry
2775	9186930	10/15/2023	20:20	O	Left Turn	2	North	South	Dark-Not Lighted	Dry
2776	9191006	10/17/23	10:55	O	Rear End	2	West	West	Daylight	Dry
2777	9192057	10/18/2023	7:25	O	Sideswipe - Same Direction	2	South	South	Dawn	Dry
2778	9194991	10/21/23	11:30	O	Rear End	2	South	South	Daylight	Dry
2779	9195213	10/20/2023	13:15	A	Left Turn	2	North	South	Daylight	Dry
2780	9195861	10/16/23	7:11	O	Rear End	2	South	South	Daylight	Dry
2781	9196143	10/20/2023	13:00	O	Angle	2	West	North	Daylight	Dry
2782	9196616	10/9/23	16:20	O	Rear End	2	North	North	Daylight	Dry
2783	9196623	10/17/2023	17:10	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2784	9198038	10/22/23	12:55	O	Rear End	2	North	North	Daylight	Dry
2785	9198585	10/24/2023	9:00	O	Left Turn	2	South	North	Daylight	Dry
2786	9198757	10/24/23	7:55	O	Rear End	2	East	East	Daylight	Dry
2787	9203270	10/25/2023	15:40	B	Angle	2	East	South	Daylight	Dry
2788	9203274	10/24/23	15:47	C	Angle	2	West	North	Daylight	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2789	9203281	10/25/2023	8:05	O	Left Turn	2	North	South	Daylight	Dry
2790	9205605	10/27/23	18:35	C	Rear End	3	South	South	Daylight	Dry
2791	9208391	10/30/2023	16:05	O	Angle	2	West	South	Daylight	Dry
2792	9214691	11/1/23	8:01	O	Angle	2	South	South	Daylight	Dry
2793	9216155	10/5/2023	20:03	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2794	9216156	10/14/23	14:26	O	Sideswipe - Same Direction	2	North	North	Daylight	Dry
2795	9219320	10/26/2023	8:00	C	Rear End	2	South	South	Daylight	Dry
2796	9219355	10/25/23	7:55	O	Rear End	2	South	South	Daylight	Dry
2797	9219356	11/2/2023	19:00	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2798	9219373	11/6/23	13:53	O	Rear End	2	East	East	Daylight	Dry
2799	9223050	11/5/2023	10:53	O	Rear End	2	North	North	Daylight	Dry
2800	9225259	11/10/23	12:25	A	Rear End	2	South	South	Daylight	Wet
2801	9226442	11/6/2023	16:22	O	Run off the Road	1	North	<Null>	Daylight	Dry
2802	9229838	11/13/23	0:00	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
2803	9232947	11/17/2023	7:15	O	Hit Animal	1	East	<Null>	Daylight	Dry
2804	9234558	11/18/23	15:09	O	Rear End	2	North	North	Daylight	Dry
2805	9235509	11/15/2023	20:05	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
2806	9237335	11/17/23	7:25	O	Backing	2	East	East	Daylight	Dry
2807	9237338	11/18/2023	8:55	K	Hit Fixed Object	1	East	<Null>	Daylight	Dry
2808	9239225	11/18/23	10:07	O	Left Turn	2	East	West	Daylight	Dry
2809	9241743	11/26/2023	1:00	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2810	9241752	11/26/23	0:15	C	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
2811	9242853	11/22/2023	10:25	B	Left Turn	2	North	South	Daylight	Dry
2812	9246354	11/21/23	15:25	O	Rear End	2	North	North	Daylight	Wet
2813	9246566	11/25/2023	10:05	O	Overturned	1	South	<Null>	Daylight	Dry
2814	9247651	11/28/23	8:30	O	Angle	2	South	East	Daylight	Dry
2815	9249063	11/26/2023	16:28	O	Hit Fixed Object	1	North	<Null>	Daylight	Dry
2816	9255949	12/1/23	14:06	O	Other/Unknown	2	None	None	Daylight	Wet
2817	9256787	12/7/2023	8:45	O	Hit Animal	1	South	<Null>	Daylight	Dry
2818	9260739	12/4/23	21:40	O	Rear End	2	South	South	Dark-Not Lighted	Dry
2819	9262914	12/11/2023	17:30	O	Rear End	2	North	North	Dark-Lighted	Dry
2820	9264075	12/12/23	13:45	O	Sideswipe - Same Direction	2	South	South	Daylight	Dry
2821	9265282	12/5/2023	14:06	O	Rear End	2	West	West	Daylight	Dry
2822	9270560	12/12/23	17:12	O	Rear End	2	West	West	Dawn	Dry

No	Crash No	Date	Time	Severity	Crash Type	# of Vehicles	Direction 1	Direction 2	Lighting	Surface
2823	9272979	11/30/2023	2:52	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2824	9272992	11/30/23	19:58	O	Hit Animal	1	South	<Null>	Dark-Not Lighted	Dry
2825	9275288	12/14/2023	19:03	O	Left Turn	2	South	North	Dark-Not Lighted	Dry
2826	9278554	12/23/23	23:40	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
2827	9278741	12/24/2023	4:11	O	Run off the Road	1	West	<Null>	Dark-Not Lighted	Dry
2828	9280346	12/20/23	12:51	O	Angle	2	West	South	Daylight	Dry
2829	9280348	12/24/2023	10:20	C	Angle	2	West	South	Daylight	Dry
2830	9282768	12/23/23	18:56	O	Angle	2	South	East	Dark-Not Lighted	Dry
2831	9284573	12/29/2023	6:00	O	Hit Animal	1	East	<Null>	Dark-Not Lighted	Dry
2832	9284795	12/26/23	19:55	B	Rear End	3	South	South	Dark-Not Lighted	Wet
2833	9285628	12/11/2023	17:30	O	Rear End	2	North	North	Dark-Lighted	Dry
2834	9286352	12/24/23	19:00	O	Run off the Road	1	South	<Null>	Dark-Not Lighted	Wet
2835	9286587	12/27/2023	16:15	A	Angle	2	South	East	Daylight	Dry
2836	9289674	12/29/23	15:51	O	Rear End	2	East	East	Daylight	Dry
2837	9293172	12/22/2023	5:09	O	Hit Animal	1	North	<Null>	Dark-Not Lighted	Dry

APPENDIX C

STAKEHOLDER LIST AND SAFETY SUMMIT ATTENDEE LIST

	Organization/Position	Contact	Phone Number	Email
1	District 1 Commissioner	Bruce Palmer	706-839-0215	bpalmer@habershamga.com
2	District 2 Commissioner	Dustin Mealor	706-839-0215	dmealor@habershamga.com
3	District 3 Commissioner	Jimmy Tench	706-839-0215	jtench@habershamga.com
4	District 4 Commissioner	Bruce Harkness	706-839-0215	bharkness@habershamga.com
5	District 5 Commissioner	Ty Akins	706-839-0215	takins@habershamga.com
6	Habersham County Sheriff's Office	Lt. Travis Jarrell	706-839-0500	tjarrell@habershamga.com
7	Cornelia Police	Jonathan Roberts, Chief	706-778-4314	jroberts@cornelia.city
8	GA State Patrol	n/a		
9	Georgia State Patrol Safety Education Officer (SEO)	n/a		
10	Certified Child Passenger Safety Technician (CPST)	n/a		
11	Habersham County Emergency Services	Jeff Adams, Director/Chief	706-839-0576	jadams@habershamga.com
12	Habersham County EMA / E-911	Lynn Smith, Director	706-839-0591	lsmith@habershamga.com
13	Cornelia Fire	Billy Joe Jenkins Jr., Chief	706-778-4343	bjenkins@corneliageorgia.org
14	Mountain Judicial Circuit District Attorney	George Christian	706-839-0370	gchristian@pacga.org
15	Assistant District Attorney	Eddie Staples	706-839-0370	estaples@pacga.org
16	Director of Victim Services	Christy Morgan	06-886-7920	cpmorgan@pacga.org
17	County Manager	Alicia Vaughn	706-839-0201	avaughn@habershamga.com
18	Public Information Officer	Rob Moore, Ashlyn Brady	706-839-0189	pio@habershamga.com
19	County Clerk	Brandalin Carnes	706-839-0215	bcarnes@habershamga.com
20	Assistant County Clerk	Patti McLarty	706-839-0208	pmclarty@habershamga.com
21	Road Superintendent	n/a		
22	Road Operations Manager	Sharon Roach	706-839-0186	sroach@habershamga.com
23	County Parks and Recreation Director	Brooke Whitmire	706-839-0231	bwhitmire@habershamga.com
24	Planning and Development Director	Mike Beecham	706-839-0210	mbeecham@habershamga.com
25	Public Transit Director	Mike Bramlett	706-839-0166	mbramlett@habershamga.com
26	Public Works Director	Jerry Baggett	706-839-0213	jbaggett@habershamga.com
27	County Engineer	Mike Gardner, Asset Manager	706-839-0184	mgardner@habershamga.com
28	Senior Center Director	Kathy Holcomb	706-839-0267	kholcomb@habershamga.com
29	County Chief Financial Officer	Tim Sims	706-839-0202	tsims@habershamga.com
30	County Grant Coordinator	n/a (Interim - Tim Sims)	706-839-0202	tsims@habershamga.com
31	Environmental Health Department	Marcus Hall	706-839-0276	marcus.hall@dph.ga.gov
32	Agriculture and Natural Resources County Extension Coordinator	Steven Patrick	706-754-2318	stevep@uga.edu
33	Family and Children Services	Cara Galloway	678-296-9778	cara.galloway@dhs.ga.gov
34	Habersham County Public Health Department	Jami Bolman	706-778-7156 x 121	jami.bolman@dph.ga.gov
35	Habersham County Board of Education Administrative Office	Patrick Franklin, Asst. Super.	706-754-2110	pfranklin@habershamschools.com
36	Georgia Department of Veterans Services - Habersham County office	John Giddens	706-894-1049	john.giddens@vs.ga.gov
37	North Georgia Technical College	Amy Hulsey, V.P.	706-754-7852	amy.hulsey@northgatech.edu
38	Piedmont University	Renee Farguson	706-778-3000 x 1178	rfarguson@piedmont.edu
39	GDOT District 1 Engineer	Jason Dykes	770-532-5500	jdykes@dot.ga.gov
40	Federal Highway Administration – Georgia Division	n/a		
41	Georgia Power	Jeremy Spradlin, Area Manager		jlspradl@southernco.com
42	Habersham County Running Clubs	n/a		
43	Habersham County Bike Clubs	n/a		
44	Georgia Farm Bureau	Gilbert Barrett	706-865-2831	gibbarrett@gmail.com
45	Mayor of Alto	Gail Armour	706-778-8035	pgarmour@townofalto.org
46	Mayor of Baldwin	Stephanie Almagno	706-778-6341	salmagno@cityofbaldwin.org
47	Mayor of Clarkesville	Barrie Aycock	706-754-4216	baycock@clarkesvillega.com
48	Mayor of Cornelia	John Borrow	706-778-8585	jborrow@corneliageorgia.org
49	Mayor of Demorest	Jerry Harkness	706-778-4202	jharkness@cityofdemorest.org
50	Mayor of Mt. Airy	Ray McAllister	706-778-6990	mayor@townofmtairy.com
51	Mayor of Tallulah Falls	Michael Early	706-754-6040	mike@tallulahfallsga.gov
52	Baldwin Public Information Officer	John Dills	706-778-6341 x 111	jdills@cityofbaldwin.org
53	Baldwin City Manager	Emily Woodmaster	706-778-6341 x 107	cityclerk@cityofbaldwin.org
54	Clarkesville City Manager	Keith Dickerson	706-754-4216	kdickerson@clarkesvillega.com
55	Cornelia City Manager	Donald Anderson	706-778-8585	dee@corneliageorgia.org
56	Demorest City Manager	Mark Musselwhite	706-778-4202	mmusselwhite@cityofdemorest.org
57	Alto Police	Josh Ivey, Chief	706-778-8028	jivey@altopolice.com
58	Baldwin Police	Chris Jones, Chief	706-776-5256	cjones@cityofbaldwin.org
59	Clarkesville Police	Danny Clouatre, Chief	706-754-5390	dclouatre@clarkesvillega.com
60	Demorest Police	Casey Chastain, Chief	706-778-8900	cchastain@cityofdemorest.org
61	Mt. Airy Police	Jamie Bowden, Chief	706-778-6990	chief@townofmtairy.com
62	Tallulah Falls Police	Tonya Elrod, Chief	706-754-6040	telrod@pd.tallulahfallsga.gov
63	Baldwin Fire	Joe Roy, Chief	706-778-8711	jroy@cityofbaldwin.org
64	Clarksville Fire	Jason Poole, Chief	706-754-2024	jmpoole@clarkesvillega.com
65	Demorest Fire	David Scheuerer, Chief	706-754-7563	dscheuerer@cityofdemorest.org
66	Talulah Falls Fire	Mike Early (already included)	706-754-6040	mike@tallulahfallsga.gov
67	Habersham Electric Membership Corp.	Tommy Thurmond	706-839-4102	tommy.thurmond@hemc.coop
68	School System Transportation	Stephanie Walker	706-754-2110	swalker@habershamschools.com
69	Safe Kids North Georgia	Elaina Lee	706-219-8095	Elaina.Lee@nghs.com
70	Habersham County Department of Animal Care & Control (HCACC)	Madi Nix	706-839-0198	mnix@habershamga.com

APPENDIX D

ENGAGEMENT PRESENTATION MATERIALS

1) SAFETY SUMMIT FLYER

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WHAT IS A SAFETY ACTION PLAN (SAP)?

A Safety Action Plan (SAP) is a document that provides local governments the means to make strategic roadway safety improvements. The plans identify the most significant roadway safety concerns in a community and outline the projects and strategies to address them. SAPs not only assist local practitioners in understanding crash trends within their jurisdiction, but they also define a locally focused plan for practitioners to make informed, prioritized safety decisions.

WHAT IS SAFE STREETS AND ROADS FOR ALL (SS4A)?

The Safe Streets and Roads for All (SS4A) discretionary grant program was established by the Bipartisan Infrastructure Law (BIL) and has $5B in appropriated funds for the 5-year period from 2022 to 2026. This federal grant supports local jurisdictions planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury for all roadway users, with an emphasis on equity to improve roads and streets under local ownership.

WHAT ARE THE BENEFITS OF AN SAP?

- Meets eligibility requirements that allow local jurisdictions to apply for future Safe Streets and Roads for All (SS4A) Demonstration and Implementation Grant program funding as well as other funding sources.
- Strengthens a community's approach to eliminating roadway fatalities and serious injuries through projects and strategies that address the most significant safety risks.
- Involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.
- Provides the opportunity to prioritize safety improvements and justify investment decisions in coordination with various partner agencies.

WORKSHOP INFORMATION

When: Monday, February 17th, 2025
2:30 PM - 4:00 PM
Where: Habersham EMC
6135 GA-115, Clarkesville, GA 30523

REVIEW DISCUSSION TOPICS

Please review the traffic safety discussion topics on the back of this flyer which will be covered during the Safety Summit and come prepared to discuss the items that pertain to your organization.

TO HAVE A REPRESENTATIVE PLAN, WE NEED YOUR HELP!

The information you share during the summit will be analyzed and incorporated into the SAP. While engineering improvements can make the roadways safer, engineering improvements alone cannot prevent all motor vehicle crashes. According to the National Highway Traffic Safety Administration (NHTSA), over 90% of all crashes are a result of driver-related factors. Because such a high percentage of crashes are a result of driver-related factors, making roadways safer requires individuals representing the Es of safety (education, emergency medical services, engineering, and enforcement) to be involved. These multidisciplinary representatives provide updates on programs, policies, and educational campaigns for their respective organizations, as well as data on the latest research for their areas of expertise. Each discipline has a unique perspective on improving traffic safety while also remaining connected to the other disciplines. Ultimately every driver is responsible for making safe choices and driving responsibly.

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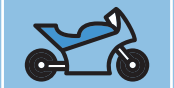
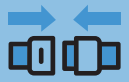
DISCUSSION TOPICS

- What types of situations make you feel unsafe while traveling in Habersham County? What risky behaviors do you see when traveling around the county?
- What types of safety improvements do you think the County should focus on to make travel safer?
- What is the greatest challenge to eradicating deaths and serious injuries related to roadway crashes in Habersham County? What are the benefits to the community of a safe transportation system?

EMPHASIS AREA COMPARISON

Georgia's Strategic Highway Safety Plan (2022-2024) contains nine Emphasis Areas that have the greatest effect on highway safety in Georgia. The following table provides a comparison of how fatal and serious injury crashes associated with each of the Emphasis Areas compare between Habersham County, the state as a whole, and counties in Georgia with a population similar to Habersham County's. The table displays the percentage of fatal and serious injury crashes as well as the total that can be attributed with each Emphasis Area for the 5-year period from 2019 to 2023. Because fatal and serious injury crashes may be associated with multiple Emphasis Areas, the total number of fatal and serious injury crashes is less than the sum of each Emphasis Area.

	PEDESTRIAN SAFETY	 MOTORCYCLE SAFETY	OLDER DRIVERS	IMPAIRED DRIVING	 OCCUPANT PROTECTION	DISTRACTED DRIVING	YOUNG AND YOUNG ADULT DRIVERS	BICYCLE SAFETY	INTERSECTION SAFETY AND ROADWAY DEPARTURES	TOTAL
Statewide	3% 3,869	4% 4,969	12% 14,067	4% 4,468	10% 12,320	11% 13,517	11% 12,886	0% 594	33% 39,064	100% 120,168
Habersham County	1% 8	**5%** **29**	**17%** **106**	**7%** **43**	9% 59	10% 65	10% 62	0% 1	**35%** **223**	100% 639
Georgia Counties (Population 40,000-50,000)	2% 141	4% 247	13% 906	5% 320	12% 826	10% 669	11% 733	0% 31	34% 2,324	100% 6,882

APPENDIX D

ENGAGEMENT PRESENTATION MATERIALS

2) SAFETY SUMMIT PRESENTATION

Habersham County:
Safe Streets and Roads for All Summit

February 17, 2025

AGENDA

- Introductions
- What is an SS4A Safety Action Plan?
- SAP Overview
- Overview of Crash Trends
- Safe System Approach
- Activity: Roundtable Discussions
- Activity: Emphasis Areas Discussions
- Next Steps
- Activity: Feedback

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INTRODUCTIONS: PROJECT TEAM

Habersham County

Jerry Baggett and Mike Garner

Kimley-Horn/Atlas

Tracy Lehman

Jourdyn Fuga

Sarah Wilson

Greg O'Donnell

Matt Barker

February 17, 2025

INTRODUCTION: ATTENDEES

Name

Organization

Role in Transportation Safety

February 17, 2025

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WHAT IS AN SS4A SAFETY ACTION PLAN?

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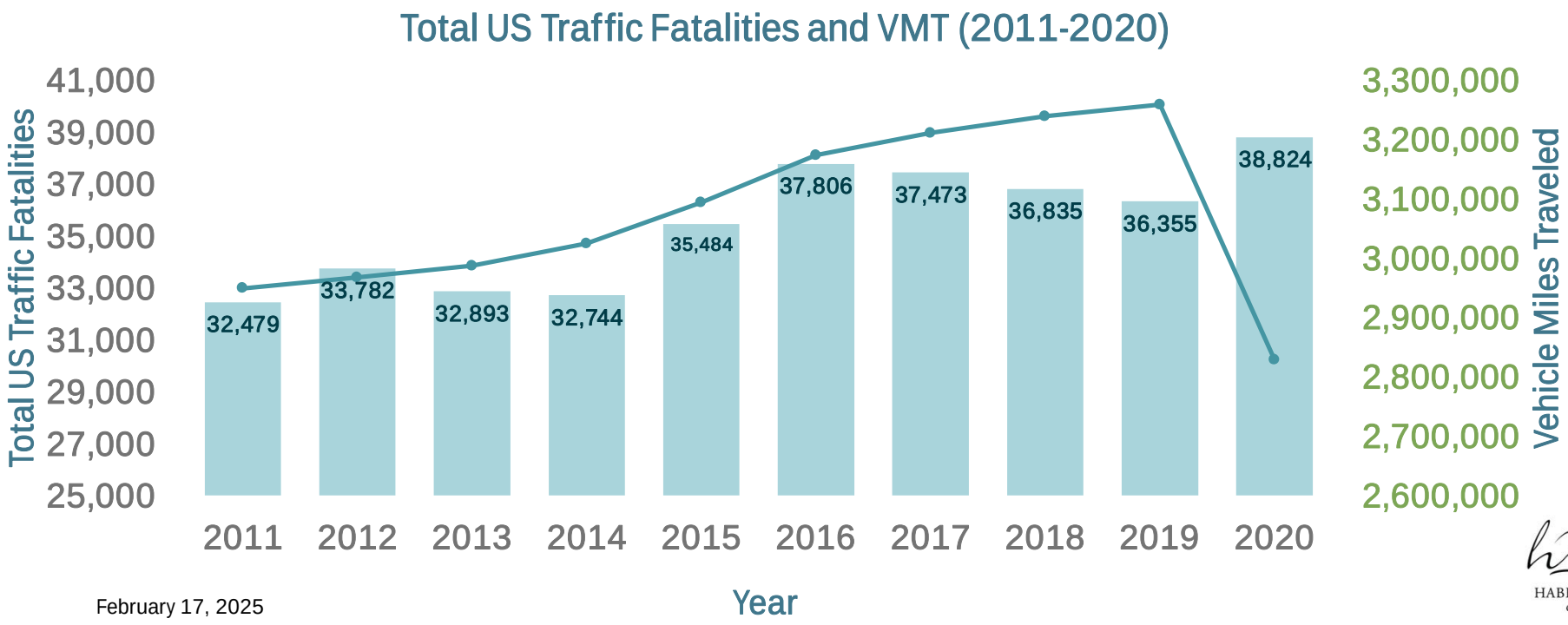
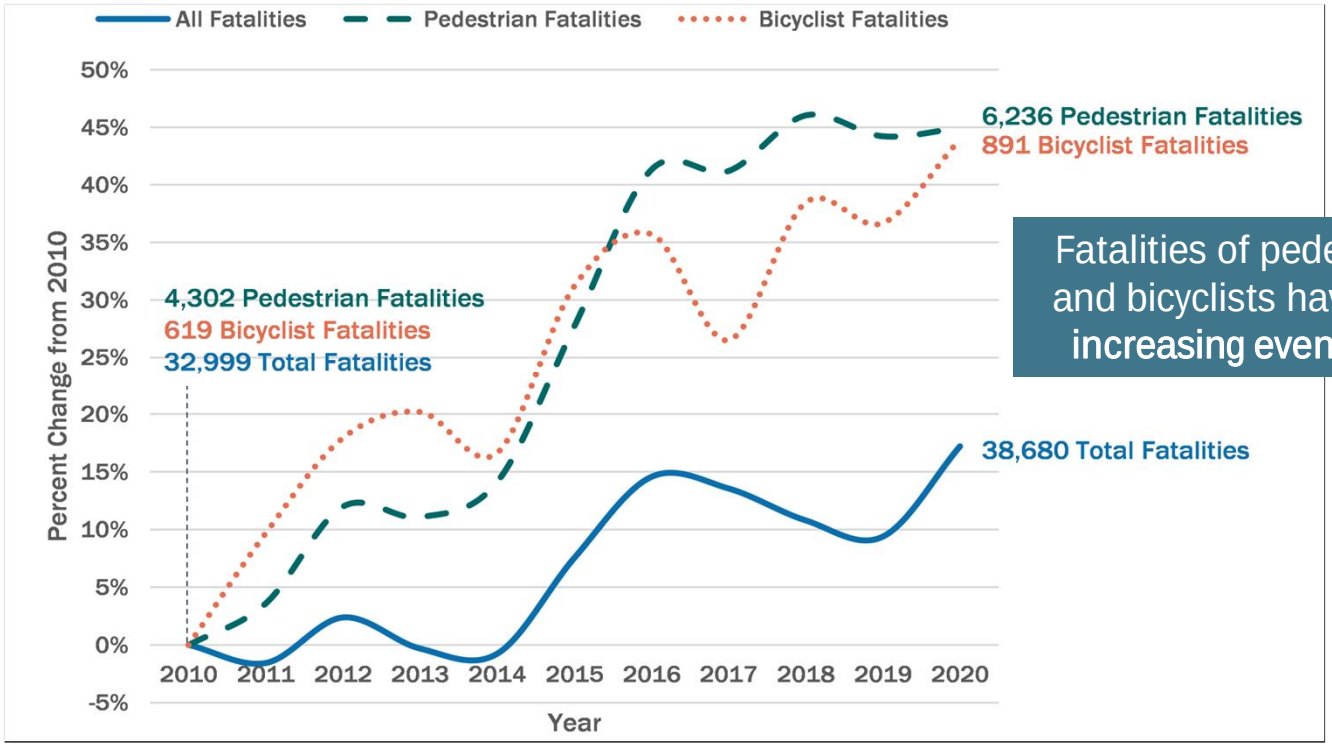
THOUSANDS OF LIVES ARE LOST EACH YEAR



WE HAVE A NATIONAL ROADWAY SAFETY PROBLEM



Fatalities of pedestrians and bicyclists have been increasing even faster

SAFETY ACTION PLAN (SAP)

- What is a Safety Action Plan (SAP)?
  - Proactive safety improvements based on risk factor assessment
  - Define a focused plan for practitioners to make informed, prioritized safety decisions
  - Use results of the analysis to leverage and apply for funding
- Proactive safety improvement projects that can be implemented by the County

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SAFE STREETS AND ROADS FOR ALL (SS4A)

- Bipartisan Infrastructure Law (BIL)
  - Established the Safe Streets and Roads for All (SS4A) discretionary grant program
- $5 billion over 5 years (2022-2026)
  - Planning and Demonstration Grants
  - Implementation Grants

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HABERSHAM COUNTY SAFETY ACTION PLAN

"A plan to provide local governments the means to make strategic roadway safety improvements."

SAP will meet eligibility requirements that allow local jurisdictions to apply for SS4A Implementation Grant program, and serve as a resource for jurisdictions to apply

February 17, 2025

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SELF-CERTIFICATION CHECKLIST

Plan must include the following:

- ❑ Safety Analysis
  - ❑ Existing conditions and historical trends
  - ❑ Crashes by location, severity, and contributing factor
  - ❑ Systemic and specific safety needs
  - ❑ Geospatial identification of higher risk locations
- ❑ Identification of comprehensive set of projects and strategies

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SELF-CERTIFICATION CHECKLIST

...And must complete at least 4 of the 6 elements

1. Leadership Commitment
   - ❑ Governing body publicly commit to a zero fatalities and serious injury goal
2. Plan Development
   - ❑ Committee charged with plan development, implementation, and monitoring
3. Engagement and Collaboration
   - ❑ Engagement with public and relevant stakeholders
4. Equity
   - ❑ Data-driven, inclusive, and representative processes
5. Policies, Plans, Guidelines, and/or Standards
   - ❑ Assessment policies, plans, guidelines, and/or standards
6. Progress
   - ❑ Description on how progress will be measured over time

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SAP OVERVIEW

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TIMELINE

- Project Kickoff: March 2024
- Safe Streets For All Summit: February 2025
- Engagement: October 2024 and January/February 2025
- Draft Report: January through April 2025
- Final Report: July 2025

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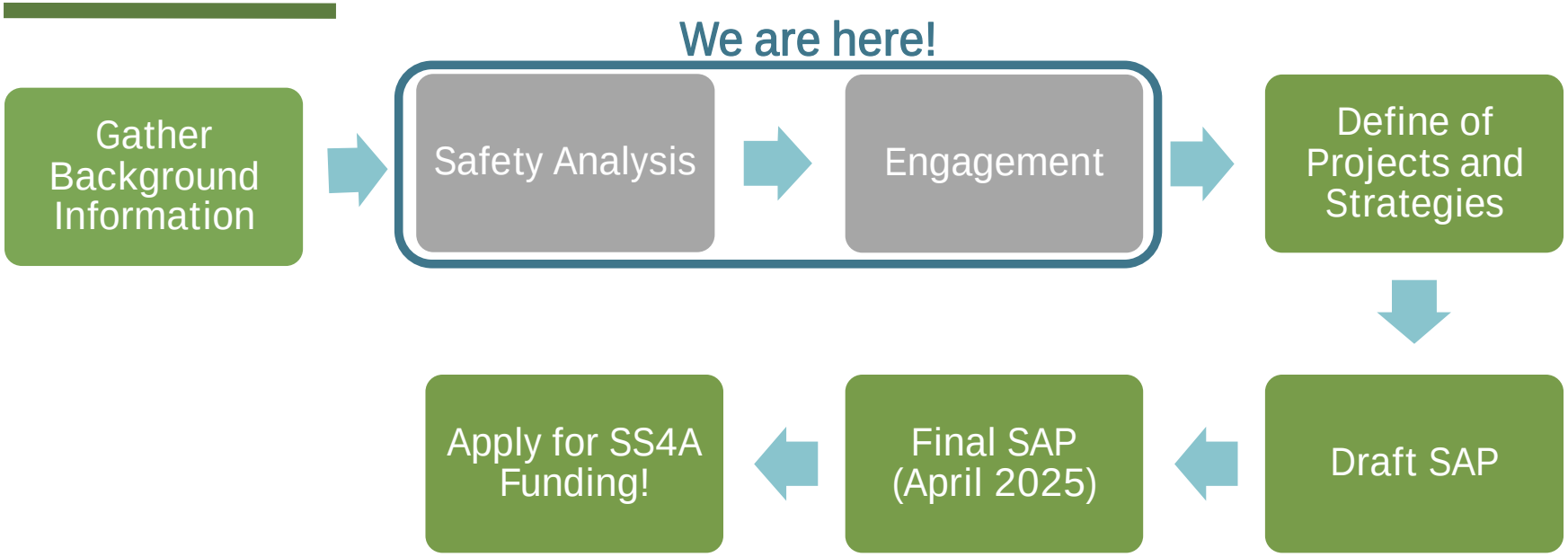
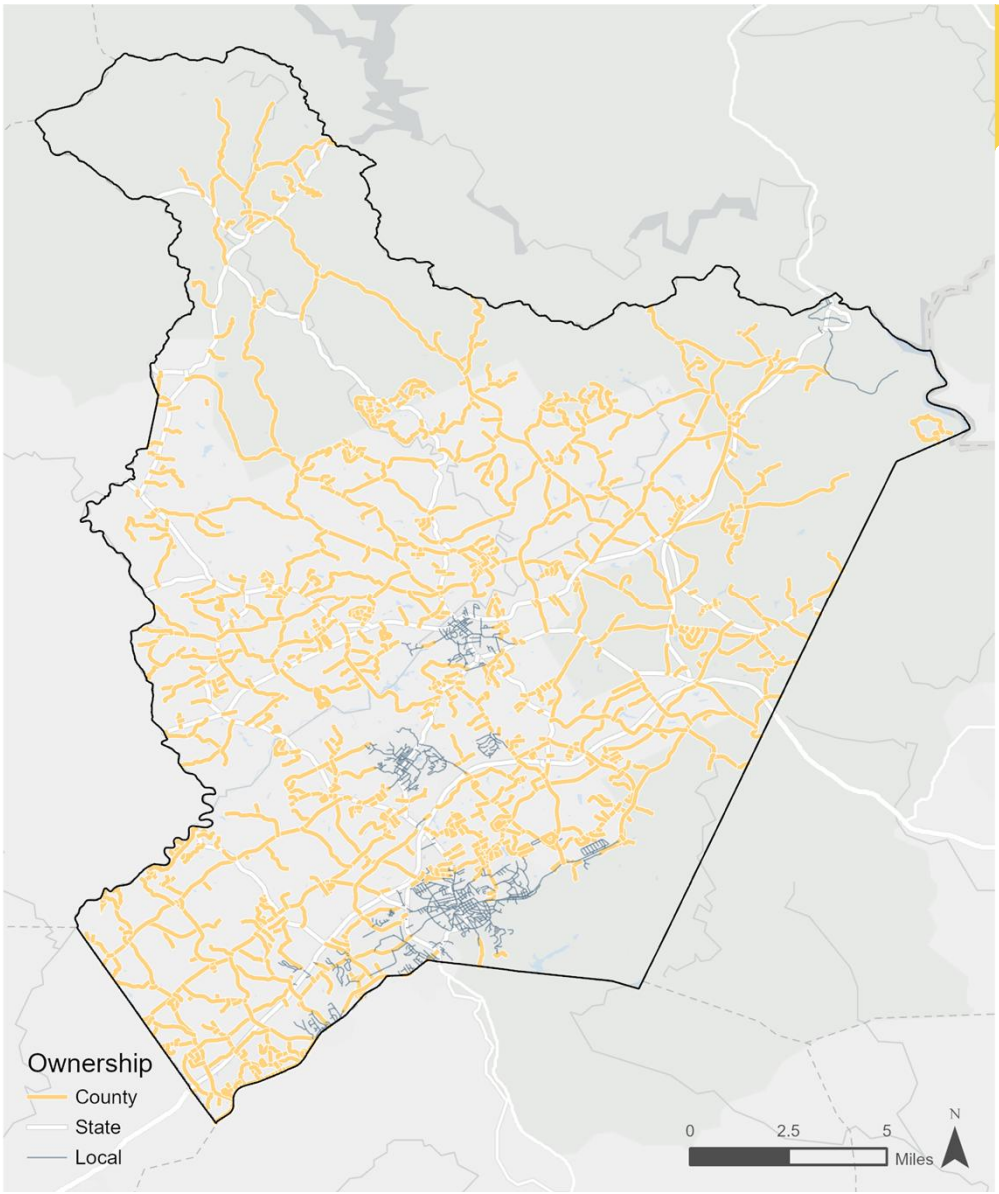
SAP DEVELOPMENT PROCESS



STUDY AREA

SS4A is intended to assist local jurisdictions (not state DOT) to improve roads and streets under local ownership.



February 17, 2025

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ENGAGEMENT

Habersham County is developing a Safety Action Plan to reduce fatalities and serious injuries on roads throughout the county. Your input in this plan is critical and we value your feedback!

1. How often do you use each of the following transportation modes to get around your community?

	Daily	Weekly	Monthly	Rarely/Never
Driving	○	○	○	○
Passenger	○	○	○	○
Walking	○	○	○	○
Bicycling	○	○	○	○
Transit	○	○	○	○
Taxi/Uber/Lyft	○	○	○	○
Motorcycling	○	○	○	○
Stakeboarding/Scootering	○	○	○	○

Open

Interactive Project Map:

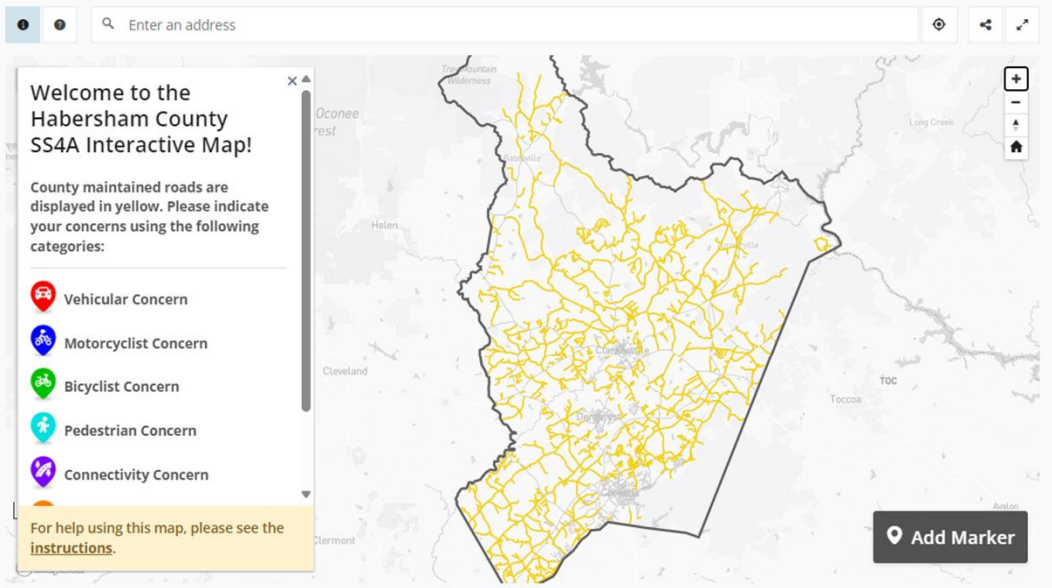
Habersham County is committed to providing safe and reliable transportation infrastructure for all residents and visitors. Please help us identify transportation and safety needs in the county by marking your areas of concern on the map below.

This study focuses on roads controlled and maintained by the county, which are displayed in yellow. Roads maintained by GDOT and city municipalities fall outside the scope of this study and are displayed in gray.

To leave a comment:

- Zoom into an area of concern
- Click "Add Marker" button and click the specific location on the map to place the associated pin that best fits your comment/concern to the location of interest
- Leave a comment and/or upload a photo if you'd like to provide more detail
- Once you finish, your comment and pin will appear on the map for others to view. You can like or dislike other comments if you agree or disagree with another person's concern.

0 contributions so far



February 17, 2025

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OVERVIEW OF CRASH TRENDS

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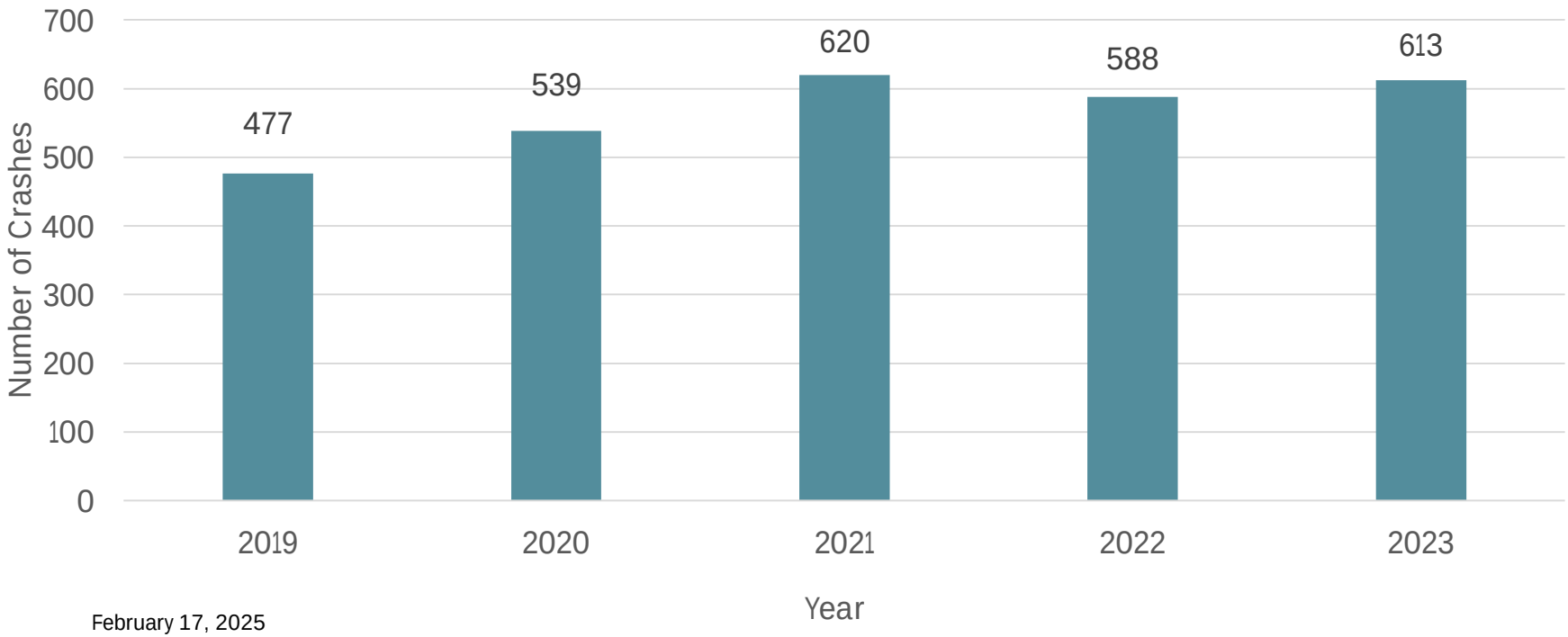
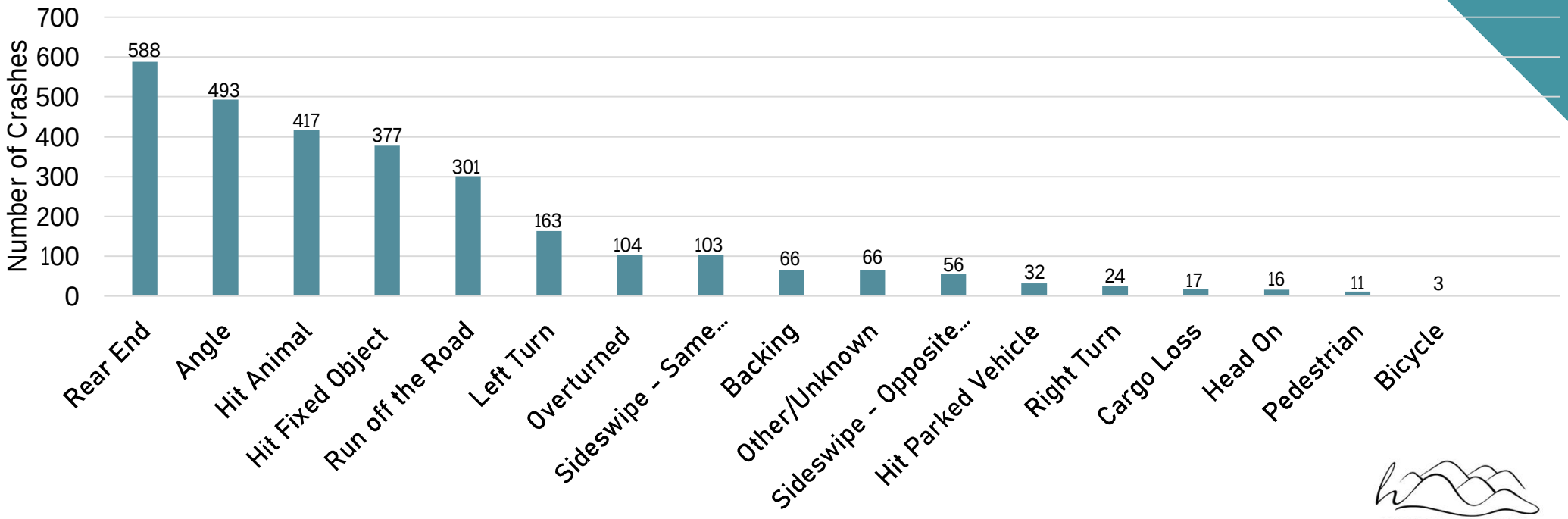
OVERALL CRASHES PER YEAR



CRASHES BY TYPE
(2019-2023)



HABERSHAM COUNTY
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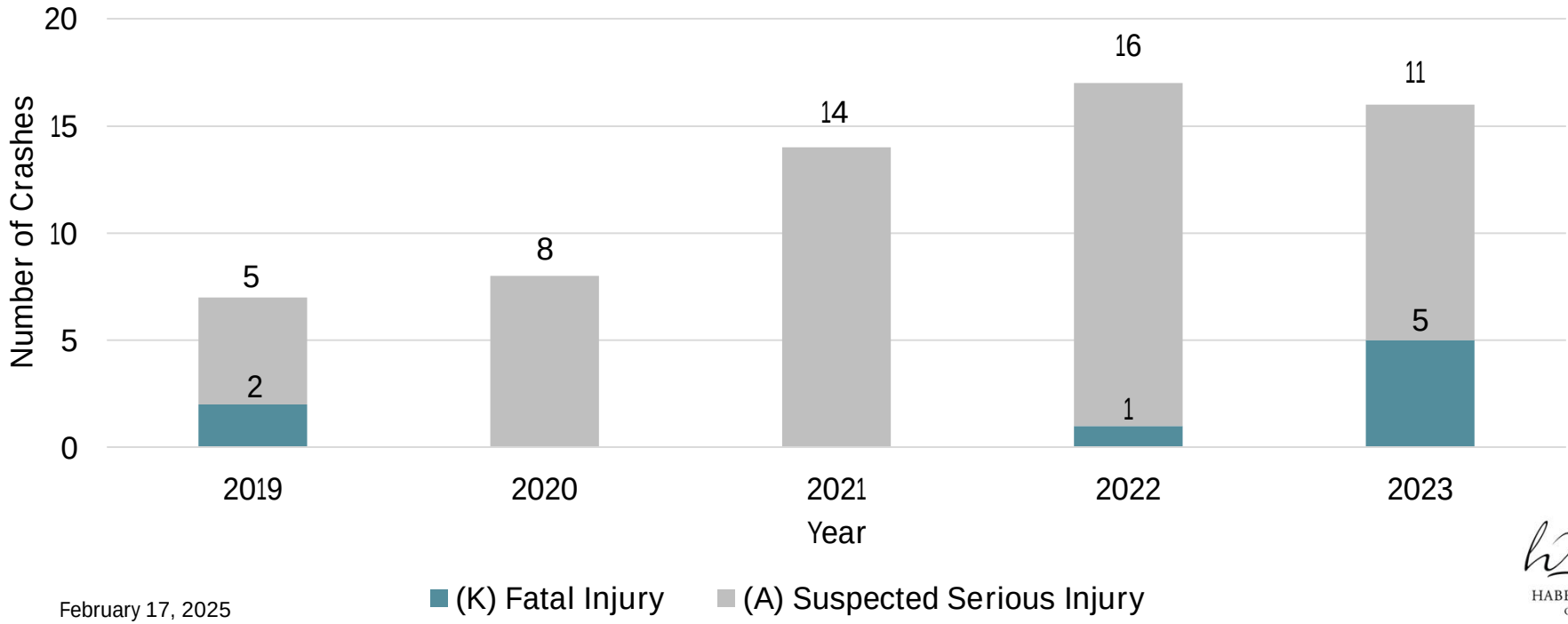
K&A CRASHES PER YEAR
(2019-2023)



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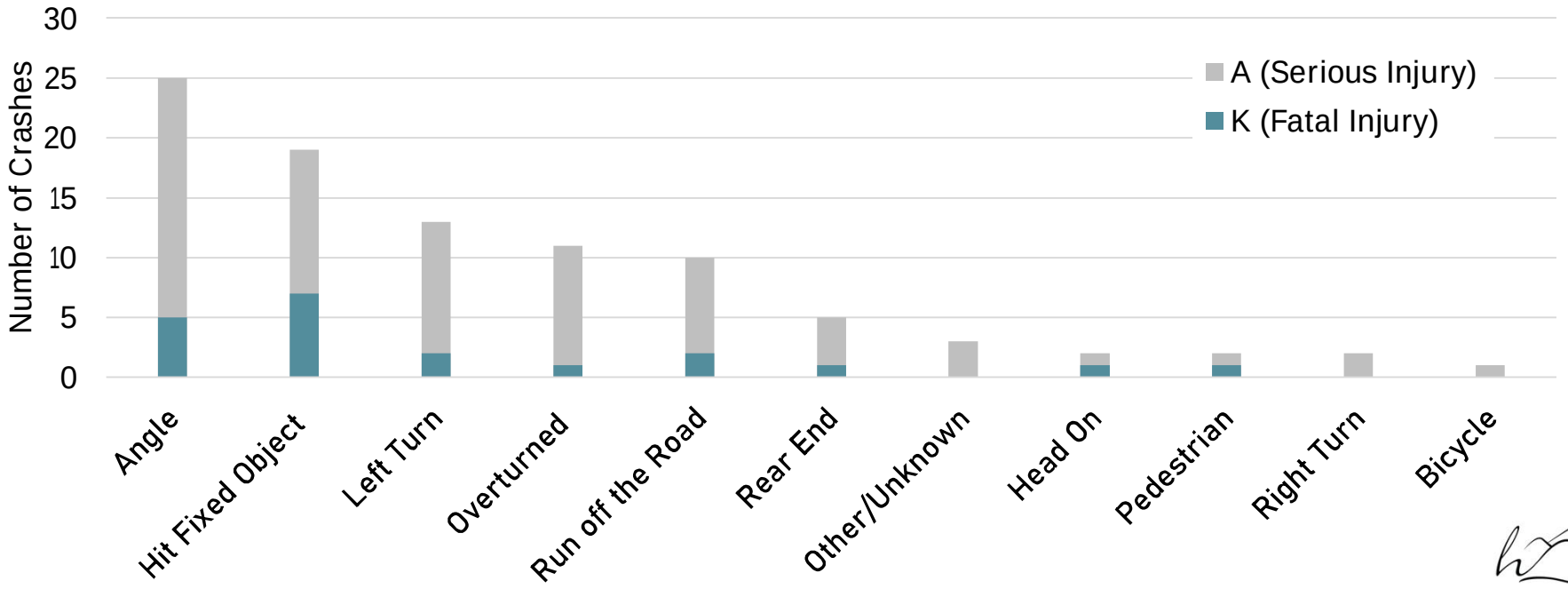
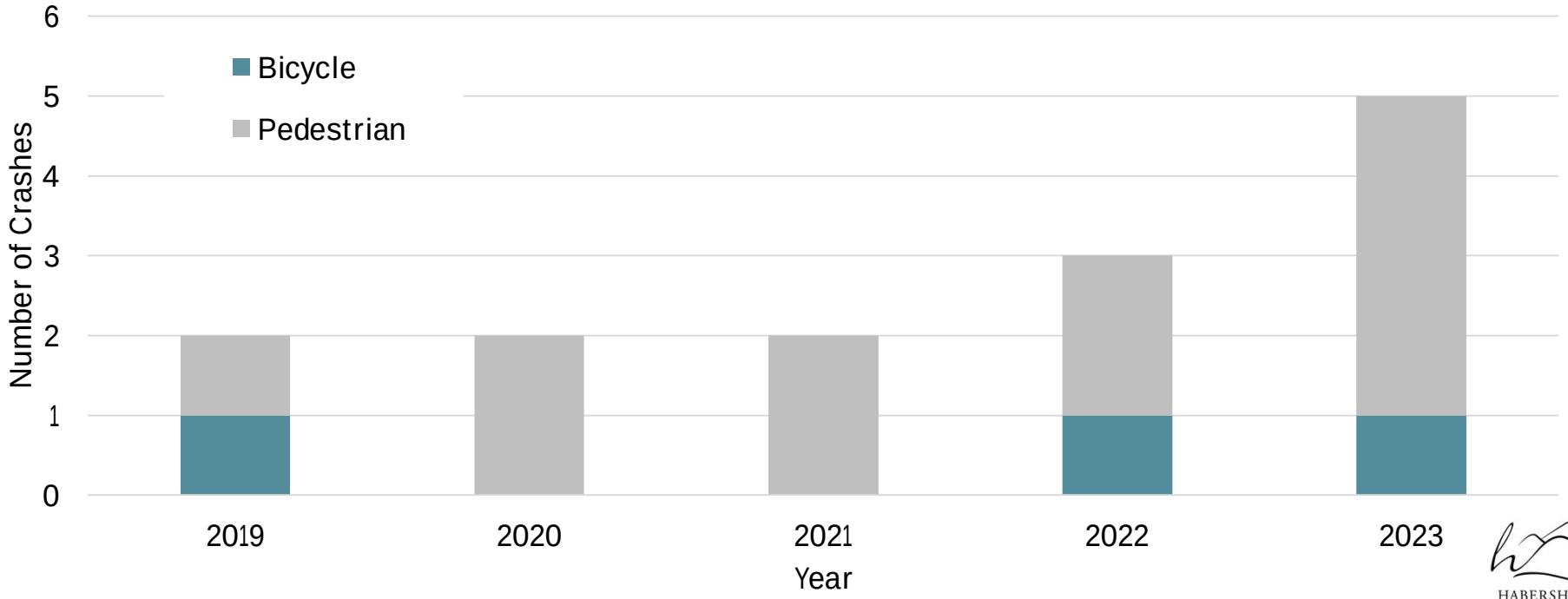
K&A CRASHES BY TYPE



VRU CRASHES PER YEAR



SAFE SYSTEM APPROACH

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SAFE SYSTEM APPROACH

HOW DOES THE UNITED STATES *REACH ZERO DEATHS?*

February 17, 2025

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PARADIGM SHIFT

The Safe System approach aims to eliminate fatal and serious injuries for all road users by:

- Accommodating human mistakes
- Keeping impacts on the human body at tolerable levels (lowering kinetic energy)

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SAFE SYSTEM APPROACH

THE
SAFE
SYSTEM
APPROACH

Zero is our goal. A Safe System is how we get there.

February 17, 2025

Source: https://highways.dot.gov/safety/zero-deaths

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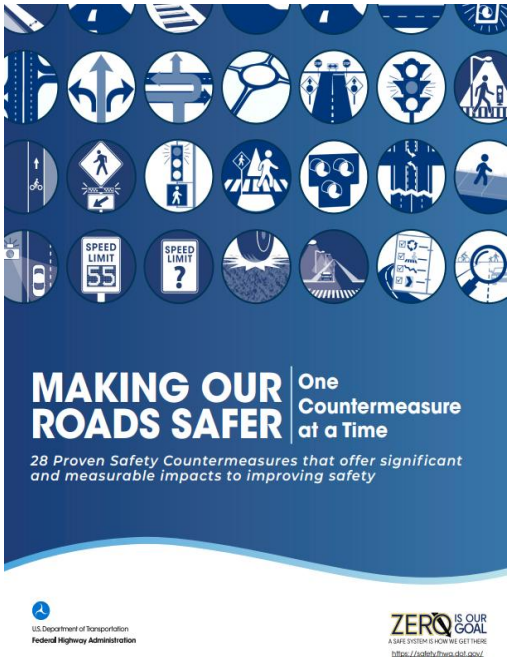
“DOUBLE-DOWN” ON WHAT WORKS



Transportation agencies are strongly encouraged to consider widespread implementation of Proven Safety Countermeasures to accelerate the achievement of local, State, and National safety goals.

WHERE ARE WE ON THE SAFE SYSTEM JOURNEY?

Traditional approach		Safe System approach
Prevent crashes	→	Prevent death and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

SHARED RESPONSIBILITY

Implementing the Safe System approach is our shared responsibility, *and we all have a role*.

Source: Fehr & Peers

Source: Arlington County, VA

Source: Fehr & Peers

Source: Fehr & Peers

February 17, 2025

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ROUNDTABLE DISCUSSIONS

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Question 1

- What types of situations make you feel unsafe while traveling in Habersham County?
- What risky behaviors do you see when traveling around the county?

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Question 2

- What types of safety improvements do you think the County should focus on to make travel safer?
- What would make you feel safer walking or biking in Habersham County?

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Question 3

- What is the greatest challenge to eradicating deaths and serious injuries related to roadway crashes in Habersham County?
- What are the benefits to the community of a safe transportation system?

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EMPHASIS AREAS

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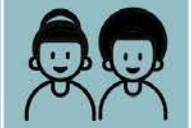
CRASH DATA AND EMPHASIS AREAS

	PEDESTRIAN SAFETY	MOTORCYCLE SAFETY	OLDER DRIVERS	IMPAIRED DRIVING	OCCUPANT PROTECTION	DISTRACTED DRIVING	 YOUNG AND YOUNG ADULT DRIVERS	BICYCLE SAFETY	INTERSECTION SAFETY AND ROADWAY DEPARTURES	TOTAL
Statewide	3% 3,869 8	4% 4,969 6	12% 14,067 2	4% 4,468 7	10% 12,320 5	11% 13,517 3	11% 12,886 4	0% 594 9	33% 39,064 1	100% 120,168
Habersham County	1% 8 8	5% 29 7	17% 106 2	7% 43 2	9% 59 5	10% 65 3	10% 62 4	0% 1 9	35% 223 1	100% 639
Georgia Counties (Population 40,000-50,000)	2% 141 8	4% 247 7	13% 906 2	5% 320 6	12% 826 3	10% 669 5	11% 733 4	0% 31 9	34% 2,324 1	100% 6,882

SUMMARY OF CRASH CHARACTERISTICS

Compared with other counties in Georgia (with population between 40-50k) and the state overall, the percentage of fatal and serious injury crashes in Habersham is

HIGHER

- Older Drivers (+4%)
- Impaired Driving (+2%)
- Motorcycle Safety (+1%)

LOWER

- Occupant Protection (-3%)
- Young and Young Adult Drivers (-1%)
- Pedestrian Safety (-1%)

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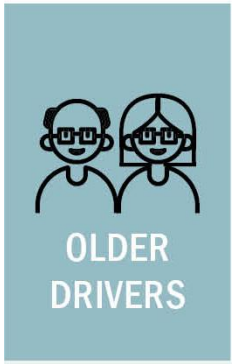
OLDER DRIVERS



Metric	Habersham County	Georgia Counties (Population 40,000-50,000)	Statewide
Percent *of fatalities and serious injuries*	17%	13%	12%
Rank *cause of fatalities and serious injuries*	2	2	2

OLDER DRIVERS

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OLDER DRIVERS

Promote safe mobility choices

- Provide materials on transportation options made available at senior centers, community centers, or anywhere else?
- Programs where volunteers take seniors to doctors appointments or other activities?
- Other methods of communicating with seniors on transportation options including: veterans' groups, AARP, churches, etc.?

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OLDER DRIVERS

Encourage external reporting of at-risk drivers to licensing authorities

- Request retesting of older drivers who were determined to be at fault in a crash? Or receive a driving citation?
- Report when encounter older drivers that have had their license removed still driving?

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OLDER DRIVERS

Educational opportunities

- Are you aware of the CarFit Program or the Yellow Dot Program? Or other certified driver safety course?
- Understand how adding can impact safe driving skills: vision, memory, strength, flexibility, and reaction time?
- Require vision screening for drivers 64 years or older at each renewal period?

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IMPAIRED DRIVING

Metric	Habersham County	Georgia Counties (Population 40,000-50,000)	Statewide
Percent *of fatalities and serious injuries*	7%	5%	4%
Rank *cause of fatalities and serious injuries*	2	6	7

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IMPAIRED DRIVING

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IMPAIRED DRIVING

February 17, 2025

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IMPAIRED DRIVING

Targeted impaired driving enforcement

- Compliance checks for alcohol sales?
- Are there regular compliance checkpoints or specific events that are targeted?

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IMPAIRED DRIVING

Before and after options

- Are there alternative transportation options? Is this information visible or made available?
- Do you feel as though many DUI offenses in the county are being booked as lower tier offenses?

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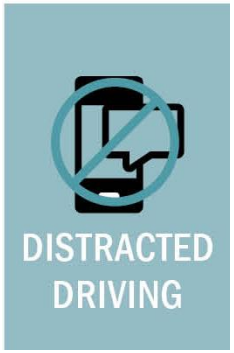
DISTRACTED DRIVING



Metric	Habersham County	Georgia Counties (Population 40,000-50,000)	Statewide
Percent *of fatalities and serious injuries*	10%	10%	11%
Rank *cause of fatalities and serious injuries*	3	5	3

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DISTRACTED DRIVING

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DISTRACTED DRIVING

Visibly enforce existing statutes to deter distracted driving

- What innovative ways has your agency used to enforce distracted driving and/or Georgia's hands-free law?

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DISTRACTED DRIVING

Agency policy for hands-free devices while driving agency vehicles

- Does your agency provide hands-free devices to their employees?

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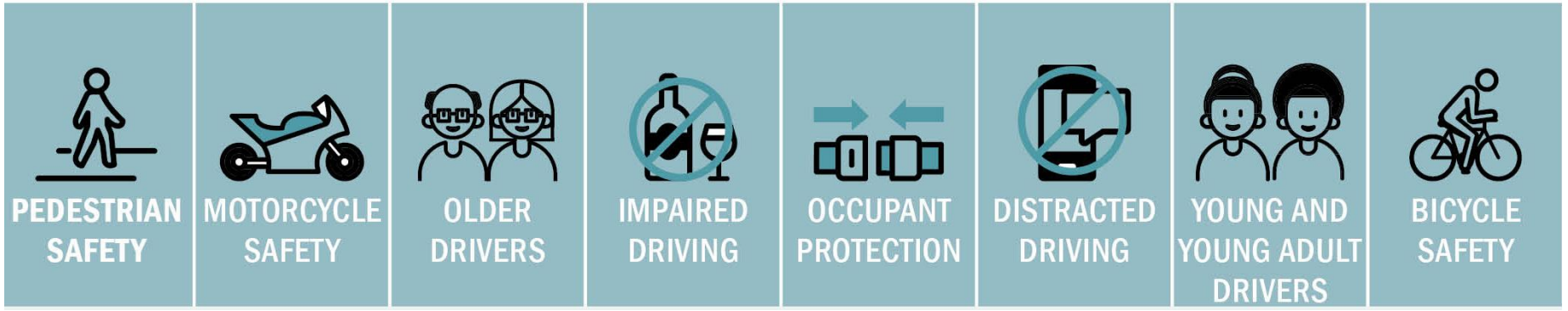
DRIVER-RELATED CRASHES



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SAFETY ACTION ITEM

February 17, 2025

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SAFETY RESOURCES

- Zero Fatalities
- National Highway Traffic Safety Administration (NHTSA)
- GDOT's AASHTOware Safety (Numetric)
- Governor's Office of Highway Safety (GOHS)
- SHSP Emphasis Area Task Teams

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NEXT STEPS

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OUR NEXT STEPS

- Complete safety analysis
- Summarize and incorporate feedback
- Define projects and Strategies
- Develop draft and final Report

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YOUR NEXT STEPS

- Complete the survey
- Provide feedback on the maps
- Sign up for updates on the website: https://www.habershamga.com/safe-streets-for-all
- Spread the news!

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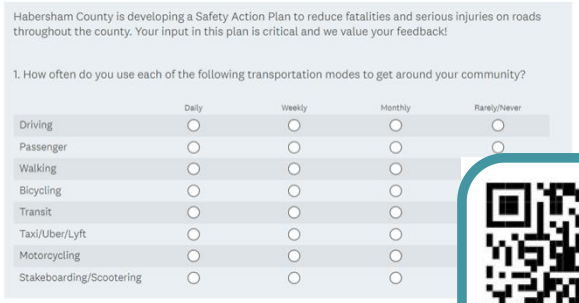
FEEDBACK

HABERSHAM COUNTY
GEORGIA | Est. 1818

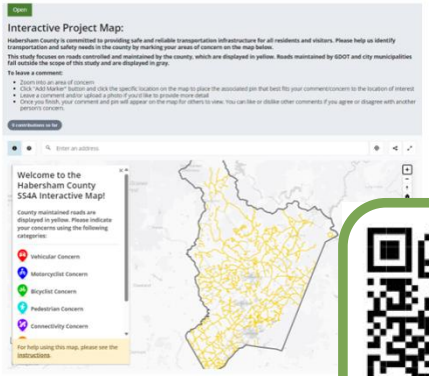
FEEDBACK

- Complete the online **survey**
- Identify transportation and safety needs using the **interactive map**
- Sign up to stay informed of any updates
- Share with your community!


Habersham County is developing a Safety Action Plan to reduce fatalities and serious injuries on roads throughout the county. Your input in this plan is critical and we value your feedback!

1. How often do you use each of the following transportation modes to get around your community?

	Daily	Weekly	Monthly	Rarely/Never
Driving				
Passenger				
Walking				
Bicycling				
Transit				
Taxi/Uber/Lyft				
Motorcycling				
Stakeboarding/Scootering				



February 17, 2025

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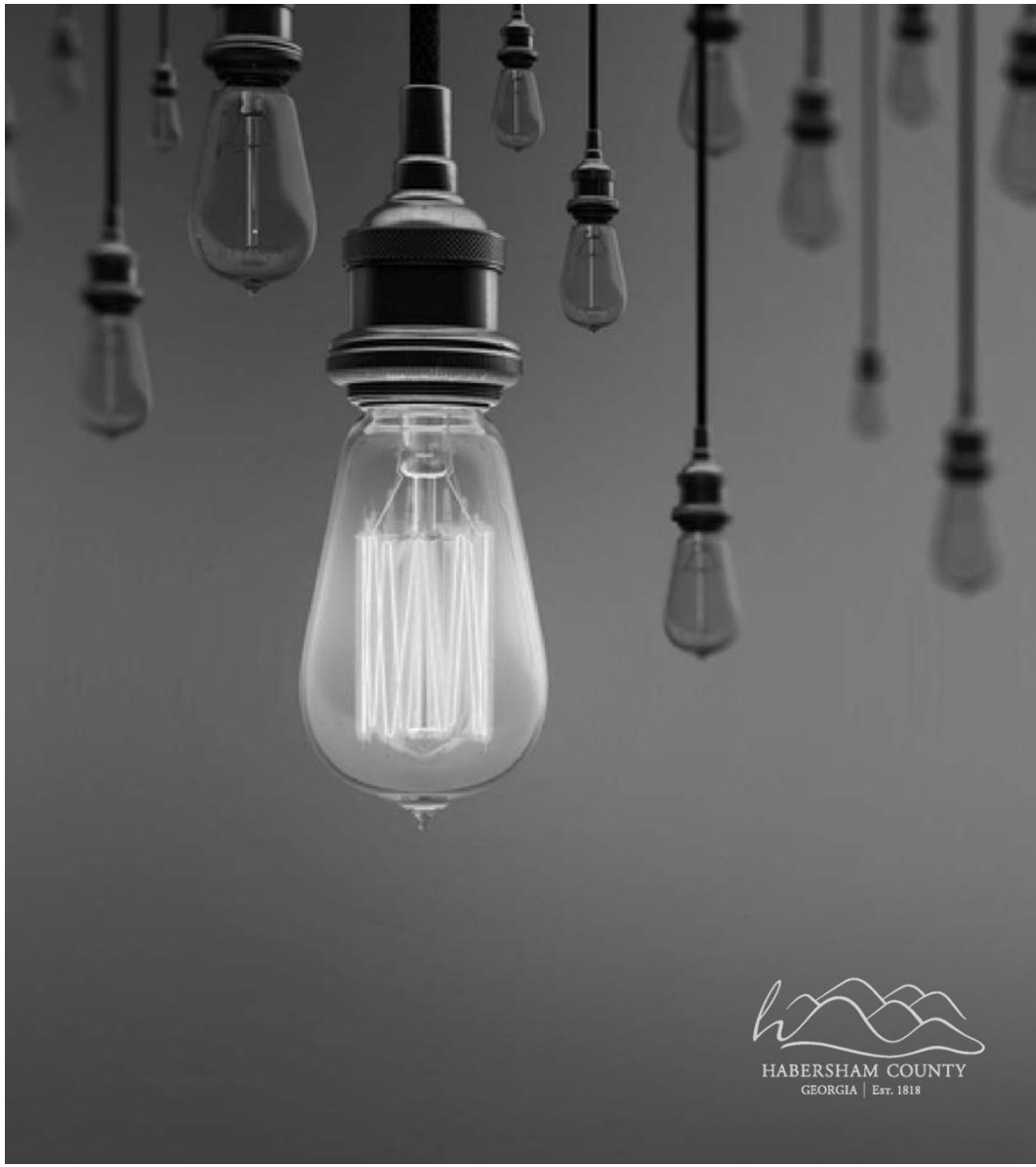
Questions?



February 17, 2025

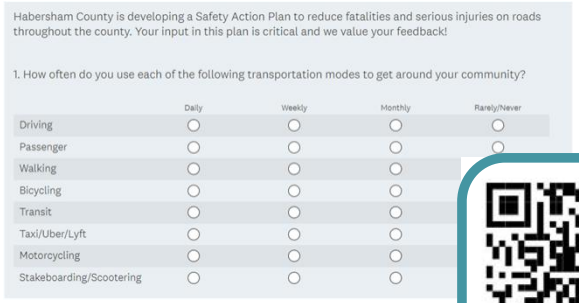
Thank you

Kimley-Horn

1200 Peachtree Street NE, Suite 800
Atlanta, GA 30309

FEEDBACK

- Complete the online **survey**
- Identify transportation and safety needs using the **interactive map**
- Sign up to stay informed of any updates
- Share with your community!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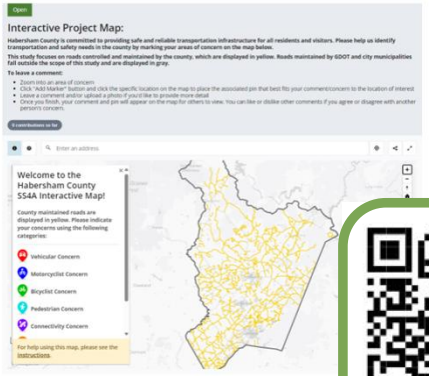
Motorcycling				
Stakeboarding/Scootering				



February 17, 2025

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APPENDIX D

ENGAGEMENT PRESENTATION MATERIALS

3) SAFETY SUMMIT HANDOUTS

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WHAT IS A SAFETY ACTION PLAN (SAP)?

A Safety Action Plan (SAP) is a document that provides local governments the means to make strategic roadway safety improvements. The plans identify the most significant roadway safety concerns in a community and outline the projects and strategies to address them. SAPs not only assist local practitioners in understanding crash trends within their jurisdiction, but they also define a locally focused plan for practitioners to make informed, prioritized safety decisions.

WHAT IS SAFE STREETS AND ROADS FOR ALL (SS4A)?

The Safe Streets and Roads for All (SS4A) discretionary grant program was established by the Bipartisan Infrastructure Law (BIL) and has $5B in appropriated funds for the 5-year period from 2022 to 2026. This federal grant supports local jurisdictions planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury for all roadway users, with an emphasis on equity to improve roads and streets under local ownership.

WHAT ARE THE BENEFITS OF AN SAP?

- Meets eligibility requirements that allow local jurisdictions to apply for future Safe Streets and Roads for All (SS4A) Demonstration and Implementation Grant program funding as well as other funding sources.
- Strengthens a community's approach to eliminating roadway fatalities and serious injuries through projects and strategies that address the most significant safety risks.
- Involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.
- Provides the opportunity to prioritize safety improvements and justify investment decisions in coordination with various partner agencies.

WE NEED YOUR HELP!

To help inform the Habersham County SAP, provide input on existing concerns or issues related to improving safety in Habersham County. Your feedback will be used to identify opportunities for improvement and help create a safer community for everyone!
Each of the following are ways to get involved:

- Visit the County's website (provided below) to learn more about the SAP
- Complete the brief online survey
- Help us identify transportation and safety needs in the county using the interactive map
- Sign up for the mailing list to stay informed of any updates to the plan

Visit the project website here: **https://www.habershamga.com/safe-streets-for-all** (or access the website using the QR code to the right)

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¿QUÉ ES UN PLAN DE ACCIÓN DE SEGURIDAD (SAP)?

Un Plan de Acción de Seguridad (SAP, por sus siglas en inglés) es un documento que proporciona a los gobiernos locales los medios necesarios para realizar mejoras estratégicas en la seguridad vial. Los planes identifican las preocupaciones más significativas relacionadas con la seguridad vial en una comunidad y delinean los proyectos y estrategias para abordarlas. Los SAP no solo ayudan a los ejecutores locales a comprender las tendencias de siniestros viales dentro de su jurisdicción, sino que también definen un plan enfocado localmente para que puedan tomar decisiones informadas y priorizadas en materia de seguridad.

¿QUÉ SON "CALLES Y CAMINOS SEGUROS PARA TODOS" (SS4A)?

El programa de subvenciones discrecionales "Calles y Caminos Seguros para Todos" (SS4A, por sus siglas en inglés) fue establecido por la Ley Bipartidista de Infraestructura y cuenta con $5 billones en fondos asignados para el período de 5 años desde 2022 hasta 2026. Esta subvención federal apoya a las jurisdicciones locales en iniciativas de planificación, infraestructura, comportamientos y operaciones para prevenir muertes y lesiones graves en todos los usuarios de las vías, con énfasis en la equidad, para mejorar las carreteras y calles bajo administración local.

¿CUÁLES SON LOS BENEFICIOS DE UN SAP?

- Cumple con los requisitos de elegibilidad que permiten a las jurisdicciones locales solicitar financiamiento futuro del programa de subvenciones de Demostración e Implementación de "Calles y Caminos Seguros para Todos" (SS4A) y otras fuentes de financiamiento.
- Fortalece el enfoque de una comunidad para eliminar muertes y lesiones graves en las vías mediante proyectos y estrategias que abordan los riesgos de seguridad más significativos.
- Impulsa un cambio de paradigma para mejorar la cultura de seguridad, aumentar la colaboración entre todos los interesados en la seguridad y reenfocar el diseño y operación del sistema de transporte en anticipar errores humanos y reducir las fuerzas de impacto para disminuir la gravedad de los siniestros viales y salvar vidas.
- Proporciona la oportunidad de priorizar mejoras de seguridad y justificar decisiones de inversión en coordinación con varias agencias asociadas.

¡NECESITAMOS SU AYUDA!

Para ayudar a informar el Plan de Acción de Seguridad del Condado de Habersham, proporcione su opinión sobre preocupaciones o problemas existentes relacionados con la mejora de la seguridad en el condado. Sus comentarios se utilizarán para identificar oportunidades de mejora y ayudar a crear una comunidad más segura para todos.

Cada una de las siguientes opciones es una forma de participar:

- Visite el sitio web del condado (proporcionado a continuación) para obtener más información sobre el SAP.
- Complete la breve encuesta en línea.
- Ayúdenos a identificar necesidades de transporte y seguridad en el condado utilizando el mapa interactivo.
- Regístrese en la lista de correo para mantenerse informado sobre las actualizaciones del plan.

Visite el sitio web del proyecto aquí: **https://www.habershamga.com/safe-streets-for-all** (o acceda al sitio web utilizando el código QR a la derecha).

HABERSHAM COUNTY
GEORGIA | Est. 1818

S | S
4 | A

SAFETY ACTION ITEM

NAME

AGENCY

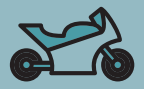
MY SAFETY ACTION ITEM

What can I do in my everyday role to improve transportation safety?

GEORGIA'S STRATEGIC HIGHWAY SAFETY PLAN (2024-2026) EMPHASIS AREAS

Circle the icon(s) below that you hope to influence through your action.

PEDESTRIAN SAFETY


MOTORCYCLE SAFETY

OLDER DRIVERS

IMPAIRED DRIVING

OCCUPANT PROTECTION

DISTRACTED DRIVING

YOUNG AND YOUNG ADULT DRIVERS

BICYCLE SAFETY

INTERSECTION SAFETY AND ROADWAY DEPARTURES

APPENDIX E

ENGAGEMENT SUMMARY

HABERSHAM COUNTY SURVEY SUMMARY

HABERSHAM COUNTY SS4A

PREPARED FOR:

HABERSHAM COUNTY
GEORGIA | Est. 1818

IN COORPORATION WITH:

PREPARED BY:

Atlas Technical Consultants LLC
2450 Commerce Ave NW #100
Duluth, GA 30096

September 23, 2025

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2. COMMUNITY SURVEY RESULTS....2
3. DEMOGRAPHIC QUESTIONS....25

1. OVERVIEW

Engagement was initiated with Habersham County residents through an online survey, linked on the county's website, supporting the Habersham County SS4A Safety Action Plan (SAP). Intended to complement in-person outreach, the tool was launched on December 12th, 2024, and remained open for survey feedback through March 18th, 2025. Throughout the online engagement period, the survey collected a total of 130 responses.

2. COMMUNITY SURVEY RESULTS

The community survey was designed to gain feedback on the main transportation challenges in the county and the vision and goals for the SAP. Respondents were asked 17 questions on transportation issues. An additional 4 questions were asked to collect demographic information. This document summarizes the input received. Raw Survey Results are provided in **Attachment A.**

Q1. How often do you use each of the following transportation modes to get around your community?

The first question assessed survey respondents' relationship to different modes of transportation on a daily, weekly, and monthly basis. Response options included:

- Driving
- Passenger
- Walking
- Bicycling
- Transit
- Taxi/Uber/Lyft
- Motorcycling
- Skateboarding/Scootering

Figure 1 provides a breakdown of the daily mode split for respondents, **Figure 2** provides a breakdown of the weekly mode split for respondents and **Figure 3** provides a breakdown of the monthly mode split for respondents.

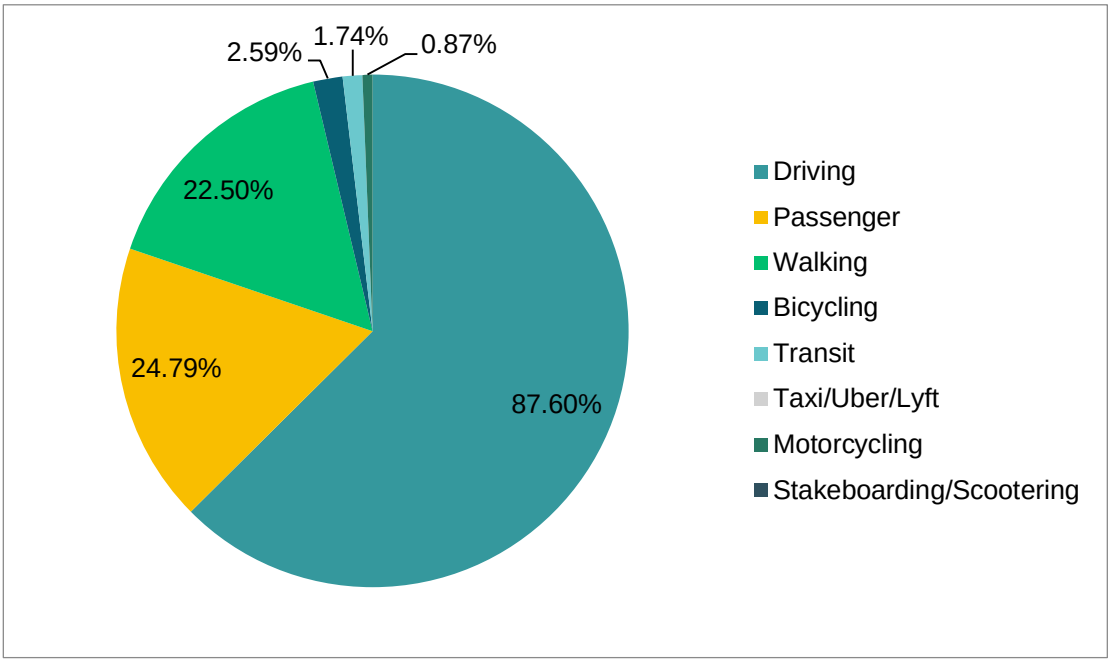

Figure 1: Daily Transportation Mode Survey Results

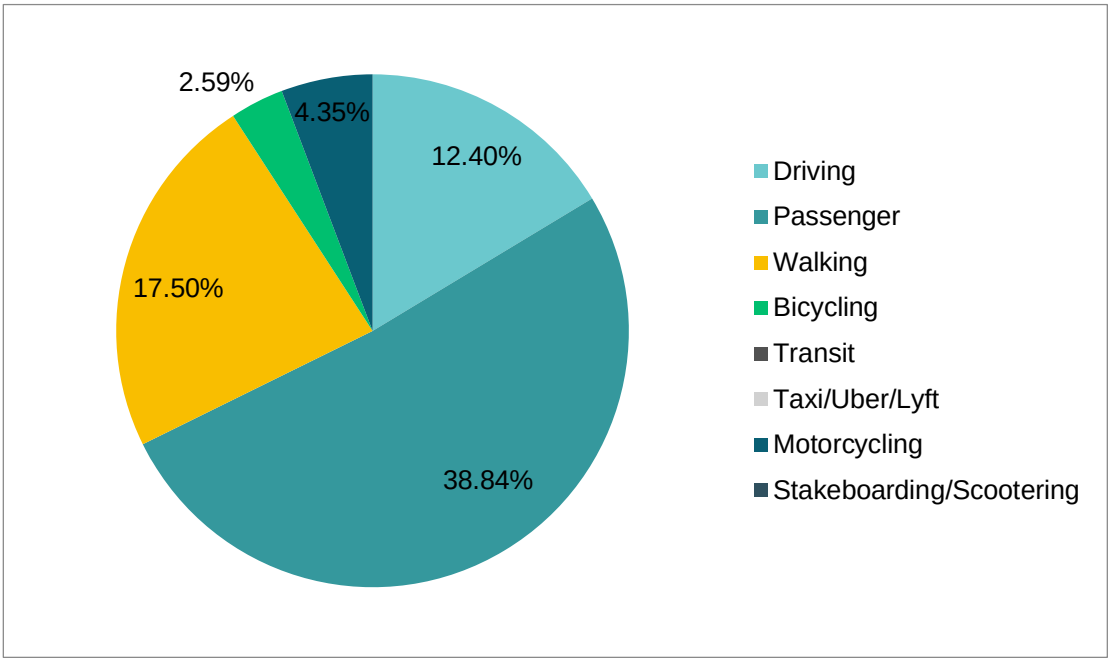

Figure 2: Weekly Transportation Mode Survey Results

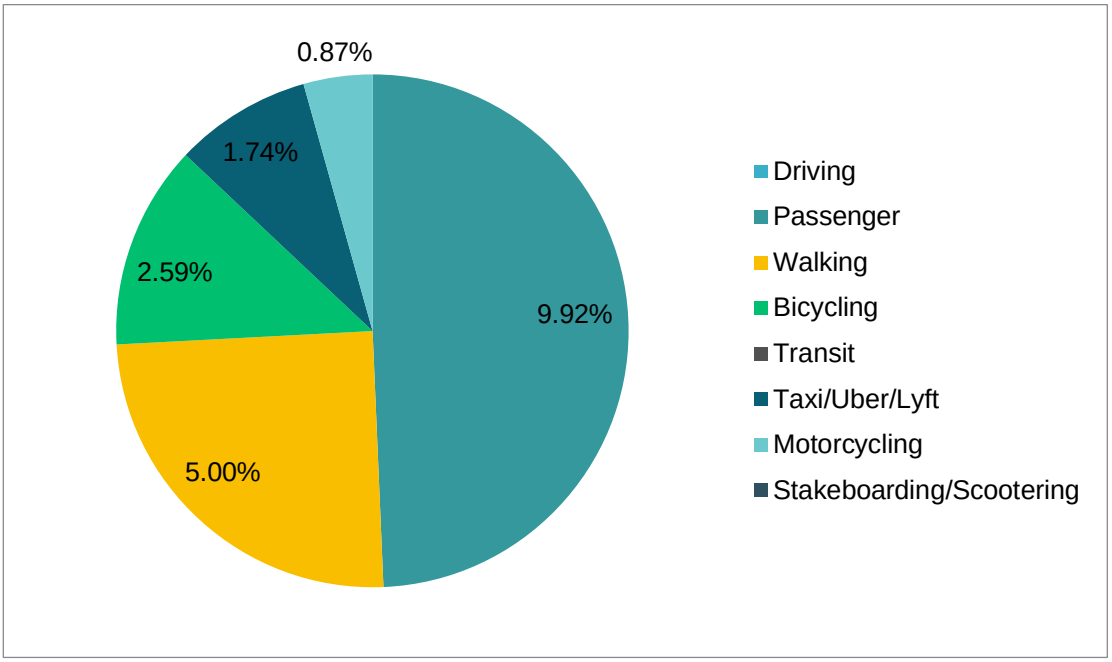

Figure 3: Monthly Transportation Mode Survey Question Results

Most survey respondents, 88% drive daily in Habersham County. Some, 25% report riding as a passenger each day, while 23% walk daily. A small number, 1% ride a motorcycle. Few to no respondents use taxis, Uber/Lyft, skateboards, or scooters daily. For respondents reporting on less frequent mode choices, being a passenger was the most common transportation mode (nearly 39% for weekly mode choice and nearly 10% for monthly mode choice), followed by walking (approximately 18% and 5%, respectively).

Q2. Have you or someone you know been involved in a vehicle or motorcycle crash? If so, how severe was the crash?

Response options included the following with results shown in **Figure 4**:

- No
- I was and experienced no or mild injuries
- I was and was treated for injuries
- I was and was treated for injuries I still suffer from
- Those involved died as a result of the crash

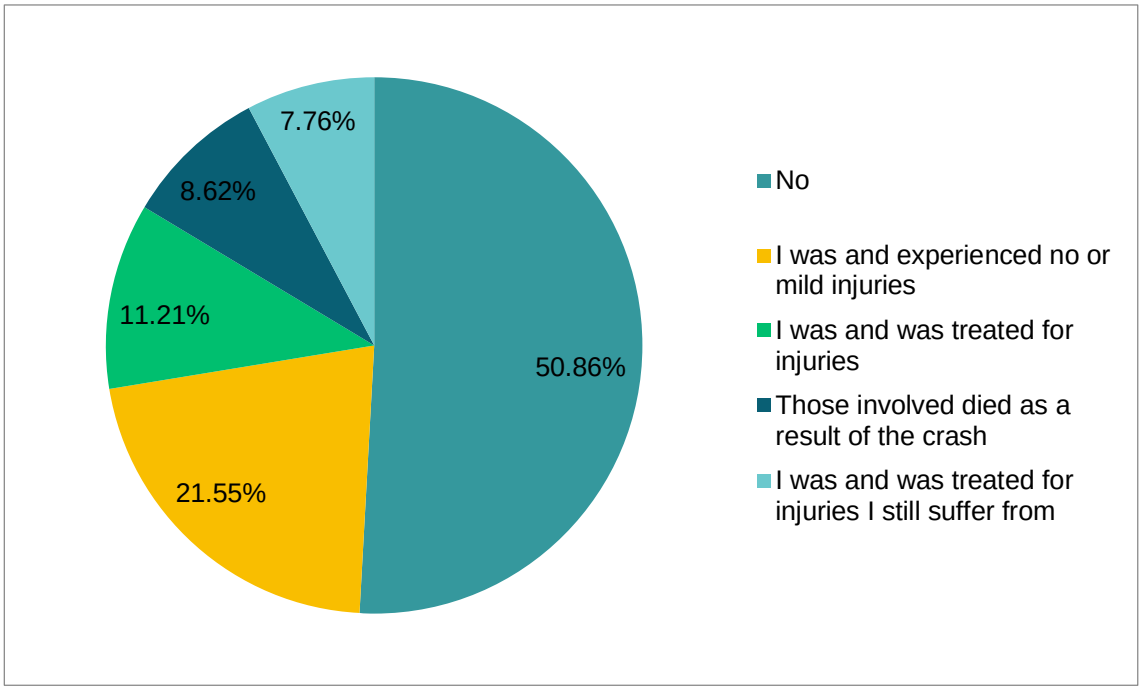

Figure 4: Vehicle or Motorcycle Crash Survey Question Results

This question was answered by 116 out of 130 respondents. Most respondents, 51%, reported that they have not been in a vehicle or motorcycle crash and do not know anyone who has. A smaller portion, 22%, have been involved in a crash but experienced mild or no injuries, 11% have been involved in a vehicle crash and were treated for their injuries, nearly 8% have been in a crash and experience ongoing effects of injuries resulting from the crash, and 9% knew someone who died as a result of a motor vehicle crash.

Q3. What do you think are the biggest driver behaviors contributing to crashes in Habersham County (check all that apply)?

Response options included the following with results shown in **Figure 5**:

- Speeding
- Distracted driving
- Driving under the influence
- Red light running
- Aggressive driving
- Seatbelt use
- Child car seat use

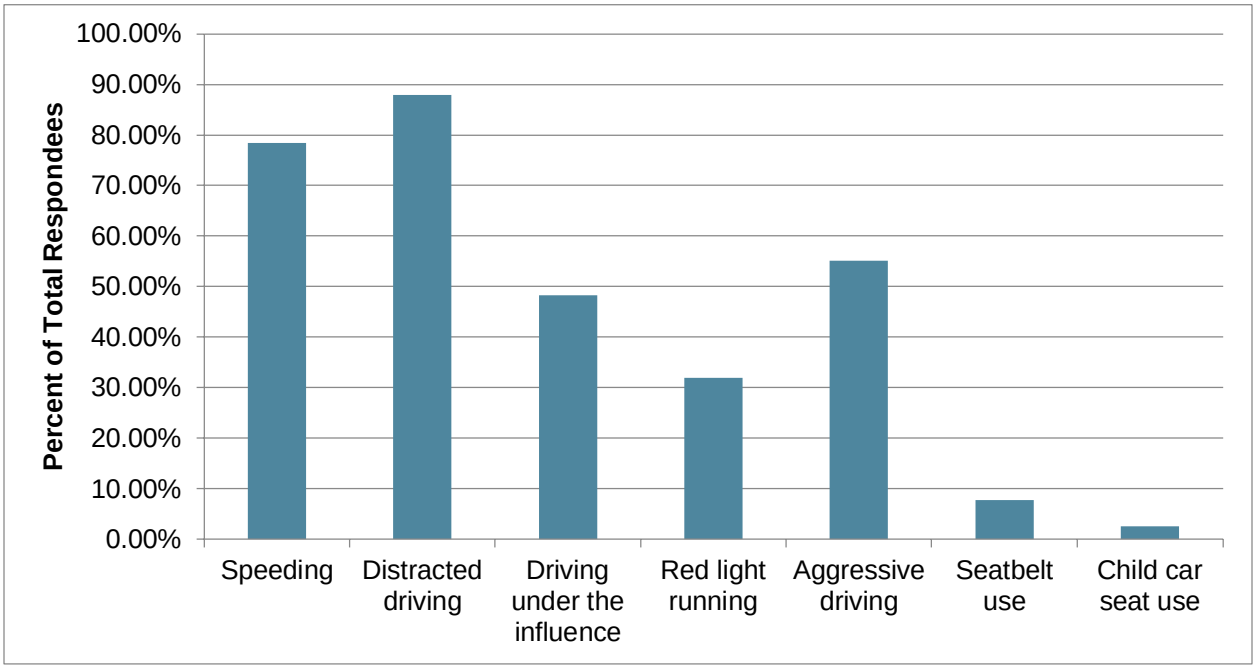

Figure 5: Driver Behavior Survey Question Results

Most respondents identified distracted driving (88%) and speeding (78%) as the top driver behaviors contributing to crashes in Habersham County. Over half (55%) cited aggressive driving, and nearly half (48%) pointed to driving under the influence. Smaller percentages selected red light running (32%), seatbelt use (8%), and child car seat use (3%) as major contributors to crashes in Habersham County.

Q4. What do you think are the biggest roadway concerns that contribute to crashes in Habersham County (check all that apply)?

Response options included the following with results shown in **Figure 6**:

- Intersections
- Curves
- Limited sight distance
- Pavement conditions
- Roadway signs or signage
- Pavement markings and striping
- Lane widths
- Pedestrian or bicycle facilities
- Heavy trucks
- Work zones
- Lighting

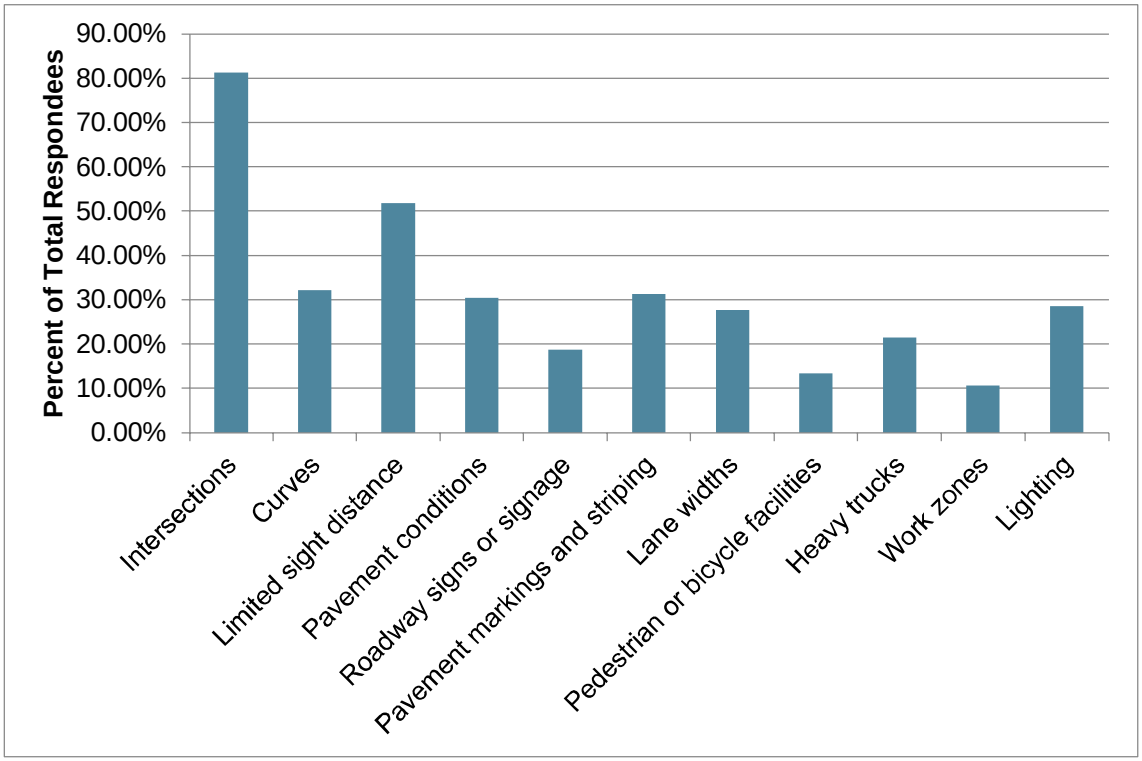

Figure 6: Roadway Concerns Survey Question Results

Most respondents (81%) identified intersections as the top roadway concern contributing to crashes in Habersham County. Limited sight distance (52%), curves (32%), and pavement conditions (30%) were also frequently selected. Other concerns included lighting (29%), lane widths (28%), and heavy trucks (21%). Pedestrian or cycling facilities (13%), roadway signs (19%), and work zones (11%) were less frequently selected as roadway concerns.

Q5. Based on the responses above please provide any specific roadway safety concerns.

The next question was open-ended, inviting participants to share their perspectives on any specific roadway concern, which received 76 responses. Residents shared a wide range of transportation safety concerns, with the SR 365 corridor standing out as the most frequently mentioned problem area. Intersections at Duncan Bridge, Demorest-Mt. Airy Highway, and Carpenter's Cove/US 441 were repeatedly identified as dangerous due to frequent accidents, red-light running, and speeding. Many respondents urged the need for overpasses, improved signage, and advance warning signals to help prevent crashes.

Speeding and aggressive driving were also major concerns, particularly on SR 365, US 441, and SR 115. Residents described unsafe behaviors by large trucks and "tailgating" or following too closely and called for lower speed limits, stronger enforcement, and safety measures such as rumble strips and red-light cameras.

Poor roadway and pavement conditions were frequently cited, including potholes, fading striping, drainage issues, and deteriorating surfaces. Trouble spots included Main Street in downtown Clarkesville, Talmadge Drive, and Habersham Mills Road. Respondents also emphasized the need for reflective paint and clearer lane markings to improve safety in rain or low visibility. A lack of adequate lighting and signage was another recurring theme. Many noted dark intersections and poorly lit rural roads, suggesting flashing warning signs and better lighting for nighttime driving. Poor visibility and limited sight distance, often caused by overgrown vegetation and road curvature—were noted as hazards. Roads like Mount Airy Road, Hazel Creek, and Black Snake Road were commonly mentioned.

Pedestrian and bicycle safety also emerged as key concerns. Residents pointed out that narrow roads, the absence of sidewalks, and unsafe cycling practices pose risks, especially near schools and parks. Suggestions included adding bike lanes, pedestrian crossings, and continuous sidewalks.

Distracted and impaired driving were identified as ongoing problems, particularly involving cell phone use and DUI incidents. While residents expressed appreciation for local law enforcement efforts, they also called for increased enforcement in high-risk areas.

School zones near Wilbanks Middle, Demorest Elementary, and Clarkesville Elementary were flagged for congestion and safety risks during student drop-off and pick-up times. Suggested solutions included better crossing signage, reduced speeds, and improved pedestrian access.

Concerns about roadway design and access were raised, especially regarding reduced conflict U-turn (RCUT)/J-turn locations along SR 365. Many residents found these designs confusing and require additional merging. They recommended adding turn lanes, acceleration and deceleration lanes, and implementing better access control or converting roads to be limited access.

Finally, with the upcoming inland port and anticipated growth in traffic volumes, many residents stressed the importance of proactive planning. They emphasized the need for strategic infrastructure improvements to manage increased freight traffic and ensure long-term roadway safety throughout the county.

Q6. What do you feel is the greatest concern for transportation safety in your community?

Response options included the following and results are shown in **Figure 7**:

- Lack of options for bikes and pedestrians
- Unsafe Roads
- Unsafe Intersections
- Impaired/distracted drivers
- Other

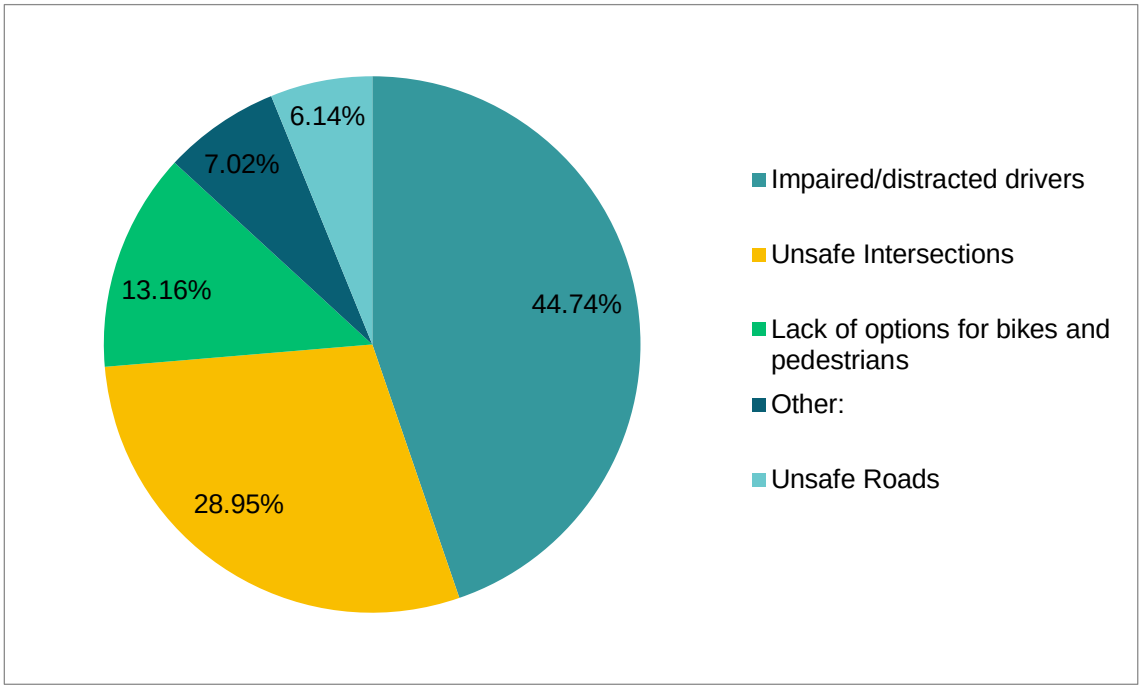

Figure 7: Transportation Safety Concerns Survey Question Results

OF the 130 survey respondents, 114 provided responses for this question. The greatest concern for transportation safety among respondents was impaired or distracted drivers, cited by 45% of participants. Unsafe intersections followed at 29%, while 13% pointed to a lack of options for bikes and pedestrians. Only 6% identified unsafe roads as their top concern, and 7% selected other issues.

Q7. Which improvements in Habersham County do you think would benefit transportation safety the most? (Choose all that apply)?

Response options included the following and results are shown in **Figure 8**:

- More enforcement of impaired driving
- More enforcement of distracted driving
- New road improvements like signs and new striping
- New sidewalks and safer crosswalks
- New safe bike facilities
- New intersection improvements like roundabouts or other alternative intersections
- More education on roadway safety for the community

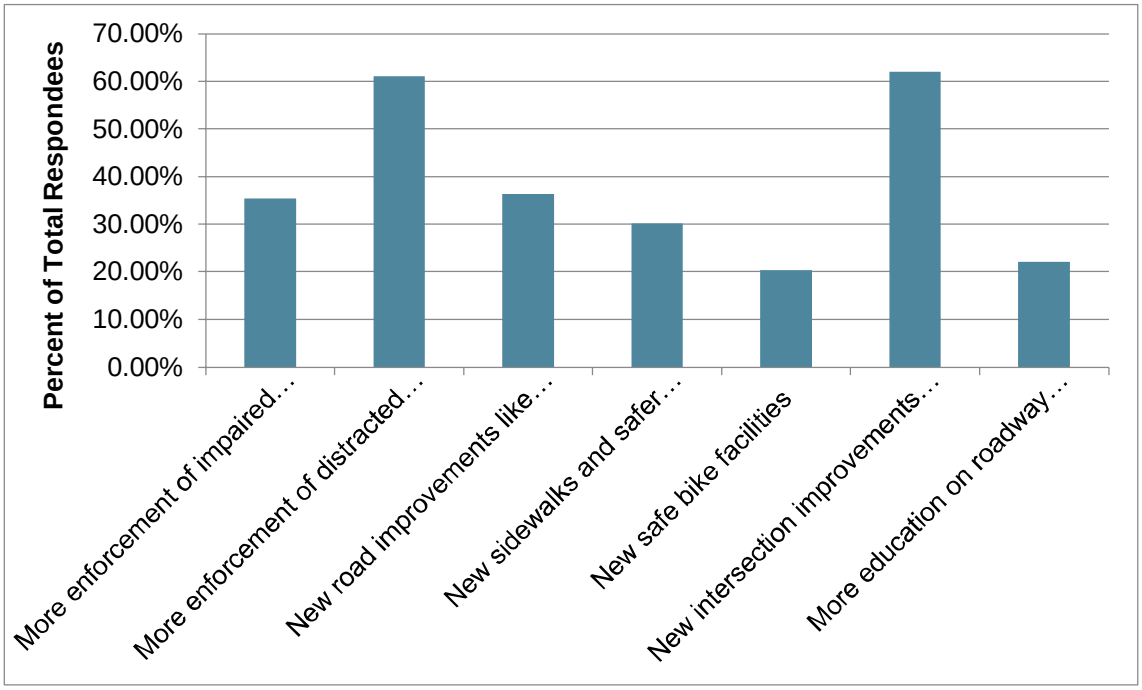

Figure 8: Transportation Improvements Survey Question Results

There were 113 responses to this question. Survey respondents identified new intersection improvements, such as roundabouts or alternative designs, as the top transportation safety improvement for Habersham County (62%). Enforcement of distracted driving followed closely (61%), while road improvements like new signage and striping (36%), impaired driving enforcement (35%), and new sidewalks and crosswalks (30%) were also commonly selected. Fewer respondents prioritized community education on roadway safety (22%) and enhanced safe bike facilities (20%).

Q8. Describe a roadway or intersection that you feel is an area of concern and what makes it feel unsafe.

This question was also open-ended, inviting participants to share their perspectives on any specific roadway concern. With 81 responses, residents across Habersham County voiced strong and consistent concerns about transportation safety, with the SR 365 corridor emerging as the most pressing issue. Intersections such as Duncan Bridge Road, Demorest-Mt. Airy Highway, SR 384, and US 441 were frequently cited for recurring crashes, red-light running, and dangerous access points. Many community members called for the addition of acceleration and deceleration lanes, dedicated entrance and exit ramps, restricted left turns, and upgraded traffic signals. The anticipated increase in truck traffic from the inland port has only heightened these concerns, with many urging proactive improvements before safety conditions worsen. Another recurring concern involved truck traffic using narrow or restricted residential roads such as Rocky Branch Road, Gastley Road, and Ansley Road. Residents reported safety hazards and road damage caused by large trucks that are not following posted restrictions.

Beyond SR 365, residents highlighted other dangerous and confusing intersections throughout Clarkesville, Cornelia, and Demorest. Common complaints included limited sight distances, inadequate turning lanes, poor signal timing, and intersection designs that mix traffic signals, unsignalized/stop-controlled intersections, and yield patterns in ways that confuse even experienced drivers. Specific intersections cited included J. Warren Road at US 441, Habersham Mills at SR 115, and Historic US 441 at Washington Street.

Speeding and aggressive driving were also prominent concerns, especially on SR 365, US 441, SR 115, and SR 115. Drivers reported tailgating, unsafe passing, and drivers racing through traffic signals during the yellow interval as contributing to safety concerns within the county. Many suggested reducing speed limits, increasing enforcement, and installing traffic-calming measures. There was a strong call for proactive planning and enforcement. Many residents urged county leaders to increase enforcement of traffic laws, develop consistent policies for signage, lighting, and access control, and act now to prepare for the future traffic demands created by continued population growth and the planned inland port in Hall County.

The issue of distracted and non-compliant driving was also frequently mentioned. Respondents expressed frustration with drivers failing to yield, using mobile phones, or ignoring traffic signals—especially at high-speed intersections and roundabouts. These behaviors were described as creating unsafe situations or forcing others to make risky maneuvers to avoid collisions.

Feedback on roundabouts was mixed. Some residents praised them as effective traffic control tools, especially in areas like Washington Street, while others were concerned that roundabouts would eliminate helpful gaps in traffic and make it harder for drivers to exit side streets or local businesses, particularly in downtown Clarkesville.

Pedestrian and bicycle safety also emerged as a key issue. In areas like US 15 in Tallulah Falls and downtown Clarkesville, narrow shoulders, missing sidewalks, and high travel speeds were said to place pedestrians at risk. Several respondents noted drivers failing to stop at crosswalks or yield to pedestrian traffic.

Residents identified numerous problems with poor visibility and road design, citing sharp curves, blind driveways, steep drop-offs, and limited sight distances, especially on roads like Rocky Branch Road, Old US 441, Demorest-Mt. Airy Road, and Hazel Creek Road. As development continues along these routes, many worry that road safety design has not kept pace.

Maintenance issues were also top of mind. Roads such as Talmadge Drive, Dicks Hill Parkway, and Habersham Mills Road were described as in disrepair, with potholes, fading striping, and uneven pavement that force drivers into opposing lanes or make lane boundaries unclear, especially in poor weather or low light.

Q9. Do you have any other comments on transportation safety in Habersham County?

This open-ended question was completed by 57 respondents and elicited a wide range of answers. Residents throughout Habersham County voiced significant concerns about transportation safety, infrastructure, and enforcement, particularly in light of anticipated truck traffic increases from the planned inland port in Gainesville. The SR 365 corridor remained a focal point, with many calling for safer design features such as acceleration and deceleration lanes, entrance and exit ramps, and reduced speed limits to replace high-risk intersections and RCUTs.

A consistent theme in the feedback was the need for stronger enforcement of traffic laws. Residents urged stricter and more consistent action against speeding, distracted driving, and unlicensed drivers, especially on local and residential roads. While many praised the efforts of local law enforcement, they emphasized that increased presence and consistency are needed to effectively deter violations. Cell phone use while driving was repeatedly mentioned as a growing problem contributing to dangerous driving behavior.

Similar to the previous questions, feedback on roundabouts was mixed. Some residents supported their use, particularly at four-way stops, citing success in other communities. Others expressed concern that roundabouts, especially near busy commercial areas like the Ingles intersection in Clarkesville, could confuse drivers and increase crash risks, particularly for older individuals or those unfamiliar with their design.

Several respondents highlighted the importance of driver education, especially for teen drivers. Many advocated for mandatory driver's education in high schools or required safety courses prior to licensure. A better understanding of basic traffic rules, including how to safely navigate four-way stops and roundabouts, was seen as critical to long-term safety.

There was strong support for expanding pedestrian and bicycle infrastructure. Residents recommended the development of dedicated walking and biking paths, particularly along SR 115 and between Clarkesville and Cornelia. Improvements to sidewalks, crosswalks, and separated bike lanes were also requested to reduce conflicts between vehicles and non-motorized users. Some emphasized the need for aging-friendly infrastructure, including safer parking in downtown areas and improved accessibility for those with mobility challenges.

Concerns about road conditions were widespread, especially on rural and secondary roads. Roads like Camp Creek Road and Crane Mill Road were cited as being too narrow or in poor repair, with faded striping, potholes, and weak shoulders. Poor lighting and faded or missing signage were also frequently mentioned as hazards, especially in low visibility conditions.

Residents voiced support for traffic calming measures such as speed bumps, flashing stop signs, dynamic speed feedback signs, and lane narrowing to slow traffic in residential neighborhoods. Some offered additional ideas tied to public health and environmental benefits, including vehicle emissions testing to reduce pollution and asthma rates.

A few participants suggested innovative solutions to improve safety and quality of life, such as implementing a shuttle or tram system in commercial areas, enhancing parking management, and building eco-tourism focused cycling routes. Others emphasized the importance of

preserving the rural character of the county while adapting infrastructure to support continued growth.

Overall, the feedback demonstrates a clear public desire for a proactive approach to transportation safety, one that combines enforcement, education, infrastructure improvements, and safe multimodal options.

Q10. Have you or someone you know been involved in a traffic crash as a bicyclist? If so, how severe was the crash?

Response options included the following and results are shown in **Figure 9**:

- No
- I was and experienced no or mild injuries
- I was and was treated for injuries
- I was and was treated for injuries I still suffer from
- Those involved died as a result of the crash

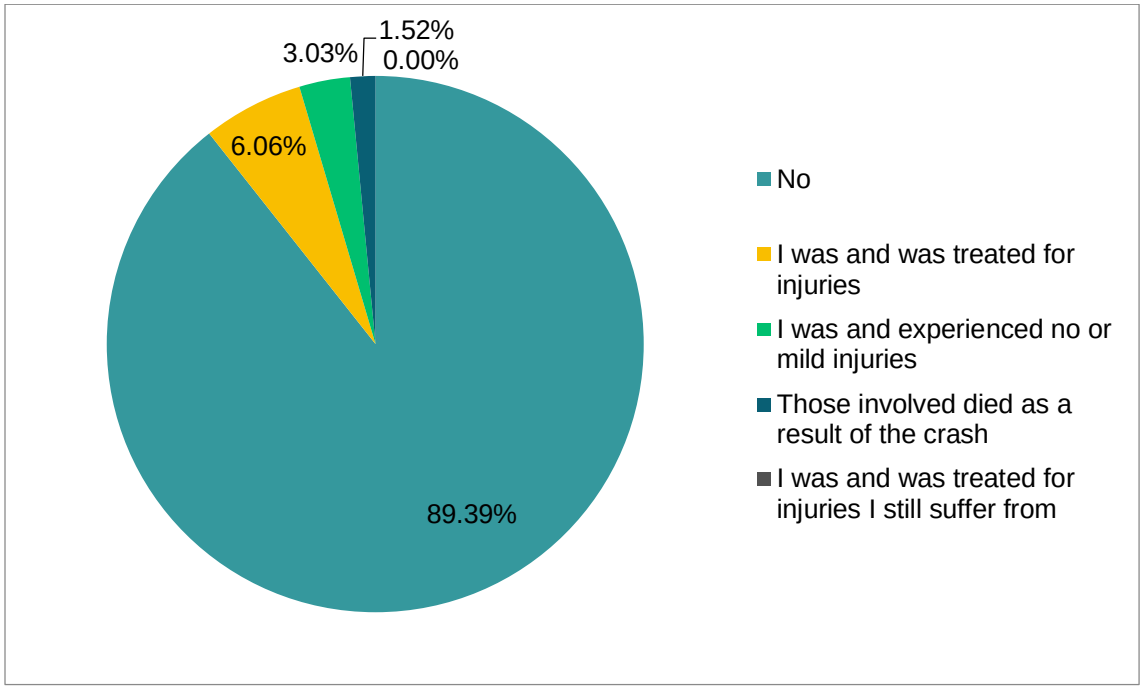

Figure 9: Bicyclist Traffic Crash Survey Question Results

The majority of respondents (89%) indicated that neither they nor someone they know had been involved in a traffic crash as a bicyclist. A small percentage (6%) reported being involved and treated for injuries, while even less (3%) experienced crashes resulting in no or mild injuries. A small portion (nearly 2%) knew someone who died as a result of a bicycle-related crash and no respondents reported ongoing suffering from crash-related injuries.

Q11. If you use a bicycle to get around, what is your biggest issue with the bike infrastructure you use?

Response options included the following and results are shown in **Figure 10**:

- Few or no options present
- Poor infrastructure/condition
- Vehicles do not share the road or are speeding
- Other (please specify)

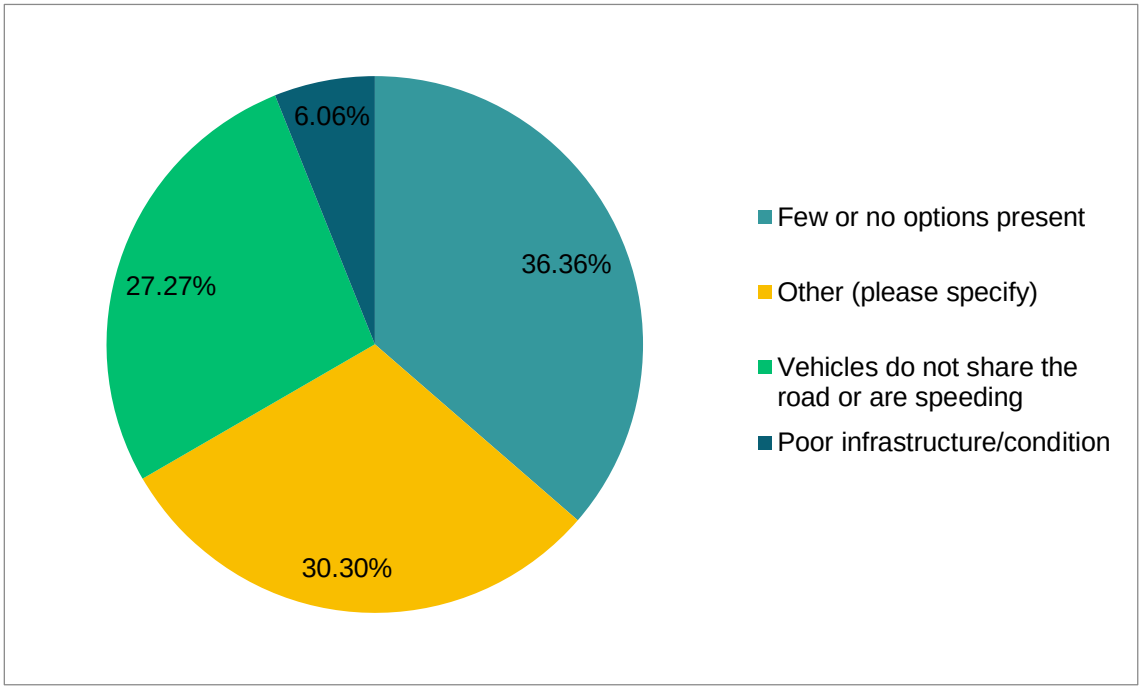

Figure 10: Bicycle Infrastructure Concerns Survey Question Results

Of the 33 responses, the most commonly reported issue among those who use bicycles for transportation in Habersham County was a lack of facilities, with 36% indicating that there are few or no bike facilities available. Additionally, 30% selected "Other," highlighting a range of additional concerns. Vehicle behavior, including drivers not sharing the road or speeding, was cited by 27% of respondents. Only 6% pointed to poor infrastructure or bicycle facility conditions as their primary concern.

For those who selected “Other,” their responses varied but revealed several clear themes. Most notably, many respondents do not currently ride a bicycle, often citing safety concerns as the primary reason. A significant issue identified was the lack of safe, dedicated bike lanes, especially on high-traffic roads with little or no shoulder. Bicycling on roadways adjacent to vehicle traffic was widely considered too dangerous without physical separation.

Some respondents expressed interest in biking or using electric bikes, but only if protected bike lanes or multi-use paths were available. Others emphasized the need for basic safety infrastructure, such as lights, reflective gear, and physical barriers.

A few respondents shared positive biking experiences in other cities and proposed improvements for Habersham County, such as a barrier-separated bike lane along US 441 Business between Cornelia and Clarkesville. Others supported a greenway or trail system linking Cornelia, Demorest, and Clarkesville, which they said would create a safe, flat, and scenic route for both cyclists and pedestrians.

Overall, the responses show a strong interest in bicycling, but also a clear need for improved infrastructure to make it a safe and practical option in the community.

Q12. If you use a bicycle to get around, do you feel safe on the roadways?

This was a Yes/No survey questions and results are shown in **Figure 11**.

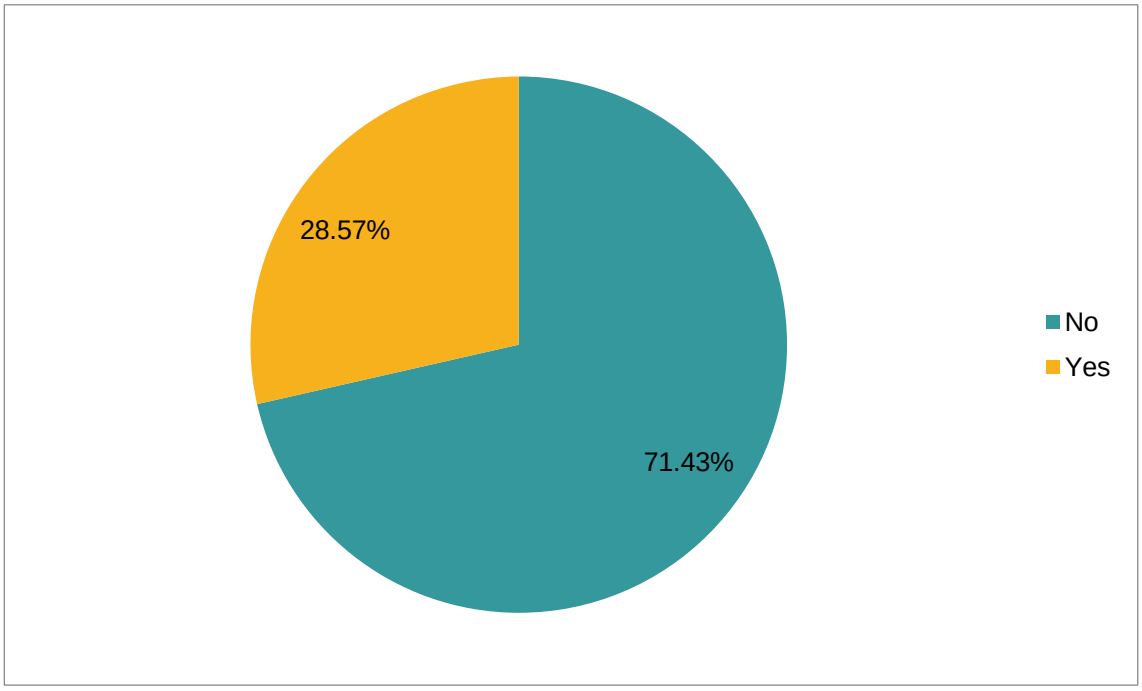

Figure 11: Bicycle Safety Survey Question Results

Although there were fewer responses to this question (with 28 responses), the majority of respondents who use a bicycle to get around reported that they do not feel safe on the roadways (71%), while only 29% said they do feel safe. This highlights a significant concern about bicycle safety and infrastructure in the county, reinforcing the need for improved bike lanes, traffic separation, and active transportation safety measures in Habersham County.

Q13. If you use a bicycle to get around, do you feel safe on the roadways?

The relatively low response rate (17 responses) may reflect the limited number of people who use bicycles for transportation in Habersham County, as well as the smaller subset who indicated in the previous question that they feel unsafe while riding.

Responses revealed a widespread sense of insecurity among cyclists in Habersham County. Most participants stated that they feel unsafe on all or most roadways, with specific mentions of US 15, SR 17 N, and Pea Ridge Road as particularly dangerous. Common concerns included high vehicle speeds, limited sight distances, lack of bike lanes or shoulders, and narrow, curvy, or congested routes.

Several respondents noted that the absence of safe infrastructure has led them or their loved ones to stop biking altogether. Many emphasized that no roads in the county feel safe, particularly where vehicles travel over 35 mph or where road design fails to accommodate cyclists and pedestrians.

Overall, this feedback highlights a countywide gap in safe cycling conditions, reinforcing the need for protected bike lanes, wider shoulders, on major highways and traffic calming measures on secondary roads throughout Habersham County.

Q14. Have you or someone you know been involved in a traffic crash as a pedestrian? If so, how severe was the crash?

Response options included the following and results are shown in **Figure 12**:

- No
- I was and experienced no or mild injuries
- I was and was treated for injuries
- I was and was treated for injuries I still suffer from
- Those involved died as a result of the crash

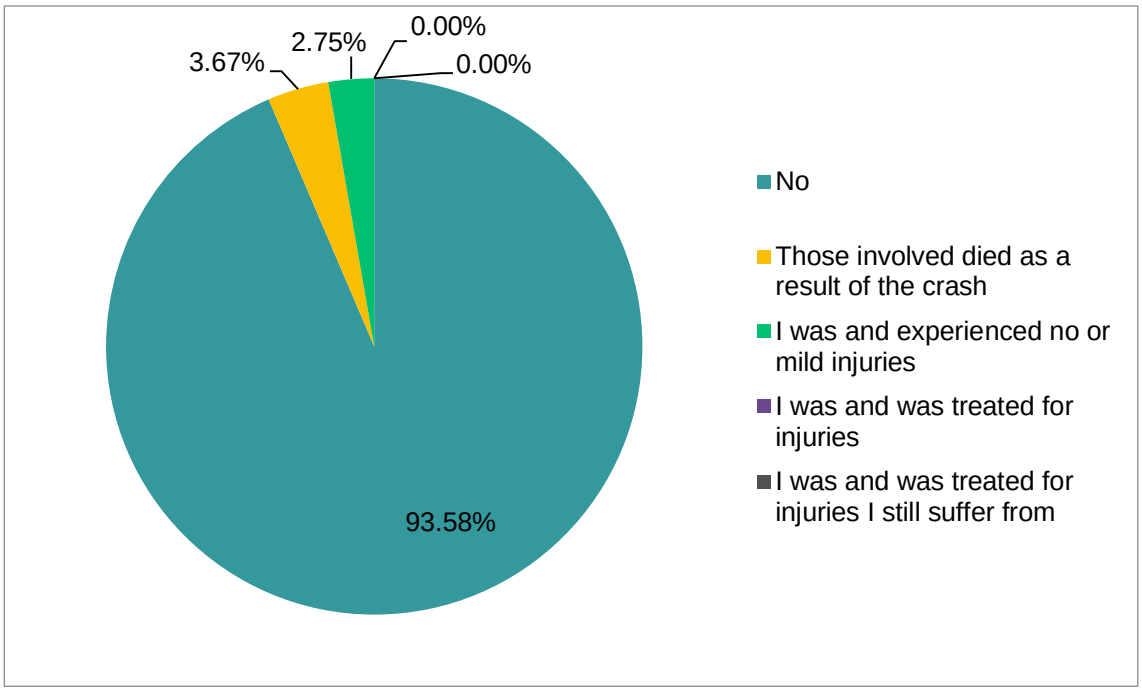

Figure 12: Pedestrian Traffic Crash Survey Question Results

Although there were significantly fewer responses related to bicyclist activity in the county, there were 109 responses related to pedestrian crash survey data. The majority of respondents (94%) reported that neither they nor someone they know had been involved in a traffic crash as a pedestrian. A small percentage (nearly 3%) experienced or knew someone who experienced a crash with no or mild injuries, while nearly 4% knew someone who died as a result of a pedestrian crash. No respondents reported non-fatal injuries that required treatment or resulted in ongoing effects. These results suggest that while pedestrian crashes may be rare, the outcomes can be severe or fatal when they do occur.

Q15. If you walk to get around, what is your biggest issue with the sidewalks/crosswalks you use?

Response options included the following and results are shown in Figure 13:

- Few or no options present
- Too narrow
- Poor infrastructure/condition
- Other (please specify)

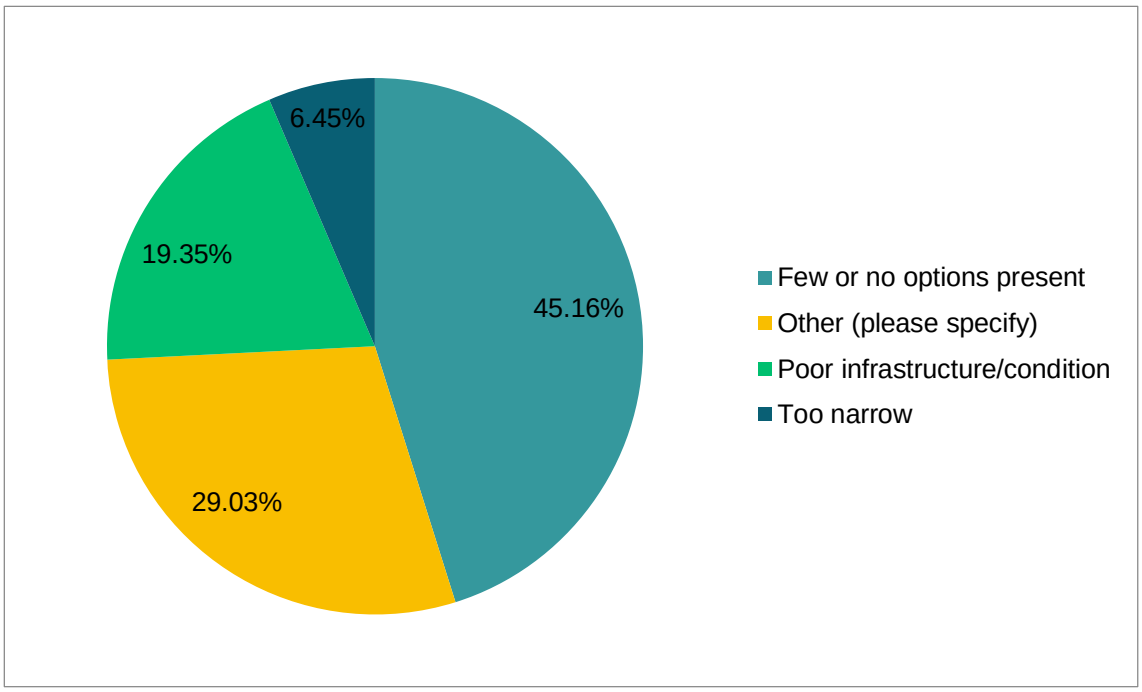

Figure 13: Sidewalks/Crosswalks Concerns Survey Question Results

The most commonly reported issue among respondents who walk was the lack of sidewalks or crosswalks, with 45% stating that few or no options are present. Another 29% selected “Other”, indicating a range of additional concerns. Poor infrastructure or sidewalk conditions were noted as issues by 19% of respondents, while only 6% reported that existing sidewalks were too narrow. These results highlight a strong need for expanded and improved pedestrian infrastructure in Habersham County.

Of the 62 individuals who responded to this question, 18 selected “Other” and provided additional comments. These responses highlight a range of concerns about sidewalk and crosswalk conditions in Habersham County, particularly among those who walk regularly. While a small number of respondents noted no issues, saying sidewalks were adequate and well-marked, the majority expressed frustration with poor infrastructure, safety risks, and limited pedestrian access.

A frequent concern was drivers failing to yield to pedestrians, even at designated crosswalks, especially on Washington Street and along US 441 between Cornelia and Clarkesville, which were repeatedly described as dangerous for pedestrians. Many also pointed out that sidewalks

in several areas are narrow, cracked, uneven, or missing entirely, particularly in and between Clarkesville, Demorest, and Cornelia.

Specific locations called out for improvement included the sidewalk near the Cornelia community house, which was said to need widening and a guardrail, and the gap between Mount Airy Town Park and Cornelia City Park, where no sidewalk exists despite the short distance. Additional concerns were raised about limited visibility and narrow roads along Jefferson Street and Rocky Branch Road, the latter also flagged for illegal truck traffic.

Several respondents advocated for the creation of greenways or separated pedestrian paths to provide safer travel options and support public health. Others emphasized that multiple issues applied, calling for a comprehensive, countywide approach to improving pedestrian safety and infrastructure.

Q16. If you walk to get around, do you feel safe on your route?

This was a Yes/No survey questions and results are shown in **Figure 14**.

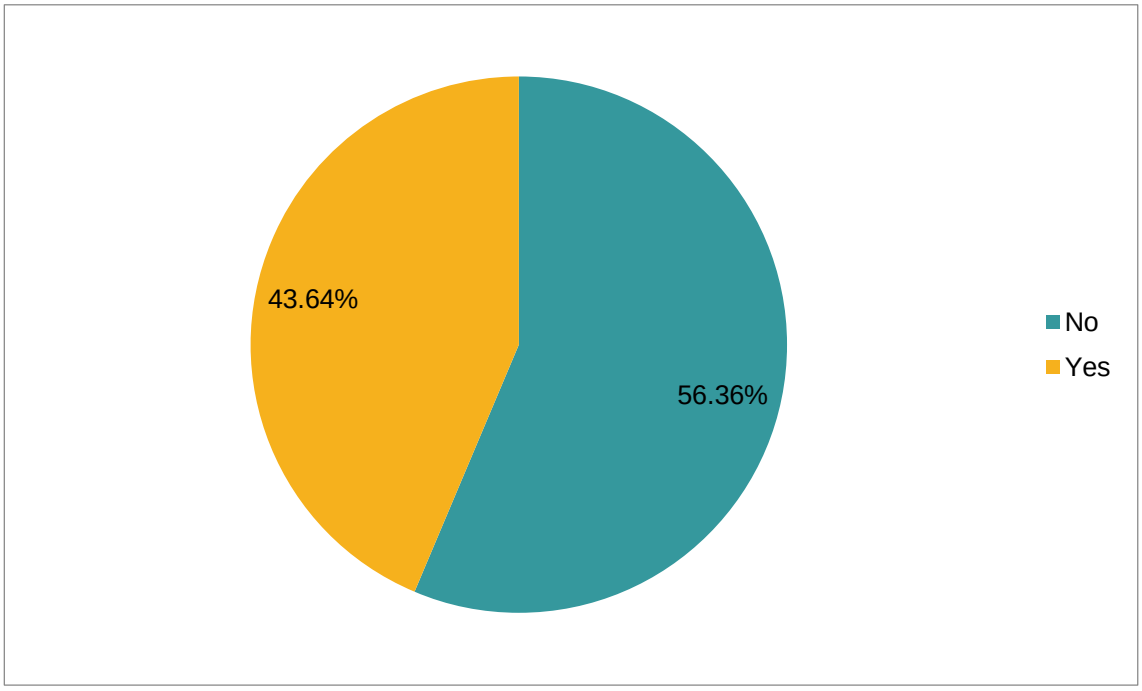

Figure 14: Pedestrian Safety Survey Question Results

Of the 55 responses, a slight majority of respondents (56%) who walk reported that they do not feel safe on their route, while 44% said they do feel safe. This suggests that pedestrian safety is a concern for many, reinforcing earlier feedback about limited or poor-quality sidewalk and crosswalk infrastructure in Habersham County.

Q17. If you said no to the previous question, which roadway/route(s) do you feel unsafe on?

This follow-up question to Question 16 was answered by 27 of the 130 survey participants and allowed for open-ended responses. The feedback revealed widespread concerns about pedestrian safety across a variety of roadways in Habersham County. Many participants identified SR 115, US 441, and SR 17 as particularly unsafe for walking due to speeding vehicles, a lack of sidewalks, poor lighting, and no physical buffer between pedestrians and moving traffic.

Specific roads frequently mentioned included Mud Creek Road, Chase Road, Blair Road, and Washington Street in Clarkesville. Respondents noted that pedestrian infrastructure is largely absent outside the core areas of Clarkesville, Demorest, and Cornelia. Other roads, such as Historic US 441, East Louise Street, and Demorest-Mt. Airy Road, were also described as unsafe for pedestrian traffic.

Recurring concerns included damaged or missing sidewalk segments, as well as sidewalks placed directly adjacent to high speed vehicles without any protective separation. One respondent described walking from Ingles to downtown Clarkesville as “unpleasant” due to narrow, obstructed sidewalks and no separation from traffic.

Several participants emphasized the need for greenways or multi-use paths to create safer, separated spaces for pedestrians. Others highlighted the lack of pedestrian accommodations on residential roads leading into downtown areas.

Overall, the responses point to a countywide lack of consistent, connected pedestrian infrastructure, particularly beyond downtown cores. There is strong community support for expanded sidewalk networks, traffic calming measures, and safer pedestrian crossings, especially along high-speed corridors and commonly used local roads.

3. DEMOGRAPHIC QUESTIONS

Q18. If we have any questions about the feedback you've provided, can we contact you? If so, please provide your contact information below.

Of the 130 survey participants, 75 respondents answered this question. Among them, 74 provided both their name and email address, and 64 included a phone number, indicating a high level of engagement and willingness to be contacted for future follow-up or involvement.

Q19. What is your age?

Response options included the following and results are provided in **Figure 15**:

- 18 and under
- 19-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 and older

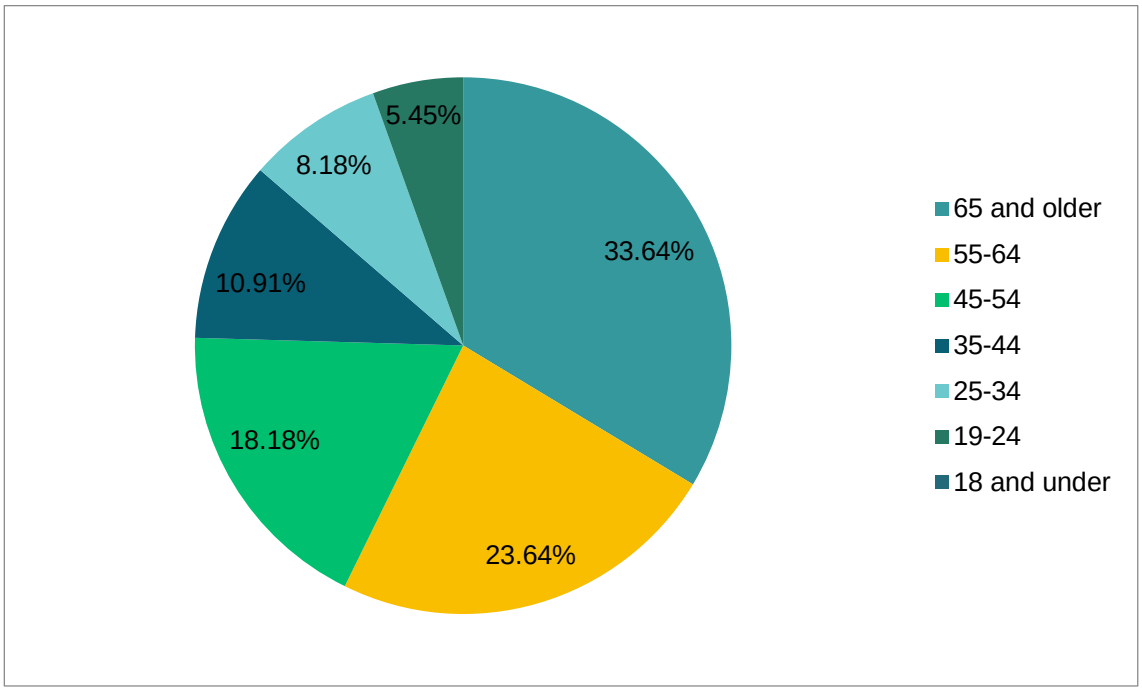

Figure 15: Respondent's Age Survey Question Results

There were 110 respondents that provided their age demographic. The survey respondents mostly consisted of individuals aged 65 and older (34%), followed by those aged 55 to 64 (approximately 24%). The 45 to 54 age group accounted for 18%, while younger age groups were less represented, only 11% were aged 35 to 44, 8% were aged 25 to 34, 5% were aged 19 to 24, and no respondents under 18. This indicates that the majority of feedback came from middle-aged and senior residents.

Q20. How do you identify?

Response options included the following and results are shown in Figure 16:

- Asian/Pacific Islander
- Black/African American
- Latino/Hispanic
- Native American
- White/Caucasian
- Two or more
- Self-Identify

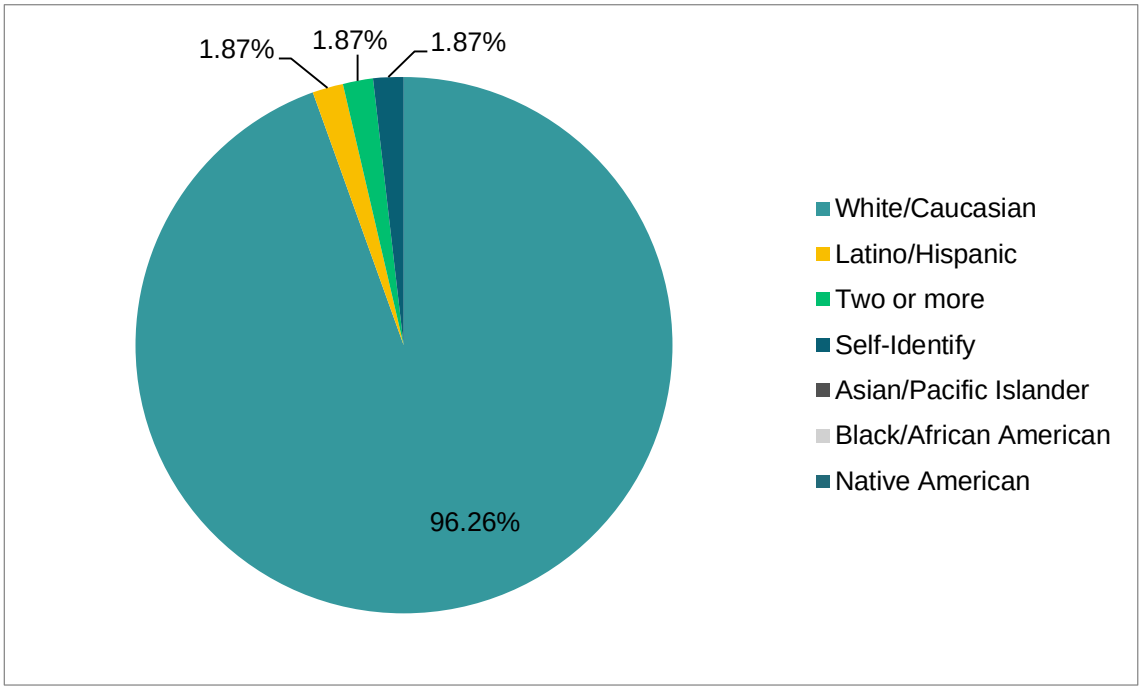

Figure 16: Respondent's Ethnicity Survey Question Results

The overwhelming majority of respondents identified as White/Caucasian (96%). Nearly 2% of respondents identified as Latino/Hispanic, nearly 2% as two or more races, and nearly 2% as self-identified. No respondents identified as Asian/Pacific Islander, Black/African American, or Native American, suggesting limited racial and ethnic diversity among survey participants.

Q21. What zip code do you live in?

Respondents were provided the opportunity to share their ZIP code as part of the survey, offering insight into the geographic distribution of participants throughout the county. This information helps ensure that the feedback reflects a broad cross-section of Habersham County and nearby areas, with most responses concentrated in ZIP codes located within the county.

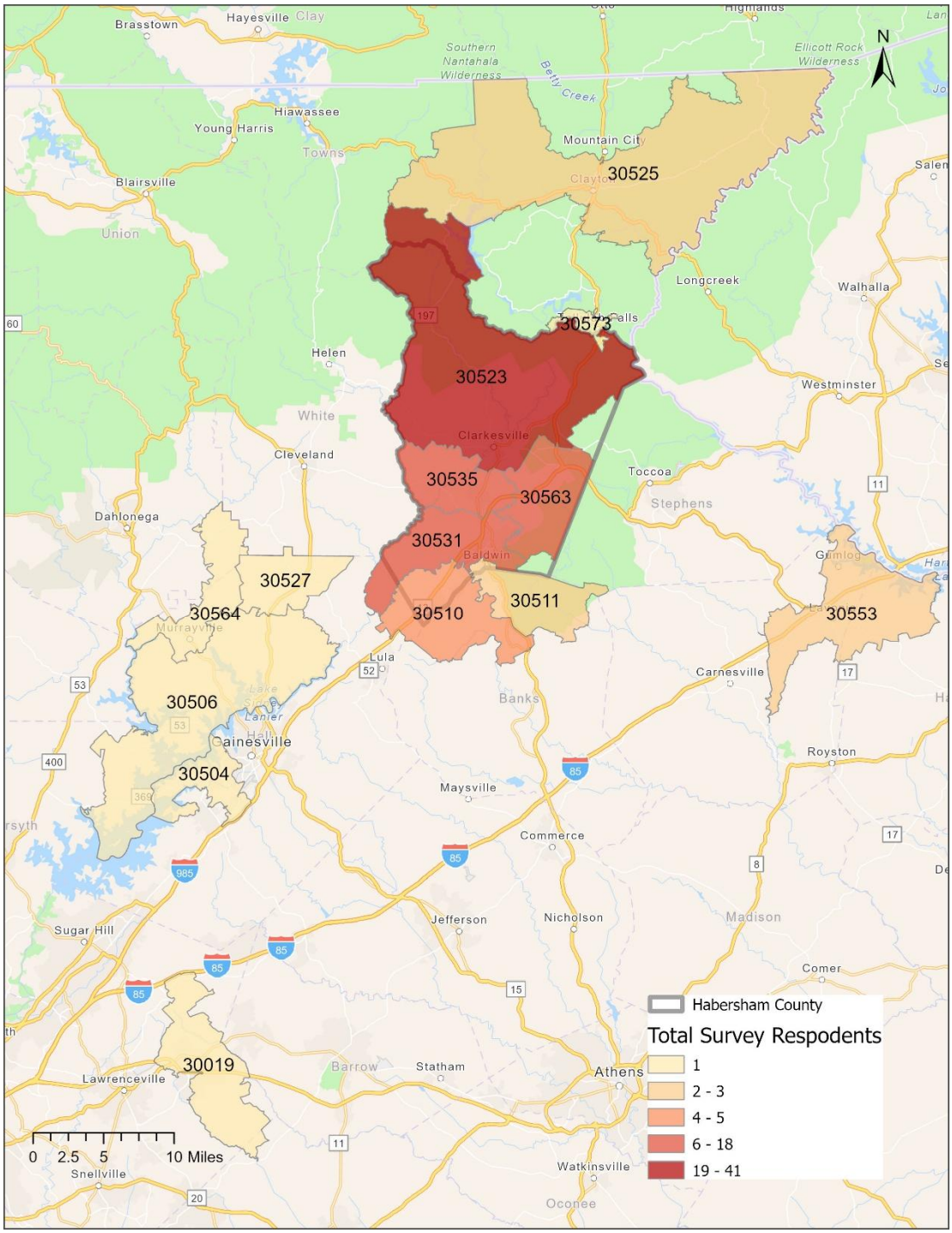

Figure 17: Respondent's Zip Code Heatmap

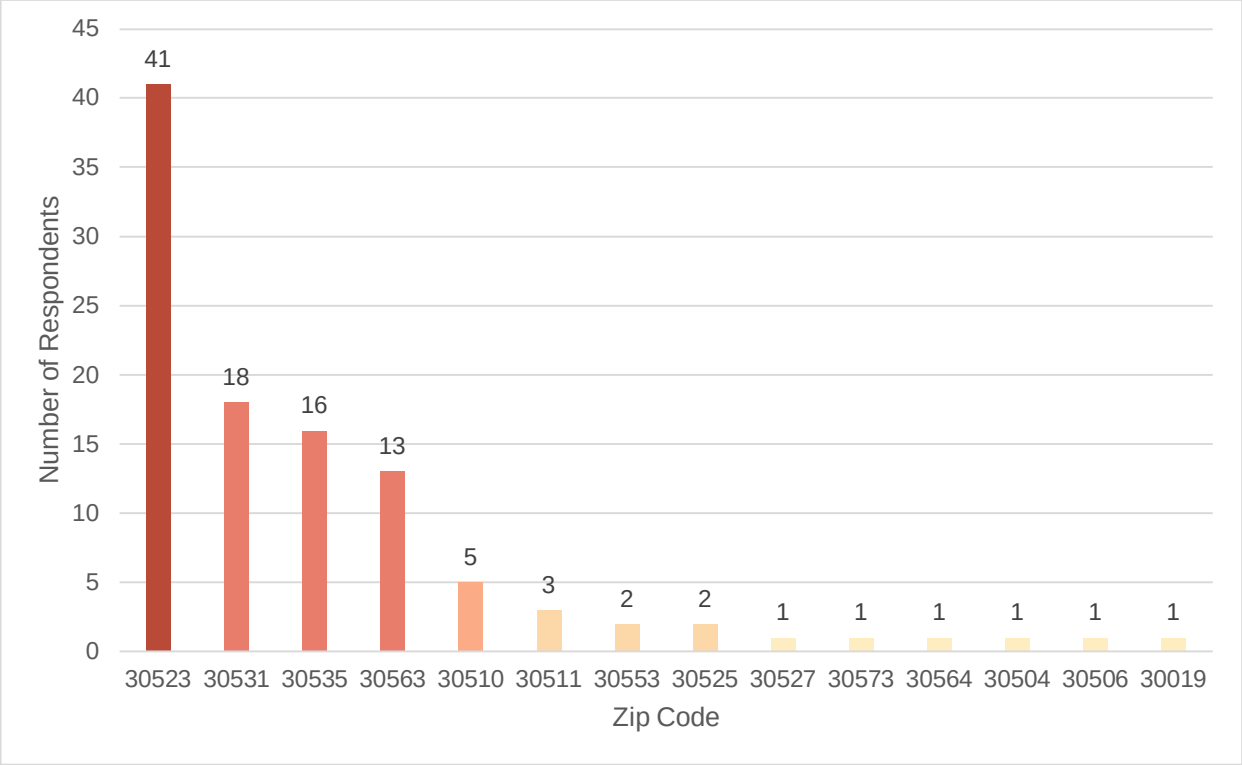

Figure 18: Respondent's Zip Code Survey Question Results

There were 106 responses identifying ZIP codes for respondents. The majority of which (89%) were located within Habersham County, Georgia. Specifically, 30523, 30531, 30535, 30563, 30510, and 30511 are all within the county.

The remaining responses (11%) came from ZIP codes outside of Habersham County, including 30525, 30527, 30506, 30553, 30504, 30573, 30019, and 30653. These responses likely represent individuals who commute to, work in, or frequently travel through the county.

This distribution shows that most survey participants are residents of Habersham County, giving strong local relevance to the feedback. The smaller share of responses from surrounding areas provides regional insight that may reflect the experiences of regular visitors or commuters.

ZIP code 30523 received the highest number of responses by a significant margin. Other ZIP codes with notable participation included 30531, 30535, and 30563. Response levels tapered off among the remaining ZIP codes, with only a few submissions each from 30510, 30511, 30525, and 30527. Several ZIP codes, 30564, 30506, 30553, 30504, 30573, 30019, and 30653, had minimal representation, each contributing just one or two responses.

Overall, this suggests that survey feedback was heavily concentrated in a few core areas of Habersham County, providing a strong foundation for understanding local transportation needs and concerns.

Attachment A:
Raw Survey Response Data

Question 5: Based on the responses to Question 4 (What do you think are the biggest roadway concerns that contribute to crashes in Habersham County?) please provide any specific roadway safety concerns.
Too much traffic between Habersham and Gainesville. Many accidents and deaths have occurred . With the Inland port coming in will be even worse. Need to add extra Lanes and exits with acceleration and deceleration Lanes
Widen Stonepile Road to fog line specs.
Duncan Bridge Road and SR-365 intersection is a very dangerous place. I think some people drive way too fast in that area.
I read the arrest report twice weekly in the paper, and the number of DUI, speeding, and unlicensed drivers is awful. I am very thankful for our fantastic sheriff dept for getting the ones off the street they are able to. In general, when I am driving around, lots of people aren't paying attention and also see a lot of speeding. I have seen many crashes at red lights around town.
Lack of guard rails in strategic areas where vehicles could go down into deep ditches or water.
Speeding drivers
Construction zones are difficult to navigate at night, i.e. roundabout at 105/115
Road conditions
N/A
Duncan bridge and 365
None
Bicycles on busy roads that refuse to get into a single file so that it’s safe to pass or them stop.
A lot of pot holes in the county
I'm worried about the number of wrecks at Demorest mt airy and 365 due to people to concerned with their phones.
The main street in Clarkesville is horrible. everyone who is local looks like they are drunk driving just to avoid all of the manhole/pothole indentations. they are not safe and should be leveled or relocated to the side of the road. Or they should just totally tear up the sidewalk on one side of old 441....move all of the water, power, sewer to the side of the road underneath the sidewalk..and put a new level sidewalk. This way Clarkesville won't be replacing water lines 4 ft at a time for the next 100 years. Trucks ignoring the "no trucks" signs. On Gastley Rd, I routinely see HEMC trucks and even transfer trucks going down the road. It is too narrow for this to be safe, and it also damages the road. The big HEMC trucks should be exiting onto 115 straight from the Old Beaverdam Rd they took over where it meets 115....not out the back entrance.
Duncan bridge / 365 intersection. Running red light & speeding. Needs overpass.   Demorest Mt air Hwy & 365 needs overpass. Speeding and running lights.
Left hand turn light needed at Carpenters Cove/ 441 intersection. Some added bike lanes would make the roads safer for everyone concerned.
SR 365 is the most concerning route within the county.
Chase road is a high pedestrian county road and needs a sidewalk desperately

The R cuts on 365 contribute to accidents. People make a right into traffic and immediately must get in passing lane to make a U-turn then make a left into the passing lane. Ridiculous plan.
Distracted driving is my biggest concern.
Inconsistent speed limit signage. For example, on Old Highway 441 between Clarkesville and Cornelia, the speed limit changes every few blocks and is different for the north and south lanes.
I live in the city of Clarkesville and enjoy walking the area for pleasure, exercise, and to visit local businesses. The sidewalks where there are some are narrow, obstructed, in poor repair, and not well separated from fast moving traffic. I would like to see more roundabouts in Clarkesville to slow down and better control the traffic, more and better sidewalks and better bike and golf cart lanes.
The intersection of 365 at Duncan bridge area constantly has wrecks at the stop light area which would be helpful to have big signs several meters apart reminding to start slowing down and prepare to stop for the light coming up because it's one of few stop lights for miles and miles on the highway that can is easily come upon unexpectedly going 65mph and it's even harder to slow down to a complete stop when you aren't aware / unprepared for the stop light on top of the several car links already stopped that you have less time to now stop at going 65mph . Highways aren't for stopping typically so be nice to have prepare for stop light signs to be posted on both sides of the highway both directions
The intersection where 365 and Demorest Mt. Airy Hwy meet and the entrances of Wilbanks Middle and Demorest Elementary.
Mt Airy/Demorest Hwy. limited sight from 441 to 365, Palmer Alley width.
City managers should assign someone to drive city roads that intersect with main highways to make sure trees/debris is cut away to see oncoming traffic on main roads. Better support for more law enforcement in high traffic areas at peak travel times. There is no comparison for the cost of a life compared to the cost of hiring an officer to serve and protect. Get input from visitors who are learning new roads in the county. Sometimes folks who have lived here for a long time know the roads and conditions where as a newcomer would probably have more input for safer conditions as they learn to navigate the county. There are a number of road signs down or bent over on 365 from storm damage or wrecks. Those need to be replaced/repaired for safety. The use of more caution lights for upcoming intersections tend to alert drivers when distracted. Law enforcement should remain and expand calling out distracted drivers. Regardless of how many holder devices that are available for purchase, there are still too many people holding their phones while driving.
Talmadge Rd is in desperate need of paving. Some potholes were repaired but not all. Many roads are in need of paint. The above question asks for if anyone we know was in an accident but doesn't allow to respond. I was not in an accident, but a friend's granddaughter was. I drove the road myself...Dick's Hill Pkwy... and the paint is just not sufficient especially in rain. So many roads need better/brighter paint lines.
Highway 197 south and Hazel Creek road. Speeding school/sports traffic and limited visibility.
all intersections on Hwy 365, four-lane sections) should have acceleration lanes County deputies should arrest left lane traffic when there for long distances. All lanes need repainting with edge of the road equipped with rumble strips.
The red light on 365 and Duncan Bridge, the turn signal needs to turn red when the north and south bound lanes are both moving. The red light at 441 and carpenter way needs an added turn signal. The red light at 441 and cannon bridge needs a turn signal for all ways not just the 3 ways and a longer time for crossing.
Intersections and distracted driving

You guys have really screwed up road crossings at 365 since that cops wife and family got killed making it where you can't cross 365. It's despicable how a couple people wearing glasses always causing accidents now involves everyone.
The intersection of J Warren and 441 is horrible. Turning from Carpenter's Cove or J Warren onto 441 is sometimes impossible. There have been several accidents here and many, many near misses. The turning lanes and signals on the two side roads need to be reworked to accommodate all the new traffic. Also, people leaving Starbucks and such have a difficult time getting back onto Carpenter's Cove. Out traffic should be directed behind Longhorn to make less of a backup in traffic and making getting into the road easier.
The change at the end of Antioch Church onto Talmedge Drive is worse now that it has been changed. From Antioch onto Talmadege, the driver has pull into part of the opposite driving lane. The striping on Talmadge was not corrected, so it appears that you can still turn onto Antioch in the previous spot making it very confusing especially at night or in the rain. Turning onto Antioch is such a sharp turn that it is difficult for large trucks and trucks with trailers.
All entry ways to schools.Demorest/Mt Airy/441 intersection441/Double Bridge Rd intersection441/197/17 intersection23/365/Mt. Airy intersection23/365/Duncan Bridge
Bicycles on 197 N especially at the curves and no way for a car to safely pass them. Heavy trucks speeding on HWY 365. People racing the on coming traffic when making a left turn.
365 and Mt. Airy intersection, Washington St. stop sign and red-light at the Ingles intersection.
The J-Turns and inability to proceed forward on Highway 365...
The 4 way stop at Washington and East Louise St. is too close to a traffic light, and causes a bottle neck. Maybe turn the intersection into a roundabout. Another concern is the left hand turn onto 17 from Jacob's Way or Rocky Branch Road. It is a dangerous intersection and needs a traffic signal installed. Last, there are NO sidewalks or bike lanes going on 17 around the government buildings and recreation department making it very dangerous for anyone on foot or bike in that area.
Traffic lights changing with no prior warnings. As a local truck driver, it gets unnerving driving up to a stale green light, even after slowing down on Hwy 365. I drove over the road years prior, and some states has warning flashers letting drivers know the light is about to change to yellow/red. It's hard to stop a 80,000 + pound truck even at a slower speed anticipating the Stale green light to change.
The speeding and aggressive driving to include following to close on all roads are out of hand. No dedicated turn lanes on Hwy 115 between Clarkesville and Cleveland. The speeding on Hwy 115 between Habersham Mills and the city of Clarkesville. Traffic control device needed at Habersham Mills Rd at Hwy 115. Habersham Mills Rd has become very busy, needs to be widened. Speed limit from Hwy 17 to Clarkesville Elementary needs to be lowered to 35mph. Big truck speeding throughout the county is out of hand. Big rig trucks should bypass downtown Clarkesville.
Speed limit on HWY 441 from Camp Creek to Cannon Bridge should be lowered to 35 mph. Bike lanes should be added when repaving all roads. Speed limit on Mud Creek Road should be lowered from 50 mph to 45 mph.
Speeding
Deer crossings
Alder Street does not meet MUTCD or AASHTO standards for sight distance to the left. It also doesn't meet safety standards for the amount of residents and only having a one car

width entrance. It is also a busy stop for children. It is dangerous because of sight distance, one lane entrance and no lighting.
115 and hab mills. Hab mills Rd,
Intersections and stop signs need street lamps, The need for more 4-way stops id becoming clearer. More signage when coming up on congested areas, upcoming highways and lowered speed limits - enforcements. There are many more inhabitants of Habersham and the traffic has got to be controlled. For everyone's sake. street lights would be extremely helpful, Also, address bright headlights, LED's and High-beams. The only reason to have that much light is to go fast. and speed is the main problem on the country roads.
We have many country roads and it seems that our winding roads is not where we are seeing fatalities. But rather on 365/441, I worry about safety the most. Could we look and see how many people get in wrecks in Tallulah Falls? I have gotten multiple tickets, and have learned to slow down in those areas. Anywhere we have high speeds we will see accidents.
The streets in Clarkesville are terrible. Full of pot holes and even pavement all the way from square to Ingles. 115 from 17 towards Clarkesville is awful as well.
The end of Habersham Mills that meets historic Hwy 441 NEEDS to be painted off to be one single width lane. It is only ONE lane, not 2. If you are turning left, people will pull up to the right of you and block your view of traffic flowing down the hill (limited sight already) causing you to sit there until someone is finally having to turn left as well.
The lighting, signage and entrance and exit ramps on 365 / 365 intersections are horrendous. Signage and lighting on most county roads is pretty bad.
The often used back roads with poor lighting, speeding , hills, seems like they know nobody will be out patrolling at night!
Speeds on 365 need to be heavily enforced. Red-light cameras should be utilized to enforce red light runners
Any road that crosses 365/441. The curve on 197 where Ansley road and Hazel Creek comes into it (which is near the high school). You can't see approaching traffic from either road. Students and buses travel on this road daily. Habersham Mills / 115 crossing. So many people were killed in this area. People fly on 115 and it is so dangerous to cross in this area.
poor marking and bad signage
none
the round-a-bout construction/work zone at 105 and 115 is an absolute nightmare, especially at night, people entering the round-a-bout at high speed is definitely a concern
The intersection of Historic 441/E Louise St/Washington St/17/197 in Clarkesville is a terrible design. I know the state plans to replace it. This replacement must be done sooner. I have used intersections in 14 countries and this is the worst one I have ever been to.
The distance between the Cornelia City Park and Mount Airy Town Park is 150 feet. There is no safe pedestrian access between these two pedestrian areas.
Better lighting. Provide a non-vehicular path for other modes of transportation.
The signs that state to "Keep moving" need to be placed further back and be much larger!

Demorest Mt Airy intersection is very congested with the school etc and people are always in a hurry.
Trucks passing through on Rocky Branch Road, which is illegal, with absolutely no enforcement.
Deer crossing the road, people walking on the highway at night without reflective clothing, and walking in the same direction as the traffic, oncoming cars not dimming their bright lights.
365 being an access road is the biggest mistake ever.. It was originally designed to be limited access and the grant may be the only opportunity to ever be able to get enough money to fix 365 and make it limited access. Traffic is going to get many fold worse with the inland port opening. Trucks will be going up 365 to Cornelia to get to 85.
Vegetation that blocks view Lack of bicycle lanes Lack of sidewalks combined with narrow roads
The intersection of Demorest-Mt. Airy Highway and 365 is horrible. I see vehicles of all types running the redlight. The intersection is at the bottom of hills north and southbound. Vehicles are speeding down the hills and never attempt to brake, if/when the light turns red. This is also at a school zone. Buses and parent drop-off/pick-ups are consistently crossing in the mornings and midafternoon. It is only a short matter of time before a tragedy occurs. Mount Airy Road is very narrow. The intersection formally known as To Wally World Way (At Tractor Supply) is not geared for the increased traffic.
Teams of bicyclists on curvy, side roads. College and other organized cyclists often ride on Black Snake Road, for example, and are a danger.
I have observed some drivers still using cell phones while driving.
N/A
Need proper signage around intersections and prior to.
Striping should be done with reflective paint.
Curves on Demorest-Mt. Airy yield limited sight distances for those coming out of subdivisions & the speeds are too high for the oncoming traffic.
Degrading edges of the narrower roadways
Demorest Mt. Airy Hwy and 365. Poor lighting at the redlight. The red light needs delays before changing to green on each side. Additional flashing signs that you are approaching a red light intersection; on way is coming over a hill, the other is after a curve. Scoggins Drive needs the shoulders to be scrapped or even widened. Cars drive in the center of the road due to debris build up on the edges making the lines invisible.
Unrestricted intersections on Hwy. 365 are a terrible safety hazard. Speeding and distracted drivers also are of great concern.
Crossing 365 (but that is improving)

Question 8: Describe a roadway or intersection that you feel is an area of concern and what makes it feel unsafe.
Highway 365, 985. Between Habersham and Gainesville. They call it the death Road now for obvious reasons. Need to add extra Lanes for truck traffic coming from inland port. Need laws for trucks to only be in the right lane. Need exits with acceleration and deceleration Lanes instead of intersections
Stonepile too narrow
Duncan bridge and SR-365
Intersection in front of Lowes, and also in front of tractor supply. The intersections are fine, perfectly navigate-able and marked, but so many people don't pay attention through there and many run through red lights.
197 Clarkesville coming into town
Chase Rd ... speeders Dicks hill Pkwy... hydroplaning during rain
Duncan Bridge and 365, people driving too fast
The 2 intersections next to each other in Clarkesville, where Stoney's used to be
Duncan bridge and 365
365/17
Demorest mt airy and 365.
I feel the biggest upcoming issue is going to be the new roundabout in Clarkesville. They are spending a ton of money on something that isn't a problem, but it will create one. Right now in Clarkesville along the main street, the only time you can get out of a business is the gap between a light turning from red to green, and there is no traffic coming down the road. when they put a roundabout in, there will be no gap in traffic coming North. This will make people have to wait endlessly to get out of a business, make unwise decisions to pull out when they really shouldn't, or just decide to cut thru on back streets to avoid traffic. Plus traffic routinely backs up all the way from the traffic light to the board of education building due to the length of the charm house redlight. the green light coming from the courthouse should be much shorter. One place that could be improved is at the end of Hwy 197 N by the Copper Pot. A right turn only lane should be added so people can make a Right turn without having to wait so long on all the people turning left.
365/Duncan bridge and 365/dem Mt airy Hwy; constant wrecks due to failure to stop & speeding.
Carpenters Cove/441 intersection needs a left turn light on Carpenters cove
SR 365 at SR 384 / Duncan Bridge Road. Unsafe as an at-grade crossing.
Main Street and GA15 in Tallulah Falls. The pedestrian options on the GA 15 bridge place pedestrians dangerously close to heavy traffic that is often moving at or above 55 mph. When turning off of GA15 on to main street, there are no sidewalks, so pedestrians often walk in the roadway and drivers may not see them in time when turning off the highway.
Most of my travels are on 365 and the r cuts the state has done are great. Out of the side roads I travel would have to say Toccoa Hwy and Rocky Branch Rd offset roads.
All R cuts and Duncan Bridge and 365 intersection. First light after miles of no lights also 365 & Mt Airy. I've seen many cars run a red light there.
Too many access points on old 441 from Burger King to Surcheros

On Highway 197 North, nobody understands the speed limit on this road, leading to aggressive tailgating, which includes HCSO units.
Roundabouts at Morningside Dr. and Washington St. and at Rocky Branch and Washington St. My husband used the VA clinic in Franklin, NC and the addition of roundabouts in that town made a huge difference!
The intersection of 365 and Hwy 384. There are constantly wrecks here. Coming north, it's the first red light for quite a few miles and I don't think drivers realize it until it's too late.
365 and Duncan bridge is by my house and it’s insane how many wrecks there are at this intersection and most are severe if not often fatal accidents and injuries here at this intersection with the stop light. I travel around it at all times if possible and only drive it if I absolutely have to because of the risk
The intersections listed above. There have been numerous wrecks and there is a great deal of congestion when the schools are receiving or releasing students.
see above
Demorest/Mt. Airy Hwy intersection has a heavy crash record. Also the intersection at 364 toward Helen off of 365. Possible speed drags on all lanes to slow down the traffic in that area. Vehicles are trying to beat the red lights in those areas. Th intersection of Hwy 197 and Old 441 has long been a concern for many locals. People on 197 turning north on 441 is tough and back traffic up for quite a distance during high volume times. A red lights might be helpful to drivers at the intersection of the recreation Department and county buildings as a high volume of traffic is also in this area for events and the daily grind. We need to consider how many little knolls/hills we have in those areas that lead drivers to feel at ease with speeding up going downhill or climbing the hills.
Again, Talmadge Rd needs repairs. Folks leave their lane to avoid the potholes and will drive straight at you.
Highway 197 south and Hazel Creek road. Speeding school/sports traffic and limited visibility.
Intersection of Duncan Bridge Road and Hwy 365. Lack of proper acceleration and deceleration lanes.
Not round abouts, but people have to be forced to do the right thing. Round abouts we will see even more problems as people feel entitled in this county.
E. Louise and Washington streets also Washington and Monroe Streets, Habersham Mill and Business 441 Old Historic 441 and Bridge St, Rocky Branch and E. Louise
The intersection where Stoney’s used to be located
The crossing at 365 at Antioch church how you have rigged it so you can't cross there and only have to turn out on 365. all those people causing accidents wear glasses and are on their cellphone. At Mt Zion at 365 you screwed that intersection up as well and a few others. Why don't you have a stand down for retraining for all of habersham county drivers and pass out bubble suits fo everyone to wear as well.
The intersection of J Warren and 441 is horrible. Turning from Carpenter's Cove or J Warren onto 441 is sometimes impossible. There have been several accidents here and many, many near misses. The turning lanes and signals on the two side roads need to be reworked to accommodate all the new traffic. Also, people leaving Starbucks and such have a difficult time getting back onto Carpenter's Cove. Out traffic should be directed behind Longhorn to make less of a backup in traffic and making getting into the road easier.
The change at the end of Antioch Church onto Talmedge Drive is worse now that it has been

changed. From Antioch onto Talmadege, the driver has pull into part of the opposite driving lane. The striping on Talmadge was not corrected, so it appears that you can still turn onto Antioch in the previous spot making it very confusing especially at night or in the rain. Turning onto Antioch is such a sharp turn that it is difficult for large trucks and trucks with trailers.
Demorest/Mt Airy/441 intersection 441/Double Bridge Rd intersection 441/197/17 intersection 23/365/Mt. Airy intersection 23/365/Duncan Bridge
Cannon Bridge RD(HWY105) at Smith Loop/Double Springs RD. HWY 441 at HWY 105
The intersection of 365 and Duncan Bridge Road--People pulling out onto 365 with oncoming traffic and/or making a left turn from 365. Plus, speeding up with the caution light to avoid the red light.
See above
Chase road and 441 in front of Wal-Mart
Being unable to turn left on 365 without being directed to turn right before performing a dangerous u-turn into traffic.
Sidewalk from intersection of Level Grove Rd. and BC Grant RD. to Cornelia city line, a distance of approximately 300 yards.
See my other comment.
Hwy 365 traffic lights
ANY intersection with 365. I see accidents almost daily.
The intersection of Habersham mill Rd and Hwy 115. The Hwy 115 speed is to fast for that intersection. Getting in or out of any business in that area is dangerous
More enforcement of speeding infractions would help. Old Athens Highway and Cannon Bridge. Please consider making Midway Crossing a one-way street (traffic would flow from Demorest to Cornelia) with right-turn only. There also needs to be a protected left-turn signal installed at the intersection of HWY 441 and Industrial Boulevard in Baldwin.
Highway 115 speeding 365 speeding and running red lights/stop signs
Old historic 441 and Alder Street in Demorest. Less that 15-20 ft of sight distance to the left. One lane entrance, over 6 in drop off on pavement, and no safe clear zone and lighting for children waiting for the bus.
State Hwy's !7 North and Hwy 105; 255 ALT(*); and Hwy 75 (In White County) All need to be All-way stops, Hwy 17 has become too fast, and has more and more homes and business' being built along it's length.(*)Hwy255ALT being as straight as is it and the main road up the Burton/Batesville/Unicoi area without going through Helen. There is a lot of Delivery/Construction/Recreational /Sightseeing/Residential traffic coming out on Hwy 17N.
Any of the roads that turn onto 441/365 without a light seem dangerous. I also feel speeding cameras are a pain in the but for motorists but could generate needed revenue for our county and slow folks down.
The intersection at Burger King and Auto Zone is horrible. People don’t know what to do there. Also the light at Walmart and Murphy Gas Station.

The end of Habersham Mills that meets historic Hwy 441 NEEDS to be painted off to be one single width lane. It is only ONE lane, not 2. If you are turning left, people will pull up to the right of you and block your view of traffic flowing down the hill (limited sight already) causing you to sit there until someone is finally having to turn left as well.
All of 365. Lighting, signage and entrance / exit ramps.
Hwy 17 and State Road 105 (cannon bridge) horrible. With the new roundabout at 105&115 will make a huge difference I believe with traffic flow once completed. Improving crossroads on 365 should help but speed is still a major concern!
365 At Duncan Bridge and the interchange of 441 Business and 365. Every morning I see multiple red light runners
Habersham Mills/115 Ashley Road/ 197S Hazel Creek/197S 105/ 17 Any road crossing 365 and 441
Demorest mt airy 365 intersections
Intersection of J. Warren Road and Level Grove Road. Instead of a 4-way stop, needs to be a round about.
Business 441 and Carpenter Cove Ln/J Warren Rd - very busy intersection from both directions. Need turning signals for those turning off of Carpenter Cove Ln/J Warren Rd.
105 and 115 in it's current state
The intersection of Historic 441/E Louise St/Washington St/17/197 in Clarkesville - confusing mixture of stoplights, stop signs, and yields- business located in the center of the intersection(It was worse before some dangerous parking spaces were removed)I would like four-way stops on Dicks Hill Parkway around Mount Airy, as a way to calm traffic.Full-size entrance and exit ramps and elimination of unprotected left turns on Highway 23 would make intersections safer.There are poor sight lines if you drive between the intersection of Dicks Hill Parkway with Old Highway 197 and the intersection of Demorest-Mt Airy Highway with Camp Creek Road.https://maps.app.goo.gl/Me92DmrtEQDMsQEs6
The intersection of BUS 441 and Cannon Bridge.
Demorest Mt Airy intersection. With the school etc and people running red lights it’s very unsafe. Ansley Rd because people use it as an on and off ramp and there are very bad sections of blind drives.
197N at Washington St by the Copper Pot
Hwy 17 due to traffic to and from Helen
Trucks passing through on Rocky Branch Road, which is illegal, with absolutely no enforcement. The road is quite narrow, a residential street, and is used as a highway by trucks.
Jacob's way and Toccoa Highway at Rocky Branch needs a traffic light ASAP. Very dangerous.
All of the R cuts or intersections on 365. Pulling into a train of traffic traveling at a high rate of speed. Things are only going to get worse with the inland port opening up.
Downtown Clarkesville intersection of 441 and Monroe (115). Always heavy traffic and when given walk signal there's still moving traffic. Forces you to rely on drivers being diligent.

Demorest-Mount Airy Highway/365 Duncan Bridge Road/365
All of them, especially on any roads with more than two lanes of traffic. I no longer trust other drivers to follow traffic rules
Rocky Branch Road crossing over to the Aquatic Center should have a traffic light. It is hard to see cars coming over the hill from the direction of the fairgrounds, and there is often a lot of traffic in this area.
Duncan bridge intersection with HWY 365, too many wrecks due to drivers not merging into the high speed lanes are turning left across HWY 365. No body seems to understand what merging into the flow of traffic means. Especially at stop signs!
Drivers in Clarkesville ignore the red light (Hwy 17) at Fresco's, continue beyond the parking lot entrance and turn right onto Hwy 441 going towards Ingles, sometimes blocking the parking lot entrance for those trying to turn into Fresco's, etc. Also, some drivers continue to ignore the warning lights for pedestrians trying to cross Hwy 441 in downtown Clarkesville.
N/A
We need traffic lights at Habersham Mills Rd and US-441 BUS, and at GA-115 & Habersham Mills Rd. Both of these intersections have become more challenging due to the increase in population, and it is only going to get worse.
Demorest-Mt Airy Drive speed limit too high - dangerous to make left turns from subdivisions with limited visibility due to curves. Must make U-turn off Demorest-Mt Airy Drive to access Maine Street - very dangerous due to speed of drivers behind you. Left turn from East Louise onto West Louise very dangerous.
Demorest/Mt Airy Road from Camp Creek to 197S
Demorest Mtn Airy highway on both ends. The red light from Burger King/Lowes.
All unrestricted intersections on Hwy. 365
Talmadge Drive at 441 in Hollywood

Question 9: Do you have any other comments on transportation safety in Habersham County?
We need to do something about the road between Habersham and Gainesville before the Inland Port gets here. Rules for trucks to only stay in the right lane. Make exits with ramps instead of turnarounds
I appreciate the R-cuts made at many intersections in the county. Would like to see more of them to help organize traffic.
Please continue getting unlicensed drivers and illegal drivers off of the road. Please pay great respect to our wonderful, hardworking law enforcement officers in our county. They are so appreciated, and I see them out monitoring the roads every single day I am out driving. They just can't be everywhere to catch every bad driver.
I would like to see the new flashing stop signs in more places with additional warnings ahead of the stop signs & more signs indicating driver speed.
No
Enforcement of laws and safety is not consistent and it lacks
No
No
Place more police in these intersections to impact the amount of impaired or distracted drivers.
It would be nice if a walking/biking path could be created on the property that used to be the sod farm just over the Soque river on Hwy 197. The law that created the abatement allows for a permeable service to be created. It would be a huge draw to our area...plus, imagine if a bridge similar to the one on the shortline trail could link it and the Greenway trail.
I hope Habersham will embrace roundabouts since a few are being implemented.
Get rid of R cuts and put in exit enter ramps. Even lights would be better than R cuts. Reduce speed limit to 55.
Better driver education
Every police agency (Habersham SO, Banks SO (resident), and GSP) in Habersham speeds through the school zone at NGTC. Lead by example.
Please add roundabouts at all 4 way stops! Yes, I've seen how effective they can be and would like to see their use encouraged!
Street lights in town , along the highways , and roads traveled 45mph and above would be great. Paved streets in town and parking lots and neighborhoods . Guardrails on crane mill needed. Trimmed tall grass in summer more often
The sidewalks in downtown Cornelia are beneficial for safety and for the aesthetics of the city!
Driver's Ed in high school would do more help than anything.
In both Clarkesville and Cornelia, the main traffic areas still have a great need for parking and accessibility. Although there are designated handicapped parking spots, the terrain is still difficult to traverse in many areas. Also, the store owners, especially in Clarkesville take up a majority of the parking spots for their personal use. Both cities need some sort of tram system similar to what many cities use to transport people into the shopping areas with safety. Perhaps a golf cart type product could be used to transport as the terrain is quite steep in both towns. Many of the crosswalks are on a sloped path and this can be hard to navigate with a walker or wheel chair. We need to realize that the population of our citizens is aging and needs these accommodations so that they can access shopping areas, spend their money, and generate a stronger tax base for these communities to help fund some of these projects.

The bicyclists surely have safer places to ride. They will also ride 2-3 wide and not single file so that cars can go around. It's dangerous for both the cyclist and the drivers and passengers of vehicles.
Arrest aggressive drivers who are behind one, pull around and get back into lane then immediately exit
Some roads need better signage, stripes on the road and others need a major overhaul. If people are forced to stop and wait their turn and the turn signal on all sides wait at least 5 seconds before changing to the opposite direction. What is a few more seconds to save a life?
not at this time
None
Have a retraining day for all Habersham county drivers, pass out bubble suits for everyone's personal safety, recheck everyone's vision testing because that's who's caused all the accidents at these intersections you've now mucked up . On 365
365 is always a concern. Some of the R turns seem incomplete.
Thank you for your consideration.
No
Please fix 365. I am worried every single day of my drive to work.
More enforcement of traffic laws
Speed and distracted driving are the two most common infractions I see regularly. Drivers are constantly holding their cell phones in violation of Georgia law and/or speeding.
We need more enforcement for speeding
Stop focusing on the areas where high income people live.
To promote ecotourism with a younger population, the gravel roads leading up to the Batesville area should be groomed Highway 197 should limit heavy trucks (the chicken trucks used to run only at night for example.) on weekends. So many of the roads in the county are still viewed as mini-freeways, and not the neighborhoods they are becoming. Wildlife is having to find narrower corridors causing more encounters with vehicles. There needs to be better safety campaigns on local radios and schools, Giving safe driving tips and reciting driving laws like they do the weather. and teaching by example, by the law enforcement: when it rains the head lights come on for instance. In summary , More signage, Street lights at all stop signs. Slower speeds, traffic control increases.
I would be happy to help make my community safer, especially with two teens learning to drive.
Law Enforcement needs to enforce hands free driving. I observe drivers all the time on their cell phones and being distracted.
People need to learn how to use 4 way stops.
If the budget ever permits some dedicated and safe bicycle routes would be a positive for the county.
Parking downtown has got to be addressed to secure safety and prevent major accidents with pedestrian traffic
ENFORCE SPEED LIMITS!
Too many roads are in need of repair. Camp Creek Road is traveled by buses and student drivers and the road is in desperate need of repaving.
our law enforcement officers should drive more safely
Law enforcement is doing the best they can under the circumstances to stop impaired drivers. Distracted drivers are a huge problem. The use of cell phones contribute greatly to it.
i wish the county would come up with a bike trail system for safe enjoyable riding

Pollution from vehicles with broken exhaust systems is widespread in Habersham County. 1 out of 10 people in Habersham County has asthma. This is a traffic safety issue because dirty vehicles cause asthma. Enact emissions testing to reduce asthma and lung disease. Medicaid is spending $4 billion/year of taxpayer money on asthma inhalers. Mandatory emissions testing will save tax payers money, make our community healthier, and grow our local automotive industry.There is almost no traffic enforcement off of major highways. Speed limit enforcement is needed on minor roads and in residential areas.Speed limits need to be low around residential areas and near intersections. Habersham County Transit does not connect to Amtrak or Hall Area Transit, which causes people to choose less safe methods of transit.Traffic calming, such as lane narrowing, is very helpful to residential areas.Bike lanes are good - if they are long and physically separated from traffic.Walking and biking spaces reduce obesity and heart disease, which makes people safer and reduces what tax payers have to pay for health care.There is a hazardous materials transfer facility in a residential area, causing heavy, flammable trucks to drive through residential streets. https://maps.app.goo.gl/QR2gUgvNmuyWNbv89
We urgently need to establish a separate greenway separating vehicle traffic from pedestrian traffic between Clarkesville and Cornelia. This change is essential for promoting health and safety in our rural Georgia communities. Let’s prioritize a safer, healthier future for everyone on our roads.
Build a bridge at Demorest Mt Airy intersection to help with School traffic and safety.
No, thanks.
Please first enforce the current laws on speeding through the Clarkesville downtown area. Also reduce the speed from 25mph on residential streets. Its dangerous to walk the narrow neighborhood roads even if on the outside chance they do the speed limit. Speed bumps are joke... I've seen cars jump them. I'm honestly about ready to move out of Clarkesville because of the lack of walkable areas. Really, that's the main benefit of living in the city.
Many roads were designed to be small country roads. We need to start looking at widening many roads and creating access roads to businesses along 365, as traffic increases.
More dedicated pedestrian and cycling routes/lanes. More roundabouts to replace busy four-way stops. More speed bumps or other physical deterrents of speeding especially in residential areas.
Although, I have made comments regarding changes that should be considered, overall I would rather drive in Habersham County over driving in counties to the south of us. I appreciate that higher traffic volume necessitates more infrastructure, but I hope that our county does not adopt four-lane or wider roads in addition to expansions already occurring on Hwys 365 and 441.
PLEASE do NOT construct a roundabout at the Ingles intersection in Clarkesville. I fear there will be more accidents due to the multiple businesses located near that intersection, and drivers not accustomed to using a roundabout including older drivers. The intersection can be redesigned to make it safer without a roundabout.
Require mandatory driving safety courses for teenagers prior to them receiving a license to drive.
We need to have better patch work on the side roads.
Distracted driving as a result of cellphone use that violates the law.
I am concerned about increased truck traffic once the inland port in Gainesville opens.

Question 11: If you use a bicycle to get around, what is your biggest issue with the bike infrastructure you use? (Other Responses)
Don't ride a bike
N/A
I would use an electric trike to get around if there were bike lanes available. Otherwise it is just too dangerous to mix with the traffic in my opinion.
People must have lights front and back on bikes and wear reflective vest just like u have to do on a military base, and you might as well pass out personal bubble suits for self protection
Roads don’t include a bike lane
I would bike but there are no safe routes to do so.
N/A
I used to live in several different cities and bike to work every day. I think cycling in Habersham County is safer than what I am used to. A bike lane, separated by barriers from traffic, would make a lot of sense on 441 business from Cornelia to Clarkesville. A bike lane along 441 business would take me to shopping, heath care, employment, government offices, and recreation facilities. It would cover everywhere I need to go (admittedly slowly) and would be flat. https://maps.app.goo.gl/XSxfFgGwCBjdeMXn9
I prioritize defensive driving, but the lack of adequate shoulders and the rumble strips on the edges make many roads hazardous for all users.
I would love to be able to ride my bike however the roads are not safe. I greenway between Cornelia and Clarkesville, linking through Demorest would be awesome!

Question 13: If you said no to Question 12 (If you use a bicycle to get around, do you feel safe on the roadways?), which roadway(s) do you feel unsafe on?
All of them.
GA 15 Highway
Most state highways with high speed and limited sight distance. Congested, high traffic areas.
My husband rode bikes, but I gave them away after his death. I do not feel safe using them because there are no bike lanes at all!
Any road, I no longer ride due to the dangers. I am on the lower end of the county that does not get the attention of many road improvements.
All major roads in Clarkesville
N/a
Hwy 17 N
Curves
As an example Pea Ridge and the secondary roads intersecting Pea Ridge have no or very limited shoulders for bikes, walkers or runners. The whole county is pretty much the same.
bicycles should not be allowed on public highways
all of them
Anywhere people are driving over 35 miles per hour.
See question 11.
Seriously? All of them, LOL! I would love to ride my bike but there is no way I would ever ride on these roads.
I live a mile from downtown Clarkesville and none of the roads going to downtown or ingles are safe
ALL roadways.

Question 15: If you walk to get around, what is your biggest issue with the sidewalks/crosswalks you use?
No issues. Crosswalks and sidewalks are more than adequate and well marked. People not paying attention to pedestrians in the crosswalks are the biggest issue.
All the above
The sidewalk from the community house in Cornelia to the entrance of the city park could be wider and have some type of guard rail to prevent someone from falling down the embankment.
Do not walk in my area. Not safe
Pass out bubble suits and reflective vests if they're walking on the road so people can see them
All 441 pedestrian crossings from Cornelia to Clarkesville are dangerous.
The sidewalks in Clarkesville are too narrow, have a low curb, and are cracked and uneven.
N/a
little or no sidewalks in towns or between Clarkesville Demorest Cornelia, down Historic 441 there are enough homes business's
All of the above.
No sidewalk for the very short distance between Mount Airy Town Park and Cornelia City Park.
You can walk from Pitts Park to the Soque Greenway Trail via E Water Street in Clarkesville, but the route is very hard to find.
We need more greenways to create a clear separation between motor vehicles and non-motor vehicles. It's time to take action for safer and healthier streets!
You really need to have a select all option. All of them are true.
Trucks passing through on Rocky Branch Road, which is illegal, with absolutely no enforcement.
Visibility and road width on Jefferson Street from Rocky Branch to the top of the hill.
Traffic on Washington Street in Clarkesville will often not yield to people crossing the street. I have seen several near misses.
Too few sidewalks, and where sidewalks are present, they are in poor condition.
N/A

Question 17: If you said no to Question 16 (If you walk to get around, do you feel safe on your route?), which roadway/route(s) do you feel unsafe on?
SR 197, some sections of 441
Need more sidewalks
Chase road
197N
The sidewalks from Ingles in Clarkesville to the town of Clarkesville are narrow, obstructed, in poor repair, and have no buffer between fast moving traffic. I use them, but it is not a pleasant experience. Except for these sidewalks, I have to walk on the roads which forces me to mix with traffic. Most drivers are courteous, but it is not the best situation for either of us.
I've had to walk mudcreek road from my house to town which turns into level grove road and also walked the other direction down mud creek road and it's too dark and no sidewalks
Sidewalk on 441 or a bike path that would parallel 441
2 lane road, no lights and speeding cars.
Downtown Cornelia
All 441 pedestrian crossings from Cornelia to Clarkesville are dangerous.
Washington St. in Clarkesville
All
Once outside the downtown Clarkesville area their are very few sidewalks. Walking from Clarksville to the recreation department means walking on 17 (East Louise St) with no sidewalk and past big semi-trucks and cars going 55+ mph.
N/a
Historic 441 from Demorest to Clarkesville
most people have more respect for walkers than Bicyclists, But Hwy 17 is still the worst for speeding
It would be nice to have options around the county.
Anyplace in town all the way to Ingles in Clarkesville
Blair Road
Stretch of sidewalk near Community House, runs parallel to Wyly St. No buffer between the sidewalk and street.
Cornelia, Clarkesville, and Demorest have good pedestrian spaces in the center of town. Mt Airy/Dicks Hill Parkway does not. It needs four way stops and sidewalks.
We need more greenways to create a clear separation between motor vehicles and non-motor vehicles. It's time to take action for safer and healthier streets!
All of them. Unless directly in Demorest or in an area where there is a specific sidewalk there is no path to walk on.
Trucks passing through on Rocky Branch Road, which is illegal, with absolutely no enforcement.
Clarkesville neighborhood roads that take you to downtown
Habersham Mills Rd
There are no sidewalks anywhere on US Hwy 441 from Clarkesville, thru Demorest to Cornelia. There are no sidewalks on Demorest-Mt. Airy Rd.

APPENDIX F

SEGMENT RISK-FACTOR RANKING RESULTS

Habersham County Safety Action Plan: Segment Risk Factor Points

ID	Road Name	From	To	RouteID	AADT	Roadway Width	Access Dens	Curve Count	Seg_Length_mi	Speed_Limit	Curve_Sign_Exist	Paved_Shoulder_Exist	Curve Density	PCI	LD Crash Count	LD KA Crash Count	TOT Crash Count	TOT KA Crash Count	Total Crash Rate	K and A Crash Rate	Points - AADT	Points- Road Width	Points - Access Dens	Points - Curves	Points - PCI	Points - Crashes	Total Points
1	Chase Rd	GA 13 (Dicks Hill Pkwy)	Furniture Dr	11372000063001NC	1095	19' - 21'	21.616935	10	2.868122337	35	Yes	No	31.982597	3	18	1	110	5	959.5970372	43.61804714	2	1	2	2	4	4	15
2	Habersham Mills Rd	US Hwy 441	Habersham Mills Rd	11372000383001NC	1498	19' - 21'	14.141063	8	3.535802891	45	No	No	32.224647	15	21	1	128	5	662.0916546	25.86295526	2	1	1	2	3	4	13
3	Level Grove Rd	US Hwy 441	GA 115	11372000386001NC	4521	19' - 21'	16.935634	0	2.479978583	45	No	No	0	23	7	0	132	1	322.5518209	2.443574401	6	1	1	0	3	4	15
4	Camp Creek Rd	Veterans Memorial Hwy	Tommy Irvin Rd	11372000391001NC	1696	19' - 21'	11.502887	5	7.476385395	35	No	No	4.211928	15	17	0	186	6	401.886502	12.96408071	3	1	1	0	3	4	12
5	Hills Crossing Rd	GA 17 (Toccoa Hwy)	Old Historic US 441 (Hollyw	11372000548001NC	3170	19' - 21'	15.120628	0	0.79361799	50	No	No	0	15	7	0	35	0	381.1582129	0	5	1	1	0	3	4	14
6	Wilson Rd	Serenity Hills Dr	Camp Creek Rd	11372000089001NC	309	19' - 21'	14.616159	3	0.684174409	25	No	No	52.764324	19	3	0	20	0	2591.866896	0	1	1	1	3	3	2	11
7	B C Grant Rd	Gainesville Hwy	Level Grove Rd	11372000001001NC	920	19' - 21'	21.735869	2	4.508677464	45	Yes	No	4.777454	15	10	1	65	2	429.3232072	13.20994484	2	1	2	0	3	4	12
8	Blair Rd	Old Hwy 197	GA 13 (Dicks Hill Pkwy)	11372000010001NC	212	19' - 21'	19.389512	9	1.908248544	35	No	No	37.012998	31	5	0	19	1	1286.740008	67.72315833	1	1	1	2	2	4	11
9	Yates St	May St	Julia St	11372000239001NC	219	<18'	48.451002	1	0.288951774	25	No	No	16.127259	20	0	0	0	0	0	0	1	1	2	4	1	3	11
10	Ellison St	Old Hwy 197	GA 17 (E Louise St)	11372000085001NC	899	19' - 21'	50.706557	2	0.49303299	30	No	No	10.587527	0	0	0	13	0	803.5551423	0	2	1	5	0	4	0	12
11	Elrod St	Sugar Creek Dr	Chase Rd	11372000062001NC	228	<18'	49.417667	2	0.445185015	25	No	No	34.996686	10	1	0	6	0	1619.51088	0	1	2	4	2	4	2	15
12	J Warren Rd	B C Grant Rd	GA 105	11372000054201NC	2230	19' - 21'	14.7606	6	2.777665393	40	Yes	No	15.275418	15	3	0	50	3	221.1531947	13.26919168	3	1	1	0	3	2	10
13	Piedmont Mountain Rd	Alec Mountain Rd	GA 197	11372000200001NC	115	19' - 21'	3.878511	36	8.766253595	40	Yes	No	29.971754	21	7	0	35	1	951.1832154	27.1766633	1	1	0	1	3	4	10
14	Alec Mountain Rd	GA 17 (Unicoi Turnpike)	GA 197	11372000187001NC	60	19' - 21'	4.735382	16	7.179991968	45	Yes	No	15.928987	15	5	0	39	0	2480.261103	0	1	1	0	1	3	4	10
15	Ivy Mountain Rd*	Heyden Ridge Dr	GA 197	11372000327001NC	26	<18'	12.046008	10	2.573467154	25	No	No	33.390751	23	0	0	0	0	0	0	1	2	0	2	3	0	8
16	Alley's Chapel Rd	Stonepile Rd	GA 197	11372000182001NC	221	19' - 21'	5.382504	3	2.415233373	50	Yes	No	10.661496	17	2	0	6	0	307.9696219	0	1	1	0	0	3	2	7
17	Ansley Rd	Double Bridge Rd	GA 197	11372000070001NC	830	19' - 21'	19.930685	0	0.752608512	25	Yes	No	0	22	0	0	10	0	438.5920808	0	2	1	1	0	3	0	7
18	Cap Fry Rd	GA 105 (Cannon Bridge Rd)	Demorest Courtyard	11372000046001NC	815	19' - 21'	19.799552	1	0.656580653	35	No	No	7.371524	15	0	0	12	0	614.3891816	0	2	1	1	0	3	0	7
19	Double Springs Rd	GA 105 (Cannon Bridge Rd)	Quarry Rd	11372000051001NC	837	19' - 21'	16.223422	0	1.232785805	40	No	No	0	11	3	0	23	1	610.6927401	26.55185827	2	1	1	0	4	2	10
99	Industrial Park Road	Duncan Bridge Rd	US Hwy 441	11372000428001NC	1129	19' - 21'	4.76449	3	1.469202761	35	Yes	No	15.021752	15	9	0	57	1	941.4715094	16.51704402	2	1	0	0	3	4	10
21	Willingham Ave			11372000099900INC	3316	>22'	69.82343	0	0.286436864	0			0	30	0	0	30	0	865.3381025	0	5	0	6	0	0	2	13
22	Alonzo Wade Rd			11372000433001NC	8	19' - 21'	7.472865	8	0.80290512				61.551482	0	1	0	3	0	12796.02395	0	1	1	0	4	4	2	12
23	Will Ayes Rd			11372000090901NC	219	19' - 21'	20.15341	2	0.595432867				37.61969	7	1	0	1	0	210.1024351	0	1	1	2	2	4	2	12
24	May St			11372000319001NC	209	<18'	63.190578	0	0.12660118				0	16	0	0	0	0	0	0	1	2	6	0	3	0	12
25	Coon Crk Rd			11372000226001NC	20	<18'	6.51028	9	0.921619538				49.933837	1	1	0	2	0	2972.735923	0	1	2	0	3	4	2	12
26	Chattahoochee Way			11372000696001NC	69	<18'	4.941477	8	1.01184337				46.321399	0	1	0	4	0	1569.660084	0	1	2	0	3	4	2	12
27	Odis Barron Rd			11372000325001NC	55	19' - 21'	1.639418	4	0.609972774				63.248725	18	1	0	1	0	816.6479261	0	1	1	0	4	3	2	11
28	Grindstone Creek Dr			11372000740001NC	281	19' - 21'	45.248516	2	0.640905127				37.166187	25	0	0	0	0	0	0	1	1	4	2	3	0	11
29	<Null>			11372000403001NC	381	19' - 21'	71.535698	0	0.041937113				0	N/A	0	0	1	0	1714.685589	0	1	1	7	0	0	0	9
30	<Null>			11372000013001NC	122	<18'	35.942009	5	0.528629445				41.163049	8	0	0	3	0	1274.43614	0	1	2	0	2	4	0	9
31	<Null>			11372000438001NC	979	<18'	54.692422	0	0.127988508				0	N/A	0	0	5	0	1093.26222	0	2	2	5	0	0	0	9
32	<Null>			11372000799001NC	6	<18'	15.526852	4	0.579641104				70.509147	60	1	0	5	0	39388.3314	0	1	2	0	4	0	2	9
33	<Null>			11372000803001NC	540	19' - 21'	30.291884	0	0.957352343				0		7	0	19	0	1006.922489	0	1	1	3	0	0	4	9
34	<Null>			11372000115001NC	320	19' - 21'	7.308137	7	0.957836679				40.027701		5	0	26	1	2324.020261	89.38539466	1	1	0	2	0	4	8
35	<Null>			11372000387001NC	1142	>22'	26.834318	2	2.869460522				6.426295		9	0	93	3	777.5433201	25.08204258	2	0	2	0	0	4	8
36	<Null>			11372000505001NC	11	<18'	7.865029	10	1.017161106				55.979333	N/A	1	0	1	0	2448.643573	0	1	2	0	3	0	2	8
37	<Null>			11372000071001NC	961	19' - 21'	16.805238	0	0.41653689				0		2	0	14	0	958.2066542	0	2	1	1	0	0	4	8
38	<Null>			11372000071001NC	961	19' - 21'	18.718115	4	1.495877455				12.347268		7	0	25	0	476.4623718	0	2	1	1	0	0	4	8
39	<Null>			11372000112001NC	828	19' - 21'	18.486599	0	2.380102962				0		6	1	54	3	750.7160178	41.70644543	2	1	1	0	0	4	8
40	<Null>			11372000221001NC	3	<18'	6.047566	6	0.661423268				56.030687	N/A	1	0	1	0	13807.25293	0	1	2	0	3	0	2	8
41	<Null>			11372000104001NC	733	19' - 21'	10.428595	7	2.301365218				17.967596		5	0	24	0	389.789132	0	1	1	1	1	0	4	8
42	<Null>			11372000778001NC	2	<18'	4.325273	2	0.231199317				46.53993	N/A	1	0	1	0	59250.42392	0	1	2	0	3	0	2	8
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44	<Null>			11372000992001NC	253	19' - 21'	66.849404	0	0.314138995				0	N/A	0	0	0	0	0	0	1	1	6	0	0	0	8
45	<Null>			11372000903001NC	234	<18'	33.642415	0	0.475590216				0	N/A	1	0	1	0	246.1836665	0	1	2	3	0	0	2	8
46	<Null>			11372000998001NC	1775	19' - 21'	2.995529	0	1.335323757				0		5	2	40	2	462.3629886	23.11814943	3	1	0	0	0	4	8
47	<Null>			11372000147001NC	878	>22'	12.06566	1	1.989116681				6.96289		5	0	31	0	486.3119289	0	2	0	1	0	0	4	7
48	<Null>			11372000047001NC	242	19' - 21'	19.075066	3	1.310611707				38.173015		1	0	6	0	518.286439	0	1	1	1	2	0	2	7
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50	<Null>			11372000117001NC	1265	19' - 21'	6.00551	1	3.996330613				4.133792		7	0	93	4	504.0098422	21.67784268	2	1	0	0	0	4	7
51	<Null>			11372000033001NC	6	<18'	14.707217	1	0.135987687				36.915107		1	0	1	0	33578.181	0	1	2	0	2	0	2	7
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53	<Null>			11372000109001NC	6	<18'	10.950942	4	0.456581814				35.590555		1	0	2	0	20001.75671	0	1	2	0	2	0	2	7
54	<Null>			11372000392001NC	512	19' - 21'	4.753467	18	5.259319906				25.499495		11	0	42	0	427.324453	0	1	1	0	1	0	4	7
55	<Null>			11372000360001NC	2	<18'	19.382074	2	0.257970388				70.163092		0	0	1	0	53101.66662	0	1	2	0	4	0	0	7
56	<Null>			11372000393001NC	1332	19' - 21'	7.367591	1	3.121780903				5.109263		7	0	62	2	408.5009297	13.17744935	2	1	0	0	0	4	7
57	<Null>			11372000060001NC	116	19' - 21'	7.613654	19	1.970145158				51.341395		3	1	10	1	1198.813954	119.8813954	1	1	0	3	0	2	7
58	<Null>			11372000406001NC	4	<18'	3.389542	2	0.295025163				64.401286		0	0	0	0	0	0	1	2	0	4	0	0	7
59	<Null>			11372000361001NC	10	<18'	30.694866	5	0.390944944				61.798983		0	0	1	0	7007.972732	0	1	2	0	4	0	0	7
60	<Null>			11372000176001NC	12	<18'	4.252332	16	2.351651529				44.802556		2	0	6	0	5825.122202	0	1	2	0	2	0	2	7
61	<Null>			11372000146001NC	142	19' - 21'	3.481555	5	0.861684057				49.51931		3	0	14	1	3134.726373	223.9090266	1	1	0	3	0	2	7
62	<Null>			11372000419001NC	3534	<18'	2.905234	0	0.688412908				0		0	0	1	0	11.2614018	0	5	2	0	0	0	0	7
63	<Null>			11372000382001NC	320	19' - 21'	14.082549	3	6.816949078				4.71912		10	0	118	8	1482.006073	100.474988	1	1	1	0	0	4	7
64	<Null>			11372000330001NC	37	<18'	12.142379	6	0.658849606				41.572462		1	0	1	0	1123.880121	0	1	2	0	2	0	2	7
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Habersham County Safety Action Plan: Segment Risk Factor Points

ID	Road Name	From	To	RouteID	AADT	Roadway Width	Access Dens	Curve Count	Seg_Length_mi	Speed_Limit	Curve_Sign_Exist	Paved_Shoulder_Exist	Curve Density	PCI	LD Crash Count	LD KA Crash Count	TOT Crash Count	TOT KA Crash Count	Total Crash Rate	K and A Crash Rate	Points - AADT	Points- Road Width	Points - Access Dens	Points - Curves	Points - PCI	Points - Crashes	Total Points
114	<Null>			11372000175001NC	66	19' - 21'	3.701259	15	2.161426985				38.756803		3	0	11	0	2112.594693		0	1	1	0	2	0	6
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118	<Null>			11372000207001NC	14	19' - 21'	2.997757	13	1.667913925				41.536916		1	0	5	0	5866.463033		0	1	1	0	2	0	2	6
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123	<Null>			11372000184001NC	135	19' - 21'	13.298697	5	1.127930327				33.645695		1	0	5	1	899.6259332	179.9251866	1	1	0	2	0	2	6
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205	<Null>			11372000442001NC	42	19' - 21'	26.81579	3	0.820412337				59.384773		0	0	1	0	795.1087471	0	1	1	0	3	0	0	0	5
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209	<Null>			11372000487001NC	13	<18'	21.882229	1	0.228495965				9.847001		2	0	4	1	36893.18146	9223.295365	1	2	0	0	0	2	5
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217	<Null>			11372000040001NC	693	19' - 21'	10.982835	9	1.456819123				40.842407		0	0	1	0	27.13745622	0	1	1	1	2	0	0	5
218	<Null>			11372000369001NC	31	<18'	8.780578	3	0.227775496				41.839444		0	0	1	1	3880.067753	3880.067753	1	2	0	2	0	0	0	5
219	<Null>			11372000311001NC	117	19' - 21'	5.125122	5	1.560938921				22.178959		1	0	2	0	300.0310684	0	1	1	0	1	0	2	5
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222	<Null>			11372000082001NC	7	<18'	64.115384	2	0.218356377				40.98804		0	0	0	0	0		0	1	2	0	2	0	0	5
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224	<Null>			11372000271001NC	24	<18'	9.853084	7	1.217893088				40.62754		0	0	0	0	0		0	1	2	0	2	0	0	5
225	<Null>			11372000055001NC	235	19' - 21'	11.42664	1	1.050177736				7.722502		1	0	6	1	666.0833618	111.0138936	1	1	1	0	0	2	5

Habersham County Safety Action Plan: Segment Risk Factor Points

ID	Road Name	From	To	RouteID	AADT	Roadway Width	Access Dens	Curve Count	Seg_Length_mi	Speed_Limit	Curve_Sign_Exist	Paved_Shoulder_Exist	Curve Density	PCI	LD Crash Count	LD KA Crash Count	TOT Crash Count	TOT KA Crash Count	Total Crash Rate	K and A Crash Rate	Points - AADT	Points- Road Width	Points - Access Dens	Points - Curves	Points - PCI	Points - Crashes	Total Points
226	<Null>			11372000482001NC	7	19' - 21'	5.404524	4	0.370060422				53.045392		0	0	0	0	0	0	1	1	1	3	0	0	5
227	<Null>			11372000934001NC	364	19' - 21'	25.873992	1	0.193244282				21.837645		0	0	0	0	0	0	1	1	2	1	0	0	5
228	<Null>			11372000960001NC	129	<18'	41.019462	3	0.3169228				40.262171	N/A	0	0	0	0	0	0	1	2	0	2	0	0	5
229	<Null>			11372000821001NC	43	<18'	48.338771	1	0.206873323				37.317523		0	0	1	0	3079.888945	0	1	2	0	2	0	0	5
230	<Null>			11372000338001NC	54	<18'	5.429134	2	0.36838297				35.533673		0	0	0	0	0	0	1	2	0	2	0	0	5
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232	<Null>			11372000626001NC	95	<18'	5.208984	4	0.383952134				45.161879		0	0	1	0	751.1165188	0	1	2	0	2	0	0	5
233	<Null>			11372000699001NC	73	<18'	0	0	0.025589791				0		2	0	5	0	73331.13514	0	1	2	0	0	0	2	5
234	<Null>			11372000755001NC	275	19' - 21'	34.808307	0	0.258559027				0		0	0	0	0	0	0	1	1	3	0	0	0	5
235	<Null>			11372000000301NC	177	19' - 21'	0	0	0.079410764				0		0	0	1	0	1949.19534	0	1	1	0	1	0	2	5
236	<Null>			11372000179001NC	451	19' - 21'	26.528945	3	0.866977745				25.340904		0	0	9	0	630.6175055	0	1	1	2	1	0	0	5
237	<Null>			11372000615001NC	26	19' - 21'	13.476511	3	0.742031983				30.160425		1	0	4	0	5680.309806	0	1	1	0	1	0	2	5
238	<Null>			11372000801001NC	16	<18'	42.48278	3	0.329545361				45.608289		0	0	0	0	0	0	1	2	0	2	0	0	5
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240	<Null>			11372000603001NC	73	<18'	61.687787	2	0.27558135				36.504647		0	0	2	0	2723.737915	0	1	2	0	2	0	0	5
241	<Null>			11372000855001NC	4	<18'	7.517469	3	0.532094079				43.075089		0	0	0	0	0	0	1	2	0	2	0	0	5
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248	<Null>			11372000678001NC	228	>22'	26.552991	0	0.263623845				0		1	0	3	0	1367.444543	0	1	0	2	0	0	2	5
249	<Null>			11372000802001NC	30	<18'	11.559728	1	0.259521737				38.070029		0	0	0	0	0	0	1	2	0	2	0	0	5
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262	<Null>			11372000675001NC	26	19' - 21'	18.298948	3	0.601127571				46.030163		0	0	0	0	0	0	1	1	0	3	0	0	5
263	<Null>			11372000710001NC	7	19' - 21'	6.207944	2	0.16108396				56.243961		0	0	0	0	0	0	1	1	0	3	0	0	5
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273	<Null>			11372000030001NC	49	19' - 21'	10.304397	6	1.261597601				31.404625		0	0	1	0	443.1911399	0	1	1	0	2	0	0	4
274	<Null>			11372000512001NC	6	<18'	5.301037	2	0.188642387				24.225732		0	0	0	0	0	0	1	2	0	1	0	0	4
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276	<Null>			11372000039001NC	4	19' - 21'	16.085059	5	0.87037313				36.43265		4	0	2	0	15738.83322	0	1	1	0	2	0	0	4
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285	<Null>			11372000149001NC	84	19' - 21'	21.821526	5	0.412436866				38.76957		0	0	2	0	1581.616679	0	1	1	0	2	0	0	4
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316	<Null>			11372000120001NC	311	19' - 21'	7.765936	3	1.54521011				14.619371		2	1	11	1	627.1230436	57.01118578	1	1	0	0	0	2	4
317	<Null>			11372000516001NC	33	19' - 21'	18.19153	0	0.1099413				0		1	0	1	0	7551.499471	0	1	1	0	0	0	2	4
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323	<Null>			11372000249001NC	7	19' - 21'	1.057674	22	2.836412948				40.050586		0	0	0	0	0	0	1	1	0	2	0	0	4
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328	<Null>			11372000245001NC	232	19' - 21'	3.731716	9	1.875812787				30.999895		0	0	5	1	314.7752167	62.95504333	1	1	0	2	0	0	4
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331	<Null>			11372000129001NC	108	>22'	4.351781	11	2.527701305				26.992905		3	0	15	1	1505.392525	100.3595016	1	0	0	1	0	2	4
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334	<Null>			11372000101001NC	77	19' - 21'	15.253876	4	0.655571204				35.861856		0	0	1	0	542.7469732	0	1	1	0	2	0	0	4
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337	<Null>			11372000250001NC	126	19' - 21'	4.133259	21	3.62909849				39.858384		0	0	2	0	119.8308666	0	1	1	0	2	0	0	4

Habersham County Safety Action Plan: Segment Risk Factor Points

ID	Road Name	From	To	RouteID	AADT	Roadway Width	Access Dens	Curve Count	Seg_Length_mi	Speed_Limit	Curve_Sign_Exist	Paved_Shoulder_Exist	Curve Density	PCI	LD Crash Count	LD KA Crash Count	TOT Crash Count	TOT KA Crash Count	Total Crash Rate	K and A Crash Rate	Points - AADT	Points- Road Width	Points - Access Dens	Points - Curves	Points - PCI	Points - Crashes	Total Points
338	<Null>			11372000036500INC	13	<18'	1.383358	20	3.614393441				28.068333		0	0	0	0	0	0	1	2	0	1	0	0	4
339	<Null>			11372000025500INC	5	<18'	5.145454	1	0.583039092				15.299146		0	0	1	0	9398.105696	0	1	2	0	1	0	0	4
340	<Null>			11372000031500INC	45	<18'	3.469523	2	0.576448257				21.753904		0	0	0	0	0	0	1	2	0	1	0	0	4
341	<Null>			11372000030200INC	32	<18'	7.088713	2	0.282138718				29.134605		0	0	0	0	0	0	1	2	0	1	0	0	4
342	<Null>			11372000046400INC	20	<18'	14.733255	2	0.678736782				26.225188		0	0	1	0	2018.257724	0	1	2	0	1	0	0	4
343	<Null>			11372000015700INC	123	19' - 21'	8.315598	0	0.360767889				0		1	0	2	0	1234.823863	0	1	1	0	0	0	2	4
344	<Null>			11372000013800INC	79	<18'	9.472297	1	0.422284125				16.316029		0	0	2	0	1642.502931	0	1	2	0	1	0	0	4
345	<Null>			11372000027600INC	209	19' - 21'	13.335144	2	0.599918647				27.687087		0	0	1	0	218.5090139	0	1	1	1	1	0	0	4
346	<Null>			11372000027500INC	79	19' - 21'	5.998321	0	0.333426727				0		1	0	3	0	3120.338847	0	1	1	0	0	0	2	4
347	<Null>			11372000055300INC	2	<18'	12.301365	3	0.812918104				18.070701		0	0	0	0	0	0	1	2	0	1	0	0	4
348	<Null>			11372000056700INC	29	<18'	6.481036	1	0.154296359				18.146896		0	0	0	0	0	0	1	2	0	1	0	0	4
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350	<Null>			11372000068800INC	383	19' - 21'	1.701102	4	0.587854371				42.051231		0	0	0	0	0	0	1	1	0	2	0	0	4
351	<Null>			11372000059800INC	18	<18'	0	1	0.14394463				18.131972		0	0	0	0	0	0	1	2	0	1	0	0	4
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356	<Null>			11372000058100INC	7	<18'	4.701066	1	0.212717755				28.723507		0	0	0	0	0	0	1	2	0	1	0	0	4
357	<Null>			11372000086000INC	16	19' - 21'	6.542854	2	0.305677074				36.934402		0	0	0	0	0	0	1	1	0	2	0	0	4
358	<Null>			11372000062300INC	2	<18'	17.65176	1	0.226606348				26.830669		0	0	1	0	60451.34076	0	1	2	0	1	0	0	4
359	<Null>			11372000056200INC	22	<18'	15.359102	1	0.130215972				27.799969		0	0	0	0	0	0	1	2	0	1	0	0	4
360	<Null>			11372000097800INC	2	<18'	13.33526	1	0.224967548				25.870398		0	0	0	0	0	0	1	2	0	1	0	0	4
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362	<Null>			11372000053400INC	2	19' - 21'	40.215042	0	0.223796907				0		1	0	1	0	61210.21841	0	1	1	0	0	0	2	4
363	<Null>			11372000078500INC	2	19' - 21'	7.929843	4	0.378317791				41.340905		0	0	0	0	0	0	1	1	0	2	0	0	4
364	<Null>			11372000081100INC	58	19' - 21'	13.016468	1	0.691431981				8.359463		3	0	5	0	3415.863848	0	1	1	0	0	0	2	4
365	<Null>			11372000085100INC	156	19' - 21'	101.998321	0	0.07843268				0		1	0	3	0	6717.498916	0	1	1	0	0	0	2	4
366	<Null>			11372000095800INC	1	<18'	11.901923	2	0.336080225				18.180183		0	0	2	0	163040.328	0	1	2	0	1	0	0	4
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369	<Null>			11372000053100INC	19	19' - 21'	72.538562	0	0.303287024				0		1	0	4	0	19017.81263	0	1	1	0	0	0	2	4
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374	<Null>			11372000100700INC	32	19' - 21'	42.042241	2	0.214070463				33.260077		0	0	2	0	7998.918535	0	1	1	0	2	0	0	4
375	<Null>			11372000062200INC	10	<18'	29.740499	1	0.268993529				16.6175		0	0	0	0	0	0	1	2	0	1	0	0	4
376	<Null>			11372000074300INC	4	19' - 21'	4.512588	4	1.329614329				43.584067		0	0	1	0	5151.365036	0	1	1	0	2	0	0	4
377	<Null>			11372000058600INC	32	19' - 21'	2.349006	0	0.851424006				0		1	0	3	1	3016.708795	1005.569598	1	1	0	0	0	2	4
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386	<Null>			11372000053300INC	55	19' - 21'	13.435011	0	0.297729628				0		1	0	1	0	1673.105243	0	1	1	0	0	0	2	4
387	<Null>			11372000059300INC	139	<18'	13.85637	1	0.433013948				22.493502		0	0	1	0	455.1885387	0	1	2	0	1	0	0	4
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400	<Null>			11372000096800INC	96	19' - 21'	53.210006	2	0.206728079				42.181014		0	0	3	1	4141.508502	1380.502834	1	1	0	2	0	0	4
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442	<Null>			11372000481001NC	24	<18'	6.864964	0	0.291334428				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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448	<Null>			11372000313001NC	3	<18'	71.16077	0	0.112421516				0		0	0	0	0	0	0	1	2	0	0	0	0	3
449	<Null>			11372000376001NC	25	<18'	50.549948	0	0.395648366				0		0	0	1	0	2769.865108	0	1	2	0	0	0	0	3

Habersham County Safety Action Plan: Segment Risk Factor Points

ID	Road Name	From	To	RouteID	AADT	Roadway Width	Access Dens	Curve Count	Seg_Length_mi	Speed_Limit	Curve_Sign_Exist	Paved_Shoulder_Exist	Curve Density	PCI	LD Crash Count	LD KA Crash Count	TOT Crash Count	TOT KA Crash Count	Total Crash Rate	K and A Crash Rate	Points - AADT	Points- Road Width	Points - Access Dens	Points - Curves	Points - PCI	Points - Crashes	Total Points
450	<Null>			11372000052300INC	4	19' - 21'	80.367526	1	0.111985554				18.305933		0	0	0	0	0	0	1	1	0	1	0	0	3
451	<Null>			11372000048300INC	26	19' - 21'	1.844355	5	1.084390109				28.513724		0	0	0	0	0	0	1	1	0	1	0	0	3
452	<Null>			11372000049700INC	93	<18'	15.249604	0	0.196726464				0		0	0	0	0	0	0	1	2	0	0	0	0	3
453	<Null>			11372000148000INC	5	<18'	1.73667	1	0.575814786				8.596514		0	0	2	0	19032.03304	0	1	2	0	0	0	0	3
454	<Null>			11372000351000INC	23	<18'	41.572996	0	0.192432649				0		0	0	1	0	6190.153373	0	1	2	0	0	0	0	3
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464	<Null>			11372000108000INC	27	19' - 21'	2.429381	7	1.646510459				24.992249		0	0	2	0	1232.564746	0	1	1	0	0	1	0	3
465	<Null>			11372000329000INC	59	<18'	23.494385	0	0.21281685				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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467	<Null>			11372000259000INC	3	<18'	56.09698	0	0.231741581				0		0	0	1	0	39407.85391	0	1	2	0	0	0	0	3
468	<Null>			11372000144000INC	103	19' - 21'	3.645541	3	0.82292327				24.121325		0	0	0	0	0	0	1	1	0	0	1	0	3
469	<Null>			11372000371000INC	8	<18'	85.469023	0	0.175502219				0		0	0	1	0	19513.51049	0	1	2	0	0	0	0	3
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474	<Null>			11372000293000INC	31	<18'	69.02607	0	0.23179653				0		0	0	1	0	3812.759225	0	1	2	0	0	0	0	3
475	<Null>			11372000480000INC	2	<18'	13.660803	0	0.073202157				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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478	<Null>			11372000299000INC	6	19' - 21'	64.438006	1	0.170706745				21.733178		0	0	1	0	26748.9089	0	1	1	0	0	1	0	3
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486	<Null>			11372000236000INC	17	<18'	118.793246	0	0.084179888				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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488	<Null>			11372000042000INC	410	19' - 21'	6.739593	4	1.483769443				22.840476		0	0	6	0	270.2147021	0	1	1	0	0	1	0	3
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493	<Null>			11372000021000INC	223	19' - 21'	16.008988	1	1.49915818				6.270186		0	0	2	0	163.9025378	0	1	1	0	0	1	0	3
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495	<Null>			11372000284000INC	63	<18'	74.555011	0	0.160955009				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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497	<Null>			11372000235000INC	26	<18'	31.519514	0	0.285537458				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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500	<Null>			11372000290000INC	364	19' - 21'	10.639644	1	0.845893141				9.965798		0	0	2	0	177.9594737	0	1	1	0	0	1	0	3
501	<Null>			11372000162000INC	116	19' - 21'	11.652475	5	1.544736515				29.403073		0	0	3	0	458.6874491	0	1	1	0	0	1	0	3
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503	<Null>			11372000458000INC	4	<18'	18.215141	0	0.10979879				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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506	<Null>			11372000418000INC	3	<18'	14.709343	0	0.067984014				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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512	<Null>			11372000945000INC	4	<18'	79.395903	0	0.100760888				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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529	<Null>			11372000705000INC	21	<18'	14.362076	0	0.069627832				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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546	<Null>			11372000679000INC	14	<18'	73.427258	0	0.081713541				0		0	0	2	0	47897.84065	0	1	2	0	0	0	0	3
547	<Null>			11372000751000INC	87	<18'	38.121723	1	0.288549451				10.985985		0	0	1	0	1091.361174	0	1	2	0	0	0	0	3
548	<Null>			11372000807000INC	20	<18'	7.359731	1	0.407623669				9.150597		0	0	1	0	3360.613866	0	1	2	0	0	0	0	3
549	<Null>			11372000997000INC	292	19' - 21'	14.935753	0	0.133906906				0		0	0	1	0	700.6839609	0	1	1	0	0	1	0	3
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555	<Null>			11372000724000INC	2	<18'	66.768791	0	0.044931181				0		0	0	0	0	0	0	1	2	0	0	0	0	3
556	<Null>			11372000902000INC	54	19' - 21'	52.371256	1	0.267322266				20.387378		0	0	0	0	0	0	1	1	0	0	1	0	3
557	<Null>			11372000701000INC	116	<18'	49.348433	0	0.040528145				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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561	<Null>			11372000798000INC	6	<18'	26.033717	0	0.115235202				0		0	0	2	0	79250.42167	0	1	2	0	0	0	0	3

Habersham County Safety Action Plan: Segment Risk Factor Points

ID	Road Name	From	To	RouteID	AADT	Roadway Width	Access Dens	Curve Count	Seg_Length_mi	Speed_Limit	Curve_Sign_Exist	Paved_Shoulder_Exist	Curve Density	PCI	LD Crash Count	LD KA Crash Count	TOT Crash Count	TOT KA Crash Count	Total Crash Rate	K and A Crash Rate	Points - AADT	Points- Road Width	Points - Access Dens	Points - Curves	Points - PCI	Points - Crashes	Total Points
562	<Null>			11372000570001NC	26	<18'	50.506789	0	0.257391195				0		0	0	0	0	0	0	1	2	0	0	0	0	3
563	<Null>			11372000723001NC	98	<18'	38.905324	0	0.154220569				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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565	<Null>			11372000547001NC	316	19' - 21'	11.195851	1	1.161144651				1.765499		0	0	14	1	1045.352185	74.66801321	1	1	1	1	0	0	3
566	<Null>			11372000907001NC	10	<18'	70.872021	0	0.084659661				0		0	0	0	0	0	0	1	2	0	0	0	0	3
567	<Null>			11372000925001NC	10	<18'	21.931704	0	0.182384409				0		0	0	0	0	0	0	1	2	0	0	0	0	3
568	<Null>			11372000538001NC	1	<18'	15.463127	0	0.12933997				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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570	<Null>			11372000528001NC	40	<18'	21.742822	0	0.045992199				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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573	<Null>			11372000687001NC	145	<18'	44.444954	0	0.269996964				0		0	0	1	0	699.8115749	0	1	2	0	0	0	0	3
574	<Null>			11372000563001NC	7	<18'	18.997367	0	0.31583331				0		0	0	2	0	24784.60649	0	1	2	0	0	0	0	3
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576	<Null>			11372000747001NC	4	<18'	10.704065	0	0.093422474				0		0	0	0	0	0	0	1	2	0	0	0	0	3
577	<Null>			11372000646001NC	30	<18'	22.396932	0	0.446489822				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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583	<Null>			11372000552001NC	2	<18'	9.077995	0	0.110156506				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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586	<Null>			11372000568001NC	185	<18'	36.662288	0	0.381863865				0		0	0	3	1	1163.453328	387.8177759	1	2	0	0	0	0	3
587	<Null>			11372000816001NC	1	<18'	23.199567	0	0.086208525				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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591	<Null>			11372000711001NC	43	19' - 21'	10.059229	1	0.695878556				25.119326		0	0	0	0	0	0	1	1	0	1	0	0	3
592	<Null>			11372000656001NC	35	<18'	6.896579	0	0.144999456				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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594	<Null>			11372000732001NC	9	<18'	83.033954	0	0.060216343				0		0	0	0	0	0	0	1	2	0	0	0	0	3
595	<Null>			11372000753001NC	102	<18'	38.525137	0	0.259570836				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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598	<Null>			11372000866001NC	11	<18'	12.569135	0	0.079559984				0		0	0	0	0	0	0	1	2	0	0	0	0	3
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602	<Null>			11372000677001NC	12	19' - 21'	13.905745	3	0.359563705				22.332621		0	0	0	0	0	0	1	1	0	1	0	0	3
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610	<Null>			11372000653001NC	2	<18'	16.401041	0	0.182915259				0		0	0	1	0	74890.73138	0	1	2	0	0	0	0	3
611	<Null>			10112000243001NC	29	19' - 21'	0	0	0.009271476				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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614	<Null>			11372000116001NC	7	19' - 21'	11.062442	0	0.18079194				0		0	0	1	0	21648.65401	0	1	1	0	0	0	0	2
615	<Null>			11372000008001NC	32	19' - 21'	0	0	0.153713191				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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627	<Null>			11372000010001NC	16	19' - 21'	9.728454	0	0.513956378				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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629	<Null>			11372000278001NC	2	19' - 21'	53.372922	0	0.168624866				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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646	<Null>			11372000113001NC	49	19' - 21'	4.540114	1	1.10129418				7.454866		0	0	1	0	507.7016561	0	1	1	0	0	0	0	2
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651	<Null>			11372000170001NC	4	19' - 21'	42.742065	0	0.116980802				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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654	<Null>			11372000088001NC	10	19' - 21'	20.034392	1	0.399313433				6.811692		0	0	1	0	6861.105296	0	1	1	0	0	0	0	2
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658	<Null>			11372000729001NC	115	19' - 21'	49.163241	0	0.366127281				0		0	0	0	0	0	0	1	1	0	0	0	0	2
659	<Null>			11372000096001NC	7	19' - 21'	24.512751	0	0.203975518				0		0	0	0	0	0	0	1	1	0	0	0	0	2
660	<Null>			11372000891001NC	46	19' - 21'	103.518478	0	0.115921358				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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663	<Null>			11372000576001NC	67	19' - 21'	23.643225	0	0.253772539				0		0	0	0	0	0	0	1	1	0	0	0	0	2
664	<Null>			11372000886001NC	143	19' - 21'	55.420434	0	0.180438898				0		0	0	1	0	1061.797747	0	1	1	0	0	0	0	2
665	<Null>			11372000684001NC	8	19' - 21'	47.879727	0	0.229742378				0		0	0	2	0	29813.08374	0	1	1	0	0	0	0	2
666	<Null>			11372000680001NC	15	19' - 21'	8.402312	0	0.119014888				0		0	0	1	0	15346.71594	0	1	1	0	0	0	0	2
667	<Null>			11372000897001NC	30	19' - 21'	104.454813	0	0.057441119				0		0	0	0	0	0	0	1	1	0	0	0	0	2
668	<Null>			11372000307001NC	3	19' - 21'	63.23135	0	0.09488966				0		0	0	1	0	96242.71379	0	1	1	0	0	0	0	2
669	<Null>			11372000605001NC	6	19' - 21'	54.729118	0	0.12790269				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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671	<Null>			11372000669001NC	76	19' - 21'	32.814972	0	0.121895606				0		0	0	3	0	8872.12427	0	1	1	0	0	0	0	2
672	<Null>			11372000859001NC	6	19' - 21'	33.075426	1	0.332573263				8.659746		0	0	0	0	0	0	1	1	0	0	0	0	2
673	<Null>			11372000607001NC	47	19' - 21'	58.785736	0	0.119076532				0		0	0	0	0	0	0	1	1	0	0	0	0	2

Habersham County Safety Action Plan: Segment Risk Factor Points

ID	Road Name	From	To	RouteID	AADT	Roadway Width	Access Dens	Curve Count	Seg_Length_mi	Speed_Limit	Curve_Sign_Exist	Paved_Shoulder_Exist	Curve Density	PCI	LD Crash Count	LD KA Crash Count	TOT Crash Count	TOT KA Crash Count	Total Crash Rate	K and A Crash Rate	Points - AADT	Points- Road Width	Points - Access Dens	Points - Curves	Points - PCI	Points - Crashes	Total Points
674	<Null>			11372000141001NC	30	19' - 21'	8.620174	0	0.348020899				0		0	0	2	0	5248.212617	0	1	1	0	0	0	0	2
675	<Null>			11372000922001NC	50	19' - 21'	55.60196	0	0.197834793				0		0	0	0	0	0	0	1	1	0	0	0	0	2
676	<Null>			11372000741001NC	20	19' - 21'	42.186105	0	0.142226955				0		0	0	0	0	0	0	1	1	0	0	0	0	2
677	<Null>			11372000993001NC	2	19' - 21'	63.860205	0	0.06263683				0		0	0	0	0	0	0	1	1	0	0	0	0	2
678	<Null>			11372000324001NC	77	19' - 21'	47.179903	1	0.169563759				12.148822		0	0	0	0	0	0	1	1	0	0	0	0	2
679	<Null>			11372000834001NC	188	19' - 21'	5.046466	0	0.198158526				0		0	0	6	1	4412.539872	735.4233119	1	1	0	0	0	0	2
680	<Null>			11372000754001NC	5	19' - 21'	35.693285	0	0.336197759				0		0	0	0	0	0	0	1	1	0	0	0	0	2
681	<Null>			11372000769001NC	7	19' - 21'	15.8108	0	0.06324792				0		0	0	0	0	0	0	1	1	0	0	0	0	2
682	<Null>			11372000910001NC	0	<18'	20.34058	0	0.147488453				0		0	0	0	0	#DIV/0!	#DIV/0!	0	2	0	0	0	0	2
683	<Null>			11372000683001NC	9	19' - 21'	32.640123	0	0.122548583				0		0	0	0	0	0	0	1	1	0	0	0	0	2
684	<Null>			11372000815001NC	3	19' - 21'	25.72602	0	0.077742319				0		0	0	0	0	0	0	1	1	0	0	0	0	2
685	<Null>			11372001005001NC	137	19' - 21'	45.445926	0	0.132025063				0		0	0	3	0	4544.146337	0	1	1	0	0	0	0	2
686	<Null>			11372000661001NC	5	19' - 21'	13.206512	0	0.151440474				0		0	0	0	0	0	0	1	1	0	0	0	0	2
687	<Null>			11372000856001NC	<Null>	<18'	16.449354	0	0.060792675				0		0	0	1	0	#VALUE!	#VALUE!	0	2	0	0	0	0	2
688	<Null>			11372000764001NC	5	19' - 21'	37.312226	0	0.134004361				0		0	0	0	0	0	0	1	1	0	0	0	0	2
689	<Null>			11372000589001NC	54	19' - 21'	0	0	0.292157753				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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692	<Null>			11372001017011NC	4	19' - 21'	65.353312	0	0.107110127				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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698	<Null>			11372000796001NC	58	19' - 21'	40.239074	0	0.198811776				0		0	0	1	0	2375.953333	0	1	1	0	0	0	0	2
699	<Null>			11372000555001NC	12	19' - 21'	85.169597	0	0.129154096				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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702	<Null>			11372000846001NC	36	19' - 21'	38.54415	0	0.389164201				0		0	0	1	0	1955.56664	0	1	1	0	0	0	0	2
703	<Null>			11372000862001NC	2	19' - 21'	26.96046	0	0.11127409				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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705	<Null>			11372000621001NC	68	19' - 21'	57.625721	0	0.138826926				0		0	0	0	0	0	0	1	1	0	0	0	0	2
706	<Null>			11372000709001NC	16	19' - 21'	29.233504	0	0.478902658				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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709	<Null>			11372000578001NC	4	19' - 21'	49.97905	0	0.120050326				0		0	0	1	0	57053.81242	0	1	1	0	0	0	0	2
710	<Null>			11372000929001NC	89	19' - 21'	43.756237	0	0.639908907				0		0	0	1	0	481.0606594	0	1	1	0	0	0	0	2
711	<Null>			11372000714001NC	35	19' - 21'	21.340953	0	0.140574823				0		0	0	0	0	0	0	1	1	0	0	0	0	2
712	<Null>			11372000715001NC	72	19' - 21'	13.272117	0	0.150691887				0		0	0	0	0	0	0	1	1	0	0	0	0	2
713	<Null>			11372000752001NC	96	19' - 21'	49.665226	0	0.201348163				0		0	0	1	0	1417.389133	0	1	1	0	0	0	0	2
714	<Null>			11372000713001NC	7	19' - 21'	10.397292	0	0.096178908				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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720	<Null>			11372000613001NC	0	<18'	10.968954	0	0.091166414				0		0	0	0	0	#DIV/0!	#DIV/0!	0	2	0	0	0	0	2
721	<Null>			11372000672001NC	4	19' - 21'	11.002219	0	0.090890775				0		0	0	2	0	150715.5977	0	1	1	0	0	0	0	2
722	<Null>			11372000761001NC	32	19' - 21'	34.289318	0	0.320799681				0		0	0	1	0	2668.849584	0	1	1	0	0	0	0	2
723	<Null>			11372000742001NC	7	19' - 21'	58.783424	0	0.08505801				0		0	0	0	0	0	0	1	1	0	0	0	0	2
724	<Null>			11372000560001NC	2	19' - 21'	26.321652	0	0.075983088				0		0	0	2	0	360571.2231	0	1	1	0	0	0	0	2
725	<Null>			11372000608001NC	2	19' - 21'	84.230538	0	0.047488725				0		0	0	0	0	0	0	1	1	0	0	0	0	2
726	<Null>			11372000647001NC	19	19' - 21'	40.400544	0	0.123760737				0		0	0	5	1	58256.11508	11651.22302	1	1	0	0	0	0	2
727	<Null>			11372000772001NC	40	19' - 21'	24.597769	0	0.081308203				0		0	0	0	0	0	0	1	1	0	0	0	0	2
728	<Null>			11372000932001NC	55	19' - 21'	26.535806	0	0.150739752				0		0	0	0	0	0	0	1	1	0	0	0	0	2
729	<Null>			11372000806001NC	150	19' - 21'	30.892714	0	0.064740198				0		0	0	3	0	8463.772342	0	1	1	0	0	0	0	2
730	<Null>			11372000849001NC	168	19' - 21'	72.809527	0	0.357096203				0	N/A	0	0	1	0	456.6815753	0	1	1	0	0	0	0	2
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733	<Null>			11372000775001NC	48	19' - 21'	4.973958	2	1.005235937				14.25536		0	0	0	0	0	0	1	1	0	0	0	0	2
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735	<Null>			11372000835001NC	2	19' - 21'	7.770178	0	0.128697215				0		0	0	2	0	212881.9583	0	1	1	0	0	0	0	2
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740	<Null>			11372000712001NC	36	19' - 21'	18.416269	0	0.434398622				0		0	0	3	0	5255.793809	0	1	1	0	0	0	0	2
741	<Null>			11372000893001NC	6	19' - 21'	137.604626	0	0.043603195				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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743	<Null>			11372000535001NC	12	19' - 21'	43.478517	0	0.183998956				0		0	0	0	0	0	0	1	1	0	0	0	0	2
744	<Null>			11372000850001NC	99	19' - 21'	93.173746	0	0.139524312				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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747	<Null>			11372000685001NC	3	19' - 21'	28.521638	0	0.140244432				0		0	0	0	0	0	0	1	1	0	0	0	0	2
748	<Null>			11372000964071NC	150	19' - 21'	57.493473	0	0.086966413				0		0	0	2	0	4200.44386	0	1	1	0	0	0	0	2
749	<Null>			11372000947001NC	58	19' - 21'	16.089164	0	0.186460935				0		0	0	1	0	2533.332261	0	1	1	0	0	0	0	2
750	<Null>			11372000848001NC	129	19' - 21'	33.599426	0	0.208336937				0		0	0	0	0	0	0	1	1	0	0	0	0	2
751	<Null>			11372000906001NC	63	19' - 21'	37.089792	1	0.377462429				8.265723		0	0	0	0	0	0	1	1	0	0	0	0	2
752	<Null>			11372000730001NC	119	19' - 21'	29.83592	1	0.636816421				8.134212		0	0	2	0	723.0640752	0	1	1	0	0	0	0	2
753	<Null>			12572000228001NC	1	19' - 21'	0	0	0.227776883				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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755	<Null>			11372000888001NC	2	19' - 21'	35.094333	0	0.05698927				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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757	<Null>			11372001009001NC	168	19' - 21'	28.06196	0	0.285083496				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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759	<Null>			11372000762001NC	2	19' - 21'	18.813865	0	0.053152302				0		0	0	0	0	0	0	1	1	0	0	0	0	2
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766	<Null>			11372000614001NC	0	19' - 21'	0	0	0.045986454				0		0	0	0	0	#DIV/0!	#DIV/0!	0	1	0	0	0	0	1
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774	<Null>			11372000719001NC	0	19' - 21'	0	0	0.102731448				0		0	0	0	0	#DIV/0!	#DIV/0!	0	1	0	0	0	0	1

APPENDIX G

INTERSECTION RISK-FACTOR RANKING RESULTS

Habersham County Safety Action Plan: Intersection Risk Factor Points

ID	Intersection Name	Major Street	Minor Street	Ownership	LAT	LONG	Control	Number of Legs	Dist to Prev Stop	Int Skew	Daily Enter Vol	Major Street ADT	Minor Leg ADT	Access Pt Dens	Curve Count	Crash_Count_KA	Crash_Count_Ang_RE_Turn	Crash_Count_Night	Crash_Count_ALL	Night_Day_Crash_Ratio	Destination Lighting	Points - Prev Stop	Points - Skew	Points - DEV	Points - Minor St Vol	Points - Access Pt Dens	Points - Curves	Points - Crashes	Points - Int Legs	Total Points
1	Camp Creek Road at Demorest Mt Airy Highway	Camp Creek Road	Demorest Mt Airy Highway	County	34.54342	-83.50683	AWSC	4	1.7	63.83619	4043	2416	1627	3	0	0	8	0	17	0.0	Yes	4	4	0	0	2	0	0	1	11
2	Camp Creek Road at Chase Road	Camp Creek Road	Chase Road	County	34.53072	-83.51582	AWSC	4	1.2	49.779877	4151	2718	1433	7	1	0	4	1	19	0.1	No	0	4	0	0	2	2	0	1	9
3	New Liberty Road at Wall Bridge Road	New Liberty Road	Wall Bridge Road	County	34.63981	-83.5034	TWSC	3	1.9	87.5987	1758	848	910	4	0	0	0	0	6	0.0	No	4	0	0	0	2	0	0	0	6
4	Old Cleveland Road at Old Athens Highway	Old Cleveland Road	Old Athens Highway	County	34.53061	-83.56146	AWSC	4	2.2	74.462408	3224	1776	1448	2	1	0	1	0	6	0.0	No	4	2	0	0	1	2	0	1	10
5	Smith Loop at Old Cleveland Road	Smith Loop	Old Cleveland Road	County	34.55183	-83.57145	TWSC	3	2.5	84.66492	2276	1533	743	1	0	1	1	1	10	0.1	No	4	2	0	0	1	0	2	0	9
6	The Orchard Road at Turnerville Circle	The Orchard Road	Turnerville Circle	County	34.70076	-83.43312	TWSC	4	3.5	34.992019	1012	991	21	2	2	0	0	0	1	0.0	Yes	4	4	0	0	1	2	0	1	12
7	Oakey Mountain Road at Watts Mill Road	Oakey Mountain Road	Watts Mill Road	County	34.74388	-83.57804	TWSC	3	3.7	78.29	242	174	68	0	0	1	0	0	0	0.0	No	4	2	0	0	0	0	2	0	8
8	Pea Ridge Road at Old Mill Road	Pea Ridge Road	Old Mill Road	County	34.49339	-83.65369	TWSC	3	1.5	89.45672	360	17	343	6	0	0	0	0	0	0.0	No	4	0	0	0	2	0	0	0	6
9	Oakey Mountain Road at Low Gap Road	Oakey Mountain Road	Low Gap Road	County	34.70781	-83.52375	TWSC	4	2	72.80944	431	292	139	1	0	0	0	0	0	0.0	No	4	2	0	0	1	0	0	1	8
10	Old Historic US 441 at Rockford Creek Road	Old Historic US 441	Rockford Creek Road	County	34.64364	-83.45876	TWSC	4	1.7	76.093974	3574	3123	451	2	0	0	1	0	5	0.0	No	4	2	0	0	1	0	0	1	8
11	US 441 at Wilmingham Avenue	US 441	Wilmingham Avenue	State	34.4947	-83.53398	Signal	4	11	57.431029	8246	4102	4144	2	0	0	<Null>	<Null>	<Null>	#VALUE!		4	4	1	1	1	0	0	1	12
12	US 441 at John Wood Road	US 441	John Wood Road	State	34.65032	-83.44627	TWSC	4	1.5	77.646029	8948	8201	747	0	1	0	<Null>	<Null>	<Null>	#VALUE!		4	2	1	0	0	2	0	1	10
13	US 441 at Habersham Mills Road	US 441	Habersham Mills Road	State	34.5882	-83.53334	TWSC	3	3.2	76.374501	9060	9053	7	3	0	0	<Null>	<Null>	<Null>	#VALUE!		4	2	1	0	2	0	0	0	9
14	US 23/US 441/SR 365 at Alto Mud Creek Road	US 23/US 441/SR 365	Alto Mud Creek Road	State	34.46806	-83.59939	TWSC	4	2	79.019818	14771	13962	809	0	0	3	<Null>	<Null>	<Null>	#VALUE!		4	2	2	0	0	0	2	1	11
15	US 23/SR 365 at Demorest Mt Airy Highway	US 23/SR 365	Demorest Mt Airy Highway	State	34.56036	-83.52333	Signal	4	1.5	86.896337	17822	14151	3671	0	0	2	<Null>	<Null>	<Null>	#VALUE!		4	0	2	1	0	0	2	1	10
16	US 23 at SR 384/Duncan Bridge Road	US 23	SR 384/Duncan Bridge Road	State	34.49755	-83.57476	Signal	4	0.5	82.802912	17782	13109	4673	0	0	5	<Null>	<Null>	<Null>	#VALUE!		0	2	2	1	0	0	4	1	10
17	US 23 at Mt Zion Road	US 23	Mt Zion Road	State	34.45831	-83.60817	TWSC	4	1.1	67.263188	14758	14063	695	1	0	4	<Null>	<Null>	<Null>	#VALUE!		0	4	2	0	1	0	4	1	12
18	US 23 at Hollywood Hills Road	US 23	Hollywood Hills Road	State	34.62718	-83.44772	TWSC	4	0.25	44.770194	8102	7767	335	0	1	2	<Null>	<Null>	<Null>	#VALUE!		0	4	1	0	0	2	2	1	10
19	US 23 at Double Bridge Road	US 23	Double Bridge Road	State	34.56472	-83.50386	TWSC	4	2.5	45.565704	28559	27944	615	0	0	0	<Null>	<Null>	<Null>	#VALUE!		4	4	3	0	0	0	0	1	12
20	US 23 at Crane Mill Road	US 23	Crane Mill Road	State	34.44952	-83.61769	TWSC	4	0.8	72.625684	14923	13947	976	1	0	6	<Null>	<Null>	<Null>	#VALUE!		0	2	2	0	1	0	4	1	10
21	US 23 at Cody Road	US 23	Cody Road	State	34.57576	-83.46356	TWSC	4	2	76.519553	12258	11902	356	0	1	0	<Null>	<Null>	<Null>	#VALUE!		4	2	1	0	0	2	0	1	10
22	US 23 at Antioch Church Road	US 23	Antioch Church Road	State	34.61443	-83.44848	TWSC	4	2.2	69.86032	9078	7724	1354	1	0	3	<Null>	<Null>	<Null>	#VALUE!		4	4	1	0	1	0	2	1	13
23	The Orchard Road at Old Historic US 441	The Orchard Road	Old Historic US 441	County	34.69099	-83.42651	TWSC	3	5	22.565294	1228	1006	222	4	0	0	1	0	3	0.0		4	4	0	0	2	0	0	0	10
24	Stonepile Road at Goss Road	Stonepile Road	Goss Road	County	34.66428	-83.57237	TWSC	3	5	49.018825	243	234	9	3	1	0	0	0	1	0.0		4	4	0	0	2	2	0	0	12
25	SR 385 at New Liberty Road/Hills Crossing Road	SR 385	New Liberty Road/Hills Crossing Road	State	34.62351	-83.49743	AWSC	4	3.8	53.831435	6271	3101	3170	2	0	0	<Null>	<Null>	<Null>	#VALUE!		4	4	0	0	1	0	0	1	10
26	SR 384 at Pea Ridge Road	SR 384	Pea Ridge Road	State	34.5287	-83.60822	Signal	4	5	83.976257	9910	7613	2297	3	0	0	<Null>	<Null>	<Null>	#VALUE!		4	2	1	0	2	0	0	1	10
27	SR 384 at Mud Creek Road/Level Grove Road	SR 384	Mud Creek Road/Level Grove Road	State	34.50901	-83.59204	Signal	4	3	80.555182	9004	6500	2504	3	0	0	<Null>	<Null>	<Null>	#VALUE!		4	2	1	0	2	0	0	1	10
28	SR 365 at Tommy Irvin Road/Level Grove Road	SR 365	Tommy Irvin Road/Level Grove Road	State	34.59341	-83.4383	Signal	4	1.7	60.275585	6735	4006	2729	1	0	0	<Null>	<Null>	<Null>	#VALUE!		4	4	0	0	1	0	0	1	10
29	SR 255 at Amys Creek Road	SR 255	Amys Creek Road	State	34.65699	-83.63679	TWSC	3	3.2	76.481619	4772	4564	208	4	0	1	<Null>	<Null>	<Null>	#VALUE!		4	2	0	0	2	0	2	0	10
30	SR 197 at Stamey Station Road/Raper Mountain Road	SR 197	Stamey Station Road/Raper Mountain Road	State	34.76501	-83.5937	TWSC	4	1.6	17.605284	1454	1262	192	2	0	0	<Null>	<Null>	<Null>	#VALUE!		4	4	0	0	1	0	0	1	10
31	SR 197 at Piedmont Mountain Road	SR 197	Piedmont Mountain Road	State	34.73526	-83.60124	TWSC	3	6.5	1.965069	270	244	26	2	1	0	<Null>	<Null>	<Null>	#VALUE!		4	4	0	0	1	2	0	0	11
32	SR 197 at Hardman Road	SR 197	Hardman Road	State	34.64536	-83.53241	TWSC	3	3.2	84.942697	1788	1302	486	7	0	0	<Null>	<Null>	<Null>	#VALUE!		4	2	0	0	2	0	0	0	8
33	SR 197 at Blacksnake Road	SR 197	Blacksnake Road	State	34.58036	-83.4919	TWSC	3	2.2	26.95473	4006	3201	805	1	1	1	<Null>	<Null>	<Null>	#VALUE!		4	4	0	0	1	2	2	0	13
34	SR 197 at Ben Jones Road	SR 197	Ben Jones Road	State	34.67943	-83.53303	TWSC	3	1.8	64.290004	736	602	134	0	1	0	<Null>	<Null>	<Null>	#VALUE!		4	4	0	0	0	2	0	0	10
35	SR 17 at Glore Road	SR 17	Glore Road	State	34.61559	-83.40679	TWSC	3	2.2	63.466089	3515	3415	100	3	0	0	<Null>	<Null>	<Null>	#VALUE!		4	4	0	0	2	0	0	0	10
36	SR 115 at Habersham Mills Road	SR 115	Habersham Mills Road	State	34.61029	-83.56678	TWSC	4	3.3	46.239694	6415	4954	1461	6	0	1	<Null>	<Null>	<Null>	#VALUE!		4	4	0	0	2	0	2	1	13
37	SR 105 at Pea Ridge Road	SR 105	Pea Ridge Road	State	34.55136	-83.56781	TWSC	4	0.2	20.138323	11042	9173	1869	1	0	1	<Null>	<Null>	<Null>	#VALUE!		0	4	1	0	1	0	2	1	9
38	SR 105 at Hancock Road	SR 105	Hancock Road	State	34.55457	-83.57317	TWSC	3	2	56.839985	10317	9947	370	4	0	0	<Null>	<Null>	<Null>	#VALUE!		4	4	1	0	2	0	0	0	11
39	River Bend Road at Log Cabin Road	River Bend Road	Log Cabin Road	County	34.60008	-83.63478	TWSC	4	2.1	66.094075	86	78	8	2	1	0	0	0	0	#DIV/0!		4	4	0	0	1	2	0	1	12
40	New Liberty Road at Frank Lovell Road	New Liberty Road	Frank Lovell Road	County	34.65599	-83.49257	TWSC	3	3	22.205014	970	828	142	1	1	0	0	0	2	0.0		4	4	0	0	1	2	0	0	11
41	Level Grove Road at B C Grant Road	Level Grove Road	B C Grant Road	County	34.51168	-83.54676	TWSC	4	2	44.755203	9244	7833	1411	6	0	0	4	0	5	0.0		4	4	1	0	2	0	0	1	12
42	John Wood Road/Camp Yonah Road at Pine Ridge Road/Tom Born Road	John Wood Road/Camp Yonah Road	Pine Ridge Road/Tom Born Road	County	34.65854	-83.4204	AWSC	4	1.5	56.466954	567	368	199	1	0	0	1	1	3	0.3		4	4	0	0	1	0	0	1	10
43	Duncan Bridge Road at B C Grant Road	Duncan Bridge Road	B C Grant Road	County	34.49369	-83.56687	AWSC	4	2.5	39.844616	3855	2758	1097	2	0	0	1	2	3	0.7		4	4	0	0	1	0	0	1	10
44	Dooley Road at Sanders Street	Dooley Road	Sanders Street	County	34.65761	-83.44509	TWSC	3	3.5	84.554106	228	218	10	4	1	0	0	0	0	#DIV/0!		4	2	0	0	2	2	0	0	10
45	Buckhorn Road at Hollywood Church Road	Buckhorn Road	Hollywood Church Road	County	34.65686	-83.46138	TWSC	4	1.6	63.10297	434	338	96	2	2	0	2	0	4	0.0		4	4	0	0	1	2	0	1	12
47	<Null>			State	34.68868	-83.42422	TWSC	4	0.1	71.066318	8129	7855	274	0	1	1	<Null>	<Null>	<Null>	#VALUE!		0	2	1	0	0	2	2	1	8
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176	<Null>			State	34.52501	-83.52817	TWSC	3	0.8	81.0813	8918	1861	7057	6	0	1	<Null>	<Null>	<Null>	#VALUE!		0	2	1	2	2	0	2	0	9
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179	<Null>			State	34.62905	-83.61139	TWSC	3	0.8	87.438892	5580	5241	339	<Null>	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	0	0	0	0	0
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182	<Null>			State	34.5773	-83.62825	TWSC	3	0.2	80.906774	8547	75	8472	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	1	2	1	0	0	0	6
183	<Null>			State	34.59399	-83.6197	TWSC	3	0.2	75.483553	4114	4110	4	4	1	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	2	2	0	0	6
184	<Null>			State	34.599	-83.44263	TWSC	3	0.2	83.934777	8064	8042	22	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	1	0	0	0	0	0	3
186	<Null>			State	34.62889	-83.53259	TWSC	4	0.1	87.275681	2366	2326	40	3	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	2	0	0	1	3
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189	<Null>			State	34.65621	-83.53667	TWSC	3	0.5	54.384357	1058	1004	54	2	0	0	<Null>	<Null>	<Null>	#VALUE!		0	4	0	0	1	0	0	0	5
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192	<Null>			State	34.79259	-83.57356	TWSC	3	3	<Null>	1514	767	747	2	0	0	<Null>	<Null>	<Null>	#VALUE!		4	4	0	0	1	0	0	0	9
193	<Null>			State	34.61838	-83.4024	TWSC	3	0.8	86.573048	3554	3467	87	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	0	0	0	0	0
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197	<Null>			State	34.61635	-83.57125	TWSC	3	1.4	65.305143	4053	3895	158	3	1	0	<Null>	<Null>	<Null>	#VALUE!		0	4	0	0	2	2	0	0	8
198	<Null>			State	34.57951	-83.60911	TWSC	3	1	89.22114	9636	9232	404	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	1	0	1	0	0	0	2
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204	<Null>			State	34.76449	-83.61434	TWSC	3	1.2	40.520262	343	333	10	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	4	0	0	0	0	0	0	4
205	<Null>			State	34.53033	-83.53114	TWSC	3	0.3	<Null>	7826	7793	33	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	4	1	0	0	0	0	0	5
206	<Null>			State	34.64571	-83.53288	TWSC	3	0.2	68.103964	1330	1318	12	7	0	0	<Null>	<Null>	<Null>	#VALUE!		0	4	0	0	2	0	0	0	6
207	<Null>			State	34.60889	-83.50321	TWSC	3	0.3	76.538934	6449	6047	402	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	1	0	0	0	3
208	<Null>			State	34.61424	-83.54058	TWSC	3	0.4	84.954481	9147	8160	987	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	1	0	0	0	0	0	3

Habersham County Safety Action Plan: Intersection Risk Factor Points

ID	Intersection Name	Major Street	Minor Street	Ownership	LAT	LONG	Control	Number of Legs	Dist to Prev Stop	Int Skew	Daily Enter Vol	Major Street ADT	Minor Leg ADT	Access Pt Dens	Curve Count	Crash_Count_KA	Crash_Count_Ang_RE_Turn	Crash_Count_Night	Crash_Count_ALL	Night_Day_Crash_Ratio	Destination Lighting	Points - Prev Stop	Points - Skew	Points - DEV	Points - Minor St Vol	Points - Access Pt Dens	Points - Curves	Points - Crashes	Points - Int Legs	Total Points
209	<Null>			State	34.65352	-83.63329	TWSC	3	1.7	78.151313	4919	4405	514	0	0	0	<Null>	<Null>	<Null>	#VALUE!		4	2	0	0	0	0	0	0	6
211	<Null>			State	34.59364	-83.61952	TWSC	3	0.6	88.804797	4290	4027	263	4	1	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	2	2	0	0	4
212	<Null>			State	34.61601	-83.60971	TWSC	3	1.5	57.449572	3185	3146	39	0	0	0	<Null>	<Null>	<Null>	#VALUE!		4	4	0	0	0	0	0	0	8
214	<Null>			State	34.59739	-83.46126	TWSC	3	1	76.329327	3367	3071	296	1	1	1	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	1	2	2	0	7
216	<Null>			State	34.5373	-83.62167	TWSC	3	0.3	86.450812	7938	7867	71	1	1	0	<Null>	<Null>	<Null>	#VALUE!		0	0	1	0	1	2	0	0	4
217	<Null>			State	34.50673	-83.54518	TWSC	4	0.6	89.74968	7107	6532	575	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	1	0	0	1	2
218	<Null>			State	34.63735	-83.44646	TWSC	3	1.5	76.29582	1408	1371	37	<Null>	0	0	<Null>	<Null>	<Null>	#VALUE!		4	2	0	0	0	0	0	0	6
219	<Null>			State	34.61262	-83.49368	TWSC	3	0.8	82.209985	7031	3813	3218	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	1	0	0	0	3
221	<Null>			State	34.61478	-83.40867	TWSC	3	0.2	<Null>	3513	3483	30	3	0	0	<Null>	<Null>	<Null>	#VALUE!		0	4	0	0	2	0	0	0	6
222	<Null>			State	34.60141	-83.58469	TWSC	3	0.2	81.483524	5292	5268	24	2	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	1	0	0	0	3
223	<Null>			State	34.77159	-83.58922	TWSC	3	0.2	89.44414	1400	1360	40	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	0	0	0	0	0
224	<Null>			State	34.62213	-83.57792	TWSC	3	0.8	79.765452	3736	3446	290	2	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	1	0	0	0	3
227	<Null>			County	34.45105	-83.5917	TWSC	4	1.2	83.772117	1361	91	1270	5	0	1	0	0	4	0.0		0	2	0	0	2	0	2	1	7
228	<Null>			County	34.61442	-83.44798	TWSC	3	0.2	76.364493	1344	4	1340	1	0	2	2	0	3	0.0		0	2	0	0	1	0	2	0	5
229	<Null>			County	34.59071	-83.53072	TWSC	3	0.3	83.586042	105	92	13	1	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
230	<Null>			County	34.53898	-83.50227	TWSC	3	0.7	<Null>	1581	1565	16	3	0	1	0	0	6	0.0		0	4	0	0	2	0	2	0	8
231	<Null>			County	34.53089	-83.60488	TWSC	4	0.2	<Null>	2472	2379	93	4	0	0	1	0	1	0.0		0	4	0	0	2	0	0	1	7
232	<Null>			County	34.63457	-83.54432	TWSC	3	2.2	86.084954	640	519	121	1	1	0	1	0	1	0.0		4	0	0	0	1	2	0	0	7
233	<Null>			County	34.44789	-83.59821	TWSC	3	0.5	68.770536	1242	891	351	1	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
234	<Null>			County	34.51567	-83.62676	TWSC	3	0.5	<Null>	1162	1029	133	1	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
235	<Null>			State	34.57143	-83.49332	TWSC	3	0.75	72.973454	3625	2794	831	3	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	2	0	0	0	4
236	<Null>			County	34.5814	-83.47211	TWSC	3	1.1	58.682343	452	193	259	2	0	0	0	0	1	0.0		0	4	0	0	1	0	0	0	5
238	<Null>			County	34.53497	-83.49463	TWSC	3	0.2	89.574649	1232	1115	117	2	0	0	0	0	0	#DIV/0!		0	0	0	0	1	0	0	0	1
239	<Null>			State	34.58747	-83.41378	TWSC	4	0.7	74.878347	6173	5774	399	0	0	3	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	0	0	2	1	5
240	<Null>			County	34.67433	-83.55386	TWSC	3	1.3	52.127021	158	132	26	2	2	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
242	<Null>			County	34.60169	-83.59453	TWSC	3	1	79.297395	541	425	116	1	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
243	<Null>			State	34.59998	-83.51516	TWSC	3	0.5	60.417196	4175	3276	899	3	0	0	<Null>	<Null>	<Null>	#VALUE!		0	4	0	0	2	0	0	0	6
244	<Null>			County	34.61306	-83.43508	TWSC	3	0.6	86.845527	1332	1280	52	2	0	0	0	0	1	0.0		0	0	0	0	1	0	0	0	1
245	<Null>			County	34.60473	-83.41187	TWSC	3	0.2	86.624703	284	280	4	1	0	0	0	0	0	#DIV/0!		0	0	0	0	1	0	0	0	1
246	<Null>			County	34.63033	-83.52117	TWSC	3	0.7	79.294152	902	879	23	1	0	0	0	0	1	0.0		0	2	0	0	1	0	0	0	3
247	<Null>			County	34.44597	-83.60472	TWSC	3	0.6	85.019897	972	924	48	1	0	1	0	0	1	0.0		0	0	0	0	1	0	2	0	3
248	<Null>			County	34.53229	-83.52804	TWSC	3	0.2	<Null>	5	0	5	4	1	0	0	0	1	0.0		0	4	0	0	2	2	0	0	8
249	<Null>			County	34.5168	-83.51294	TWSC	3	0.2	85.668061	1220	1083	137	3	1	0	1	1	4	0.3		0	0	0	0	2	2	0	0	4
250	<Null>			County	34.60375	-83.62297	TWSC	4	0.1	21.022379	6	2	4	1	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	1	6
251	<Null>			State	34.687	-83.63386	TWSC	3	0.3	56.03701	999	947	52	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	4	0	0	1	0	0	0	5
252	<Null>			County	34.68699	-83.48015	TWSC	3	1	<Null>	492	421	71	2	0	0	0	0	1	0.0		0	4	0	0	1	0	0	0	5
253	<Null>			County	34.64345	-83.5592	TWSC	4	0.25	78.585432	149	144	5	0	1	0	0	1	1	1.0		0	2	0	0	0	2	0	1	5
254	<Null>			County	34.63802	-83.50289	TWSC	3	1.4	83.878777	1506	1481	25	1	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
255	<Null>			State	34.716	-83.61762	TWSC	3	0.3	86.121827	1320	1313	7	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	0	0	0	0	0
256	<Null>			County	34.68897	-83.486	TWSC	3	0.3	64.110111	60	9	51	1	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
257	<Null>			County	34.53968	-83.52899	TWSC	3	0.3	70.037049	1326	1288	38	3	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
258	<Null>			County	34.60346	-83.62311	TWSC	3	0.1	73.482849	300	296	4	1	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
259	<Null>			County	34.55965	-83.57057	TWSC	3	0.4	<Null>	277	226	51	4	1	0	0	2	2	1.0		0	4	0	0	2	2	0	0	8
260	<Null>			County	34.54024	-83.52738	TWSC	3	0.1	75.196662	1292	1252	40	2	2	0	1	0	2	0.0		0	2	0	0	1	2	0	0	5
261	<Null>			County	34.68115	-83.56696	TWSC	3	0.2	<Null>	53	29	24	<Null>	2	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
262	<Null>			State	34.73234	-83.616	TWSC	3	0.5	88.639349	1260	1254	6	2	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	1	0	0	0	1
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265	<Null>			County	34.59915	-83.56477	TWSC	3	0.3	82.003599	1346	1336	10	4	0	0	0	0	2	0.0		0	2	0	0	2	0	0	0	4
266	<Null>			County	34.54835	-83.51088	TWSC	3	0.2	76.543025	1455	1371	84	6	1	0	0	1	6	0.2		0	2	0	0	2	2	0	0	6
267	<Null>			County	34.61194	-83.42953	TWSC	4	1.35	83.8174	2600	1327	1273	0	1	0	5	1	12	0.1		0	2	0	0	0	2	0	1	5
268	<Null>			County	34.44747	-83.59922	TWSC	3	0.2	87.046934	968	962	6	4	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
269	<Null>			County	34.63944	-83.47895	TWSC	3	0.4	33.43727	8	6	2	0	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	4
270	<Null>			State	34.66768	-83.64106	TWSC	3	0.5	89.603121	1271	1241	30	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	1	0	0	0	1
271	<Null>			County	34.45433	-83.58437	TWSC	3	0.8	88.146829	1302	1233	69	3	1	0	2	0	2	0.0		0	0	0	0	2	2	0	0	4
272	<Null>			State	34.67654	-83.63686	TWSC	3	0.2	84.859104	1117	14	1103	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	1	0	0	0	3
273	<Null>			County	34.48512	-83.59367	TWSC	3	1.2	79.871742	160	111	49	3	0	0	0	0	1	0.0		0	2	0	0	2	0	0	0	4
274	<Null>			State	34.59634	-83.50925	TWSC	3	0.7	88.569031	3384	3214	170	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	1	0	0	0	1
276	<Null>			State	34.44617	-83.62276	TWSC	4	0.5	79.714839	13927	13808	119	0	1	0	<Null>	<Null>	<Null>	#VALUE!		0	2	1	0	0	2	0	1	6
277	<Null>			County	34.64954	-83.57489	TWSC	3	1.7	61.420137	160	87	73	2	0	0	1	0	1	0.0		4	4	0	0	1	0	0	0	9
278	<Null>			State	34.67733	-83.6366	TWSC	3	0.2	83.884576	1099	1097	2	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	0	0	0	0	2
279	<Null>			County	34.61263	-83.4706	TWSC	3	0.5	64.680818	1324	1312	12	0	1	0	0	0	3	0.0		0	4	0	0	0	2	0	0	6
280	<Null>			State	34.69451	-83.63242	TWSC	3	0.3	79.540312	981	957	24	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	0	0	0	0	2
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283	<Null>			County	34.66266	-83.47012	TWSC	3	1.8	74.251981	332	178	154	0	4	0	0	0	0	#DIV/0!		4	2	0	0	0	2	0	0	8
284	<Null>			County	34.79072	-83.5798	TWSC	3	0.3	42.076105	24	16	8	1	1	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
285	<Null>			County	34.77979	-83.61094	TWSC	3	1.1	73.578219	22	17	5	2	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
286	<Null>			County	34.54992	-83.5451	TWSC	3	0.3	86.64793	7218	7064	154	15	0	1	4	1	6	0.2		0	0	1	0	2	0	2	0	5
287	<Null>			County	34.61358	-83.44189	TWSC	4	0.1	51.409656	1348	1317	31	1	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	1	6
288	<Null>			County	34.65328	-83.42693	TWSC	3	0.2	42.528289	42	40	2	2	1	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
290	<Null>			County	34.55543	-83.52066	TWSC	3	0.2	71.822126	1446	1407	39	2	0	0	0	1	1	1.0		0	2	0	0	1	0	0	0	3
291	<Null>			County	34.58735	-83.48929	TWSC	3	0.3	77.00809	756	644	112	2	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
292	<Null>			County	34.53454	-83.59713	TWSC	3	0.7	60.136261	2426	2353	73	2	0	0	1	1	1	1.0		0	4	0	0	1	0	0	0	5
293	<Null>			County	34.61357	-83.44216	TWSC	3	0.1	78.44056	1324	1320	4	1	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
294	<Null>			County	34.60101	-83.4093	TWSC	3	0.2	83.486996	388	239	149	2	1	0	0	0	2	0.0		0	2	0	0	1	2	0	0	5
295	<Null>			County	34.55017	-83.51366	TWSC	3	0.3	88.084093	1416	1414	2	2	0	0	0	0	1	0.0		0	0	0	0	1	0	0	0	1
296	<Null>			County	34.5324	-83.48903	TWSC	3	1.3	50.864124	2307	1161	1146	3	0	0	2	0	10	0.0		0	4	0	0	2	0	0	0	6
297	<Null>			State	34.56759	-83.47858	TWSC	4	0.9	86.82129	12790	12050	740	1	0	2	<Null>	<Null>	<Null>	#VALUE!		0	0	1	0	1	0	2	1	5
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299	<Null>			County	34.5293	-83.51545	TWSC	3	0.4	66.007146	1464	1309	155	5	1	0	0	0	0	#DIV/0!		0	4	0	0	2	2	0	0	8
300	<Null>			County	34.638	-83.48871	TWSC	3	0.6	76.517938	424	394	30	2	2	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
301	<Null>			County	34.64374	-83.52185	TWSC	3	0.6	36.425481	60	-59	119	0	1	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
302	<Null>			County	34.53533	-83.51777	TWSC	4	0.3	79.872878	1076	1044	32	4	1	0	0	0	2	0.0		0	2	0	0	2	2	0	1	7
303	<Null>			County	34.61734	-83.59093	TWSC	3	0.3	66.073823	332	215	117	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
304	<Null>			County	34.63538	-83.51588	TWSC	3	0.7	86.501994	845	740	105	3	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
305	<Null>			County	34.50299	-83.63422	TWSC	4	0.4	58.736026	156	64	92	0	0	0	1	0	3	0.0		0	4	0	0	0	0	0	1	5
306	<Null>			State	34.69662	-83.63229	TWSC	3	0.2	80.66325	960	950	10	2	1	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	1	2	0	0	5
307	<Null>			County	34.54574	-83.51827	TWSC	3	0.2	88.383772	56	45	11	8	0	0	1	0	1	0.0		0	0	0	0	2	0	0	0	2
308	<Null>			County	34.5917	-83.63026	TWSC	3	0.4	<Null>	32	19	13	1	1	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
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310	<Null>			State	34.58893	-83.50165	TWSC	3	0.8	88.571022	3332	3237	95	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	1	0	0	0	1
311	<Null>			State	34.58697	-83.501	TWSC	3	0.2	74.434629	3278	3209	69	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	0	0	0	0	2
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314	<Null>			County	34.61085	-83.41659	TWSC	3	1.8	60.502025	2467	2141	326	2	0	0	1	0	6	0.0		4	4	0	0	1	0	0	0	9
315	<Null>			County	34.63911	-83.54852	AWSC	3	0.6	32.99353	584	388	196	0	0	0	0	0	1	0.0		0	4	0	0	0	0	0	0	4
316	<Null>			County	34.61417	-83.44603	TWSC	3	0.2	59.825041	1352	1332	20	0	0	0	1	0	3	0.0		0	4	0	0	0	0	0	0	4
318	<Null>			County	34.6597	-83.48579	TWSC	4	0.5	74.373596	144	123	21	0	0	0	0	0	0	#DIV/0!		0	2	0	0	0	0	0	1	3
319	<Null>			County	34.52619	-83.51563	TWSC	3	1.1	85.407251	1320	1053	267	7	0	0	1	0	4	0.0		0	0	0	0	2	0	0	0	2
320	<Null>			County	34.43821	-83.60925	TWSC	3	1.8	41.51593	1204	903	301	1	0	0	2	1	6	0.2		4	4	0	0	1	0	0	0	9
323	<Null>			County	34.65491	-83.62217	TWSC	4	0.4	87.077454	150	-3	153	0	1	0	0	0	0	#DIV/0!		0	0	0	0	0	2	0	1	3
324	<Null>			County	34.65332	-83.42837	TWSC	3	0.2	80.251352	66	60	6	1	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
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329	<Null>			County	34.51927	-83.63467	TWSC	3	0.1	68.732503	94	72	22	5	1	0	0	0	0	#DIV/0!		0	4	0	0	2	2	0	0	8
330	<Null>			County	34.59275	-83.45812	TWSC	3	1.1	80.923414	324	285	39	2	2	0	1	0	2	0.0		0	2	0	0	1	2	0	0	5
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333	<Null>			County	34.63459	-83.51746	TWSC	3	0.25	82.941202	846	801	45	6	0	0	0	0	1	0.0		0	2	0	0	2	0	0	0	4
334	<Null>			State	34.48052	-83.58716	TWSC	4	0.3	65.341012	15350	14863	487	0	0	3	<Null>	<Null>	<Null>	#VALUE!		0	4	2	0	0	0	2	1	9
336	<Null>			County	34.44152	-83.60918	TWSC	3	0.2	79.491399	1088	1014	74	2	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
337	<Null>			County	34.53936	-83.53075	TWSC	3	0.1	73.494799	1494	1491	3	6	1	0	0	0	3	0.0		0	2	0	0	2	2	0	0	6
338	<Null>			State	34.57278	-83.49289	TWSC	3	0.1	77.665354	3736	3645	91	3	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	2	0	0	0	4
339	<Null>			County	34.63506	-83.51653	TWSC	3	0.2	89.450722	856	761	95	6	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
340	<Null>			County	34.6555	-83.62127	TWSC	3	0.3	84.683711	88	76	12	0	3	0	0	0	1	0.0		0	2	0	0	0	2	0	0	4
341	<Null>			County	34.44285	-83.60873	TWSC	3	0.2	74.995057	1098	885	213	5	0	0	1	0	2	0.0		0	2	0	0	2	0	0	0	4
342	<Null>			County	34.63829	-83.47762	TWSC	4	0.5	62.932537	3633	3624	9	2	0	0	2	1	4	0.3		0	4	0	0	1	0	0	1	6
343	<Null>			County	34.58775	-83.52878	TWSC	3	0.1	80.140426	78	7	71	5	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
344	<Null>			County	34.45147	-83.59045	TWSC	3	0.2	82.68404	1467	1086	381	7	0	0	0	0	2	0.0		0	2	0	0	2	0	0	0	4
345	<Null>			County	34.49171	-83.56526	TWSC	3	1.2	88.825719	3282	2192	1090	2	0	0	3	1	6	0.2		0	0	0	0	1	0	0	0	1
346	<Null>			State	34.47682	-83.59017	TWSC	4	0.2	75.104633	15285	14306	979	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	2	0	0	0	0	1	5
347	<Null>			County	34.55597	-83.57198	TWSC	3	0.2	85.478089	495	221	274	5	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
348	<Null>			County	34.58806	-83.41322	TWSC	3	0.7	57.183171	423	412	11	0	0	0	0	0	1	0.0		0	4	0	0	0	0	0	0	4
349	<Null>			County	34.59155	-83.53129	TWSC	3	0.4	71.688197	8603	8357	246	5	0	0	2	0	3	0.0		0	2	1	0	2	0	0	0	5
350	<Null>			County	34.63559	-83.5155	TWSC	3	1	86.634847	1036	260	776	3	0	0	0	0	6	0.0		0	0	0	0	2	0	0	0	2
351	<Null>			County	34.67585	-83.56482	TWSC	3	0.2	89.701845	34	28	6	1	2	0	0	0	1	0.0		0	0	0	0	1	2	0	0	3
352	<Null>			County	34.54441	-83.5074	TWSC	3	0.8	74.941502	1490	1474	16	5	0	0	1	0	1	0.0		0	2	0	0	2	0	0	0	4
353	<Null>			County	34.56772	-83.57147	TWSC	3	0.2	78.960078	85	73	12	4	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
354	<Null>			State	34.70548	-83.62602	TWSC	3	3.5	88.442458	891	874	17	0	0	0	<Null>	<Null>	<Null>	#VALUE!		4	0	0	0	0	0	0	0	4
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356	<Null>			County	34.4961	-83.60753	TWSC	3	1.2	79.430517	1670	1583	87	3	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
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358	<Null>			State	34.57262	-83.49296	TWSC	3	0.9	77.279045	3894	3311	583	3	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	2	0	0	0	4
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361	<Null>			County	34.60699	-83.59192	TWSC	3	1.4	57.62808	436	415	21	0	0	0	0	0	1	0.0		0	4	0	0	0	0	0	0	4
362	<Null>			County	34.62654	-83.58952	TWSC	3	0.3	86.989391	472	231	241	2	0	0	0	0	0	#DIV/0!		0	0	0	0	1	0	0	0	1
363	<Null>			State	34.72113	-83.61526	TWSC	3	0.5	88.996274	1323	1262	61	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	0	0	0	0	0
364	<Null>			County	34.61691	-83.5139	TWSC	3	0.6	86.771604	3704	3618	86	6	0	0	0	1	1	1.0		0	0	0	0	2	0	0	0	2
365	<Null>			County	34.49845	-83.54586	AWSC	4	1.2	77.419586	2461	1695	766	2	0	0	2	2	8	0.3		0	2	0	0	1	0	0	1	4
366	<Null>			County	34.61052	-83.41776	TWSC	3	1	69.36995	2293	2273	20	3	1	0	0	0	1	0.0		0	4	0	0	2	2	0	0	8
367	<Null>			County	34.69064	-83.4962	TWSC	3	1	<Null>	79	36	43	1	1	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
368	<Null>			County	34.59811	-83.41076	TWSC	3	0.7	84.263413	370	330	40	2	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
369	<Null>			State	34.56334	-83.49324	TWSC	3	0	88.601904	3842	2560	1282	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	0	0	0	0	0
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371	<Null>			State	34.67167	-83.63912	TWSC	3	0.9	81.243276	1241	1111	130	2	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	1	0	0	0	3
372	<Null>			State	34.68178	-83.63538	TWSC	4	0.7	89.761621	1111	1085	26	2	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	1	0	0	1	2
373	<Null>			County	34.44514	-83.60655	TWSC	3	0.2	86.400638	958	939	19	3	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
374	<Null>			State	34.69716	-83.63214	TWSC	3	0.9	81.197597	958	898	60	2	1	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	1	2	0	0	5
375	<Null>			County	34.67911	-83.56315	TWSC	3	0.2	86.404912	121	62	59	1	1	0	0	0	0	#DIV/0!		0	0	0	0	1	2	0	0	3
376	<Null>			County	34.66204	-83.48065	TWSC	4	1.2	68.735837	172	142	30	0	1	0	0	0	1	0.0		0	4	0	0	0	2	0	1	7
377	<Null>			County	34.6333	-83.48357	TWSC	4	1.4	77.009234	4060	3523	537	2	0	0	2	0	3	0.0		0	2	0	0	1	0	0	1	4
379	<Null>			State	34.49082	-83.57941	TWSC	4	0.35	86.658878	15672	15529	143	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	2	0	0	0	0	1	3
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382	<Null>			County	34.62662	-83.53408	TWSC	3	1	61.832862	783	598	185	0	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	4
383	<Null>			County	34.61604	-83.59052	TWSC	3	0.8	81.329524	544	237	307	0	0	0	0	0	2	0.0		0	2	0	0	0	0	0	0	2
385	<Null>			County	34.57461	-83.51119	TWSC	3	0.1	83.134589	2	1	1	0	0	0	0	0	0	#DIV/0!		0	2	0	0	0	0	0	0	2
386	<Null>			County	34.65489	-83.58372	TWSC	3	3.2	48.978044	104	52	52	0	0	0	0	0	3	0.0		4	4	0	0	0	0	0	0	8
387	<Null>			County	34.5935	-83.52676	TWSC	3	0.3	78.270767	794	739	55	8	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
388	<Null>			State	34.56667	-83.49315	TWSC	3	0.1	85.992164	2887	2885	2	1	1	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	1	2	0	0	3
389	<Null>			County	34.49272	-83.62125	TWSC	3	0.3	73.064846	382	377	5	1	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
390	<Null>			State	34.59888	-83.51245	TWSC	3	0.2	82.891818	3416	3351	65	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	1	0	0	0	3
391	<Null>			County	34.61324	-83.43805	TWSC	3	0.3	42.172756	1358	1291	67	0	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	4
392	<Null>			County	34.50047	-83.54372	Signal	4	0.2	<Null>	7738	5843	1895	2	0	2	49	18	65	0.3		0	4	1	0	1	0	2	1	9
393	<Null>			County	34.44445	-83.6217	TWSC	3	0.9	<Null>	132	100	32	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
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396	<Null>			State	34.70805	-83.63566	TWSC	3	0.5	88.617041	613	600	13	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	1	0	0	0	1
397	<Null>			County	34.53963	-83.53017	TWSC	3	0.4	38.600673	1473	1309	164	6	2	0	1	1	5	0.2		0	4	0	0	2	2	0	0	8

Habersham County Safety Action Plan: Intersection Risk Factor Points

ID	Intersection Name	Major Street	Minor Street	Ownership	LAT	LONG	Control	Number of Legs	Dist to Prev Stop	Int Skew	Daily Enter Vol	Major Street ADT	Minor Leg ADT	Access Pt Dens	Curve Count	Crash_Count_KA	Crash_Count_Ang_RE_Turn	Crash_Count_Night	Crash_Count_ALL	Night_Day_Crash_Ratio	Destination Lighting	Points - Prev Stop	Points - Skew	Points - DEV	Points - Minor St Vol	Points - Access Pt Dens	Points - Curves	Points - Crashes	Points - Int Legs	Total Points
398	<Null>			County	34.61715	-83.5113	TWSC	3	0.8	87.488134	3628	3586	42	7	1	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	0	4
399	<Null>			County	34.48838	-83.57409	TWSC	3	0.35	46.775589	1068	1058	10	5	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
400	<Null>			County	34.5468	-83.46744	TWSC	3	0.5	54.954093	388	179	209	3	1	0	0	0	1	0.0		0	4	0	0	2	2	0	0	8
401	<Null>			County	34.63606	-83.51877	TWSC	4	0.1	82.919269	46	38	8	7	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	1	5
402	<Null>			County	34.52298	-83.53295	TWSC	3	0.1	82.889222	124	114	10	8	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
403	<Null>			County	34.47954	-83.56261	TWSC	4	0.1	88.706072	936	914	22	6	1	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	1	5
404	<Null>			County	34.61294	-83.57553	TWSC	3	0.2	82.790213	214	84	130	5	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
405	<Null>			County	34.64195	-83.52588	TWSC	3	0.5	88.203909	341	237	104	0	0	0	0	0	1	0.0		0	0	0	0	0	0	0	0	0
406	<Null>			County	34.466	-83.6145	TWSC	3	0.1	86.376494	11	7	4	2	0	0	0	0	0	#DIV/0!		0	0	0	0	1	0	0	0	1
407	<Null>			County	34.68299	-83.51333	TWSC	3	0.5	68.388174	184	9	175	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
408	<Null>			County	34.53327	-83.5132	TWSC	3	0.3	73.2195	3117	141	2976	2	0	0	0	1	6	0.2		0	2	0	0	1	0	0	0	3
409	<Null>			County	34.78618	-83.58739	TWSC	3	0.5	76.596542	22	14	8	2	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
410	<Null>			County	34.46595	-83.59634	TWSC	3	0.9	59.891308	347	307	40	3	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
411	<Null>			County	34.63677	-83.51941	TWSC	4	0.2	83.284035	10	7	3	7	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	1	5
412	<Null>			County	34.53631	-83.48153	TWSC	3	0.3	72.250661	548	471	77	<Null>	1	0	0	0	1	0.0		0	2	0	0	0	2	0	0	4
413	<Null>			County	34.69702	-83.47844	TWSC	3	0.2	85.476127	52	35	17	1	1	0	0	0	0	#DIV/0!		0	0	0	0	1	2	0	0	3
414	<Null>			County	34.53284	-83.52601	TWSC	4	0.1	84.491603	4	3	1	7	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	1	7
415	<Null>			County	34.54137	-83.50872	TWSC	3	0.25	63.225795	3142	2960	182	2	0	0	0	1	1	1.0		0	4	0	0	1	0	0	0	5
416	<Null>			County	34.59923	-83.43569	TWSC	3	0.1	81.30633	881	812	69	1	0	0	0	0	1	0.0		0	2	0	0	1	0	0	0	3
417	<Null>			County	34.53962	-83.5097	TWSC	3	0.8	77.350927	3026	2981	45	4	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
418	<Null>			County	34.65271	-83.49446	TWSC	3	1	65.690783	966	941	25	0	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	4
419	<Null>			County	34.47772	-83.58419	TWSC	3	0.25	64.420488	696	353	343	2	1	0	0	0	1	0.0		0	4	0	0	1	2	0	0	7
420	<Null>			County	34.63808	-83.51884	TWSC	3	0.2	57.582931	224	221	3	4	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
421	<Null>			County	34.63758	-83.5177	TWSC	3	0.2	51.918227	227	224	3	3	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
422	<Null>			County	34.71901	-83.44597	TWSC	3	2.7	72.341365	97	82	15	0	3	0	0	0	0	#DIV/0!		4	2	0	0	0	2	0	0	8
423	<Null>			County	34.44371	-83.60955	TWSC	3	0.1	39.799972	214	210	4	8	1	0	0	0	1	0.0		0	4	0	0	2	2	0	0	8
424	<Null>			County	34.70014	-83.5211	TWSC	3	0.6	86.177407	437	418	19	2	0	0	0	0	1	0.0		0	0	0	0	1	0	0	0	1
425	<Null>			County	34.59091	-83.49697	TWSC	3	0.2	89.619904	105	70	35	2	0	0	0	0	1	0.0		0	0	0	0	1	0	0	0	1
426	<Null>			County	34.5398	-83.50965	TWSC	3	0.3	77.091847	3080	2915	165	4	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
427	<Null>			County	34.59306	-83.43795	TWSC	3	3	82.638648	770	162	608	1	0	0	3	0	5	0.0		4	2	0	0	1	0	0	0	7
428	<Null>			County	34.58694	-83.59375	TWSC	4	0.2	66.218166	214	212	2	2	2	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	1	8
429	<Null>			County	34.4908	-83.61426	TWSC	3	2	73.821257	1251	878	373	3	0	0	0	0	3	0.0		4	2	0	0	2	0	0	0	8
430	<Null>			County	34.46001	-83.59533	TWSC	3	0.2	85.441537	310	253	57	3	1	0	0	0	2	0.0		0	0	0	0	2	2	0	0	4
431	<Null>			County	34.56822	-83.47198	TWSC	3	0.1	80.124968	312	312	0	2	0	0	0	0	1	0.0		0	2	0	0	1	0	0	0	3
432	<Null>			County	34.4595	-83.59528	TWSC	3	0.2	87.076956	286	209	77	3	1	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	0	4
435	<Null>			County	34.46054	-83.63306	TWSC	3	0.2	83.845343	28	24	4	6	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
436	<Null>			County	34.61731	-83.50958	TWSC	3	0.2	74.280479	3583	3475	108	4	0	0	0	1	2	0.5		0	2	0	0	2	0	0	0	4
437	<Null>			County	34.59313	-83.49364	TWSC	3	0.1	84.44022	78	74	4	3	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
438	<Null>			County	34.53075	-83.5043	TWSC	3	0.1	<Null>	290	196	94	3	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
439	<Null>			County	34.60914	-83.57994	TWSC	3	0.2	66.542325	55	2	53	2	1	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
440	<Null>			County	34.68224	-83.48456	TWSC	3	1.8	78.637871	526	447	79	1	0	0	0	0	0	#DIV/0!		4	2	0	0	1	0	0	0	7
441	<Null>			County	34.47661	-83.61529	TWSC	3	0.2	80.510028	125	122	3	1	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
442	<Null>			County	34.63088	-83.57942	TWSC	3	0.2	52.826512	68	67	1	<Null>	1	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
443	<Null>			County	34.48491	-83.556	TWSC	3	0.1	16.923189	2609	2604	5	0	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	4
444	<Null>			County	34.52968	-83.51684	TWSC	3	0.25	68.78067	2844	2600	244	5	0	0	0	0	1	0.0		0	4	0	0	2	0	0	0	6
445	<Null>			County	34.59687	-83.5571	TWSC	3	0.5	79.152884	103	83	20	4	2	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
447	<Null>			County	34.63714	-83.51698	TWSC	3	0.3	77.25362	326	218	108	6	0	0	1	1	1	1.0		0	2	0	0	2	0	0	0	4
448	<Null>			County	34.56592	-83.50467	TWSC	3	0.75	82.037025	1624	771	853	3	0	0	1	2	7	0.3		0	2	0	0	2	0	0	0	4
449	<Null>			County	34.5691	-83.50714	TWSC	3	0.3	86.77441	1046	751	295	2	0	0	0	0	3	0.0		0	0	0	0	1	0	0	0	1
450	<Null>			County	34.65129	-83.55319	TWSC	3	0.2	<Null>	360	-2	362	2	0	0	0	0	1	0.0		0	4	0	0	1	0	0	0	5
451	<Null>			County	34.53476	-83.54567	TWSC	3	0.2	76.790597	1636	21	1615	2	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
452	<Null>			County	34.46068	-83.62988	TWSC	4	0.1	64.956586	135	106	29	6	1	0	1	0	1	0.0		0	4	0	0	2	2	0	1	9
453	<Null>			County	34.67584	-83.52713	TWSC	3	0.3	79.42795	140	83	57	0	1	0	0	0	0	#DIV/0!		0	2	0	0	0	2	0	0	4
454	<Null>			County	34.60546	-83.60447	TWSC	3	0.6	74.642074	106	79	27	1	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
455	<Null>			County	34.6213	-83.44805	TWSC	3	2	85.468596	36	36	0	1	0	0	0	0	0	#DIV/0!		4	0	0	0	1	0	0	0	5
456	<Null>			County	34.53211	-83.48886	TWSC	4	1.8	81.154522	2385	1761	624	3	0	0	2	0	9	0.0		4	2	0	0	2	0	0	1	9
457	<Null>			County	34.53333	-83.52645	TWSC	3	0.1	82.92326	2	2	0	7	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
458	<Null>			County	34.69015	-83.47735	TWSC	3	1	84.749617	430	370	60	0	0	0	0	0	1	0.0		0	2	0	0	0	0	0	0	2
459	<Null>			County	34.48392	-83.5792	TWSC	3	0.3	76.675979	992	499	493	1	0	0	0	1	1	1.0		0	2	0	0	1	0	0	0	3
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462	<Null>			County	34.65723	-83.46258	TWSC	3	0.2	49.371847	306	304	2	2	1	0	0	1	2	0.5		0	4	0	0	1	2	0	0	7
463	<Null>			County	34.44396	-83.60975	TWSC	3	0.3	88.607268	218	181	37	8	1	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	0	4
464	<Null>			County	34.52898	-83.51801	TWSC	3	0.2	86.232321	2780	2712	68	3	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
465	<Null>			County	34.68303	-83.44265	TWSC	4	1	34.03957	50	23	27	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	1	6
466	<Null>			County	34.63747	-83.52004	TWSC	3	0.2	85.047012	6	5	1	7	0	0	0	0	1	0.0		0	0	0	0	2	0	0	0	2
467	<Null>			County	34.66534	-83.47322	TWSC	3	0.1	40.930873	206	205	1	1	2	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
469	<Null>			County	34.53684	-83.47991	TWSC	3	0.6	83.863484	564	497	67	2	1	0	0	0	1	0.0		0	2	0	0	1	2	0	0	5
470	<Null>			County	34.52507	-83.52756	TWSC	4	2	79.166411	3068	2924	144	6	0	0	4	0	7	0.0		4	2	0	0	2	0	0	1	9
471	<Null>			County	34.50538	-83.54771	TWSC	3	1	<Null>	887	389	498	1	0	0	0	0	3	0.0		0	4	0	0	1	0	0	0	5
472	<Null>			County	34.70929	-83.44185	TWSC	3	0.3	69.673061	119	98	21	2	2	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
474	<Null>			County	34.70154	-83.43651	TWSC	3	5	80.833845	1021	886	135	1	1	0	0	1	2	0.5		4	2	0	0	1	2	0	0	9
475	<Null>			County	34.48709	-83.57658	TWSC	3	0.4	76.16726	1133	750	383	1	0	0	0	1	2	0.5		0	2	0	0	1	0	0	0	3
476	<Null>			County	34.71024	-83.39143	TWSC	3	0.1	23.712264	281	271	10	0	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	4
477	<Null>			County	34.59163	-83.53496	TWSC	3	0.3	81.164697	162	154	8	8	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
478	<Null>			County	34.46652	-83.59606	TWSC	4	1.2	88.757705	1158	815	343	3	0	0	0	0	1	0.0		0	0	0	0	2	0	0	1	3
479	<Null>			County	34.58931	-83.45574	TWSC	3	0.3	85.574473	415	252	163	1	0	0	0	0	0	#DIV/0!		0	0	0	0	1	0	0	0	1
480	<Null>			County	34.47792	-83.56192	TWSC	4	0.2	60.680366	928	18	910	1	0	0	1	0	1	0.0		0	4	0	0	1	0	0	1	6
481	<Null>			County	34.53818	-83.47746	TWSC	3	0.2	85.528009	572	293	279	2	0	0	0	0	0	#DIV/0!		0	0	0	0	1	0	0	0	1
482	<Null>			County	34.51292	-83.63006	TWSC	3	2	82.928171	1106	897	209	0	0	0	0	0	2	0.0		4	2	0	0	0	0	0	0	6
483	<Null>			County	34.66436	-83.47192	TWSC	3	0.2	40.263117	210	208	2	0	3	0	0	0	1	0.0		0	4	0	0	0	2	0	0	6
484	<Null>			County	34.60205	-83.51256	TWSC	3	0.1	<Null>	874	819	55	7	0	0	0	0	1	0.0		0	4	0	0	2	0	0	0	6
485	<Null>			County	34.63699	-83.51681	TWSC	3	0.2	74.107989	320	313	7	6	0	0	1	1	1	1.0		0	2	0	0	2	0	0	0	4
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487	<Null>			County	34.55894	-83.4947	TWSC	4	0.1	86.259253	358	185	173	3	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	1	3
488	<Null>			County	34.59768	-83.56358	TWSC	3	0.8	26.058233	1376	1252	124	1	0	0	0	1	1	1.0		0	4	0	0	1	0	0	0	5
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490	<Null>			County	34.53453	-83.46518	TWSC	3	0.5	37.918709	60	4	56	2	1	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
491	<Null>			County	34.59526	-83.61375	TWSC	3	0.2	86.881603	142	134	8	3	0	0	0	0	1	0.0		0	0	0	0	2	0	0	0	2
492	<Null>			County	34.50012	-83.56762	TWSC	3	0.1	80.438072	1052	1050	2	0	0	0	0	1	1	1.0		0	2	0	0	0	0	0	0	2
493	<Null>			County	34.52461	-83.51752	TWSC	3	0.2	82.481027	307	206	101	8	1	0	0	0	1	0.0		0	2	0	0	2	2	0	0	6
494	<Null>			County	34.55918	-83.49403	TWSC	3	0.3	67.812934	3450	3204	246	3	0	0	2	0	7	0.0		0	4	0	0	2	0	0	0	6
495	<Null>			County	34.59116	-83.57846	TWSC	3	0.9	79.930128	92	72	20	2	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
496	<Null>			County	34.58307	-83.43324	TWSC	3	0.2	81.827829	511	509	2	2	2	0	0	0	1	0.0		0	2	0	0	1	2	0	0	5
497	<Null>			County	34.69977	-83.47418	TWSC	3	1	86.115847	64	38	26	0	0	0	0	0	0	#DIV/0!		0	0	0	0	0	0	0	0	0
498	<Null>			County	34.68541	-83.51031	TWSC	3	2	86.261075	676	500	176	1	1	0	0	0	1	0.0		4	0	0	0	1	2	0	0	7
499	<Null>			County	34.48476	-83.5644	TWSC	3	0.1	86.104819	122	68	54	4	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
500	<Null>			County	34.52483	-83.53295	TWSC	4	0.1	80.554052	199	1	198	5	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	1	7
501	<Null>			County	34.60129	-83.61344	TWSC	4	0.6	83.76857	538	425	113	1	1	0	1	0	3	0.0		0	2	0	0	1	2	0	1	6
503	<Null>			County	34.45249	-83.59268	TWSC	3	0.2	<Null>	250	244	6	2	1	0	0	1	3	0.3		0	4	0	0	1	2	0	0	7
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505	<Null>			County	34.68431	-83.43471	TWSC	3	0.2	76.568276	48	36	12	2	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
506	<Null>			County	34.61011	-83.57862	TWSC	3	0.3	83.707704	162	97	65	1	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
507	<Null>			County	34.62822	-83.5775	TWSC	3	1.8	80.921345	96	79	17	2	3	0	0	0	0	#DIV/0!		4	2	0	0	1	2	0	0	9
508	<Null>			County	34.62389	-83.41987	TWSC	3	0.1	48.367827	76	76	0	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
509	<Null>			County	34.5546	-83.46161	TWSC	3	0.2	15.479051	678	661	17	3	1	0	0	1	1	1.0		0	4	0	0	2	2	0	0	8
510	<Null>			County	34.54299	-83.47209	TWSC	3	0.2	82.588846	267	262	5	3	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
511	<Null>			County	34.45341	-83.59447	TWSC	3	0.5	<Null>	310	173	137	5	1	0	0	0	1	0.0		0	4	0	0	2	2	0	0	8
512	<Null>			County	34.49719	-83.56691	TWSC	3	0.3	82.259073	1054	1045	9	2	0	0	1	1	2	0.5		0	2	0	0	1	0	0	0	3
513	<Null>			County	34.60689	-83.4312	TWSC	4	1	66.258973	1014	991	23	2	0	0	0	0	2	0.0		0	4	0	0	1	0	0	1	6
515	<Null>			County	34.55204	-83.5752	TWSC	3	0.1	83.126588	617	59	558	4	2	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
516	<Null>			County	34.48037	-83.56282	TWSC	3	5	78.407273	2428	1503	925	3	0	0	2	1	10	0.1		4	2	0	0	2	0	0	0	8
517	<Null>			County	34.6948	-83.42908	TWSC	4	0.1	67.406305	1020	16	1004	3	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	1	7
518	<Null>			County	34.53552	-83.51016	TWSC	3	1	37.817529	3234	2922	312	2	1	1	2	0	5	0.0		0	4	0	0	1	2	2	0	9
519	<Null>			County	34.59475	-83.45935	TWSC	3	0.3	86.632187	352	263	89	2	2	0	0	0	0	#DIV/0!		0	0	0	0	1	2	0	0	3
520	<Null>			County	34.50521	-83.64089	TWSC	3	1.3	78.71102	862	36	826	2	0	0	1	0	3	0.0		0	2	0	0	1	0	0	0	3
521	<Null>			County	34.54603	-83.46397	TWSC	3	1.8	83.148012	922	665	257	2	0	0	2	0	5	0.0		4	2	0	0	1	0	0	0	7
522	<Null>			County	34.58291	-83.53633	TWSC	4	0.1	85.306751	9268	9132	136	17	0	0	0	0	1	0.0		0	0	1	0	2	0	0	1	4
523	<Null>			County	34.51097	-83.62784	TWSC	3	0.1	65.048512	207	200	7	2	0	0	0	0	1	0.0		0	4	0	0	1	0	0	0	5
524	<Null>			County	34.66525	-83.47114	TWSC	3	0.4	54.882306	3	2	1	0	3	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
525	<Null>			County	34.4635	-83.61076	TWSC	3	0.3	81.637484	78	60	18	1	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
526	<Null>			County	34.56992	-83.61216	TWSC	3	0.8	20.803192	349	137	212	3	1	0	0	0	0	#DIV/0!		0	4	0	0	2	2	0	0	8
527	<Null>			County	34.53167	-83.52675	TWSC	3	0.1	89.977019	9	7	2	10	1	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	0	4
528	<Null>			County	34.68817	-83.43959	TWSC	3	0.2	89.524898	24	8	16	2	1	0	0	0	0	#DIV/0!		0	0	0	0	1	2	0	0	3
529	<Null>			County	34.70767	-83.39015	TWSC	3	1	57.820251	412	269	143	0	0	0	0	0	1	0.0		0	4	0	0	0	0	0	0	4
530	<Null>			County	34.59461	-83.48953	TWSC	3	0.8	53.040897	746	670	76	0	1	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
531	<Null>			County	34.58235	-83.44983	TWSC	4	0.6	68.345809	329	230	99	1	1	0	1	0	2	0.0		0	4	0	0	1	2	0	1	8
532	<Null>			County	34.55471	-83.58858	TWSC	3	0.2	89.773344	382	261	121	2	1	0	0	0	0	#DIV/0!		0	0	0	0	1	2	0	0	3
533	<Null>			County	34.564	-83.47405	AWSC	4	3	76.470078	1390	722	668	0	0	0	0	0	4	0.0		4	2	0	0	0	0	0	1	7
534	<Null>			County	34.54062	-83.46629	TWSC	3	0.4	63.079097	772	699	73	7	0	0	1	0	3	0.0		0	4	0	0	2	0	0	0	6
535	<Null>			County	34.5894	-83.59519	TWSC	3	0.2	76.119494	224	222	2	2	1	1	0	0	1	0.0		0	2	0	0	1	2	2	0	7
536	<Null>			County	34.64834	-83.55008	TWSC	3	0.4	66.034585	379	370	9	1	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
537	<Null>			County	34.67679	-83.47472	TWSC	3	0.2	65.993863	108	83	25	1	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
538	<Null>			County	34.5543	-83.49735	TWSC	3	0.2	83.928671	1802	1487	315	1	0	0	1	0	5	0.0		0	2	0	0	1	0	0	0	3
539	<Null>			County	34.64725	-83.47065	TWSC	3	0.7	66.835168	314	192	122	1	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
540	<Null>			County	34.59471	-83.56353	TWSC	3	0.2	79.38585	186	1	185	2	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
541	<Null>			County	34.7076	-83.41108	TWSC	3	0.3	55.757372	155	122	33	0	0	0	0	0	1	0.0		0	4	0	0	0	0	0	0	4
543	<Null>			County	34.67023	-83.41452	TWSC	3	0.3	61.071842	134	133	1	0	1	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
544	<Null>			County	34.65358	-83.44725	AWSC	4	0.3	82.394733	68	43	25	6	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	1	5
545	<Null>			County	34.64271	-83.57624	TWSC	3	1	44.354742	72	62	10	0	2	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
546	<Null>			County	34.53073	-83.50561	TWSC	3	0.7	60.549933	300	292	8	0	1	0	1	1	4	0.3		0	4	0	0	0	2	0	0	6
548	<Null>			County	34.50675	-83.54677	TWSC	3	0.1	86.144558	895	32	863	2	0	0	1	0	1	0.0		0	0	0	0	1	0	0	0	1
549	<Null>			County	34.70854	-83.39203	TWSC	4	0.6	62.400925	178	142	36	0	2	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	1	7
550	<Null>			County	34.60259	-83.58517	TWSC	3	0.1	82.26327	16	14	2	0	0	0	0	0	0	#DIV/0!		0	2	0	0	0	0	0	0	2
551	<Null>			County	34.53813	-83.50401	TWSC	3	0.3	43.08555	42	26	16	2	0	0	0	0	2	0.0		0	4	0	0	1	0	0	0	5
552	<Null>			County	34.6365	-83.51782	TWSC	3	0.1	83.639324	54	47	7	5	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
553	<Null>			County	34.56669	-83.47268	TWSC	3	0.25	78.560301	356	301	55	1	0	0	0	0	1	0.0		0	2	0	0	1	0	0	0	3
554	<Null>			County	34.55245	-83.58131	TWSC	3	0.3	59.086195	430	344	86	0	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	4
555	<Null>			County	34.47995	-83.56387	TWSC	3	0.2	75.01442	1845	1724	121	3	0	0	0	2	7	0.3		0	2	0	0	2	0	0	0	4
556	<Null>			County	34.60974	-83.51075	TWSC	3	0.8	78.396875	1596	1503	93	0	0	0	0	0	0	#DIV/0!		0	2	0	0	0	0	0	0	2
557	<Null>			County	34.60003	-83.51663	TWSC	3	0.3	60.813551	1036	990	46	15	0	0	1	0	1	0.0		0	4	0	0	2	0	0	0	6
558	<Null>			County	34.53971	-83.47482	TWSC	3	0.1	89.72825	302	300	2	3	0	0	0	1	1	1.0		0	0	0	0	2	0	0	0	2
559	<Null>			County	34.64719	-83.45211	TWSC	3	3	86.725755	3692	3245	447	4	0	0	2	0	3	0.0		4	0	0	0	2	0	0	0	6
560	<Null>			County	34.54402	-83.47108	TWSC	3	0.2	89.53154	218	216	2	4	1	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	0	4
561	<Null>			County	34.55622	-83.4932	AWSC	4	4	78.07736	3870	2156	1714	0	0	1	9	2	25	0.1		4	2	0	0	0	0	2	1	9
562	<Null>			County	34.46113	-83.62275	TWSC	3	0.7	79.652291	738	566	172	4	0	0	1	0	4	0.0		0	2	0	0	2	0	0	0	4
563	<Null>			County	34.68226	-83.56745	TWSC	3	0.1	81.463971	18	18	0	1	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
564	<Null>			County	34.61512	-83.5103	TWSC	3	0.5	85.853387	80	57	23	3	0	0	0	0	1	0.0		0	0	0	0	2	0	0	0	2
565	<Null>			County	34.68078	-83.49998	TWSC	3	1.8	30.121427	708	625	83	1	0	0	0	0	0	#DIV/0!		4	4	0	0	1	0	0	0	9
566	<Null>			County	34.46593	-83.61465	TWSC	2	0.1	40.321446	4	0	4	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
567	<Null>			County	34.53716	-83.53452	TWSC	3	0.2	86.656133	2197	2117	80	1	0	0	8	2	9	0.2		0	0	0	0	1	0	0	0	1
568	<Null>			County	34.52811	-83.5553	AWSC	4	1.2	40.659207	4049	2446	1603	2	1	0	1	0	3	0.0		0	4	0	0	1	2	0	1	8
569	<Null>			County	34.48781	-83.55496	TWSC	3	0.1	87.845443	349	256	93	0	0	0	0	0	0	#DIV/0!		0	0	0	0	0	0	0	0	0
570	<Null>			County	34.45915	-83.60873	TWSC	3	0.7	85.961473	116	93	23	0	0	0	0	1	1	1.0		0	0	0	0	0	0	0	0	0
571	<Null>			County	34.71288	-83.41357	TWSC	3	0.4	79.181147	64	46	18	0	1	0	1	0	2	0.0		0	2	0	0	0	2	0	0	4
572	<Null>			County	34.5788	-83.51517	TWSC	3	0.2	74.234235	790	724	66	2	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
573	<Null>			County	34.60633	-83.57694	TWSC	3	0.2	89.69825	153	153	0	0	1	0	0	0	0	#DIV/0!		0	0	0	0	0	2	0	0	2
574	<Null>			County	34.56247	-83.42281	TWSC	3	0.1	<Null>	2	2	0	0	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	4

Habersham County Safety Action Plan: Intersection Risk Factor Points

ID	Intersection Name	Major Street	Minor Street	Ownership	LAT	LONG	Control	Number of Legs	Dist to Prev Stop	Int Skew	Daily Enter Vol	Major Street ADT	Minor Leg ADT	Access Pt Dens	Curve Count	Crash_Count_KA	Crash_Count_Ang_RE_Turn	Crash_Count_Night	Crash_Count_ALL	Night_Day_Crash_Ratio	Destination Lighting	Points - Prev Stop	Points - Skew	Points - DEV	Points - Minor St Vol	Points - Access Pt Dens	Points - Curves	Points - Crashes	Points - Int Legs	Total Points
575	<Null>			State	34.63833	-83.47736	TWSC	3	0.4	15.864015	3622	3247	375	2	0	0	<Null>	<Null>	<Null>	#VALUE!		0	4	0	0	1	0	0	0	5
577	<Null>			County	34.62575	-83.55869	TWSC	3	0.8	55.217255	183	161	22	1	2	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
578	<Null>			County	34.49283	-83.61	TWSC	3	2	37.290107	1709	1190	519	1	0	0	0	0	1	0.0		4	4	0	0	1	0	0	0	9
579	<Null>			County	34.48997	-83.6165	TWSC	3	0.1	83.221156	948	946	2	6	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
580	<Null>			County	34.53	-83.51178	TWSC	3	0.1	81.518606	123	120	3	4	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
581	<Null>			County	34.53042	-83.50357	TWSC	3	0.2	87.881412	204	185	19	4	0	0	0	1	2	0.5		0	0	0	0	2	0	0	0	2
582	<Null>			County	34.49388	-83.60951	TWSC	3	0.2	86.500785	1620	1599	21	1	0	0	1	0	2	0.0		0	0	0	0	1	0	0	0	1
583	<Null>			County	34.56492	-83.52431	TWSC	3	0.3	50.040645	632	357	275	3	1	0	0	0	1	0.0		0	4	0	0	2	2	0	0	8
584	<Null>			County	34.78287	-83.59948	TWSC	3	0.1	13.042938	30	25	5	2	1	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
585	<Null>			County	34.56691	-83.43238	TWSC	3	0.2	<Null>	24	22	2	0	2	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
586	<Null>			County	34.44244	-83.61713	TWSC	3	0.3	<Null>	108	94	14	4	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
587	<Null>			County	34.56583	-83.47631	TWSC	3	0.1	88.182158	932	910	22	4	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
588	<Null>			County	34.59676	-83.60989	TWSC	4	0.6	75.251293	624	475	149	3	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	1	5
589	<Null>			County	34.5983	-83.41358	TWSC	3	0.1	29.103013	24	17	7	0	1	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
590	<Null>			County	34.47684	-83.60633	TWSC	3	0.2	83.687928	174	131	43	6	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
591	<Null>			County	34.66653	-83.48563	TWSC	4	0.5	59.598609	45	24	21	0	1	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	1	7
592	<Null>			County	34.52782	-83.48483	TWSC	4	0.2	18.793644	1658	1621	37	8	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	1	7
593	<Null>			County	34.69544	-83.49569	TWSC	3	0.3	33.056203	42	34	8	1	1	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
594	<Null>			County	34.4703	-83.63866	TWSC	4	0.1	84.999015	178	135	43	4	2	0	0	0	2	0.0		0	2	0	0	2	2	0	1	7
596	<Null>			County	34.70524	-83.52261	TWSC	3	0.2	74.151491	439	418	21	2	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
597	<Null>			County	34.67532	-83.56621	TWSC	3	0.2	36.26363	37	20	17	1	3	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
598	<Null>			County	34.58197	-83.51712	TWSC	3	0.3	55.082785	720	669	51	1	2	0	0	1	2	0.5		0	4	0	0	1	2	0	0	7
599	<Null>			County	34.61728	-83.50992	TWSC	3	0.2	67.289241	3600	3532	68	4	0	0	0	0	3	0.0		0	4	0	0	2	0	0	0	6
600	<Null>			County	34.57905	-83.53647	TWSC	3	0.2	88.162886	9532	9392	140	3	1	0	8	4	13	0.3		0	0	1	0	2	2	0	0	5
601	<Null>			County	34.45461	-83.58456	TWSC	3	0.7	44.407203	70	66	4	3	1	0	0	0	0	#DIV/0!		0	4	0	0	2	2	0	0	8
602	<Null>			County	34.4686	-83.63771	TWSC	3	0.8	66.048176	132	3	129	1	1	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
603	<Null>			County	34.53211	-83.52712	TWSC	3	0.1	88.25313	8	4	4	10	1	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	0	4
604	<Null>			County	34.54465	-83.52804	TWSC	3	0.2	<Null>	22	16	6	4	0	0	0	1	1	1.0		0	4	0	0	2	0	0	0	6
605	<Null>			County	34.73225	-83.601	TWSC	3	0.2	67.16797	38	30	8	0	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	4
606	<Null>			County	34.45309	-83.59758	TWSC	3	0.2	<Null>	132	127	5	0	2	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
607	<Null>			County	34.47224	-83.60272	TWSC	3	1.1	68.417284	522	502	20	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
608	<Null>			County	34.55368	-83.55436	TWSC	3	0.2	85.862902	956	730	226	4	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
609	<Null>			County	34.6049	-83.51015	TWSC	3	0.7	82.589796	889	662	227	3	1	0	0	0	2	0.0		0	2	0	0	2	2	0	0	6
610	<Null>			County	34.68148	-83.48555	TWSC	3	0.3	86.621011	496	483	13	2	1	0	0	0	0	#DIV/0!		0	0	0	0	1	2	0	0	3
611	<Null>			County	34.53084	-83.51306	TWSC	3	0.2	62.358743	169	130	39	<Null>	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	4
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615	<Null>			County	34.54725	-83.46804	TWSC	3	0.1	84.872518	294	271	23	3	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
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617	<Null>			County	34.50128	-83.60066	TWSC	3	0.3	87.51463	1746	1691	55	1	0	0	1	0	1	0.0		0	0	0	0	1	0	0	0	1
618	<Null>			County	34.48225	-83.62744	TWSC	3	1.5	79.523518	938	737	201	1	0	0	0	0	0	#DIV/0!		4	2	0	0	1	0	0	0	7
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623	<Null>			County	34.63588	-83.48154	TWSC	4	2.2	82.124201	3788	3648	140	2	0	0	1	1	4	0.3		4	2	0	0	1	0	0	1	8
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627	<Null>			County	34.52785	-83.48408	TWSC	3	0.1	65.910917	1638	1289	349	8	0	0	1	0	1	0.0		0	4	0	0	2	0	0	0	6
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666	<Null>			County	34.63037	-83.48182	TWSC	3	0.1	80.349646	342	294	48	1	0	0	1	0	1	0.0		0	2	0	0	1	0	0	0	3
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674	<Null>			County	34.45217	-83.6024	TWSC	3	0.2	83.436907	510	320	190	2	1	0	0	1	1	1.0		0	2	0	0	1	2	0	0	5
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678	<Null>			County	34.51633	-83.55605	TWSC	3	0.2	83.583499	5426	5325	101	1	0	0	1	0	6	0.0		0	2	0	0	1	0	0	0	3
679	<Null>			County	34.64303	-83.54017	TWSC	3	0.2	79.916752	116	78	38	3	2	0	0	0	2	0.0		0	2	0	0	2	2	0	0	6
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691	<Null>			County	34.46306	-83.61083	TWSC	3	0.7	85.496002	116	24	92	1	0	0	0	0	2	0.0		0	0	0	0	1	0	0	0	1
692	<Null>			County	34.59392	-83.52719	TWSC	3	2.5	79.846677	9164	8407	757	8	0	0	8	3	8	0.4		4	2	1	0	2	0	0	0	9
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705	<Null>			County	34.47683	-83.60461	TWSC	3	1.5	88.695234	536	364	172	4	1	0	0	0	3	0.0		4	0	0	0	2	2	0	0	8
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716	<Null>			County	34.47056	-83.60209	TWSC	3	1.1	75.781658	574	476	98	1	0	0	0	0	1	0.0		0	2	0	0	1	0	0	0	3
717	<Null>			County	34.6507	-83.44719	TWSC	3	0.1	83.894617	2200	1156	1044	2	1	0	0	0	2	0.0		0	2	0	0	1	2	0	0	5
718	<Null>			County	34.58861	-83.59082	TWSC	3	0.2	85.492717	224	209	15	3	2	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	0	4
719	<Null>			County	34.62222	-83.39675	TWSC	3	0.3	33.297345	170	168	2	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
720	<Null>			County	34.52104	-83.62065	TWSC	3	0.2	<Null>	1108	1105	3	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
721	<Null>			County	34.60237	-83.56711	TWSC	3	0.4	85.223333	1456	1344	112	1	2	0	0	0	1	0.0		0	0	0	0	1	2	0	0	3
722	<Null>			County	34.61177	-83.63173	TWSC	3	0.4	78.291563	153	133	20	2	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
723	<Null>			County	34.52836	-83.55892	TWSC	3	0.2	87.70738	2743	103	2640	2	2	0	0	0	1	0.0		0	0	0	0	1	2	0	0	3
724	<Null>			County	34.60384	-83.62937	TWSC	3	0.2	85.545668	263	199	64	3	1	0	0	0	2	0.0		0	0	0	0	2	2	0	0	4
725	<Null>			County	34.48395	-83.58831	TWSC	3	0.1	<Null>	216	183	33	1	1	0	0	0	1	0.0		0	4	0	0	1	2	0	0	7
726	<Null>			County	34.64433	-83.47355	TWSC	3	0.2	49.773452	284	283	1	1	1	0	0	0	1	0.0		0	4	0	0	1	2	0	0	7
727	<Null>			County	34.56324	-83.52734	TWSC	3	0.3	81.113144	5142	384	4758	1	0	0	2	0	3	0.0		0	2	0	1	1	0	0	0	4
729	<Null>			County	34.6088	-83.63726	TWSC	3	0.4	61.98714	44	23	21	1	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
730	<Null>			County	34.50529	-83.59727	TWSC	3	0.2	79.36404	1918	1726	192	2	1	0	0	1	4	0.3		0	2	0	0	1	2	0	0	5
731	<Null>			County	34.50323	-83.59026	TWSC	3	0.2	83.795845	208	166	42	1	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
732	<Null>			County	34.48415	-83.63882	TWSC	3	1.3	78.779368	320	217	103	0	0	0	0	0	0	#DIV/0!		0	2	0	0	0	0	0	0	2
733	<Null>			County	34.44968	-83.60046	TWSC	3	0.2	63.679283	351	345	6	4	1	0	1	0	1	0.0		0	4	0	0	2	2	0	0	8
734	<Null>			County	34.56022	-83.57142	TWSC	3	0.3	56.534913	56	40	16	1	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
735	<Null>			County	34.56331	-83.57532	TWSC	3	0.4	85.229135	990	940	50	1	0	0	0	0	0	#DIV/0!		0	0	0	0	1	0	0	0	1
736	<Null>			County	34.55929	-83.50746	TWSC	3	0.1	88.561951	422	58	364	2	1	0	0	0	0	#DIV/0!		0	0	0	0	1	2	0	0	3
737	<Null>			County	34.67144	-83.49352	TWSC	3	0.1	75.815036	839	832	7	2	0	0	0	0	2	0.0		0	2	0	0	1	0	0	0	3
738	<Null>			County	34.60012	-83.56555	TWSC	3	0.7	89.868379	1379	1308	71	6	0	0	0	1	2	0.5		0	0	0	0	2	0	0	0	2
739	<Null>			County	34.68953	-83.42648	TWSC	3	0.2	86.084975	1227	610	617	6	1	0	0	0	2	0.0		0	0	0	0	2	2	0	0	4
740	<Null>			State	34.64786	-83.45068	TWSC	3	0.1	88.623331	2450	1363	1087	6	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	2	0	0	0	2
742	<Null>			County	34.70385	-83.51194	TWSC	3	0.1	81.145389	11	7	4	1	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
743	<Null>			County	34.631	-83.59452	TWSC	4	0.1	87.0524	151	144	7	0	1	0	0	0	0	#DIV/0!		0	0	0	0	0	2	0	1	3
744	<Null>			County	34.52609	-83.56591	TWSC	3	1.4	65.078357	1612	1135	477	2	0	0	0	0	2	0.0		0	4	0	0	1	0	0	0	5
745	<Null>			County	34.69256	-83.42489	TWSC	3	0.1	79.238121	13	13	0	2	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
746	<Null>			County	34.6208	-83.55768	TWSC	3	0.3	89.626168	444	286	158	5	2	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	0	4
747	<Null>			County	34.51925	-83.56377	TWSC	4	0.9	53.558344	6415	4191	2224	4	0	0	35	8	61	0.1		0	4	0	0	2	0	0	1	7
748	<Null>			County	34.71198	-83.42867	TWSC	3	0.8	78.428628	30	13	17	0	1	0	0	0	2	0.0		0	2	0	0	0	2	0	0	4
749	<Null>			County	34.54281	-83.58045	TWSC	3	0.2	70.336725	2352	2278	74	0	1	0	0	1	2	0.5		0	2	0	0	0	2	0	0	4
750	<Null>			County	34.63399	-83.49341	TWSC	3	0.1	<Null>	124	117	7	4	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6

Habersham County Safety Action Plan: Intersection Risk Factor Points

ID	Intersection Name	Major Street	Minor Street	Ownership	LAT	LONG	Control	Number of Legs	Dist to Prev Stop	Int Skew	Daily Enter Vol	Major Street ADT	Minor Leg ADT	Access Pt Dens	Curve Count	Crash_Count_KA	Crash_Count_Ang_RE_Turn	Crash_Count_Night	Crash_Count_ALL	Night_Day_Crash_Ratio	Destination Lighting	Points - Prev Stop	Points - Skew	Points - DEV	Points - Minor St Vol	Points - Access Pt Dens	Points - Curves	Points - Crashes	Points - Int Legs	Total Points
752	<Null>			County	34.53937	-83.48923	TWSC	3	0.65	74.06248	1395	1299	96	3	0	0	0	0	1	0.0		0	2	0	0	2	0	0	0	4
753	<Null>			County	34.69288	-83.4251	TWSC	3	0.3	81.167707	225	216	9	2	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
754	<Null>			County	34.70528	-83.50697	TWSC	3	0.1	65.80868	4	3	1	0	1	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
755	<Null>			County	34.47779	-83.63038	TWSC	3	0.1	81.496111	721	668	53	3	1	0	0	0	1	0.0		0	2	0	0	2	2	0	0	6
756	<Null>			County	34.56841	-83.48029	TWSC	3	1	87.123304	660	519	141	2	0	0	0	1	1	1.0		0	0	0	0	1	0	0	0	1
757	<Null>			County	34.56102	-83.46697	TWSC	3	0.1	54.82468	758	696	62	3	0	0	0	0	1	0.0		0	4	0	0	2	0	0	0	6
758	<Null>			County	34.56055	-83.46583	TWSC	3	0.2	87.109716	734	639	95	4	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
759	<Null>			County	34.62627	-83.62565	TWSC	3	0.1	68.238172	54	52	2	3	1	0	0	0	1	0.0		0	4	0	0	2	2	0	0	8
760	<Null>			County	34.6253	-83.59415	TWSC	3	0.1	81.649813	208	197	11	3	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
761	<Null>			County	34.52046	-83.57431	TWSC	3	0.2	87.104627	4502	4396	106	2	0	0	0	0	5	0.0		0	0	0	0	1	0	0	0	1
762	<Null>			County	34.62793	-83.59189	TWSC	3	0.1	<Null>	303	277	26	4	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
763	<Null>			State	34.64614	-83.4545	TWSC	3	0.1	88.219679	3277	3275	2	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	1	0	0	0	1
764	<Null>			State	34.62491	-83.49249	TWSC	3	0.2	84.800541	4124	4005	119	3	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	2	0	0	0	4
765	<Null>			County	34.5857	-83.50202	TWSC	3	0.1	80.38861	34	29	5	2	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
766	<Null>			County	34.55052	-83.58578	TWSC	3	0.1	85.463937	84	79	5	2	3	0	0	0	0	#DIV/0!		0	0	0	0	1	2	0	0	3
767	<Null>			County	34.56976	-83.48479	TWSC	3	0.1	89.099916	650	521	129	3	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
768	<Null>			County	34.51387	-83.62829	TWSC	3	0.1	81.856617	1089	1082	7	0	1	0	0	0	0	#DIV/0!		0	2	0	0	0	2	0	0	4
769	<Null>			County	34.48417	-83.55707	TWSC	4	0.85	84.486447	3544	1390	2154	0	0	1	3	2	12	0.2		0	2	0	0	0	0	2	1	5
770	<Null>			County	34.61831	-83.53573	AWSC	4	0.8	61.976533	946	804	142	2	1	0	0	0	1	0.0		0	4	0	0	1	2	0	1	8
771	<Null>			County	34.50183	-83.64665	TWSC	3	0.1	58.950167	261	249	12	3	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
772	<Null>			State	34.58231	-83.53632	TWSC	4	0.1	65.851178	9866	8799	1067	17	0	0	<Null>	<Null>	<Null>	#VALUE!		0	4	1	0	2	0	0	1	8
773	<Null>			County	34.48019	-83.56332	TWSC	3	0.6	60.113894	1814	1762	52	3	0	0	0	1	1	1.0		0	4	0	0	2	0	0	0	6
774	<Null>			County	34.66959	-83.55407	TWSC	3	1.4	67.474538	190	62	128	1	1	0	0	0	2	0.0		0	4	0	0	1	2	0	0	7
775	<Null>			County	34.71551	-83.53249	TWSC	3	0.2	52.0802	279	234	45	0	1	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
776	<Null>			County	34.61828	-83.5596	TWSC	3	0.1	85.816141	211	165	46	4	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
777	<Null>			County	34.58118	-83.48065	TWSC	3	0.2	68.825164	279	279	0	0	1	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
778	<Null>			County	34.67349	-83.4946	TWSC	3	1.1	16.992289	868	831	37	1	0	0	0	0	3	0.0		0	4	0	0	1	0	0	0	5
780	<Null>			County	34.62506	-83.61472	TWSC	3	0.3	82.506707	118	94	24	2	2	0	0	1	1	1.0		0	2	0	0	1	2	0	0	5
781	<Null>			County	34.51097	-83.65143	TWSC	3	0.6	87.847951	236	130	106	1	1	0	0	0	1	0.0		0	0	0	0	1	2	0	0	3
782	<Null>			State	34.54744	-83.54544	TWSC	3	0.2	45.263703	7508	6413	1095	4	0	0	<Null>	<Null>	<Null>	#VALUE!		0	4	1	0	2	0	0	0	7
783	<Null>			County	34.55095	-83.46121	TWSC	3	0.1	<Null>	1112	811	301	2	0	0	0	0	2	0.0		0	4	0	0	1	0	0	0	5
784	<Null>			County	34.55354	-83.4607	TWSC	3	1.1	62.89202	1275	609	666	3	0	1	2	2	7	0.3		0	4	0	0	2	0	2	0	8
785	<Null>			County	34.49795	-83.64808	TWSC	3	0.3	86.902738	384	359	25	2	0	0	0	1	2	0.5		0	0	0	0	1	0	0	0	1
786	<Null>			County	34.60298	-83.43415	TWSC	3	0.1	41.6285	804	773	31	1	0	1	0	0	1	0.0		0	4	0	0	1	0	2	0	7
787	<Null>			County	34.51351	-83.65685	TWSC	3	0.1	<Null>	48	46	2	2	1	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
788	<Null>			County	34.58116	-83.47336	TWSC	3	1.1	72.844644	310	33	277	1	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
789	<Null>			State	34.58624	-83.53518	TWSC	3	0.1	88.592937	9084	19	9065	6	0	0	<Null>	<Null>	<Null>	#VALUE!		0	0	1	2	2	0	0	0	5
790	<Null>			County	34.53724	-83.55238	TWSC	3	0.1	86.864195	102	95	7	5	2	0	0	0	1	0.0		0	0	0	0	2	2	0	0	4
791	<Null>			County	34.52466	-83.49069	TWSC	3	0.4	87.556551	2156	2152	4	2	0	0	0	0	1	0.0		0	0	0	0	1	0	0	0	1
792	<Null>			County	34.50005	-83.64641	TWSC	4	0.8	68.505231	772	485	287	1	0	0	0	1	1	1.0		0	4	0	0	1	0	0	1	6
793	<Null>			County	34.61915	-83.52997	TWSC	3	0.2	76.168153	147	143	4	3	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
794	<Null>			County	34.59175	-83.53503	TWSC	3	0.15	78.253521	155	86	69	8	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
795	<Null>			County	34.52482	-83.53416	TWSC	3	0.1	65.928845	200	196	4	4	1	0	0	0	0	#DIV/0!		0	4	0	0	2	2	0	0	8
797	<Null>			County	34.62575	-83.62569	TWSC	3	0.1	<Null>	55	47	8	3	1	0	0	0	2	0.0		0	4	0	0	2	2	0	0	8
798	<Null>			County	34.61271	-83.6084	TWSC	4	1.1	18.88253	293	178	115	4	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	1	7
799	<Null>			County	34.44203	-83.60982	TWSC	3	0.1	67.028848	82	78	4	6	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
800	<Null>			County	34.5377	-83.55319	TWSC	4	0.2	83.301483	1288	1163	125	3	0	0	1	0	1	0.0		0	2	0	0	2	0	0	1	5
801	<Null>			County	34.6863	-83.53181	TWSC	3	0.2	<Null>	24	23	1	0	3	0	0	0	2	0.0		0	4	0	0	0	2	0	0	6
802	<Null>			State	34.59608	-83.52519	TWSC	3	0.2	78.799493	8948	8933	15	3	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	1	0	2	0	0	0	5
803	<Null>			County	34.54	-83.58356	TWSC	3	1.4	84.220449	2586	2224	362	4	1	0	0	0	2	0.0		0	2	0	0	2	2	0	0	6
804	<Null>			County	34.48196	-83.63737	TWSC	3	0.1	88.548822	370	303	67	2	0	0	0	0	0	#DIV/0!		0	0	0	0	1	0	0	0	1
805	<Null>			County	34.70059	-83.52147	TWSC	3	1.5	55.63683	432	399	33	2	0	0	0	0	0	#DIV/0!		4	4	0	0	1	0	0	0	9
806	<Null>			State	34.62565	-83.49088	TWSC	3	0.2	82.252953	4008	3773	235	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	0	0	1	0	0	0	3
807	<Null>			County	34.52904	-83.48802	TWSC	3	0.4	46.750272	1908	1898	10	5	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
808	<Null>			County	34.511	-83.58925	TWSC	3	0.3	88.646867	4272	4215	57	1	0	0	1	1	2	0.5		0	0	0	0	1	0	0	0	1
809	<Null>			County	34.64786	-83.42193	TWSC	3	0.1	36.565911	99	50	49	1	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
811	<Null>			County	34.62955	-83.59545	TWSC	3	0.1	80.131068	151	151	0	0	1	0	0	0	0	#DIV/0!		0	2	0	0	0	2	0	0	4
813	<Null>			County	34.54427	-83.55	TWSC	3	0.1	85.888417	2106	1985	121	6	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
814	<Null>			County	34.4642	-83.62339	TWSC	3	1	70.732981	608	1	607	1	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
815	<Null>			County	34.54468	-83.59915	TWSC	3	0.2	70.229249	603	17	586	1	3	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
816	<Null>			County	34.65802	-83.44299	TWSC	3	0.2	78.099728	1036	949	87	5	1	0	0	0	1	0.0		0	2	0	0	2	2	0	0	6
817	<Null>			County	34.74632	-83.57816	TWSC	3	0.2	82.828817	219	216	3	0	1	0	0	0	0	#DIV/0!		0	2	0	0	0	2	0	0	4
818	<Null>			County	34.63381	-83.49215	TWSC	3	0.1	81.816647	212	192	20	5	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
819	<Null>			County	34.54307	-83.55165	TWSC	3	0.2	<Null>	1474	1189	285	6	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
820	<Null>			County	34.49351	-83.65354	TWSC	3	0.1	33.863153	348	5	343	6	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
821	<Null>			County	34.66361	-83.42099	TWSC	3	0.5	62.939381	324	158	166	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
822	<Null>			County	34.61803	-83.55883	TWSC	3	0.3	88.529243	656	448	208	4	0	0	0	0	1	0.0		0	0	0	0	2	0	0	0	2
824	<Null>			State	34.55013	-83.54512	TWSC	3	0.1	85.215397	7122	6911	211	15	0	1	<Null>	<Null>	<Null>	#VALUE!		0	0	0	0	2	0	2	0	4
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838	<Null>			County	34.67584	-83.42905	TWSC	3	0.1	51.99006	793	451	342	2	0	0	0	0	3	0.0		0	4	0	0	1	0	0	0	5
839	<Null>			County	34.67199	-83.49264	TWSC	3	0.1	81.586659	43	36	7	4	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
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846	<Null>			County	34.6908	-83.5107	TWSC	3	1	1.017135	490	490	0	1	1	0	0	0	1	0.0		0	4	0	0	1	2	0	0	7
847	<Null>			County	34.65313	-83.44589	TWSC	3	0.1	88.120641	1354	1291	63	7	0	0	0	0	1	0.0		0	0	0	0	2	0	0	0	2
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851	<Null>			County	34.51241	-83.63115	TWSC	3	0.8	73.671574	968	896	72	2	0	0	0	0	4	0.0		0	2	0	0	1	0	0	0	3
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857	<Null>			County	34.52055	-83.57391	TWSC	3	1.8	27.854733	5301	3577	1724	2	0	0	1	1	6	0.2		4	4	0	0	1	0	0	0	9
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916	<Null>			County	34.52979	-83.62993	TWSC	3	0.1	49.456202	119	109	10	1	2	0	0	0	1	0.0		0	4	0	0	1	2	0	0	7
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921	<Null>			County	34.45325	-83.62188	TWSC	3	0.2	87.571985	316	276	40	5	0	0	1	0	1	0.0		0	0	0	0	2	0	0	0	2
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926	<Null>			County	34.54747	-83.56517	TWSC	3	0.1	79.704325	222	211	11	5	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
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931	<Null>			County	34.62225	-83.43212	TWSC	3	0.1	72.123812	102	92	10	3	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
932	<Null>			County	34.70105	-83.5476	TWSC	3	0.2	72.821345	60	52	8	0	0	0	0	0	0	#DIV/0!		0	2	0	0	0	0	0	0	2
933	<Null>			County	34.62223	-83.43157	TWSC	3	0.1	85.806746	11	9	2	3	1	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	0	4

Habersham County Safety Action Plan: Intersection Risk Factor Points

ID	Intersection Name	Major Street	Minor Street	Ownership	LAT	LONG	Control	Number of Legs	Dist to Prev Stop	Int Skew	Daily Enter Vol	Major Street ADT	Minor Leg ADT	Access Pt Dens	Curve Count	Crash_Count_KA	Crash_Count_Ang_RE_Turn	Crash_Count_Night	Crash_Count_ALL	Night_Day_Crash_Ratio	Destination Lighting	Points - Prev Stop	Points - Skew	Points - DEV	Points - Minor St Vol	Points - Access Pt Dens	Points - Curves	Points - Crashes	Points - Int Legs	Total Points
934	<Null>			County	34.53161	-83.62835	TWSC	3	0.1	<Null>	123	123	0	1	0	0	0	0	1	0.0		0	4	0	0	1	0	0	0	5
935	<Null>			County	34.56004	-83.49385	TWSC	3	0.7	70.084674	3522	3227	295	1	0	0	2	0	0	8	0.0		0	2	0	0	1	0	0	0	3
936	<Null>			County	34.56791	-83.58933	TWSC	3	0.4	43.458048	18	12	6	1	2	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
937	<Null>			County	34.64824	-83.63291	TWSC	4	0.5	36.921909	490	424	66	1	2	0	1	0	1	0.0		0	4	0	0	1	2	0	1	8
938	<Null>			County	34.6955	-83.55835	TWSC	3	0.1	77.351355	16	9	7	1	1	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
939	<Null>			County	34.53309	-83.62102	TWSC	3	0.1	75.695055	21	21	0	0	2	0	0	0	0	#DIV/0!		0	2	0	0	0	2	0	0	4
940	<Null>			County	34.51365	-83.59725	TWSC	3	0.1	84.547834	238	193	45	1	2	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
941	<Null>			County	34.69385	-83.55405	TWSC	3	0.1	60.572311	30	30	0	0	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	4
942	<Null>			County	34.55972	-83.49503	TWSC	3	0.1	78.01722	266	150	116	4	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	6
943	<Null>			County	34.6982	-83.55869	TWSC	3	0.7	61.095763	37	23	14	0	2	0	0	0	0	#DIV/0!		0	4	0	0	0	2	0	0	6
944	<Null>			County	34.67172	-83.5152	TWSC	3	0.1	<Null>	77	73	4	1	2	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
945	<Null>			County	34.6412	-83.51455	TWSC	3	0.6	<Null>	49	41	8	2	3	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
946	<Null>			County	34.56597	-83.47123	TWSC	3	0.1	66.053612	54	49	5	1	0	0	0	0	1	0.0		0	4	0	0	1	0	0	0	5
947	<Null>			County	34.69123	-83.55764	TWSC	3	0.6	74.179018	25	16	9	0	1	0	0	0	0	#DIV/0!		0	2	0	0	0	2	0	0	4
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949	<Null>			County	34.56766	-83.49831	TWSC	3	0.1	85.462238	51	37	14	4	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
950	<Null>			County	34.51973	-83.63443	TWSC	3	0.2	49.416303	64	58	6	5	2	0	0	0	0	#DIV/0!		0	4	0	0	2	2	0	0	8
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956	<Null>			County	34.627727	-83.59088	TWSC	3	0.1	79.608201	360	312	48	4	0	0	0	0	0	#DIV/0!		0	2	0	0	2	0	0	0	4
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961	<Null>			County	34.69797	-83.4866	TWSC	4	0.2	79.114435	14	13	1	0	1	0	0	0	0	#DIV/0!		0	2	0	0	0	2	0	1	5
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963	<Null>			County	34.64215	-83.51933	TWSC	3	0.4	<Null>	113	83	30	1	3	0	0	0	1	0.0		0	4	0	0	1	2	0	0	7
964	<Null>			County	34.46237	-83.61455	TWSC	3	0.1	61.097273	64	63	1	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
965	<Null>			County	34.53257	-83.62758	TWSC	3	0.1	78.663721	124	124	0	0	0	0	0	0	0	#DIV/0!		0	2	0	0	0	0	0	0	2
966	<Null>			County	34.45762	-83.5836	TWSC	3	0.2	22.353402	84	46	38	0	0	0	0	0	1	0.0		0	4	0	0	0	0	0	0	4
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973	<Null>			County	34.45255	-83.59256	TWSC	3	0.2	87.047032	6	4	2	2	1	0	0	1	3	0.3		0	0	0	0	1	2	0	0	3
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979	<Null>			County	34.55286	-83.55378	TWSC	3	0.1	89.727192	246	147	99	8	0	0	0	0	0	#DIV/0!		0	0	0	0	2	0	0	0	2
980	<Null>			County	34.52467	-83.52965	TWSC	3	0.1	<Null>	236	215	21	8	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
982	<Null>			County	34.73583	-83.52099	TWSC	4	1.5	<Null>	65	2	63	0	0	0	0	0	1	0.0		4	0	0	0	0	0	0	1	9
983	<Null>			County	34.53318	-83.517	TWSC	4	0.2	77.758311	1029	44	985	4	0	0	1	0	2	0.0		0	2	0	0	2	0	0	1	5
984	<Null>			County	34.49175	-83.5375	TWSC	4	0.2	66.522623	3942	152	3790	16	0	0	2	0	7	0.0		0	4	0	1	2	0	0	1	8
985	<Null>			State	34.58564	-83.45289	TWSC	4	0.9	70.935101	12214	11981	233	0	0	0	<Null>	<Null>	<Null>	#VALUE!		0	2	1	0	0	0	0	1	4
986	<Null>			County	34.5377	-83.4912	TWSC	3	0.1	<Null>	17	13	4	3	1	0	0	0	0	#DIV/0!		0	4	0	0	2	2	0	0	8
989	<Null>			County	34.57024	-83.5065	TWSC	3	0.1	<Null>	289	282	7	4	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	6
990	<Null>			County	34.68468	-83.34889	TWSC	3	1.5	40.236133	15	11	4	<Null>	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	8
991	<Null>			County	34.57616	-83.44262	TWSC	4	2.8	56.993575	603	524	79	0	0	0	1	1	3	0.3		4	4	0	0	0	0	0	1	9
992	<Null>			County	34.52741	-83.48744	TWSC	3	2.1	86.339867	2860	1188	1672	5	0	0	1	0	2	0.0		4	0	0	0	2	0	0	0	6
993	<Null>			County	34.57734	-83.41694	TWSC	3	0.8	31.160393	654	294	360	2	1	0	1	1	7	0.1		0	4	0	0	1	2	0	0	7
994	<Null>			County	34.5335	-83.62663	TWSC	3	0.2	67.769898	232	134	98	2	2	0	0	0	0	#DIV/0!		0	4	0	0	1	2	0	0	7
995	<Null>			County	34.54082	-83.52634	TWSC	4	0.2	71.082114	1332	1113	219	4	1	0	0	1	1	1.0		0	2	0	0	2	2	0	1	7
996	<Null>			County	34.5033	-83.59921	TWSC	4	0.2	72.722382	1763	1738	25	0	0	0	0	0	2	0.0		0	2	0	0	0	0	0	1	3
997	<Null>			County	34.51942	-83.57682	TWSC	4	0.2	81.354963	4500	4355	145	3	0	0	0	0	1	0.0		0	2	0	0	0	0	0	1	5
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1000	<Null>			County	34.69387	-83.47119	TWSC	3	0.5	46.494247	79	36	43	2	0	0	0	0	0	#DIV/0!		0	4	0	0	0	0	0	0	5
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1003	<Null>			County	34.57617	-83.45408	TWSC	4	0.7	58.559781	374	250	124	2	0	1	6	1	11	0.1		0	4	0	0	1	0	2	1	8
1004	<Null>			County	34.45362	-83.60338	AWSC	4	0.7	47.970838	560	25	535	3	1	0	1	1	3	0.3		0	4	0	0	2	0	0	1	7
1005	<Null>			County	34.63913	-83.51638	TWSC	3	0.1	<Null>	68	59	9	5	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
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1011	<Null>			County	34.53699	-83.49004	TWSC	3	0.1	83.53632	1296	1233	63	2	0	0	0	0	0	#DIV/0!		0	2	0	0	1	0	0	0	3
1012	<Null>			County	34.69658	-83.47042	TWSC	3	0.1	81.69401	38	31	7	2	2	0	0	0	0	#DIV/0!		0	2	0	0	1	2	0	0	5
1013	<Null>			County	34.68602	-83.42642	TWSC	4	1	72.4905578	785	661	124	3	2	0	0	0	3	0.0		0	2	0	0	0	2	0	1	7
1014	<Null>			County	34.71292	-83.40997	TWSC	4	0.5	43.195302	66	63	3	0	3	0	0	0	1	0.0		0	4	0	0	0	2	0	1	7
1015	<Null>			County	34.57219	-83.50469	TWSC	3	0.1	<Null>	110	74	36	4	0	0	0	0	0	#DIV/0!		0	4	0	0	2	0	0	0	6
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1025	<Null>			County	34.50721	-83.56139	TWSC	4	0.9	47.076658	1447	923	524	4	0	0	2	1	4	0.3		0	4	0	0	2	0	0	1	7
1026	<Null>			County	34.6293	-83.5526	AWSC	4	1.6	53.844243	248	138	110	0	0	0	1	0	1	0.0		4	4	0	0	0	0	0	1	9
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1028	<Null>			County	34.57613	-83.45107	TWSC	3	0.1	87.26392	97	89	8	3	2	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	0	4
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1030	<Null>			County	34.45972	-83.62163	TWSC	4	1.1	81.533302	734	676	58	4	0	0	0	0	2	0.0		0	2	0	0	2	0	0	1	5
1031	<Null>			County	34.59623	-83.51405	TWSC	3	0.1	86.985491	222	124	98	6	1	0	0	0	0	#DIV/0!		0	0	0	0	2	2	0	0	4
1032	<Null>			County	34.56526	-83.46988	TWSC	3	0.1	62.061419	48	36	12	2	0	0	0	0	0	#DIV/0!		0	4	0	0	1	0	0	0	5
1034	<Null>			County	34.50338	-83.62172	TWSC	4	1.2	76.338675	510	290	220	0	0	0	0	0	0	#DIV/0!		0	2	0	0	0	0	0	1	3
1035	<Null>			County	34.57431	-83.62491	TWSC	3	0.7	35.495693	134	127	7	6	0	0	0	0	2	0.0		0	4	0	0	2	0	0	0	6
1036	<Null>			County	34.56458	-83.57275	TWSC	4	0.5	71.784789	954	836	118	4	1	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	1	7
1037	<Null>			County	34.57072	-83.5066	TWSC	3	0.1	78.026098	274	172	102	4	0	0	0	0	0	#DIV/0!		0	2	0	0	2	2	0	0	4
1039	<Null>			State	34.61342	-83.41175	TWSC	4	1	37.734559	3708	1391	2317	1	0	0	<Null>	<Null>	<Null>	#VALUE!		0	4	0	0	1	0	0	1	6

APPENDIX H

RISK FACTOR RANKING AND COUNTERMEASURE SELECTION

RISK FACTOR RANKING AND COUNTERMEASURE SELECTION

HABERSHAM COUNTY
GEORGIA | Est. 1818

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1. INTRODUCTION

1.1. PURPOSE

Habersham County is committed to a goal of reducing the number of roadway fatalities and serious injuries and is creating a strategy to achieve this goal through the development of their Safety Action Plan (SAP). The completion of the SAP makes the county eligible to apply for additional funds through the Safe Streets and Roads for All (SS4A) discretionary grant program to implement projects identified in the SAP.

An SAP is a document that provides local governments the means to make strategic roadway safety improvements. The plans identify the most significant roadway safety concerns in a community and outline the projects and strategies to address them. SAPs not only assist local practitioners in understanding crash trends within their jurisdiction, but they also define a locally focused plan for practitioners to make informed, prioritized safety decisions.

1.2. RISK FACTOR ANALSYIS

This technical memorandum has been prepared to provide risk factor scoring criteria based on the identified risk factors as well as project selection threshold tables to be used in determining applicable countermeasures for identified safety project locations in the SAP. A risk factor analysis is a systemic approach used to identify locations that may not have a crash history but have a higher risk for potential crashes based on the identified risk factor criterion. This proactive approach is used to identify spot improvements and prioritize project locations. The risk factors and countermeasures presented in this document were identified based on available data and reviewed with current state of practice in similar jurisdictions as well.

2. RISK FACTOR SCORING CRITERIA

The purpose of this risk factor scoring analysis is to aid in the systematic selection of safety improvements that could reduce the potential for a fatal or serious injury crash along segments and intersections and assist with prioritizing locations that have similar attributes that could contribute to crash risk and to identify countermeasures that could reduce the potential for a fatal or serious injury crash.

2.1. SEGMENT RISK FACTORS

Each county road segment will be assigned risk factor points based on the following seven roadway attributes:

- **Traffic Volume (ADT):** the daily average number of vehicles along the roadway segment. The average daily traffic (ADT) for all the segments within the county were compared against each other to assign higher risk factor points to segments with higher ADTs within the county.
- **Pavement Width:** the width of pavement and shoulders were used to assign risk factor points to each segment. Segments with narrower pavement widths were assigned more risk factor points.

- **Access Density:** risk factor points were assessed based on the number of driveways and/or intersections per mile. Segments with higher access densities were assigned more points.
- **Curve Density:** the number of curves per mile with a radius less than 1,000 feet and with a length greater than 100 feet. Segments with a higher curve density were assigned more risk factor points.
- **Pavement Condition:** the average of the recorded roughness and distress indices for the length of the segment. A pavement condition assessment of county roads provides a Pavement Condition Index (PCI) score for each road segment, indicating the roughness and distress index of the segment. A PCI score is on a range of 0-100, with 100 being the highest or best rating. ASTM International guidance indicates that roadways with a PCI between 56-70 are considered “fair” condition, 41-55 are “poor” condition, 26-40 are “very poor” condition, 11-25 are “serious” condition, and 0-10 are “failed” condition, indicating a sever safety concern. Risk factor points were assigned to roadways with PCI score less than 55. Research indicates that a rougher ride may contribute to increase loss of control of a vehicle, particularly when braking and turning, which may be more common on the more mountainous and rural segments within the county.
- **Crash Experience:** the number of lane departure crashes for each segment in the county was reviewed to assign risk factor points to segments where there was a history of lane departure crashes.

Recommendations were only made where segments were greater than 0.5 miles in length and where the posted speed limit was 40 miles per hour (mph) or higher. This was agreed upon based on the nature of the recommendations, which are more applicable to rural roadway segments, and to provide segments of sufficient length to justify mobilization of construction/maintenance crews and equipment.

Table 1 shows the risk factors for the SAP projects. The maximum possible risk score for a segment is 27 points.

Table 1 – County Paved Roadway Segments – Risk Factor Ranking

Risk Factor	Measurement	Points	Max Points Available
Traffic volume	Average Daily Traffic (ADT)	0: ADT percentile is 0%-14.3%	6
		1: ADT percentile is 14.3%-28.6%	
		2: ADT percentile is 28.6%-42.9%	
		3: ADT percentile is 42.9%-57.1%	
		4: ADT percentile is 57.1%-71.4%	
		5: ADT percentile is 71.4%-85.7%	
		6: ADT percentile is 85.7%-100%	
Pavement and shoulder width	Pavement and shoulder width in feet (ft)	0: Roadway width ≥ 22 ft	2
		1: Roadway width > 18 ft and < 22 ft	
		2: Roadway width ≤ 18 ft	
Access density	Number of intersections and driveways per mile (driveway location per 911 address database)	0: AADT less than 100, less than 10 access points per mile, or greater than 30 access points per mile	7
		1: greater than or equal to 10 and less than 20 access points per mile	
		2: greater than or equal to 20 and less than 30 access points per mile	
		3: greater than or equal to 30 and less than 40 access points per mile	
		4: greater than or equal to 40 and less than 50 access points per mile	
		5: greater than or equal to 50 and less than 60 access points per mile	
		6: greater than or equal to 60 and less than 70 access points per mile	
		7: greater than or equal to 70 and less than or equal to 80 access points per mile	
Curve Density	Number of curves per mile with a radius less than 1,000 ft	0: Curve density percentile is 0-20%	4
		1: Curve density percentile is 21-40%	
		2: Curve density percentile is 41-60%	
		3: Curve density percentile is 61-80%	
		4: Curve density percentile is more than 81%	
Pavement Condition	Pavement Condition Index (PCI)	0: greater than or equal to 56	4
		1: greater than or equal to 41 and less than 55	
		2: greater than or equal to 26 and less than 40	
		3: greater than or equal to 11 and less than 25	
		4: less than or equal to 10	
Crash experience	Presence of a lane departure crash	0: No lane departure crashes	4
		2: greater than or equal to 4 and less than 5	
		4: 5 or more lane departure crashes	
Total available points			**27**

2.2. INTERSECTION RISK FACTORS

Every intersection within each county containing at least one county-maintained paved roadway leg will be analyzed for risk according to the following nine key attributes:

- **Distance from Previous Stop Sign:** if any stop-controlled approach had a distance of at least 1.5 miles from the previous stop sign, risk points were assigned. The longer the distance a driver travels without stopping, the more likely they are to fail to stop at the next stop sign because they are not expecting it.
- **Intersection Skew:** the intersection was assigned risk factor points if any of the side roads had an approach angle (skew) of less than 85 degrees. According to the *Highway Design Handbook for Older Drivers and Pedestrians*, "Skew angles in excess of 75 degrees often create special problems at stop-controlled rural intersections. The angle complicates the vision triangle for the stopped vehicle; increases the time to cross the through road; and results in a larger, more potentially confusing intersection."
- **Traffic Volume (DEV):** the average number of vehicles entering the intersection per day. The daily entering volume (DEVs) for all the intersections in the county were compared against each other to assign higher risk factor points to intersections with higher DEVs within the county. It is understood that more vehicles entering an intersection creates more exposure and therefore, increases the risk of a crash.
- **Minor Street Volume:** with a higher minor street volume, there is an increase in crash exposure, specifically with angle crashes. The third highest approach volume was used for the minor street volume, and volumes, as compared to other minor street volumes throughout the county were used to assign higher risk factor points where minor street volumes were higher.
- **Access Management:** risk points were assigned if an access point (driveway or other intersection) was located within 250 feet of the intersection. Driveways and other access points located within the functional area of intersections create additional opportunities for conflict points and cause drivers to make more decisions within the functional area of an intersection, increasing risk for a crash.
- **Horizontal Curvature:** the number of curves (with length more than 100 feet and radius less than 1,000 feet) within 250 feet of the intersection. Risk factor points were assigned to intersections with one or more curves within close proximity of the intersection. Roadway curves in close proximity to intersections can limit sight distance, increasing crash potential.
- **Crash Experience:** each intersection was assigned risk factor points if a K or A crash occurred within 150 feet of the intersection. This attribute takes into account crash history, which may be indicative of improvement needs.
- **Intersection Configuration:** as an additional risk factor to capture potential conflicts at an intersection, the number of approaches were considered as a risk factor. If an intersection had four or more approaches, it was assigned a risk factor point.

Table 2 shows the risk factors for the SAP projects. The maximum possible risk score for an intersection is 23 points.

Table 2 – County Paved Intersections – Risk Factor Ranking

Risk Factor	Measurement	Points	Max Points Available
Distance from previous stop sign	Stop sign locations based on information provided by the County Engineer	0: Less than 1.5 miles	4
		4: 1.5 miles or more	
Intersection skew	Skew angle of most skewed approach	0: 85-90 degrees	4
		2: 70-85 degrees	
		4: Less than 70 degrees	
Traffic volume	Daily Entering Vehicles (DEV)	0: DEV percentile is 0%-25%	3
		1: DEV percentile is 25%-50%	
		2: DEV percentile is 50%-75%	
		3: DEV percentile is 75%-100%	
Minor street volume	Average Daily Traffic (ADT)	0: Bottom third of county minor street ADTs	2
		1: Middle third of county minor street ADTs	
		2: Top third of county minor street ADTs	
Access management	Driveways or another intersection within 250 feet of the intersection	0: None	2
		1: greater than or equal to 1 or less than 2	
		2: More than 2	
Horizontal curvature	Intersection on or within 250 feet of a curve (length >100' and Radius <1,000 ft)	0: None	2
		2: 1 or more	
Crash experience	Fatal or serious injury (K or A) crash within 150 feet of the intersection	0: None	4
		2: greater than or equal to 1 and less than 4	
		4: 4 or more	
Intersection configuration	Number of approaches	0: Less than 4 approaches	2
		1: 4 approaches	
		2: 5 or more approaches	
Total available points			**23**

3. COUNTERMEASURE SELECTION

The following sections summarize systemic safety improvement countermeasures considered for the SAPs and their associated Crash Modification Factors (CMFs). The information about CMFs provided in this section are for reference and to display the potential positive impact the countermeasures can have to safety, if applied. The SAP project does not include predictive crash analysis based on calculating the number of crashes that will be reduced by applying a specific countermeasure. The CMFs have been provided for reference to aid in understanding potential reductions from crashes by different countermeasures.

3.1. CRASH MODIFICATION FACTORS (CMFS)

When identifying potential systemic safety improvements, it is important to look at CMFs for the proposed improvements. The CMF Method is found in Part D of the HSM. CMFs are defined as the ratio of effectiveness of one condition in comparison to another condition and represent the relative change in crash frequency due to a change in one specific condition. In other words, a CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. Countermeasures with CMFs less than one are expected to reduce crashes if applied, while those countermeasures with CMFs greater than one are expected to increase crashes. **Figure 1** illustrates the definition of CMFs.

$$CMF = \frac{\text{EXPECTED CRASHES WITH TREATMENT}}{\text{EXPECTED CRASHES WITHOUT TREATMENT}}$$

CMF = 1.0	Expected to have no impact on safety
CMF < 1.0	Expected to reduce crashes
CMF > 1.0	Expected to increase crashes

Figure 1 – CMF Calculation

The CMF Method is used to calculate the expected number of crashes by taking the observed number of crashes and multiplying those crashes by the applicable CMF for the proposed countermeasure. It is recommended that CMFs be applied to a minimum of three years of crash data for urban and suburban sites and five years of crash data for a rural site. **Figure 2** is a sample calculation of the CMF method with one CMF being applied to a particular site for a single year.

10.1 crashes / year x 0.91 (CMF) =	9.2 crashes / year: a reduction of 0.9 total crashes per year and a CRF of 9%

Figure 2 – CMF Method Sample Calculation

A Crash Reduction Factor (CRF) is similar to a CMF but stated in different terms. A CRF is defined as a percentage of crash reduction that might be expected after the implementation of a given countermeasure at a site. **Figure 3** shows how a CRF is calculated in relationship to a CMF.

$$CRF = (1 - CMF) \times 100$$

Figure 3 – CRF Calculation

Caution should be used in the selection of appropriate CMFs. The following guidance should be considered when selecting CMFs for predictive crash analysis:

- CMFs should be selected from the HSM Part D or from the Federal Highway Administration's (FHWA) CMF Clearinghouse website (http://www.cmfclearinghouse.org).
- Read the countermeasure abstract to determine if the CMF is applicable to the proposed improvement.
- Review the star rating, typically CMFs with a four-star rating or higher are considered acceptable for use in analysis. CMFs with star ratings below four may be an appropriate application for a particular location. Additionally, for newer countermeasures, before and after data may not be available to fully represent its benefit.
- Be sure the selected CMF is applicable to the set of crash data being used for analysis. Some CMFs may only be applicable to a subset of the crash data.
- The application of multiple CMFs can overestimate the expected crash reduction. Unless each CMF addresses independent crash types, multiple CMFs should not be used. It is suggested that no more than three independent CMFs be applied to a particular site.

The countermeasures proposed in this document were chosen because of their effectiveness in reducing crashes. Some safety countermeasures that are recommended do not yet have CMF ratings that meet the above guidance (indicated by "CMF not defined" within this document), due to the amount of data and peer review that is required; however, preliminary studies show safety benefits as a result of these countermeasures. The FHWA has also published a list of Proven Safety Countermeasures which, per their website is "a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries… Transportation agencies are strongly encouraged to consider widespread implementation of [Proven Safety Countermeasures] to accelerate the achievement of local, State, and National Safety goals." https://safety.fhwa.dot.gov/provencountermeasures/

Nationally, there are relatively low percentages of fatal and serious injury crashes that occur on unpaved roadways when compared to paved roadways. As such, safety research has focused on paved roadways. The lack of research on the unpaved system results in very few CMFs defined for safety countermeasures on unpaved roadways.

4. PROJECT SELECTION THRESHOLDS

To aid in the systemic selection of safety improvement recommendations for segments and intersections with the highest risk factor rankings, project selection thresholds were developed and are shown in **Table 3** for segments and **Table 4** for intersections. For each of the specified safety countermeasures, the table lists an associated CMF, a planning-level cost estimate for the improvement, and the project selection threshold criteria.

At times, the CMFs in the table are provided as a range, showing the range of potential crash modification the countermeasure can have based on differing research, specific crash types, or specific volume-level roadways (i.e., CMFs can vary based on the amount of traffic on the road,

vary based on reducing crash severity, or vary between rear-end and run-off-road crashes). The planning-level costs included in the table are high-level estimates based on costs from other states and national averages. Some of the countermeasures will require additional information from the county, as the data collected as part of this project is for a more “high-level”/systemic review. For example, information on curve locations, vehicle speeds, or superelevation rates were not collected.

Table 3 – Segment Countermeasure Project Selection Thresholds

Safety Countermeasure	CMF	Cost	Short-Term	Long-Term	Threshold
Conduct Road Safety Audit (RSA)	CMF varies based on recommendations	$60,000/each	X		K crash rate ≥ 1.14 (1.19) HMVMT AND Total cash rate ≥ 341 HMVMT
Conduct Access Control Analysis	CMF varies based on recommendations	$40,000/each	X		Access Density ≥ 30 mile AND Total crash rate ≥ 179 HMVMT
Install 6” Retroreflective Edgeline (Both Sides of Road)	0.63 – 0.78 FHWA Proven Safety Countermeasure	$5,000/mile	X		All paved roads with lane width ≥ 11 feet
Pave 2’ Shoulder with Safety Edge (Both Sides of Road – Includes Earthwork)	0.79 – 0.89 FHWA Proven Safety Countermeasure	$300,000/mile		X	Paved roads with speed limit ≥ 40 mph AND length > 0.5 miles without existing paved shoulder AND existing shoulder width ≥ 2 feet AND ADT ≥ 200 with lanes < 11 feet wide OR ADT ≥ 1000
Install Edgeline Rumble Strips (Both Sides of Road)	0.49 – 0.87 FHWA Proven Safety Countermeasure	$10,000/mile		X	All paved roads with speed limit ≥ 40 mph AND length > 0.5 miles AND ADT ≥ 200 or when recommending to Pave 2’ Shoulder with Safety Edge
Install Centerline Rumble Strips	0.36 – 0.56 FHWA Proven Safety Countermeasure	$6,000/mile		X	All paved roads with speed limit ≥ 40 mph AND length > 0.5 miles AND ADT ≥ 200
Review Curve and Provide Signage to Meet MUTCD and GDOT Standards, if Needed	0.59 – 0.84 FHWA Proven Safety Countermeasure	$5,000/curve	X		On all curves within the segment that do not have signage
Review and Upgrade Curve Signage (Warning signs, Speed Advisory plaques, Chevrons) to meet Manual on Uniform Traffic Control Devices (MUTCD) and GDOT Standards	0.59 – 0.84 FHWA Proven Safety Countermeasure	$3,000/curve	X		On all curves within the segment that currently have signage
Clear and Grub (15 ft Both Sides of Road)	0.78	$30,000/mile	X		All paved roads with speed limit ≥ 40 mph AND length > 0.5 miles
Flattening and Widening Foreslopes (Excludes Culvert Extensions)	0.88 – 0.92 FHWA Proven Safety Countermeasure	$100,000/mile		X	County engineer’s discretion
On-Pavement Marking for Speed Control	CMF not defined	$2,000/each	X		County engineer’s discretion
Delineate Roadside Hazard (tree or utility pole) with Retroreflective Tape	CMF not defined	$100/each	X		County engineer’s discretion
Guardrail	0.53 – 0.56 New Guardrail along Embankment	$150/foot		X	County engineer’s discretion
Install Post-Mounted Delineators (assumed 10 foot spacing)	0.55 when installed in combination with edgelines and centerlines	$2,500/100 linear feet	X		County engineer’s discretion
Retroreflective Strip on Chevron Signpost	CMF not defined	$100/each	X		County engineer’s discretion
Transverse Rumble Strips Prior to Curve	CMF not defined	$6,000/curve	X		Segments prior to curves; County engineer’s discretion
Remove/Relocate Object in Hazardous Location	0.56 – 0.78 FHWA Proven Safety Countermeasure	$2,000/each		X	All (County engineer’s discretion)
Superelevation Correction on Curve	CMF not defined	$100,000/curve	X		County engineer’s discretion
Install High Friction Surface Treatment (HFST) on Curve	0.28 – 0.52 FHWA Proven Safety Countermeasure	$100,000/curve		X	County engineer’s discretion
Speed Activated Flashers on Chevron Sign	CMF not defined	$7,500 /each	X		County engineer’s discretion

Table 4 – Intersection Countermeasure Project Selection Thresholds

Safety Countermeasure	CMF	Cost	Short-Term	Long-Term	Threshold
Intersection Operational Analysis	CMF not defined	$25,000/each	X		One or more K or A crash, DEV > 5,000 and All approaches county maintained? OR Five or more approaches
Implement Results of Operational Analysis	CMF not defined	$750,000/each		X	County engineer's discretion
All-Way Stop Warrant Analysis and Converting Two-Way Stop to All-Way Stop	0.52 – 1.12	$40,000/each	X		Unsignalized, Total DEV > 4,500, Minor ADT > 500, Crashes >0, Major ADT = Minor ADT (within 10%) and right angle, rear end, or turning crashes > 0
All-Way Stop Warrant Analysis and Removal of Stop Signs on Major Approach	CMF not defined	$27,500/each	X		All way stop AND; Total DEV <4,500, or Minor ADT < 500, or crashes < 1
Install Destination Lighting	0.58 - 0.72 FHWA Proven Safety Countermeasure	$10,000/each		X	Unsignalized, Destination lighting not currently installed, and Minor ADT > 200
Upgrade Signs and Pavement Markings (Paved Approach)	0.34 - 0.91 FHWA Proven Safety Countermeasure	$5,000/leg (AWSC)	X		All unsignalized (signs only for unpaved approaches)
Install Second Stop Sign and Stop Ahead Sign	0.73 FHWA Proven Safety Countermeasure	$2,500/leg	X		Unsignalized, and Minor ADT > 200 Or; Distance from previous stop sign = 1.5 miles or more
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	0.84 - 0.95 "Beacon on Stop Sign"	$5,000/each	X		Unsignalized, Total DEV > 4,500, Minor ADT > 500, Crashes >0, Major ADT = Minor ADT (within 10%), and right angle, rear end, or turning crashes > 0 Or; Destination lighting installed, and Minor ADT > 500 Or; Destination lighting not currently installed, Major ADT > 1,000, and Minor ADT > 500
Install Transverse Rumble Strips	0.71 – 0.79	$3,000/leg	X		All paved, Unsignalized approaches
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	CMF not defined	$2,000/leg	X		Unsignalized, and Minor ADT > 200
Clear and Grub within Sight Triangle	0.78	$3,000/leg	X		All unsignalized intersections
Provide Left-Turn Lane at Intersection	0.73	$300,000/leg		X	County engineer's discretion
Provide Right-Turn Lane at Intersection	0.90 – 0.99	$300,000/leg		X	County engineer's discretion
Realign Intersection Approaches to Reduce or Eliminate Skew (Paved)	0.57 - 0.67	$500,000/leg		X	County engineer's discretion
Provide Bypass Lane on Shoulder at T-Intersection	CMF not defined	$300,000/each		X	County engineer's discretion
Convert Offset T-Intersection to Four-Legged Intersection	CMF not defined	$750,000/each		X	County engineer's discretion
Use Indirect Left-Turn Treatments to Minimize Conflicts at Divided Highway Intersection	CMF not defined	$750,000/each		X	County engineer's discretion
Convert Four-Legged Intersection to Offset T-Intersection	CMF not defined	$750,000/each		X	County engineer's discretion
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	CMF not defined	$10,000/leg	X		County engineer's discretion
Install Retroreflective Strip on Stop Sign Post	CMF not defined	$400/each	X		County engineer's discretion
Low-Cost Intersection Conflict Warning System (ICWS)	0.69 – 0.95	$150,000/each		X	County engineer's discretion
Flashing Beacon on Intersection Warning Sign	CMF not defined	$10,000/sign	X		County engineer's discretion

APPENDIX I

SEGMENT PROJECT SHEETS

Project Description for Roadway Segment Improvements

Project Name: **Chase Rd from GA 13 (Dicks Hill Pkwy) to Furniture Dr**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **15**
Date: **8/6/2025**

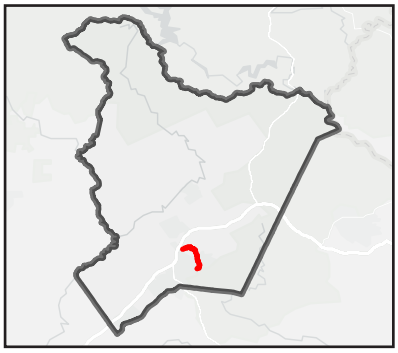
Location Description

Road Name: **Chase Rd**
From: **GA 13 (Dicks Hill Pkwy)**
To: **Furniture Dr**
Length (Miles): 2.87

Segment ID: **1**

This segment contains the following high scoring intersection: Chase Rd at Camp Creek Rd
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	1095	2
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	22	2
High Risk Curve Density/Mile	31.98	2
Avg. Pavement Condition (PCI)	3	4
Lane Departure Crashes	18	4
Total Risk Factor Points (21 max)		15

Other Information	
Segment Length (mi)	2.87
Speed Limit	35
Curve Signage Present	Yes
Curve Count	10
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	110
K and A Crashes	5
Lane Departure Crashes	18
Lane Departure K and A Crashes	1
Total Crash Rate (per HMVMT)	959.6
K and A Crash Rate (per HMVMT)	43.62

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	1	EA	$60,000	$60,000
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	2.87	MILE	$5,000	$14,341
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	2.87	MILE	$300,000	$860,347
Install Edgeline Rumble Strips (Both Sides of Road)	2.87	MILE	$10,000	$28,681
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	0	CURVE	$3,000	-
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

HABERSHAM COUNTY
GEORGIA | Est. 1818

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Project Description for Roadway Segment Improvements

Project Name: **Chase Rd from GA 13 (Dicks Hill Pkwy) to Furniture Dr**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **15**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	4	EA	$2,000	$8,000
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	4	CURVE	$3,000	$12,000
Other:				
Other:				

Additional Potential Improvements Subtotal	$20,000
Project Selection Threshold Systemic Improvements Subtotal	$963,459
Subtotal	$983,459
Mobilization: (% +/-)* 10%	$75,000
Traffic Control: (% +/-) 5%	$49,308
Contingency: (% +/-) 20%	$197,233
Estimated Project Cost	$1,305,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
Kimley-Horn has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Kimley-Horn at this time and represent only Kimley-Horn's judgment as a design professional familiar with the construction industry. Kimley-Horn cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Description Form Disclaimer:
The recommended improvements contained in this project description form were developed through a Geographic Information System (GIS) database risk assessment with input from County staff. Data was provided by County staff based on the exisitng (2024) conditions. Preliminary recommendations were developed based on the available GIS data for consideration by the County Engineer. The County Engineer may use this project description form to aid in the selection and development of projects, but this project description form should not be used as the sole basis for the County Engineer's decision making process. Kimley-Horn endeavored to research issues and constraints to the extent practical given the scope, budget, and schedule agreed to with the Client. The assessment is based in large part on information provided to us by others (DOT, county staff, etc.) and therefore is only as accurate and complete as the information provided to us. No formal assessment was made for the improvement recommendations contained on this page. If in question, it is recommended that a study/ analysis of this location be made to warrant the above indicated improvements.

HABERSHAM COUNTY
GEORGIA | Est. 1818

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Project Description for Roadway Segment Improvements

Project Name: **Habersham Mills Rd from US Hwy 441 to Habersham Mills Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **13**
Date: **8/6/2025**

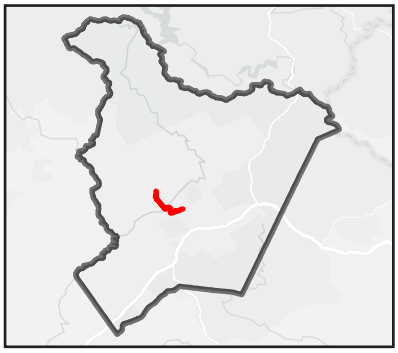
Location Description

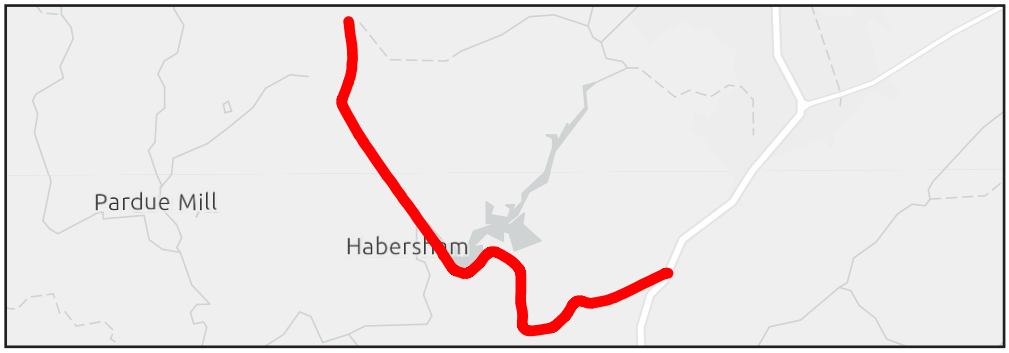
Road Name: **Habersham Mills Rd**
From: **US Hwy 441**
To: **Habersham Mills Rd**
Length (Miles): 3.54

Segment ID: **2**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	1498	2
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	14	1
High Risk Curve Density/Mile	32.22	2
Avg. Pavement Condition (PCI)	15	3
Lane Departure Crashes	21	4
Total Risk Factor Points (21 max)		13

Other Information	
Segment Length (mi)	3.54
Speed Limit	45
Curve Signage Present	No
Curve Count	8
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	128
K and A Crashes	5
Lane Departure Crashes	21
Lane Departure K and A Crashes	1
Total Crash Rate (per HMVMT)	662.09
K and A Crash Rate (per HMVMT)	25.86

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	1	EA	$60,000	$60,000
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	3.54	MILE	$5,000	$17,679
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	3.54	MILE	$300,000	$1,060,741
Install Edgeline Rumble Strips (Both Sides of Road)	3.54	MILE	$10,000	$35,358
Install Centerline Rumble Strips	3.54	MILE	$6,000	$21,215
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	8	CURVE	$3,000	$24,000
Clear and Grub (15 feet Both Sides of Road)	3.54	MILE	$30,000	$106,074

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Project Description for Roadway Segment Improvements

Project Name: **Habersham Mills Rd from US Hwy 441 to Habersham Mills Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **13**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal	-
Project Selection Threshold Systemic Improvements Subtotal	$1,325,067
Subtotal	$1,325,067
Mobilization: (% +/-)* 10%	$75,000
Traffic Control: (% +/-) 5%	$66,387
Contingency: (% +/-) 20%	$265,546
Estimated Project Cost	$1,732,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Roadway Segment Improvements

Project Name: **Level Grove Rd from US Hwy 441 to GA 115**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **15**
Date: **8/6/2025**

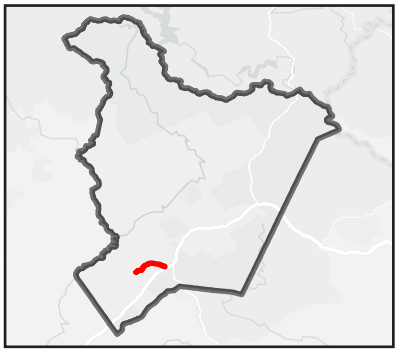
Location Description

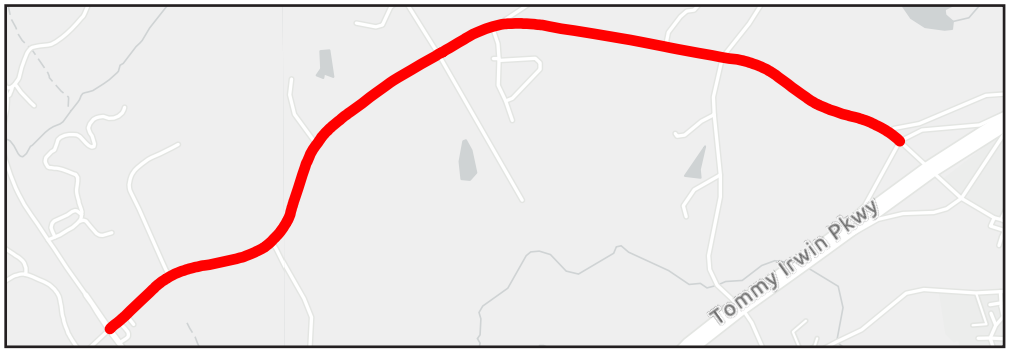
Road Name: **Level Grove Rd**
From: **US Hwy 441**
To: **GA 115**
Length (Miles): 2.48

Segment ID: **3**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	4521	6
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	17	1
High Risk Curve Density/Mile	0	0
Avg. Pavement Condition (PCI)	23	3
Lane Departure Crashes	7	4
Total Risk Factor Points (21 max)		15

Other Information	
Segment Length (mi)	2.48
Speed Limit	45
Curve Signage Present	No
Curve Count	0
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	132
K and A Crashes	1
Lane Departure Crashes	7
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	322.55
K and A Crash Rate (per HMVMT)	2.44

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	0	EA	$60,000	-
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	2.48	MILE	$5,000	$12,400
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	2.48	MILE	$300,000	$743,994
Install Edgeline Rumble Strips (Both Sides of Road)	2.48	MILE	$10,000	$24,800
Install Centerline Rumble Strips	2.48	MILE	$6,000	$14,880
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	0	CURVE	$3,000	-
Clear and Grub (15 feet Both Sides of Road)	2.48	MILE	$30,000	$74,399

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Project Description for Roadway Segment Improvements

Project Name: **Level Grove Rd from US Hwy 441 to GA 115**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **15**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal	-
Project Selection Threshold Systemic Improvements Subtotal	$870,473
Subtotal	$870,473
Mobilization: (% +/-)* 10%	$75,000
Traffic Control: (% +/-) 5%	$43,705
Contingency: (% +/-) 20%	$174,822
Estimated Project Cost	$1,164,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Roadway Segment Improvements

Project Name: **Camp Creek Rd from Veterans Memorial Hwy to Tommy Irvin Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **12**
Date: **8/6/2025**

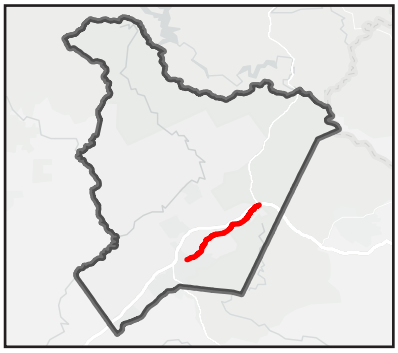
Location Description

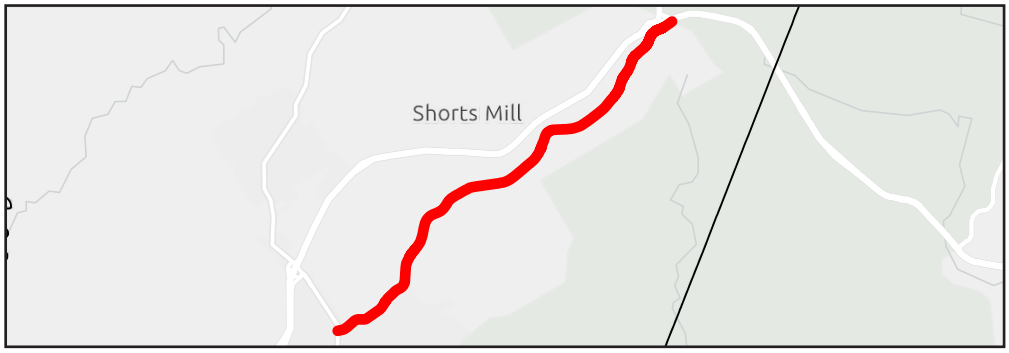
Road Name: **Camp Creek Rd**
From: **Veterans Memorial Hwy**
To: **Tommy Irvin Rd**
Length (Miles): 7.48

Segment ID: **4**

This segment contains the following high scoring intersection: Camp Creek Rd at Demorest Mt Airy Hwy
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	1696	3
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	12	1
High Risk Curve Density/Mile	4.21	0
Avg. Pavement Condition (PCI)	15	3
Lane Departure Crashes	17	4
Total Risk Factor Points (21 max)		12

Other Information	
Segment Length (mi)	7.48
Speed Limit	35
Curve Signage Present	No
Curve Count	5
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	186
K and A Crashes	6
Lane Departure Crashes	17
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	401.89
K and A Crash Rate (per HMVMT)	12.96

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	1	EA	$60,000	$60,000
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	7.48	MILE	$5,000	$37,382
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	7.48	MILE	$300,000	$2,242,916
Install Edgeline Rumble Strips (Both Sides of Road)	7.48	MILE	$10,000	$74,764
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	5	CURVE	$3,000	$15,000
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

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Project Description for Roadway Segment Improvements

Project Name: **Camp Creek Rd from Veterans Memorial Hwy to Tommy Irvin Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **12**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	5	EA	$100	$500
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal	$500
Project Selection Threshold Systemic Improvements Subtotal	$2,430,062
Subtotal	$2,430,562
Mobilization: (% +/-)* 10%	$75,000
Traffic Control: (% +/-) 5%	$121,688
Contingency: (% +/-) 20%	$486,750
Estimated Project Cost	$3,114,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Roadway Segment Improvements

Project Name: **Hills Crossing Rd from GA 17 (Toccoa Hwy) to Old Historic US 441 (Hollywood Hwy)**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **14**
Date: **8/6/2025**

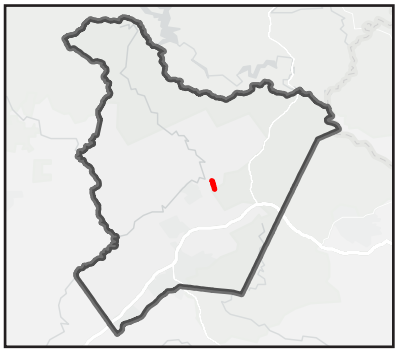
Location Description

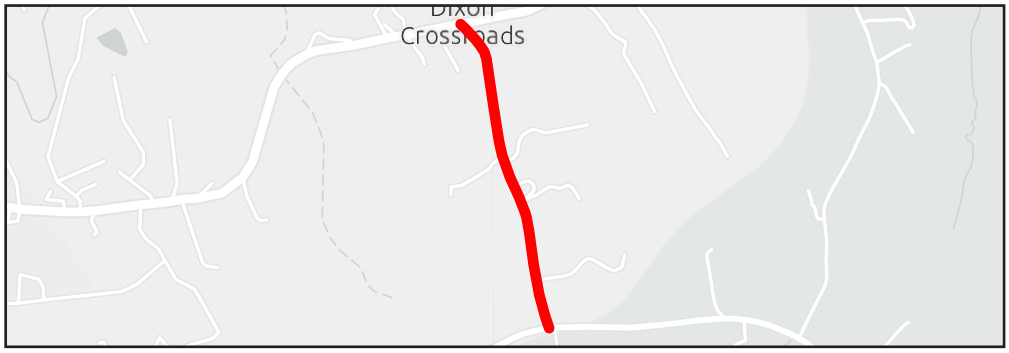
Road Name: **Hills Crossing Rd**
From: **GA 17 (Toccoa Hwy)**
To: **Old Historic US 441 (Hollywood Hwy)**
Length (Miles): 0.79

Segment ID: **5**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	3170	5
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	15	1
High Risk Curve Density/Mile	0	0
Avg. Pavement Condition (PCI)	15	3
Lane Departure Crashes	7	4
Total Risk Factor Points (21 max)		14

Other Information	
Segment Length (mi)	0.79
Speed Limit	50
Curve Signage Present	No
Curve Count	0
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	35
K and A Crashes	0
Lane Departure Crashes	7
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	381.16
K and A Crash Rate (per HMVMT)	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	0	EA	$60,000	-
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	0.79	MILE	$5,000	$3,968
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0.79	MILE	$300,000	$238,085
Install Edgeline Rumble Strips (Both Sides of Road)	0.79	MILE	$10,000	$7,936
Install Centerline Rumble Strips	0.79	MILE	$6,000	$4,762
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	0	CURVE	$3,000	-
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

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Project Description for Roadway Segment Improvements

Project Name: **Hills Crossing Rd from GA 17 (Toccoa Hwy) to Old Historic US 441 (Hollywood Hwy)**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **14**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other: Intersection Operational Analysis at Intersection with GA 17 (Toccoa Hwy)	1	EA	$25,000	$25,000
Other: Intersection Operational Analysis at Intersection with Old Historic US 441	1	EA	$25,000	$25,000
Other:				

Additional Potential Improvements Subtotal	$50,000
Project Selection Threshold Systemic Improvements Subtotal	$254,751
Subtotal	$304,751
Mobilization: (% +/-)* 10%	$30,480
Traffic Control: (% +/-) 5%	$15,354
Contingency: (% +/-) 20%	$61,415
Estimated Project Cost	$412,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Roadway Segment Improvements

Project Name: **Wilson Rd from Serenity Hills Dr to Camp Creek Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **11**
Date: **8/6/2025**

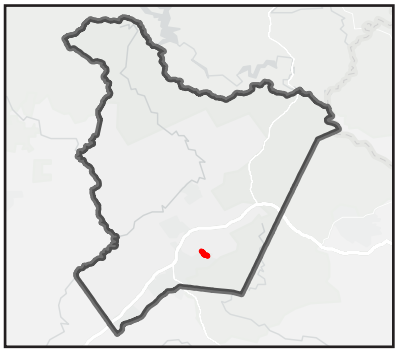
Location Description

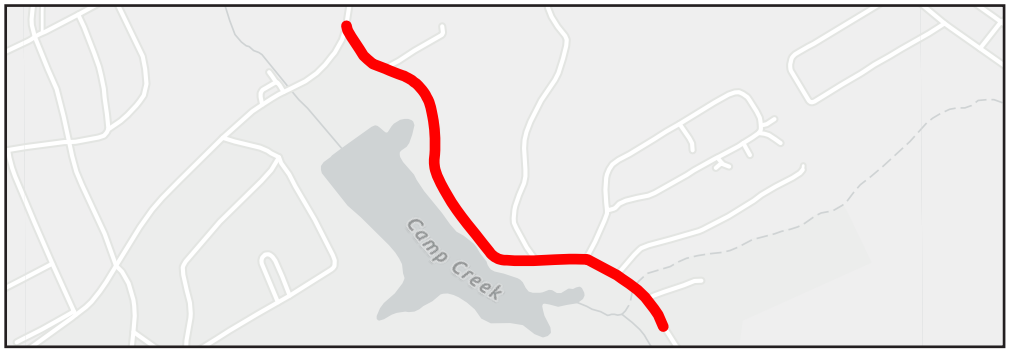
Road Name: **Wilson Rd**
From: **Serenity Hills Dr**
To: **Camp Creek Rd**
Length (Miles): 0.68

Segment ID: **6**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	309	1
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	15	1
High Risk Curve Density/Mile	52.76	3
Avg. Pavement Condition (PCI)	19	3
Lane Departure Crashes	3	2
Total Risk Factor Points (21 max)		11

Other Information	
Segment Length (mi)	0.68
Speed Limit	25
Curve Signage Present	No
Curve Count	3
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	20
K and A Crashes	0
Lane Departure Crashes	3
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	2591.87
K and A Crash Rate (per HMVMT)	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	0	EA	$60,000	-
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	0.68	MILE	$5,000	$3,421
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0	MILE	$300,000	-
Install Edgeline Rumble Strips (Both Sides of Road)	0	MILE	$10,000	-
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	3	CURVE	$3,000	$9,000
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

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Project Description for Roadway Segment Improvements

Project Name: **Wilson Rd from Serenity Hills Dr to Camp Creek Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **11**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	3	EA	$7,500	$22,500
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other: Dynamic Speed Feedback Signs	3	EA	$5,000	$15,000
Other:				
Other:				

Additional Potential Improvements Subtotal	$37,500
Project Selection Threshold Systemic Improvements Subtotal	$12,421
Subtotal	$49,921
Mobilization: (% +/-)* 10%	$5,000
Traffic Control: (% +/-) 5%	$2,616
Contingency: (% +/-) 20%	$10,463
Estimated Project Cost	$68,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Roadway Segment Improvements

Project Name: **B C Grant Rd from Gainesville Hwy to Level Grove Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **12**
Date: **8/6/2025**

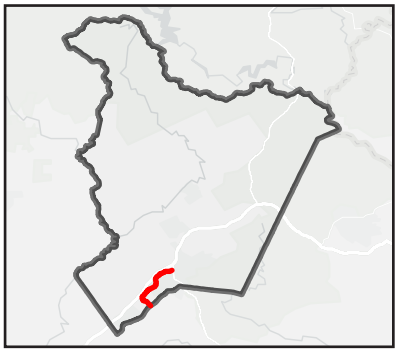
Location Description

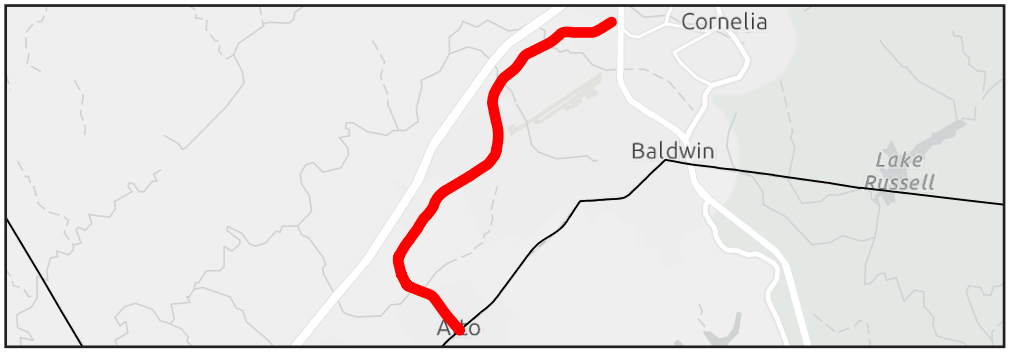
Road Name: **B C Grant Rd**
From: **Gainesville Hwy**
To: **Level Grove Rd**
Length (Miles): 4.51

Segment ID: **7**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	920	2
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	22	2
High Risk Curve Density/Mile	4.78	0
Avg. Pavement Condition (PCI)	15	3
Lane Departure Crashes	10	4
Total Risk Factor Points (21 max)		12

Other Information	
Segment Length (mi)	4.51
Speed Limit	45
Curve Signage Present	Yes
Curve Count	2
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	65
K and A Crashes	2
Lane Departure Crashes	10
Lane Departure K and A Crashes	1
Total Crash Rate (per HMVMT)	429.32
K and A Crash Rate (per HMVMT)	13.21

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	1	EA	$60,000	$60,000
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	0	MILE	$5,000	-
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	4.51	MILE	$300,000	$1,352,603
Install Edgeline Rumble Strips (Both Sides of Road)	4.51	MILE	$10,000	$45,087
Install Centerline Rumble Strips	4.51	MILE	$6,000	$27,052
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	0	CURVE	$3,000	-
Clear and Grub (15 feet Both Sides of Road)	4.51	MILE	$30,000	$135,260

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Project Description for Roadway Segment Improvements

Project Name: **B C Grant Rd from Gainesville Hwy to Level Grove Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **12**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	6	EA	$100	$600
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal	$600
Project Selection Threshold Systemic Improvements Subtotal	$1,620,002
Subtotal	$1,620,602
Mobilization: (% +/-)* 10%	$75,000
Traffic Control: (% +/-) 5%	$81,080
Contingency: (% +/-) 20%	$324,318
Estimated Project Cost	$2,101,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Roadway Segment Improvements

Project Name: **Blair Rd from Old Hwy 197 to GA 13 (Dicks Hill Pkwy)**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **11**
Date: **8/6/2025**

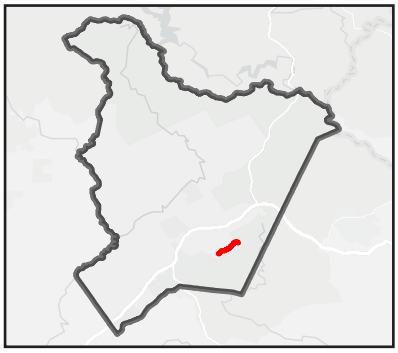
Location Description

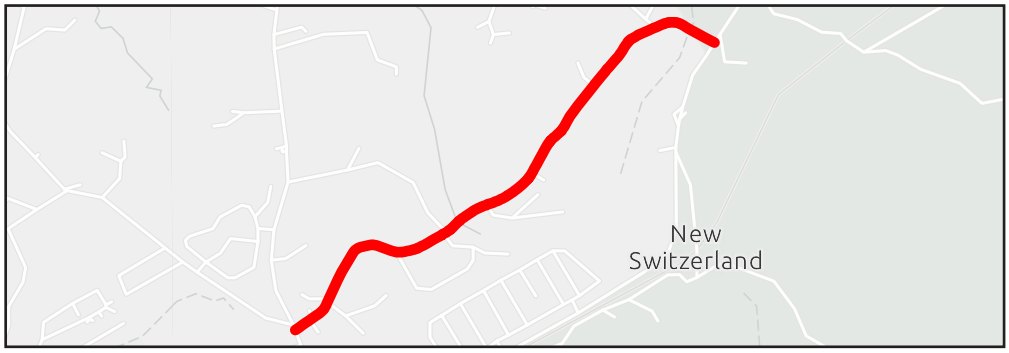
Road Name: **Blair Rd**
From: **Old Hwy 197**
To: **GA 13 (Dicks Hill Pkwy)**
Length (Miles): 1.91

Segment ID: **8**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	212	1
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	19	1
High Risk Curve Density/Mile	37.01	2
Avg. Pavement Condition (PCI)	31	2
Lane Departure Crashes	5	4
Total Risk Factor Points (21 max)		11

Other Information	
Segment Length (mi)	1.91
Speed Limit	35
Curve Signage Present	No
Curve Count	9
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	19
K and A Crashes	1
Lane Departure Crashes	5
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	1286.74
K and A Crash Rate (per HMVMT)	67.72

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	1	EA	$60,000	$60,000
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	1.91	MILE	$5,000	$9,541
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0	MILE	$300,000	-
Install Edgeline Rumble Strips (Both Sides of Road)	0	MILE	$10,000	-
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	9	CURVE	$3,000	$27,000
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

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Project Description for Roadway Segment Improvements

Project Name: **Blair Rd from Old Hwy 197 to GA 13 (Dicks Hill Pkwy)**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **11**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	2	EA	$2,000	$4,000
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other: Dynamic Speed Feedback Signs	2	EA	$5,000	$10,000
Other:				
Other:				

Additional Potential Improvements Subtotal	$14,000
Project Selection Threshold Systemic Improvements Subtotal	$96,541
Subtotal	$110,541
Mobilization: (% +/-)* 10%	$11,000
Traffic Control: (% +/-) 5%	$5,680
Contingency: (% +/-) 20%	$22,719
Estimated Project Cost	$150,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Roadway Segment Improvements

Project Name: **Yates St from May St to Julia St**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **11**
Date: **8/6/2025**

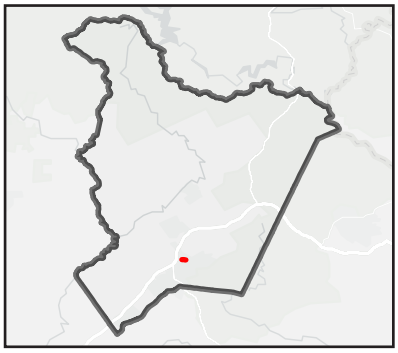
Location Description

Road Name: **Yates St**
From: **May St**
To: **Julia St**
Length (Miles): 0.29

Segment ID: **9**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	219	1
Pavement Width (ft)	<18'	2
Access Points per Mile	48	4
High Risk Curve Density/Mile	16.13	1
Avg. Pavement Condition (PCI)	20	3
Lane Departure Crashes	0	0
Total Risk Factor Points (21 max)		11

Other Information	
Segment Length (mi)	0.29
Speed Limit	25
Curve Signage Present	No
Curve Count	1
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	0
K and A Crashes	0
Lane Departure Crashes	0
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	0
K and A Crash Rate (per HMVMT)	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	0	EA	$60,000	-
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	0.29	MILE	$5,000	$1,445
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0.29	MILE	$300,000	$87,000
Install Edgeline Rumble Strips (Both Sides of Road)	0	MILE	$10,000	-
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	0	CURVE	$3,000	-
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

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Project Description for Roadway Segment Improvements

Project Name: **Yates St from May St to Julia St**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **11**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

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Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other: Update Double Yellow Centerline Striping	0.29	MILE	$5,000	$1,450
Other:				
Other:				

Additional Potential Improvements Subtotal	$1,450
Project Selection Threshold Systemic Improvements Subtotal	$88,445
Subtotal	$89,895
Mobilization: (% +/-)* 10%	$8,990
Traffic Control: (% +/-) 5%	$4,623
Contingency: (% +/-) 20%	$18,492
Estimated Project Cost	$122,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Roadway Segment Improvements

Project Name: **Ellison St from Old Hwy 197 to GA 17 (E Louise St)**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **12**
Date: **8/6/2025**

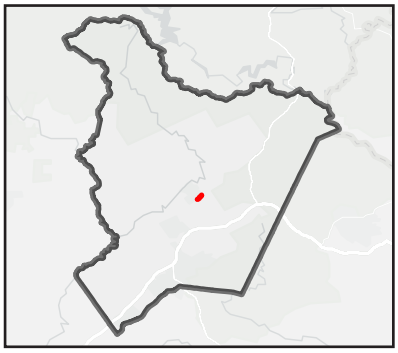
Location Description

Road Name: **Ellison St**
From: **Old Hwy 197**
To: **GA 17 (E Louise St)**
Length (Miles): 0.49

Segment ID: **10**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	899	2
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	51	5
High Risk Curve Density/Mile	10.59	0
Avg. Pavement Condition (PCI)	0	4
Lane Departure Crashes	0	0
Total Risk Factor Points (21 max)		12

Other Information	
Segment Length (mi)	0.49
Speed Limit	30
Curve Signage Present	No
Curve Count	2
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	13
K and A Crashes	0
Lane Departure Crashes	0
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	803.56
K and A Crash Rate (per HMVMT)	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	0	EA	$60,000	-
Conduct Access Control Analysis	1	EA	$40,000	$40,000
Install 6" Retroreflective Edgleine (Both SIdes of Road)	0.49	MILE	$5,000	$2,465
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0.49	MILE	$300,000	$147,000
Install Edgeline Rumble Strips (Both Sides of Road)	0	MILE	$10,000	-
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	2	CURVE	$3,000	$6,000
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

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Project Description for Roadway Segment Improvements

Project Name: **Ellison St from Old Hwy 197 to GA 17 (E Louise St)**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **12**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal	-
Project Selection Threshold Systemic Improvements Subtotal	$195,465
Subtotal	$195,465
Mobilization: (% +/-)* 10%	$19,550
Traffic Control: (% +/-) 5%	$9,797
Contingency: (% +/-) 20%	$39,188
Estimated Project Cost	$264,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Roadway Segment Improvements

Project Name: **Elrod St from Sugar Creek Dr to Chase Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **15**
Date: **8/6/2025**

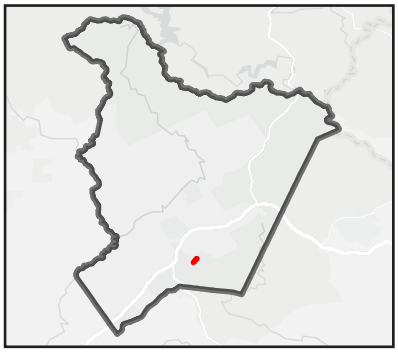
Location Description

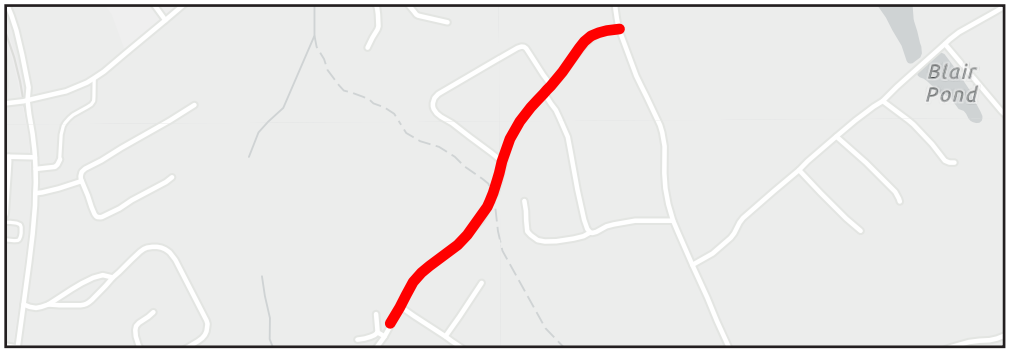
Road Name: **Elrod St**
From: **Sugar Creek Dr**
To: **Chase Rd**
Length (Miles): 0.45

Segment ID: **11**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	228	1
Pavement Width (ft)	<18'	2
Access Points per Mile	49	4
High Risk Curve Density/Mile	35	2
Avg. Pavement Condition (PCI)	10	4
Lane Departure Crashes	1	2
Total Risk Factor Points (21 max)		15

Other Information	
Segment Length (mi)	0.45
Speed Limit	25
Curve Signage Present	No
Curve Count	2
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	6
K and A Crashes	0
Lane Departure Crashes	1
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	1619.51
K and A Crash Rate (per HMVMT)	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	0	EA	$60,000	-
Conduct Access Control Analysis	1	EA	$40,000	$40,000
Install 6" Retroreflective Edgleine (Both SIdes of Road)	0.45	MILE	$5,000	$2,226
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0	MILE	$300,000	-
Install Edgeline Rumble Strips (Both Sides of Road)	0	MILE	$10,000	-
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	2	CURVE	$3,000	$6,000
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

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Project Description for Roadway Segment Improvements

Project Name: **Elrod St from Sugar Creek Dr to Chase Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **15**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	2	EA	$2,000	$4,000
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other: Dynamic Speed Feedback Sign	1	EA	$5,000	$5,000
Other:				
Other:				

Additional Potential Improvements Subtotal	$9,000
Project Selection Threshold Systemic Improvements Subtotal	$48,226
Subtotal	$57,226
Mobilization: (% +/-)* 10%	$5,730
Traffic Control: (% +/-) 5%	$3,009
Contingency: (% +/-) 20%	$12,035
Estimated Project Cost	$78,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Roadway Segment Improvements

Project Name: **J Warren Rd from B C Grant Rd to GA 105**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **8/6/2025**

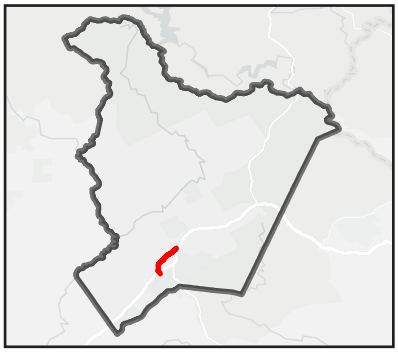
Location Description

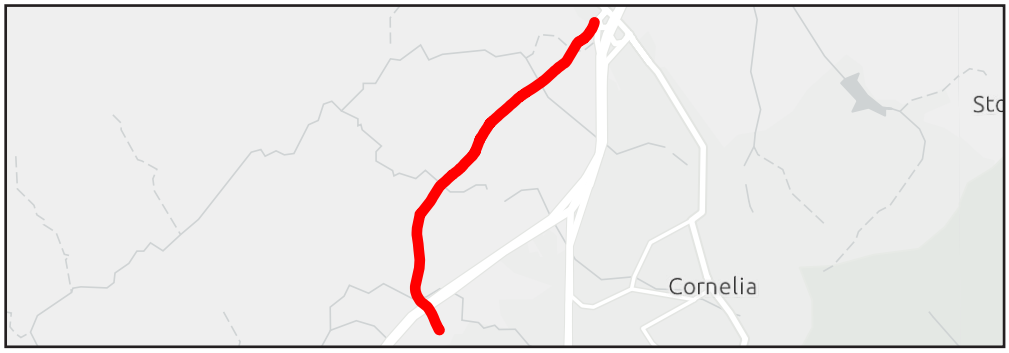
Road Name: **J Warren Rd**
From: **B C Grant Rd**
To: **GA 105**
Length (Miles): 2.78

Segment ID: **12**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	2230	3
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	15	1
High Risk Curve Density/Mile	15.28	0
Avg. Pavement Condition (PCI)	15	3
Lane Departure Crashes	3	2
Total Risk Factor Points (21 max)		10

Other Information	
Segment Length (mi)	2.78
Speed Limit	40
Curve Signage Present	Yes
Curve Count	6
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	50
K and A Crashes	3
Lane Departure Crashes	3
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	221.15
K and A Crash Rate (per HMVMT)	13.27

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	0	EA	$60,000	-
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	0	MILE	$5,000	-
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	2.78	MILE	$300,000	$833,300
Install Edgeline Rumble Strips (Both Sides of Road)	2.78	MILE	$10,000	$27,777
Install Centerline Rumble Strips	2.78	MILE	$6,000	$16,666
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	6	CURVE	$3,000	$18,000
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

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Project Description for Roadway Segment Improvements

Project Name: **J Warren Rd from B C Grant Rd to GA 105**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal	-
Project Selection Threshold Systemic Improvements Subtotal	$895,743
Subtotal	$895,743
Mobilization: (% +/-)* 10%	$75,000
Traffic Control: (% +/-) 5%	$44,851
Contingency: (% +/-) 20%	$179,406
Estimated Project Cost	$1,195,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Roadway Segment Improvements

Project Name: **Piedmont Mountain Rd from Alec Mountain Rd to GA 197**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **8/6/2025**

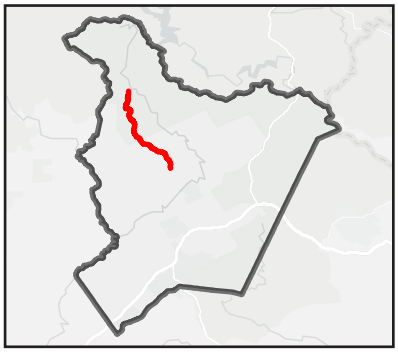
Location Description

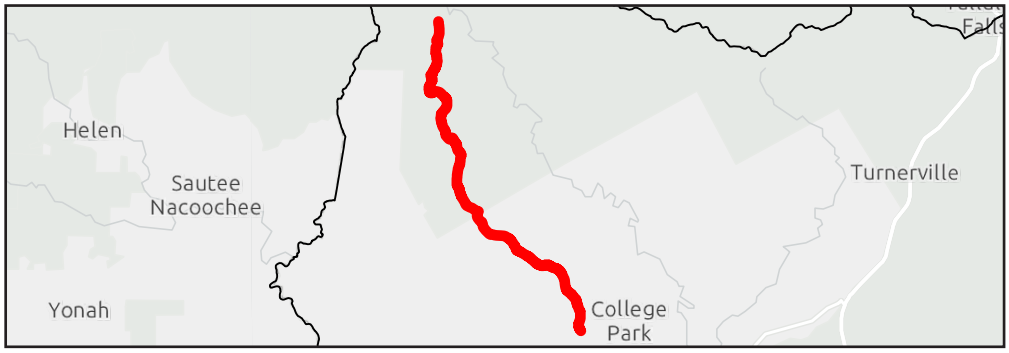
Road Name: **Piedmont Mountain Rd**
From: **Alec Mountain Rd**
To: **GA 197**
Length (Miles): 8.77

Segment ID: **13**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	115	1
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	4	0
High Risk Curve Density/Mile	29.97	1
Avg. Pavement Condition (PCI)	21	3
Lane Departure Crashes	7	4
Total Risk Factor Points (21 max)		10

Other Information	
Segment Length (mi)	8.77
Paved Length (mi)	4.98
Unpaved Length (mi)	3.88
Speed Limit	40
Curve Signage Present	Yes
Curve Count	36
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	35
K and A Crashes	1
Lane Departure Crashes	7
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	951.18
K and A Crash Rate (per HMVMT)	27.18

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	1	EA	$60,000	$60,000
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	4.98	MILE	$5,000	$24,900
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0	MILE	$300,000	-
Install Edgeline Rumble Strips (Both Sides of Road)	0	MILE	$10,000	-
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	4	CURVE	$3,000	$12,000
Clear and Grub (15 feet Both Sides of Road)	8.77	MILE	$30,000	$262,988

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Project Description for Roadway Segment Improvements

Project Name: **Piedmont Mountain Rd from Alec Mountain Rd to GA 197**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

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Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail (South of Lon Lyons Rd on East side of Roadway)	400	FOOT	$150	$60,000
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other: Pave Road with Graded Aggregate Base and 1.25" Asphalt	3.88	MILE	$167,525	$650,000
Other:				
Other:				

Additional Potential Improvements Subtotal	$710,000
Project Selection Threshold Systemic Improvements Subtotal	$359,888
Subtotal	$1,069,888
Mobilization: (% +/-)* 10%	$75,000
Traffic Control: (% +/-) 5%	$53,622
Contingency: (% +/-) 20%	$214,490
Estimated Project Cost	$1,413,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Roadway Segment Improvements

Project Name: **Alec Mountain Rd from GA 17 (Unicoi Turnpike) to GA 197**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **8/6/2025**

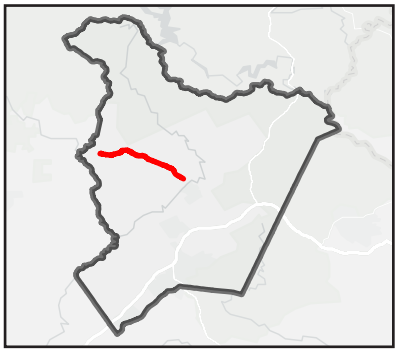
Location Description

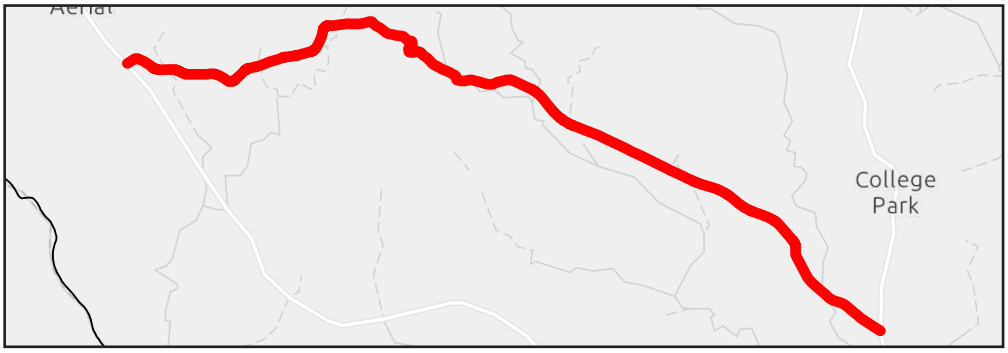
Road Name: **Alec Mountain Rd**
From: **GA 17 (Unicoi Turnpike)**
To: **GA 197**
Length (Miles): 7.18

Segment ID: **14**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	60	1
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	5	0
High Risk Curve Density/Mile	15.93	1
Avg. Pavement Condition (PCI)	15	3
Lane Departure Crashes	5	4
Total Risk Factor Points (21 max)		10

Other Information	
Segment Length (mi)	7.18
Speed Limit	45
Curve Signage Present	Yes
Curve Count	16
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	39
K and A Crashes	0
Lane Departure Crashes	5
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	2480.26
K and A Crash Rate (per HMVMT)	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	0	EA	$60,000	-
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	7.18	MILE	$5,000	$35,900
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0	MILE	$300,000	-
Install Edgeline Rumble Strips (Both Sides of Road)	7.18	MILE	$10,000	$71,800
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	0	CURVE	$3,000	-
Clear and Grub (15 feet Both Sides of Road)	7.18	MILE	$30,000	$215,400

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Project Description for Roadway Segment Improvements

Project Name: **Alec Mountain Rd from GA 17 (Unicoi Turnpike) to GA 197**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	7	EA	$100	$700
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal	$700
Project Selection Threshold Systemic Improvements Subtotal	$323,100
Subtotal	$323,800
Mobilization: (% +/-)* 10%	$32,380
Traffic Control: (% +/-) 5%	$16,364
Contingency: (% +/-) 20%	$65,456
Estimated Project Cost	$438,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Roadway Segment Improvements

Project Name: **Alley's Chapel Rd from Stonepile Rd to GA 197**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **7**
Date: **8/6/2025**

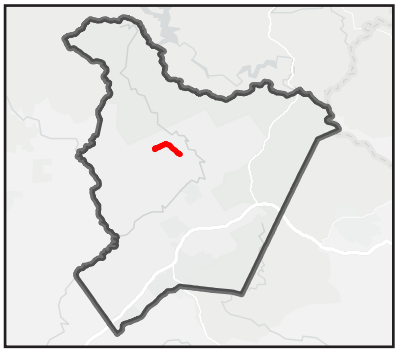
Location Description

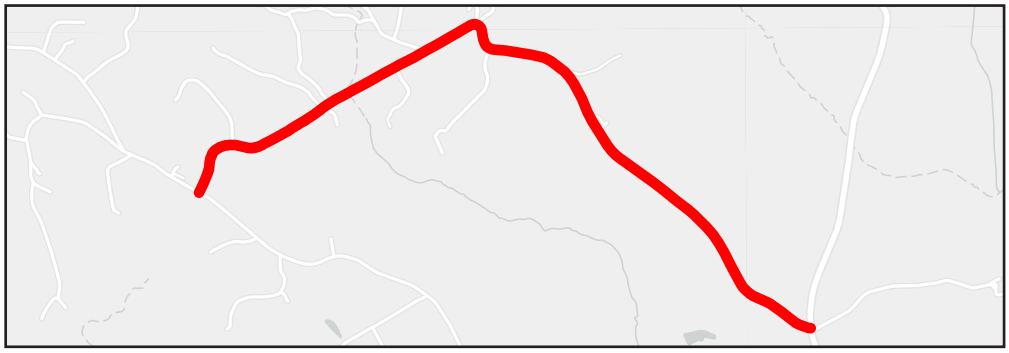
Road Name: **Alley's Chapel Rd**
From: **Stonepile Rd**
To: **GA 197**
Length (Miles): 2.42

Segment ID: **17**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	221	1
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	5	0
High Risk Curve Density/Mile	10.66	0
Avg. Pavement Condition (PCI)	17	3
Lane Departure Crashes	2	2
Total Risk Factor Points (21 max)		7

Other Information	
Segment Length (mi)	2.42
Speed Limit	50
Curve Signage Present	Yes
Curve Count	3
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	6
K and A Crashes	0
Lane Departure Crashes	2
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	307.97
K and A Crash Rate (per HMVMT)	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	0	EA	$60,000	-
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	0	MILE	$5,000	-
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	2.42	MILE	$300,000	$724,570
Install Edgeline Rumble Strips (Both Sides of Road)	2.42	MILE	$10,000	$24,152
Install Centerline Rumble Strips	2.42	MILE	$6,000	$14,491
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	0	CURVE	$3,000	-
Clear and Grub (15 feet Both Sides of Road)	2.42	MILE	$30,000	$72,457

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Project Description for Roadway Segment Improvements

Project Name: **Alley's Chapel Rd from Stonepile Rd to GA 197**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **7**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other:				
Other:				
Other:				

Additional Potential Improvements Subtotal	-
Project Selection Threshold Systemic Improvements Subtotal	$835,670
Subtotal	$835,670
Mobilization: (% +/-)* 10%	$75,000
Traffic Control: (% +/-) 5%	$41,866
Contingency: (% +/-) 20%	$167,464
Estimated Project Cost	$1,120,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Roadway Segment Improvements

Project Name: **Ansley Rd from Double Bridge Rd to GA 197**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **7**
Date: **8/6/2025**

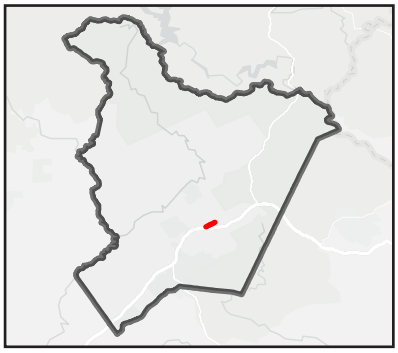
Location Description

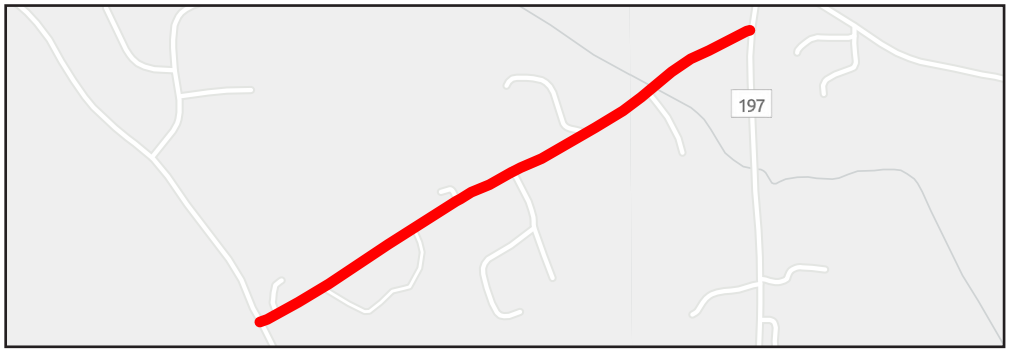
Road Name: **Ansley Rd**
From: **Double Bridge Rd**
To: **GA 197**
Length (Miles): 0.75

Segment ID: **18**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	830	2
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	20	1
High Risk Curve Density/Mile	0	0
Avg. Pavement Condition (PCI)	22	3
Lane Departure Crashes	0	0
Total Risk Factor Points (21 max)		7

Other Information	
Segment Length (mi)	0.75
Speed Limit	25
Curve Signage Present	Yes
Curve Count	0
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	10
K and A Crashes	0
Lane Departure Crashes	0
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	438.59
K and A Crash Rate (per HMVMT)	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	0	EA	$60,000	-
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	0.75	MILE	$5,000	$3,763
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0	MILE	$300,000	-
Install Edgeline Rumble Strips (Both Sides of Road)	0	MILE	$10,000	-
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	0	CURVE	$3,000	-
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

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Project Description for Roadway Segment Improvements

Project Name: **Ansley Rd from Double Bridge Rd to GA 197**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **7**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	2	EA	$2,000	$4,000
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other: Dynamic Speed Feedback Sign	2	EA	$5,000	$10,000
Other:				
Other:				

Additional Potential Improvements Subtotal	$14,000
Project Selection Threshold Systemic Improvements Subtotal	$3,763
Subtotal	$17,763
Mobilization: (% +/-)* 10%	$2,500
Traffic Control: (% +/-) 5%	$947
Contingency: (% +/-) 20%	$3,790
Estimated Project Cost	$25,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Roadway Segment Improvements

Project Name: **Cap Fry Rd from GA 105 (Cannon Bridge Rd) to Demorest Courtyard**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **7**
Date: **8/6/2025**

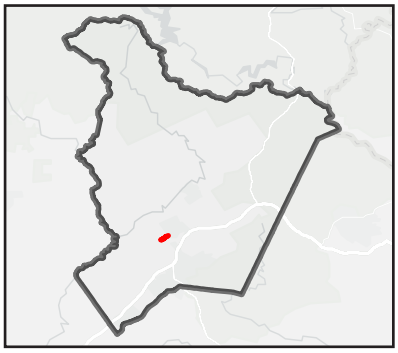
Location Description

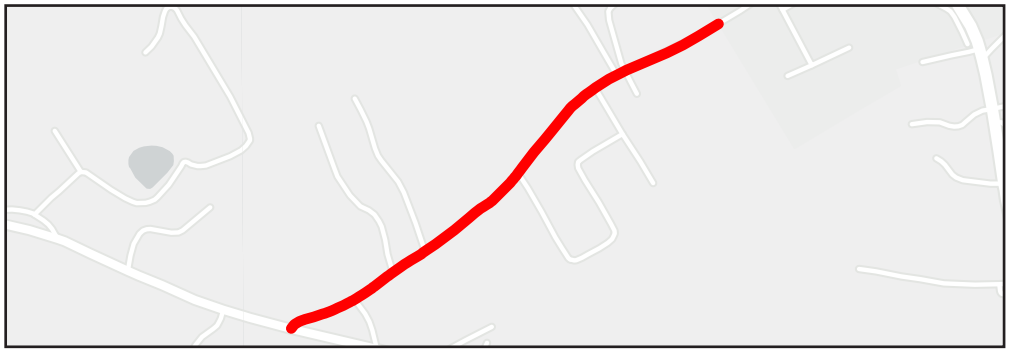
Road Name: **Cap Fry Rd**
From: **GA 105 (Cannon Bridge Rd)**
To: **Demorest Courtyard**
Length (Miles): 0.66

Segment ID: **19**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	815	2
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	20	1
High Risk Curve Density/Mile	7.37	0
Avg. Pavement Condition (PCI)	15	3
Lane Departure Crashes	0	0
Total Risk Factor Points (21 max)		7

Other Information	
Segment Length (mi)	0.66
Speed Limit	35
Curve Signage Present	No
Curve Count	1
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	12
K and A Crashes	0
Lane Departure Crashes	0
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	614.39
K and A Crash Rate (per HMVMT)	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	0	EA	$60,000	-
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	0.66	MILE	$5,000	$3,283
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	0	MILE	$300,000	-
Install Edgeline Rumble Strips (Both Sides of Road)	0	MILE	$10,000	-
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	1	CURVE	$3,000	$3,000
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

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Project Description for Roadway Segment Improvements

Project Name: **Cap Fry Rd from GA 105 (Cannon Bridge Rd) to Demorest Courtyard**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **7**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

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Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	2	EA	$2,000	$4,000
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other: Dynamic Speed Feedback Sign	2	EA	$5,000	$10,000
Other:				
Other:				

Additional Potential Improvements Subtotal	$14,000
Project Selection Threshold Systemic Improvements Subtotal	$6,283
Subtotal	$20,283
Mobilization: (% +/-)* 10%	$2,500
Traffic Control: (% +/-) 5%	$1,043
Contingency: (% +/-) 20%	$4,147
Estimated Project Cost	$28,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Roadway Segment Improvements

Project Name: **Double Springs Rd from GA 105 (Cannon Bridge Rd) to Quarry Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **8/6/2025**

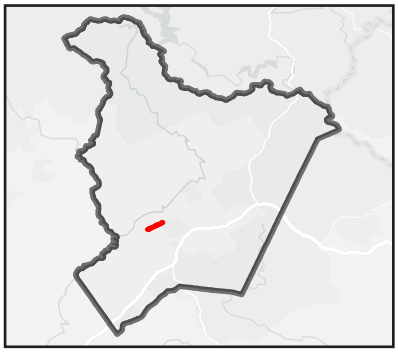
Location Description

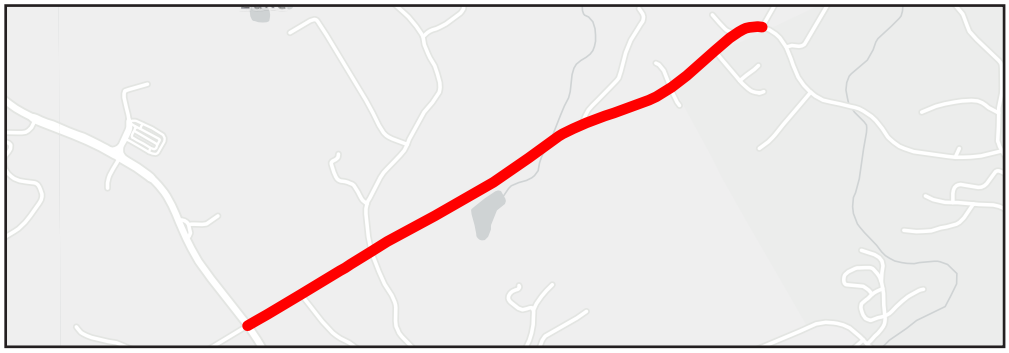
Road Name: **Double Springs Rd**
From: **GA 105 (Cannon Bridge Rd)**
To: **Quarry Rd**
Length (Miles): 1.23

Segment ID: **20**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	837	2
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	16	1
High Risk Curve Density/Mile	0	0
Avg. Pavement Condition (PCI)	11	4
Lane Departure Crashes	3	2
Total Risk Factor Points (21 max)		10

Other Information	
Segment Length (mi)	1.23
Speed Limit	40
Curve Signage Present	No
Curve Count	0
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	23
K and A Crashes	1
Lane Departure Crashes	3
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	610.69
K and A Crash Rate (per HMVMT)	26.55

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	1	EA	$60,000	$60,000
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	0	MILE	$5,000	-
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	1.23	MILE	$300,000	$369,836
Install Edgeline Rumble Strips (Both Sides of Road)	1.23	MILE	$10,000	$12,328
Install Centerline Rumble Strips	1.23	MILE	$6,000	$7,397
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	1	CURVE	$3,000	$3,000
Clear and Grub (15 feet Both Sides of Road)	1.23	MILE	$30,000	$36,984

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Project Description for Roadway Segment Improvements

Project Name: **Double Springs Rd from GA 105 (Cannon Bridge Rd) to Quarry Rd**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost		EA	$100	
Transverse Rumble Strips Prior to Curve		CURVE	$6,000	
Superelevation Correction on Curve		CURVE	$100,000	
Speed Activated Flashers on Chevron Sign		EA	$7,500	
On-Pavement Marking for Speed Control	2	EA	$2,000	$4,000
Delineate Roadside Hazard with Retroreflective Tape		EA	$100	
Install Post-Mounted Delineators		FOOT	$25	
Flattening and widening Foreslopes (Excludes Culvert Extension)		MILE	$100,000	
Guardrail		FOOT	$150	
Remove/Relocate Object in Hazardous Location		EA	$2,000	
Install High Friction Surface Treatment (HFST) on Curve		CURVE	$100,000	
Other: Dynamic Speed Feedback Sign	2	EA	$5,000	$10,000
Other:				
Other:				

Additional Potential Improvements Subtotal	$14,000
Project Selection Threshold Systemic Improvements Subtotal	$489,545
Subtotal	$503,545
Mobilization: (% +/-)* 10%	$50,360
Traffic Control: (% +/-) 5%	$25,219
Contingency: (% +/-) 20%	$100,876
Estimated Project Cost	$680,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Roadway Segment Improvements

Project Name: **Industrial Park Road from Duncan Bridge Rd to US Hwy 441**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **8/6/2025**

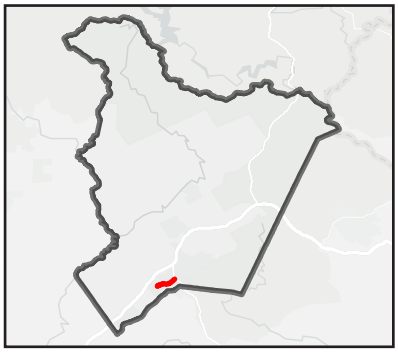
Location Description

Road Name: **Industrial Park Road**
From: **Duncan Bridge Rd**
To: **US Hwy 441**
Length (Miles): 1.47

Segment ID: **99**

This segment contains the following high scoring intersection: N/A
County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps



Segment Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Average Daily Traffic (ADT)	1129	2
Pavement Width (ft)	19' - 21'	1
Access Points per Mile	5	0
High Risk Curve Density/Mile	15.02	0
Avg. Pavement Condition (PCI)	15	3
Lane Departure Crashes	9	4
Total Risk Factor Points (21 max)		10

Other Information	
Segment Length (mi)	1.47
Speed Limit	35
Curve Signage Present	Yes
Curve Count	3
Paved Shoulder	No

Crash Data, 2014-2023	
Total Crashes	57
K and A Crashes	1
Lane Departure Crashes	9
Lane Departure K and A Crashes	0
Total Crash Rate (per HMVMT)	941.47
K and A Crash Rate (per HMVMT)	16.52

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Conduct Road Safety Audit (RSA)	1	EA	$60,000	$60,000
Conduct Access Control Analysis	0	EA	$40,000	-
Install 6" Retroreflective Edgleine (Both SIdes of Road)	1.47	MILE	$5,000	$7,346
Pave 2' Shoulder with Safety Edge (Both Sides of Road - Includes Earthwork)	1.47	MILE	$300,000	$440,761
Install Edgeline Rumble Strips (Both Sides of Road)	1.47	MILE	$10,000	$14,692
Install Centerline Rumble Strips	0	MILE	$6,000	-
Review and Upgrade Curve Signage (Warning Signs, Speed Advisory Plaques, Chevrons)	3	CURVE	$3,000	$9,000
Clear and Grub (15 feet Both Sides of Road)	0	MILE	$30,000	-

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Project Description for Roadway Segment Improvements

Project Name: **Industrial Park Road from Duncan Bridge Rd to US Hwy 441**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

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Item Description	QTY.	Unit	Unit Price	Item Cost
Retroreflective Strip on Chevron Signpost	0	EA	$100	-
Transverse Rumble Strips Prior to Curve	0	CURVE	$6,000	-
Superelevation Correction on Curve	0	CURVE	$100,000	-
Speed Activated Flashers on Chevron Sign	0	EA	$7,500	-
On-Pavement Marking for Speed Control	0	EA	$2,000	-
Delineate Roadside Hazard with Retroreflective Tape	0	EA	$100	-
Install Post-Mounted Delineators	0	FOOT	$25	-
Flattening and widening Foreslopes (Excludes Culvert Extension)	0	MILE	$100,000	-
Guardrail	0	FOOT	$150	-
Remove/Relocate Object in Hazardous Location	0	EA	$2,000	-
Install High Friction Surface Treatment (HFST) on Curve	0	CURVE	$100,000	-
Other: Dynamic Speed Feedback Sign	2	EA	$5,000	$10,000
Other: Conduct Crossing Study at Steel Cell Facility	1	EA	$50,000	$50,000
Other: Implement Results of Crossing Study	0	EA	TBD	-

Additional Potential Improvements Subtotal	$60,000
Project Selection Threshold Systemic Improvements Subtotal	$531,799
Subtotal	$591,799
Mobilization: (% +/-)* 10%	$59,180
Traffic Control: (% +/-) 5%	$29,604
Contingency: (% +/-) 20%	$118,417
Estimated Project Cost	$799,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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APPENDIX J

INTERSECTION PROJECT SHEETS

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Project Description for Intersection Improvements

Project Name: **Camp Creek Road at Demorest Mt Airy Highway**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **11**
Date: **8/6/2025**

Location Description

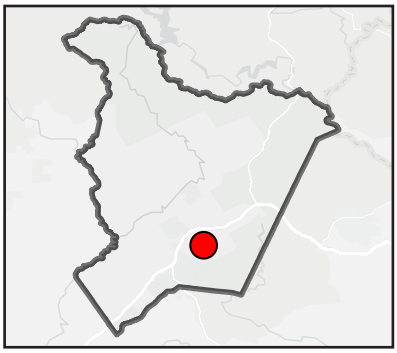
Major Street: **Camp Creek Road**
Minor Street: **Demorest Mt Airy Highway**
Nearest City : Cornelia

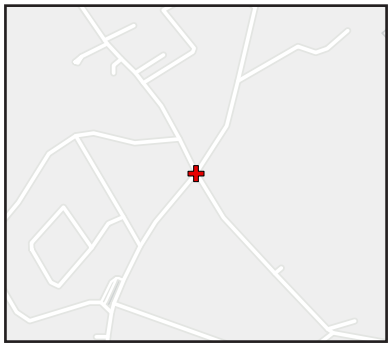
Intersection ID: **1**

This intersection is located on the following high scoring segment: **Camp Creek Road**

County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Distance from Previous Stop	1.7	4
Approach Angle (Degrees)	63.8	4
Intersection within Curve	0	0
Daily Entering Vehicles	4043	0
Minor Street Volume	1627	0
Roads/Driveways within 250 Feet	3	2
K or A Crashes	0	0
Number of Approaches	4	1
Total Risk Factor Points (24 max)		11

Other Information	
Number of Approaches	4
Destination Lighting	Yes
Major ADT	2416
Minor ADT	1627
Control Type	AWSC

Crash Data, 2014-2023	
Total Crashes	17
K and A Crashes	0
RightAngle,Rear-end,or Turning Crashes	8
Total Nighttime Crashes	0
Nighttime/Daytime Crash Ratio	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Intersection Operational Analysis	0	EA	$25,000	-
Implement Results of Operational Analysis	0	EA	$750,000	-
AWSC Warrant Analysis and Convert TWSC to AWSC	0	EA	$40,000	-
AWSC Warrant Analysis and Removal of Stop Signs on Major Approach	1	EA	$27,500	$27,500
Install Destination Lighting	4	EA	$10,000	$40,000
Upgrade Signs and Pavement Markings	4	LEG	$5,000	$20,000
Install Second Stop Sign and Stop Ahead Sign	4	LEG	$2,500	$10,000
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	4	EA	$5,000	$20,000
Install Transverse Rumble Strips	4	LEG	$3,000	$12,000
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	0	LEG	$2,000	-
Clear and Grub within Sight Triangle	1	LEG	$3,000	$3,000

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Project Description for Intersection Improvements

Project Name: **Camp Creek Road at Demorest Mt Airy Highway**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **11**
Date: **7/8/2025**

Additional Improvements (Site Specific/County Selected)

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Item Description	QTY.	Unit	Unit Price	Item Cost
Provide Left-Turn Lane at Intersection	0	LEG	$300,000	-
Provide RightTurn Lane at Intersection	0	LEG	$300,000	-
Realign Intersection Approaches to Reduce or Eliminate Skew	0	LEG	$500,000	-
Provide Bypass Lane on Shoulder at T-Intersection	0	EA	$300,000	-
Convert Offset T-Intersection to Four Legged Intersection	0	EA	$750,000	-
Use Indirect Left-Turn Treatments to Minimize Conflicts at Divided Highway	0	LEG	$750,000	-
Convert Four-Legged Intersection to Offset T-Intersection	0	EA	$750,000	-
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$10,000	-
Install Retroreflective Strip on Sign Post	0	EA	$400	-
Low-Cost Intersection Conflict Warning System (ICWS)	0	EA	$150,000	-
Flashing Beacon on Intersection Warning Sign	0	EA	$10,000	-
Other:				
			Additional Potential Improvements Subtotal	-
			Project Selection Threshold Systemic Improvements Subtotal	$132,500
			Subtotal	$132,500
			Mobilization: (% +/-)* 10%	$13,250
			Traffic Control: (% +/-)	-
			Contingency: (% +/-) 20%	$27,250
			Estimated Project Cost	$173,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Intersection Improvements

Project Name: **Camp Creek Road at Chase Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **9**
Date: **8/6/2025**

Location Description

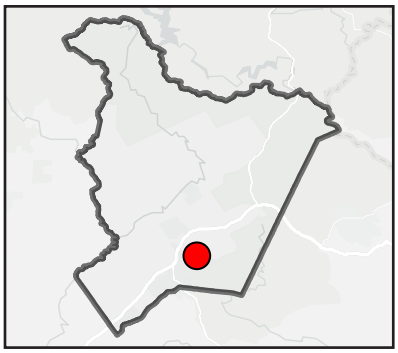
Major Street: **Camp Creek Road**
Minor Street: **Chase Road**
Nearest City : Cornelia

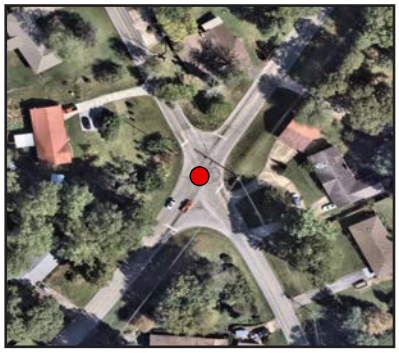
Intersection ID: **2**

This intersection is located on the following high scoring segment: **Camp Creek Road**

County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Distance from Previous Stop	1.2	0
Approach Angle (Degrees)	49.8	4
Intersection within Curve	1	2
Daily Entering Vehicles	4151	0
Minor Street Volume	1433	0
Roads/Driveways within 250 Feet	7	2
K or A Crashes	0	0
Number of Approaches	4	1
Total Risk Factor Points (24 max)		9

Other Information	
Number of Approaches	4
Destination Lighting	No
Major ADT	2718
Minor ADT	1433
Control Type	AWSC

Crash Data, 2014-2023	
Total Crashes	19
K and A Crashes	0
Right Angle,Rear-end,or Turning Crashes	4
Total Nighttime Crashes	1
Nighttime/Daytime Crash Ratio	0.1

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Intersection Operational Analysis	0	EA	$25,000	-
Implement Results of Operational Analysis	0	EA	$750,000	-
AWSC Warrant Analysis and Convert TWSC to AWSC	0	EA	$40,000	-
AWSC Warrant Analysis and Removal of Stop Signs on Major Approach	1	EA	$27,500	$27,500
Install Destination Lighting	4	EA	$10,000	$40,000
Upgrade Signs and Pavement Markings	4	LEG	$5,000	$20,000
Install Second Stop Sign and Stop Ahead Sign	4	LEG	$2,500	$10,000
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	4	EA	$5,000	$20,000
Install Transverse Rumble Strips	0	LEG	$3,000	-
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	0	LEG	$2,000	-
Clear and Grub within Sight Triangle	1	LEG	$3,000	$3,000

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Project Description for Intersection Improvements

Project Name: **Camp Creek Road at Chase Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **9**
Date: **7/8/2025**

Additional Improvements (Site Specific/County Selected)

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Item Description	QTY.	Unit	Unit Price	Item Cost
Provide Left-Turn Lane at Intersection	0	LEG	$300,000	-
Provide RightTurn Lane at Intersection	0	LEG	$300,000	-
Realign Intersection Approaches to Reduce or Eliminate Skew	0	LEG	$500,000	-
Provide Bypass Lane on Shoulder at T-Intersection	0	EA	$300,000	-
Convert Offset T-Intersection to Four Legged Intersection	0	EA	$750,000	-
Use Indirect Left-Turn Treatments to Minimize Conflicts at Divided Highway	0	LEG	$750,000	-
Convert Four-Legged Intersection to Offset T-Intersection	0	EA	$750,000	-
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$10,000	-
Install Retroreflective Strip on Sign Post	0	EA	$400	-
Low-Cost Intersection Conflict Warning System (ICWS)	0	EA	$150,000	-
Flashing Beacon on Intersection Warning Sign	0	EA	$10,000	-
Other:				
			Additional Potential Improvements Subtotal	-
			Project Selection Threshold Systemic Improvements Subtotal	$120,500
			Subtotal	$120,500
			Mobilization: (% +/-)* 10%	$12,050
			Traffic Control: (% +/-)	-
			Contingency: (% +/-) 20%	$24,450
			Estimated Project Cost	$157,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Intersection Improvements

Project Name: **New Liberty Road at Wall Bridge Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **6**
Date: **8/6/2025**

Location Description

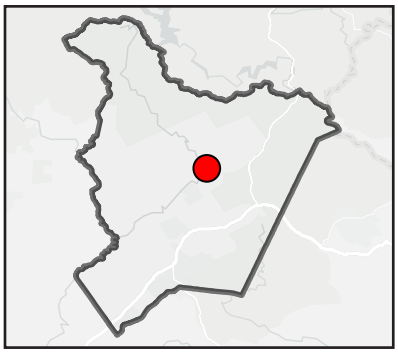
Major Street: **New Liberty Road**
Minor Street: **Wall Bridge Road**
Nearest City : Clarkesville

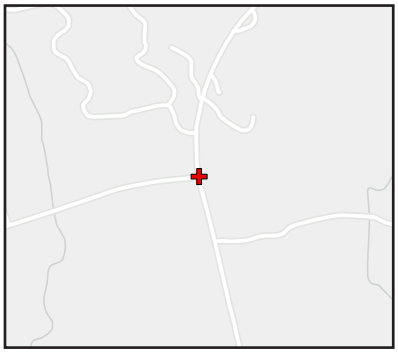
Intersection ID: **3**

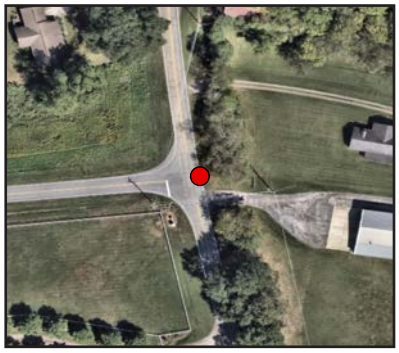
This intersection is located on the following high scoring segment: **N/A**

County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps







Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Distance from Previous Stop	1.9	4
Approach Angle (Degrees)	87.6	0
Intersection within Curve	0	0
Daily Entering Vehicles	1758	0
Minor Street Volume	910	0
Roads/Driveways within 250 Feet	4	2
K or A Crashes	0	0
Number of Approaches	3	0
Total Risk Factor Points (24 max)		6

Other Information	
Number of Approaches	3
Destination Lighting	No
Major ADT	848
Minor ADT	910
Control Type	TWSC

Crash Data, 2014-2023	
Total Crashes	6
K and A Crashes	0
Right Angle,Rear-end,or Turning Crashes	0
Total Nighttime Crashes	0
Nighttime/Daytime Crash Ratio	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Intersection Operational Analysis	0	EA	$25,000	-
Implement Results of Operational Analysis	0	EA	$750,000	-
AWSC Warrant Analysis and Convert TWSC to AWSC	0	EA	$40,000	-
AWSC Warrant Analysis and Removal of Stop Signs on Major Approach	0	EA	$27,500	-
Install Destination Lighting	3	EA	$10,000	$30,000
Upgrade Signs and Pavement Markings	0	LEG	$5,000	-
Install Second Stop Sign and Stop Ahead Sign	1	LEG	$2,500	$2,500
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	1	EA	$5,000	$5,000
Install Transverse Rumble Strips	0	LEG	$3,000	-
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	2	LEG	$2,000	$4,000
Clear and Grub within Sight Triangle	0	LEG	$3,000	-

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Project Description for Intersection Improvements

Project Name: **New Liberty Road at Wall Bridge Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **6**
Date: **7/8/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Provide Left-Turn Lane at Intersection	0	LEG	$300,000	-
Provide RightTurn Lane at Intersection	0	LEG	$300,000	-
Realign Intersection Approaches to Reduce or Eliminate Skew	0	LEG	$500,000	-
Provide Bypass Lane on Shoulder at T-Intersection	0	EA	$300,000	-
Convert Offset T-Intersection to Four Legged Intersection	0	EA	$750,000	-
Use Indirect Left-Turn Treatments to Minimize Conflicts at Divided Highway	0	LEG	$750,000	-
Convert Four-Legged Intersection to Offset T-Intersection	0	EA	$750,000	-
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$10,000	-
Install Retroreflective Strip on Sign Post	0	EA	$400	-
Low-Cost Intersection Conflict Warning System (ICWS)	0	EA	$150,000	-
Flashing Beacon on Intersection Warning Sign	0	EA	$10,000	-
Other:				
			Additional Potential Improvements Subtotal	-
			Project Selection Threshold Systemic Improvements Subtotal	$41,500
			Subtotal	$41,500
			Mobilization: (% +/-)* 10%	$4,150
			Traffic Control: (% +/-)	-
			Contingency: (% +/-) 20%	$8,350
			Estimated Project Cost	$54,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Intersection Improvements

Project Name: **Old Cleveland Road at Old Athens Highway**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **8/6/2025**

Location Description

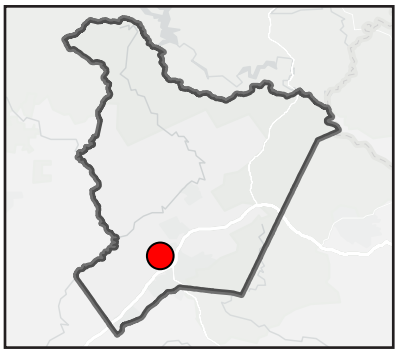
Major Street: **Old Cleveland Road**
Minor Street: **Old Athens Highway**
Nearest City : Cornelia

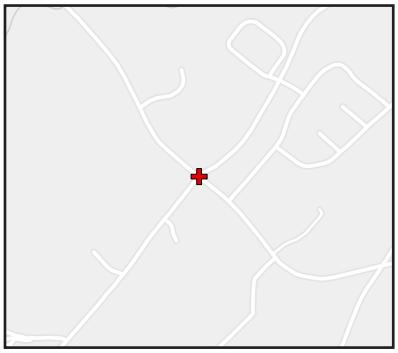
Intersection ID: **4**

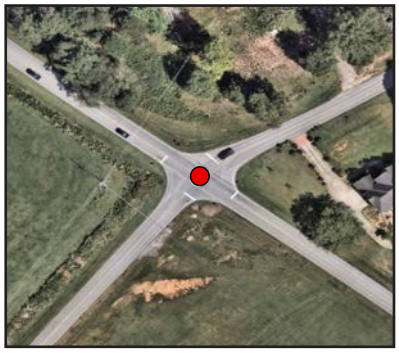
This intersection is located on the following high scoring segment: **N/A**

County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps







Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Distance from Previous Stop	2.2	4
Approach Angle (Degrees)	74.5	2
Intersection within Curve	1	2
Daily Entering Vehicles	3224	0
Minor Street Volume	1448	0
Roads/Driveways within 250 Feet	2	1
K or A Crashes	0	0
Number of Approaches	4	1
Total Risk Factor Points (24 max)		10

Other Information	
Number of Approaches	4
Destination Lighting	No
Major ADT	1776
Minor ADT	1448
Control Type	AWSC

Crash Data, 2014-2023	
Total Crashes	6
K and A Crashes	0
Right Angle,Rear-end,or Turning Crashes	1
Total Nighttime Crashes	0
Nighttime/Daytime Crash Ratio	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Intersection Operational Analysis	0	EA	$25,000	-
Implement Results of Operational Analysis	0	EA	$750,000	-
AWSC Warrant Analysis and Convert TWSC to AWSC	0	EA	$40,000	-
AWSC Warrant Analysis and Removal of Stop Signs on Major Approach	1	EA	$27,500	$27,500
Install Destination Lighting	1	EA	$10,000	$10,000
Upgrade Signs and Pavement Markings	4	LEG	$5,000	$20,000
Install Second Stop Sign and Stop Ahead Sign	4	LEG	$2,500	$10,000
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	4	EA	$5,000	$20,000
Install Transverse Rumble Strips	4	LEG	$3,000	$12,000
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	0	LEG	$2,000	-
Clear and Grub within Sight Triangle	4	LEG	$3,000	$12,000

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Project Description for Intersection Improvements

Project Name: **Old Cleveland Road at Old Athens Highway**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **10**
Date: **7/8/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Provide Left-Turn Lane at Intersection	0	LEG	$300,000	-
Provide RightTurn Lane at Intersection	0	LEG	$300,000	-
Realign Intersection Approaches to Reduce or Eliminate Skew	0	LEG	$500,000	-
Provide Bypass Lane on Shoulder at T-Intersection	0	EA	$300,000	-
Convert Offset T-Intersection to Four Legged Intersection	0	EA	$750,000	-
Use Indirect Left-Turn Treatments to Minimize Conflicts at Divided Highway	0	LEG	$750,000	-
Convert Four-Legged Intersection to Offset T-Intersection	0	EA	$750,000	-
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$10,000	-
Install Retroreflective Strip on Sign Post	0	EA	$400	-
Low-Cost Intersection Conflict Warning System (ICWS)	0	EA	$150,000	-
Flashing Beacon on Intersection Warning Sign	0	EA	$10,000	-
Other:				
			Additional Potential Improvements Subtotal	-
			Project Selection Threshold Systemic Improvements Subtotal	$111,500
			Subtotal	$111,500
			Mobilization: (% +/-)* 10%	$11,150
			Traffic Control: (% +/-)	-
			Contingency: (% +/-) 20%	$22,350
			Estimated Project Cost	$145,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Intersection Improvements

Project Name: **Smith Loop at Old Cleveland Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **9**
Date: **8/6/2025**

Location Description

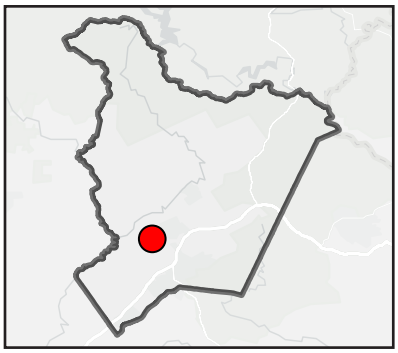
Major Street: **Smith Loop**
Minor Street: **Old Cleveland Road**
Nearest City : Demorest

Intersection ID: **5**

This intersection is located on the following high scoring segment: **N/A**

County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps



Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Distance from Previous Stop	2.5	4
Approach Angle (Degrees)	84.7	2
Intersection within Curve	0	0
Daily Entering Vehicles	2276	0
Minor Street Volume	743	0
Roads/Driveways within 250 Feet	1	1
K or A Crashes	1	2
Number of Approaches	3	0
Total Risk Factor Points (24 max)		9

Other Information	
Number of Approaches	3
Destination Lighting	No
Major ADT	1533
Minor ADT	743
Control Type	TWSC

Crash Data, 2014-2023	
Total Crashes	10
K and A Crashes	1
Right Angle,Rear-end,or Turning Crashes	1
Total Nighttime Crashes	1
Nighttime/Daytime Crash Ratio	0.1

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Intersection Operational Analysis	0	EA	$25,000	-
Implement Results of Operational Analysis	0	EA	$750,000	-
AWSC Warrant Analysis and Convert TWSC to AWSC	0	EA	$40,000	-
AWSC Warrant Analysis and Removal of Stop Signs on Major Approach	0	EA	$27,500	-
Install Destination Lighting	1	EA	$10,000	$10,000
Upgrade Signs and Pavement Markings	3	LEG	$5,000	$15,000
Install Second Stop Sign and Stop Ahead Sign	3	LEG	$2,500	$7,500
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	1	EA	$5,000	$5,000
Install Transverse Rumble Strips	1	LEG	$3,000	$3,000
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	2	LEG	$2,000	$4,000
Clear and Grub within Sight Triangle	3	LEG	$3,000	$9,000

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Project Description for Intersection Improvements

Project Name: **Smith Loop at Old Cleveland Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **9**
Date: **8/6/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Provide Left-Turn Lane at Intersection	0	LEG	$300,000	-
Provide RightTurn Lane at Intersection	0	LEG	$300,000	-
Realign Intersection Approaches to Reduce or Eliminate Skew	0	LEG	$500,000	-
Provide Bypass Lane on Shoulder at T-Intersection	0	EA	$300,000	-
Convert Offset T-Intersection to Four Legged Intersection	0	EA	$750,000	-
Use Indirect Left-Turn Treatments to Minimize Conflicts at Divided Highway	0	LEG	$750,000	-
Convert Four-Legged Intersection to Offset T-Intersection	0	EA	$750,000	-
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$10,000	-
Install Retroreflective Strip on Sign Post	0	EA	$400	-
Low-Cost Intersection Conflict Warning System (ICWS)	0	EA	$150,000	-
Flashing Beacon on Intersection Warning Sign	0	EA	$10,000	-
Other:				
			Additional Potential Improvements Subtotal	-
			Project Selection Threshold Systemic Improvements Subtotal	$53,500
			Subtotal	$53,500
			Mobilization: (% +/-)* 10%	$5,350
			Traffic Control: (% +/-)	-
			Contingency: (% +/-) 20%	$11,150
			Estimated Project Cost	$70,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Intersection Improvements

Project Name: **The Orchard Road at Turnerville Circle**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **12**
Date: **8/6/2025**

Location Description

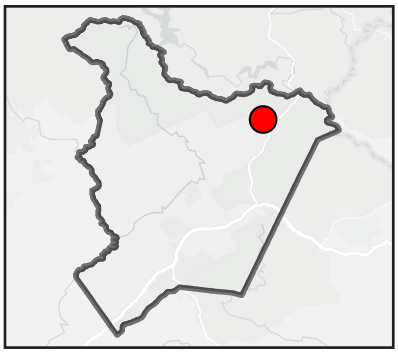
Major Street: **The Orchard Road**
Minor Street: **Turnerville Circle**
Nearest City : Clarkesville

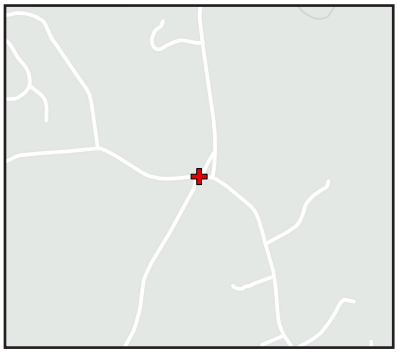
Intersection ID: **6**

This intersection is located on the following high scoring segment: **N/A**

County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Distance from Previous Stop	3.5	4
Approach Angle (Degrees)	35	4
Intersection within Curve	2	2
Daily Entering Vehicles	1012	0
Minor Street Volume	21	0
Roads/Driveways within 250 Feet	2	1
K or A Crashes	0	0
Number of Approaches	4	1
Total Risk Factor Points (24 max)		12

Other Information	
Number of Approaches	4
Destination Lighting	Yes
Major ADT	991
Minor ADT	21
Control Type	TWSC

Crash Data, 2014-2023	
Total Crashes	1
K and A Crashes	0
Right Angle,Rear-end,or Turning Crashes	0
Total Nighttime Crashes	0
Nighttime/Daytime Crash Ratio	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Intersection Operational Analysis	0	EA	$25,000	-
Implement Results of Operational Analysis	0	EA	$750,000	-
AWSC Warrant Analysis and Convert TWSC to AWSC	0	EA	$40,000	-
AWSC Warrant Analysis and Removal of Stop Signs on Major Approach	0	EA	$27,500	-
Install Destination Lighting	1	EA	$10,000	$10,000
Upgrade Signs and Pavement Markings	4	LEG	$5,000	$20,000
Install Second Stop Sign and Stop Ahead Sign	0*	LEG	$2,500	-
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	2	EA	$5,000	$10,000
Install Transverse Rumble Strips	2	LEG	$3,000	$6,000
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	0	LEG	$2,000	-
Clear and Grub within Sight Triangle	0	LEG	$3,000	-

*Quantity adjusted via coordination with the county

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Project Description for Intersection Improvements

Project Name: **The Orchard Road at Turnerville Circle**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **12**
Date: **7/8/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Provide Left-Turn Lane at Intersection	0	LEG	$300,000	-
Provide RightTurn Lane at Intersection	0	LEG	$300,000	-
Realign Intersection Approaches to Reduce or Eliminate Skew	0	LEG	$500,000	-
Provide Bypass Lane on Shoulder at T-Intersection	0	EA	$300,000	-
Convert Offset T-Intersection to Four Legged Intersection	0	EA	$750,000	-
Use Indirect Left-Turn Treatments to Minimize Conflicts at Divided Highway	0	LEG	$750,000	-
Convert Four-Legged Intersection to Offset T-Intersection	0	EA	$750,000	-
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$10,000	-
Install Retroreflective Strip on Sign Post	0	EA	$400	-
Low-Cost Intersection Conflict Warning System (ICWS)	0	EA	$150,000	-
Flashing Beacon on Intersection Warning Sign	0	EA	$10,000	-
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	2	LEG	$2,000	$4,000
Other: Close North Leg of the Intersection (Demolition and Sod)	1	LEG	$38,000	$38,000
Other: Dual-Indicated Stop-Ahead Signage on South Intersection Leg	1	LEG	$2,000	$2,000

Additional Potential Improvements Subtotal	$44,000
Project Selection Threshold Systemic Improvements Subtotal	$46,000
Subtotal	$90,000
Mobilization: (% +/-)* 10%	$9,000
Traffic Control: (% +/-)	-
Contingency: (% +/-) 20%	$18,000
Estimated Project Cost	$117,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Intersection Improvements

Project Name: **Oakey Mountain Road at Watts Mill Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **8**
Date: **8/6/2025**

Location Description

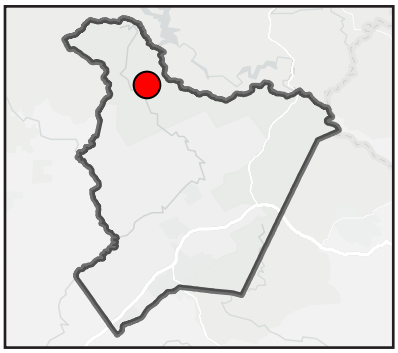
Major Street: **Oakey Mountain Road**
Minor Street: **Watts Mill Road**
Nearest City : Clarkesville

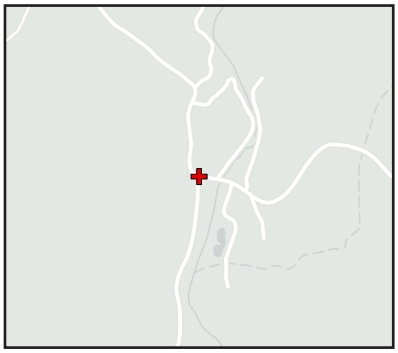
Intersection ID: **7**

This intersection is located on the following high scoring segment: **N/A**

County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Distance from Previous Stop	3.7	4
Approach Angle (Degrees)	78.3	2
Intersection within Curve	0	0
Daily Entering Vehicles	242	0
Minor Street Volume	68	0
Roads/Driveways within 250 Feet	0	0
K or A Crashes	1	2
Number of Approaches	3	0
Total Risk Factor Points (24 max)		8

Other Information	
Number of Approaches	3
Destination Lighting	No
Major ADT	174
Minor ADT	68
Control Type	TWSC

Crash Data, 2014-2023	
Total Crashes	0
K and A Crashes	1
Right Angle,Rear-end,or Turning Crashes	0
Total Nighttime Crashes	0
Nighttime/Daytime Crash Ratio	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Intersection Operational Analysis	0	EA	$25,000	-
Implement Results of Operational Analysis	0	EA	$750,000	-
AWSC Warrant Analysis and Convert TWSC to AWSC	1	EA	$40,000	$40,000
AWSC Warrant Analysis and Removal of Stop Signs on Major Approach	0	EA	$27,500	-
Install Destination Lighting	1	EA	$50,000	$50,000
Upgrade Signs and Pavement Markings	3	LEG	$5,000	$15,000
Install Second Stop Sign and Stop Ahead Sign	1	LEG	$2,500	$2,500
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	1	EA	$5,000	$5,000
Install Transverse Rumble Strips	0	LEG	$3,000	-
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	0	LEG	$2,000	-
Clear and Grub within Sight Triangle	3	LEG	$3,000	$9,000

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Project Description for Intersection Improvements

Project Name: **Oakey Mountain Road at Watts Mill Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **8**
Date: **7/8/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Provide Left-Turn Lane at Intersection	0	LEG	$300,000	-
Provide RightTurn Lane at Intersection	0	LEG	$300,000	-
Realign Intersection Approaches to Reduce or Eliminate Skew	0	LEG	$500,000	-
Provide Bypass Lane on Shoulder at T-Intersection	0	EA	$300,000	-
Convert Offset T-Intersection to Four Legged Intersection	0	EA	$750,000	-
Use Indirect Left-Turn Treatments to Minimize Conflicts at Divided Highway	0	LEG	$750,000	-
Convert Four-Legged Intersection to Offset T-Intersection	0	EA	$750,000	-
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$10,000	-
Install Retroreflective Strip on Sign Post	0	EA	$400	-
Low-Cost Intersection Conflict Warning System (ICWS)	0	EA	$150,000	-
Flashing Beacon on Intersection Warning Sign	0	EA	$10,000	-
Install Transverse Rumble Strips on Stop-Controlled Leg	1	LEG	$3,000	$3,000

Additional Potential Improvements Subtotal	$3,000
Project Selection Threshold Systemic Improvements Subtotal	$121,500
Subtotal	$124,500
Mobilization: (% +/-)* 10%	$12,450
Traffic Control: (% +/-)	-
Contingency: (% +/-) 20%	$25,640
Estimated Project Cost	$169,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Intersection Improvements

Project Name: **Pea Ridge Road at Old Mill Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **6**
Date: **8/6/2025**

Location Description

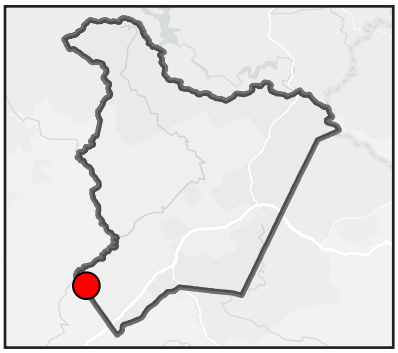
Major Street: **Pea Ridge Road**
Minor Street: **Old Mill Road**
Nearest City : Cornelia

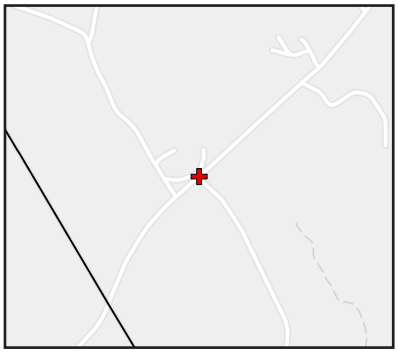
Intersection ID: **8**

This intersection is located on the following high scoring segment: **N/A**

County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Distance from Previous Stop	1.5	4
Approach Angle (Degrees)	89.5	0
Intersection within Curve	0	0
Daily Entering Vehicles	360	0
Minor Street Volume	343	0
Roads/Driveways within 250 Feet	6	2
K or A Crashes	0	0
Number of Approaches	3	0
Total Risk Factor Points (24 max)		6

Other Information	
Number of Approaches	3
Destination Lighting	No
Major ADT	17
Minor ADT	343
Control Type	TWSC

Crash Data, 2014-2023	
Total Crashes	0
K and A Crashes	0
Right Angle,Rear-end,or Turning Crashes	0
Total Nighttime Crashes	0
Nighttime/Daytime Crash Ratio	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Intersection Operational Analysis	0	EA	$25,000	-
Implement Results of Operational Analysis	0	EA	$750,000	-
AWSC Warrant Analysis and Convert TWSC to AWSC	0	EA	$40,000	-
AWSC Warrant Analysis and Removal of Stop Signs on Major Approach	0	EA	$27,500	-
Install Destination Lighting	1	EA	$10,000	$10,000
Upgrade Signs and Pavement Markings	3	LEG	$5,000	$15,000
Install Second Stop Sign and Stop Ahead Sign	1	LEG	$2,500	$2,500
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	1	EA	$5,000	$5,000
Install Transverse Rumble Strips	0	LEG	$3,000	-
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	2	LEG	$2,000	$4,000
Clear and Grub within Sight Triangle	1	LEG	$3,000	$3,000

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Project Description for Intersection Improvements

Project Name: **Pea Ridge Road at Old Mill Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **6**
Date: **7/8/2025**

Additional Improvements (Site Specific/County Selected)

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Item Description	QTY.	Unit	Unit Price	Item Cost
Provide Left-Turn Lane at Intersection	0	LEG	$300,000	-
Provide RightTurn Lane at Intersection	0	LEG	$300,000	-
Realign Intersection Approaches to Reduce or Eliminate Skew	0	LEG	$500,000	-
Provide Bypass Lane on Shoulder at T-Intersection	0	EA	$300,000	-
Convert Offset T-Intersection to Four Legged Intersection	0	EA	$750,000	-
Use Indirect Left-Turn Treatments to Minimize Conflicts at Divided Highway	0	LEG	$750,000	-
Convert Four-Legged Intersection to Offset T-Intersection	0	EA	$750,000	-
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$10,000	-
Install Retroreflective Strip on Sign Post	0	EA	$400	-
Low-Cost Intersection Conflict Warning System (ICWS)	0	EA	$150,000	-
Flashing Beacon on Intersection Warning Sign	0	EA	$10,000	-
Other:				
			Additional Potential Improvements Subtotal	-
			Project Selection Threshold Systemic Improvements Subtotal	$39,500
			Subtotal	$39,500
			Mobilization: (% +/-)* 10%	$3,950
			Traffic Control: (% +/-)	-
			Contingency: (% +/-) 20%	$8,550
			Estimated Project Cost	$52,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

Opinion of Probable Construction Cost Disclaimer:
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Project Description for Intersection Improvements

Project Name: **Oakey Mountain Road at Low Gap Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **8**
Date: **8/6/2025**

Location Description

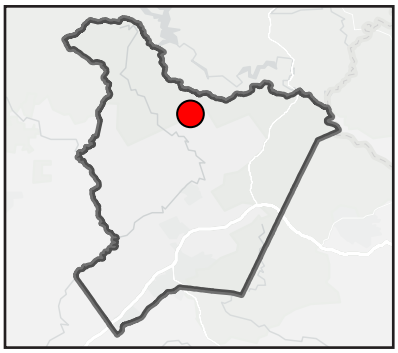
Major Street: **Oakey Mountain Road**
Minor Street: **Low Gap Road**
Nearest City : Clarkesville

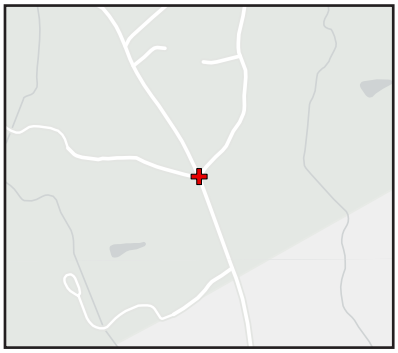
Intersection ID: **9**

This intersection is located on the following high scoring segment: **N/A**

County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps





Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Distance from Previous Stop	2	4
Approach Angle (Degrees)	72.8	2
Intersection within Curve	0	0
Daily Entering Vehicles	431	0
Minor Street Volume	139	0
Roads/Driveways within 250 Feet	1	1
K or A Crashes	0	0
Number of Approaches	4	1
Total Risk Factor Points (24 max)		8

Other Information	
Number of Approaches	4
Destination Lighting	No
Major ADT	292
Minor ADT	139
Control Type	TWSC

Crash Data, 2014-2023	
Total Crashes	0
K and A Crashes	0
Right Angle,Rear-end,or Turning Crashes	0
Total Nighttime Crashes	0
Nighttime/Daytime Crash Ratio	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Intersection Operational Analysis	0	EA	$25,000	-
Implement Results of Operational Analysis	0	EA	$750,000	-
AWSC Warrant Analysis and Convert TWSC to AWSC	0	EA	$40,000	-
AWSC Warrant Analysis and Removal of Stop Signs on Major Approach	0	EA	$27,500	-
Install Destination Lighting	1	EA	$10,000	$10,000
Upgrade Signs and Pavement Markings	4	LEG	$5,000	$20,000
Install Second Stop Sign and Stop Ahead Sign	1	LEG	$2,500	$2,500
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	0	EA	$5,000	-
Install Transverse Rumble Strips	0	LEG	$3,000	-
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	0	LEG	$2,000	-
Clear and Grub within Sight Triangle	0	LEG	$3,000	-

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Project Description for Intersection Improvements

Project Name: **Oakey Mountain Road at Low Gap Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **8**
Date: **7/8/2025**

Additional Improvements (Site Specific/County Selected)

There are a variety of other safety improvements that could be considered that were not included on the front page of the project sheet due to availability of data, the need for site-specific information, and/or the appetite for the countermeasure to be deployed throughout the county. The following countermeasures could be considered appropriate by the county and included below as additional potential improvements.

Item Description	QTY.	Unit	Unit Price	Item Cost
Provide Left-Turn Lane at Intersection	0	LEG	$300,000	-
Provide RightTurn Lane at Intersection	0	LEG	$300,000	-
Realign Intersection Approaches to Reduce or Eliminate Skew	0	LEG	$500,000	-
Provide Bypass Lane on Shoulder at T-Intersection	0	EA	$300,000	-
Convert Offset T-Intersection to Four Legged Intersection	0	EA	$750,000	-
Use Indirect Left-Turn Treatments to Minimize Conflicts at Divided Highway	0	LEG	$750,000	-
Convert Four-Legged Intersection to Offset T-Intersection	0	EA	$750,000	-
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$10,000	-
Install Retroreflective Strip on Sign Post	2	EA	$400	$800
Low-Cost Intersection Conflict Warning System (ICWS)	0	EA	$150,000	-
Flashing Beacon on Intersection Warning Sign	0	EA	$10,000	-
Install Transverse Rumble Strips	2	LEG	$3,000	$6,000

Additional Potential Improvements Subtotal	$800
Project Selection Threshold Systemic Improvements Subtotal	$32,500
Subtotal	$33,300
Mobilization: (% +/-)* 10%	$3,330
Traffic Control: (% +/-)	-
Contingency: (% +/-) 20%	$7,370
Estimated Project Cost	$44,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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Project Description for Intersection Improvements

Project Name: **Old Historic US 441 at Rockford Creek Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **8**
Date: **8/6/2025**

Location Description

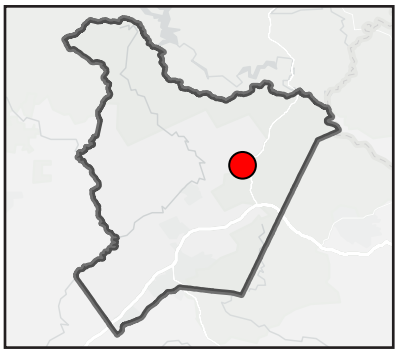
Major Street: **Old Historic US 441**
Minor Street: **Rockford Creek Road**
Nearest City : Clarkesville

Intersection ID: **10**

This intersection is located on the following high scoring segment: **N/A**

County to coordinate with local agency to implement improvements that are on right-of-way that is not under control of the County.

Project Location Maps



Intersection Information and Systemic Ranking Summary

Systemic Ranking Summary	Value	Points
Distance from Previous Stop	1.7	4
Approach Angle (Degrees)	76.1	2
Intersection within Curve	0	0
Daily Entering Vehicles	3574	0
Minor Street Volume	451	0
Roads/Driveways within 250 Feet	2	1
K or A Crashes	0	0
Number of Approaches	4	1
Total Risk Factor Points (24 max)		8

Other Information	
Number of Approaches	4
Destination Lighting	No
Major ADT	3123
Minor ADT	451
Control Type	TWSC

Crash Data, 2014-2023	
Total Crashes	5
K and A Crashes	0
Right Angle,Rear-end,or Turning Crashes	1
Total Nighttime Crashes	0
Nighttime/Daytime Crash Ratio	0

Opinion of Probable Cost (Countermeasure Selection Threshold Results)

Item Description	QTY.	Unit	Unit Price	Item Cost
Intersection Operational Analysis	0	EA	$25,000	-
Implement Results of Operational Analysis	0	EA	$750,000	-
AWSC Warrant Analysis and Convert TWSC to AWSC	0	EA	$40,000	-
AWSC Warrant Analysis and Removal of Stop Signs on Major Approach	0	EA	$27,500	-
Install Destination Lighting	2	EA	$10,000	$20,000
Upgrade Signs and Pavement Markings	4	LEG	$5,000	$20,000
Install Second Stop Sign and Stop Ahead Sign	2	LEG	$2,500	$5,000
Install Beacon on Stop Signs or Stop Sign with LED Flashing Lights	2	EA	$5,000	$10,000
Install Transverse Rumble Strips	0	LEG	$3,000	-
Install Intersection Warning Sign and Advance Street Name Plaque on Major Approach	2	LEG	$2,000	$4,000
Clear and Grub within Sight Triangle	1	LEG	$3,000	$3,000

Project Description for Intersection Improvements

Project Name: **Old Historic US 441 at Rockford Creek Road**
Agency Name: **Habersham County**
Contact Name: **Jerry Baggett**
Email: **jbaggett@habershamga.com**

Risk Factor Points: **8**
Date: **7/8/2025**

Additional Improvements (Site Specific/County Selected)

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Item Description	QTY.	Unit	Unit Price	Item Cost
Provide Left-Turn Lane at Intersection	0	LEG	$300,000	-
Provide RightTurn Lane at Intersection	0	LEG	$300,000	-
Realign Intersection Approaches to Reduce or Eliminate Skew	0	LEG	$500,000	-
Provide Bypass Lane on Shoulder at T-Intersection	0	EA	$300,000	-
Convert Offset T-Intersection to Four Legged Intersection	0	EA	$750,000	-
Use Indirect Left-Turn Treatments to Minimize Conflicts at Divided Highway	0	LEG	$750,000	-
Convert Four-Legged Intersection to Offset T-Intersection	0	EA	$750,000	-
Install Solar-Powered Flashing Beacon on Intersection Warning Sign	0	LEG	$10,000	-
Install Retroreflective Strip on Sign Post	0	EA	$400	-
Low-Cost Intersection Conflict Warning System (ICWS)	1	EA	$150,000	$150,000
Flashing Beacon on Intersection Warning Sign	0	EA	$10,000	-
Install Transverse Rumble Strips	2	LEG	$3,000	$6,000
Additional Potential Improvements Subtotal				$156,000
Project Selection Threshold Systemic Improvements Subtotal				$62,000
Subtotal				$218,000
Mobilization: (% +/-)* 10%				$21,800
Traffic Control: (% +/-)				-
Contingency: (% +/-) 20%				$44,200
Estimated Project Cost				$284,000

*Mobilization is 10% +/- of the subtotal with a minimum of $2,500 and a maximum of $75,000

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