



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION**

SUITE 1000, JAMES K. POLK BUILDING
505 Deaderick Street
NASHVILLE, TENNESSEE 37243-0344

John Schroer
Commissioner

Bill Haslam
Governor

MEMORANDUM

To: Mr. Paul Degges, Chief Engineer

From:  Mr. Steve Allen, Director
Project Planning Division

Date: August 18, 2011

Subject: Road Safety Audit Review (RSAR), FAU 975 (Dotsonville Rd.) From Gip Manning Rd. to Clarksville Boundary, Log Mile 9.77 to Log Mile 13.03, Montgomery County, PIN 115180.00

This project was identified through the Tennessee Department of Transportation (TDOT) safety needs planning process. The section of FAU 975 (Dotsonville Rd.) from Gip Manning Rd. (L.M. 9.77) to the Clarksville Boundary (L.M. 13.03) is a two (2) lane rural roadway, with lane widths that are ten (10) feet and two (2) feet shoulders. FAU 975 (Dotsonville Rd.) appears on the Highway Safety Improvement Program (HSIP) list and qualifies for High Risk Rural Road (HRRR) funds, because FAU 975 (Dotsonville Rd.) has a severe crash rate of 0.245, which exceeds the statewide average severe crash rate of 0.161 for rural two (2) lane minor collector roads.

A contract will be let to implement the recommended improvements. The total estimated cost is \$59,000, and the recommended improvements are eligible for 100% federal funding. No local matching funds are required. No right-of-way is needed to complete these improvements.

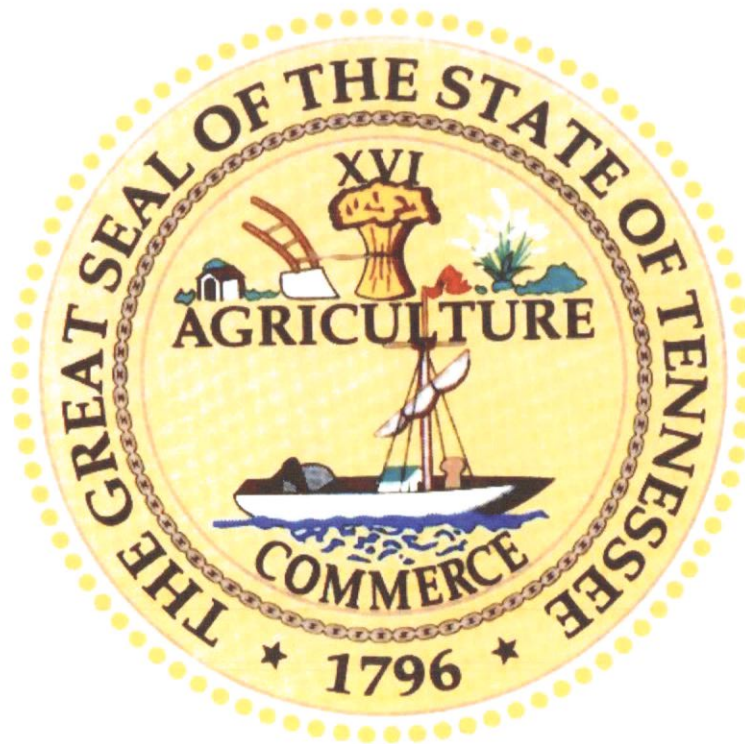
If you should need any further information, please contact me at (615) 741-2208 or e-mail at Steve.Allen@tn.gov

SA/br
Attachment

CC: Joe Carpenter, Brian Hurst, Mike Tugwell, Winston Gaffron, Mike Frost, Jim Moore, Phil Tramel, file.

ROAD SAFETY AUDIT REPORT

***FAU 975 (DOTSONVILLE RD.) FROM GIP
MANNING RD. TO CLARKSVILLE BOUNDARY
LOG MILE 9.77 TO LOG MILE 13.03
MONTGOMERY COUNTY
PIN 115180.00***

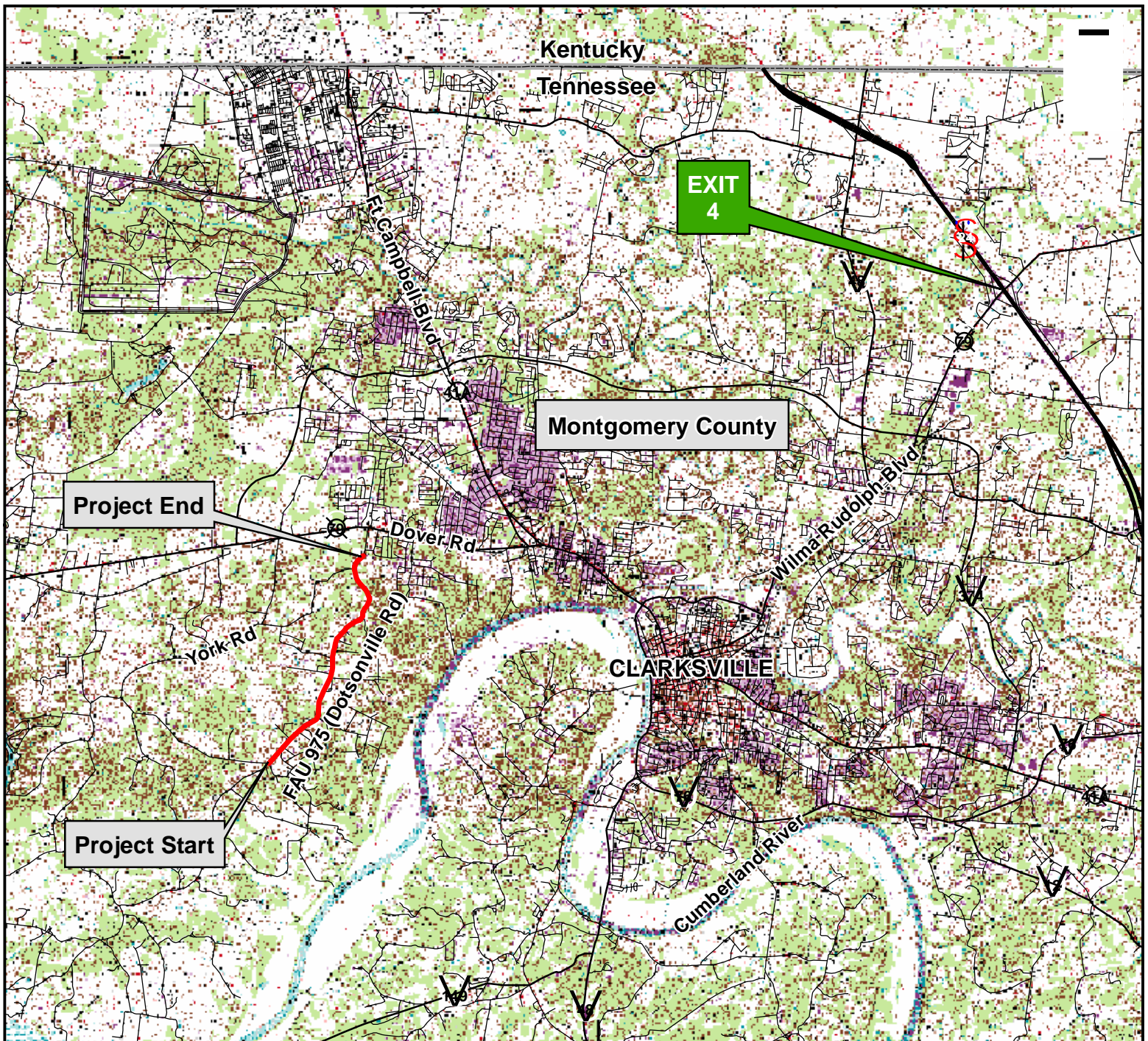


***PREPARED BY
PB AMERICAS, INC.
FOR THE
TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION***

Approved by:	Signature	DATE
DIRECTOR Project Planning Division		8-22-11

This document is covered by 23 USC § 409 and its production pursuant to fulfilling public planning requirements does not waive the provisions of § 409.

VICINITY MAP



0 2.5 5 Miles



County: Montgomery

Route: FAU 975 (Dotsonville Rd.) From Gip Manning Rd. to Clarksville Boundary

Location: L.M. 9.77 - L.M. 13.03

PIN: 115180.00

DATE: 1/18/2011

LOCATION MAP



0 0.5 1 Miles



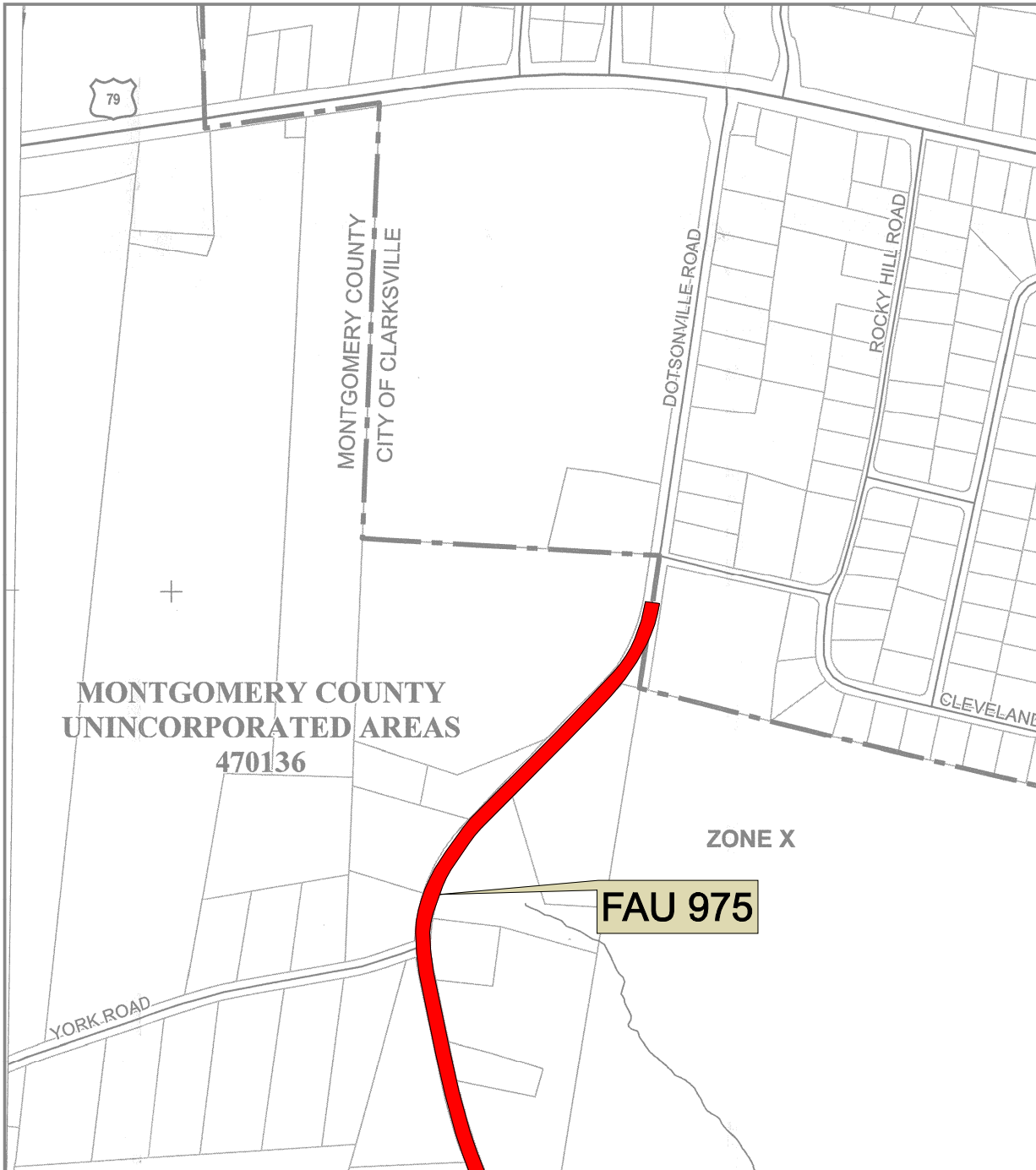
County: Montgomery

Route: FAU 975 (Dotsonville Rd.) From Gip Manning Rd. to Clarksville Boundary

Location: L.M. 9.77 - L.M. 13.03

PIN: 115180.00

DATE: 1/18/2011



MAP SCALE 1" = 500'



NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0216D

FIRM

FLOOD INSURANCE RATE MAP

MONTGOMERY COUNTY
TENNESSEE
AND INCORPORATED AREAS

PANEL 216 OF 491
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CLARKSVILLE, CITY OF	470137	0216	D
MONTGOMERY COUNTY	470138	0216	D

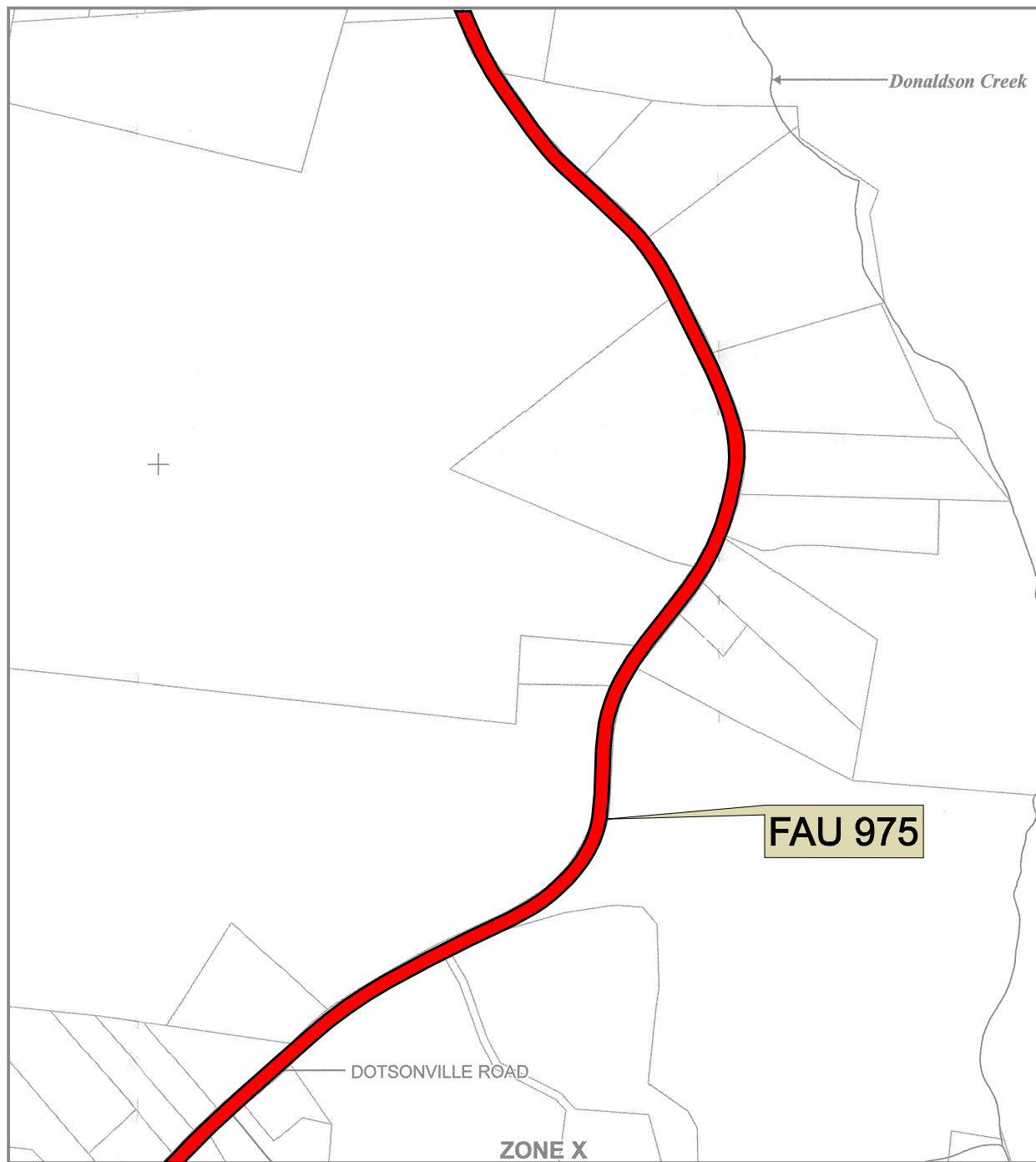
Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.



MAP NUMBER
47125C0216D
EFFECTIVE DATE
MARCH 18, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



MAP SCALE 1" = 500'



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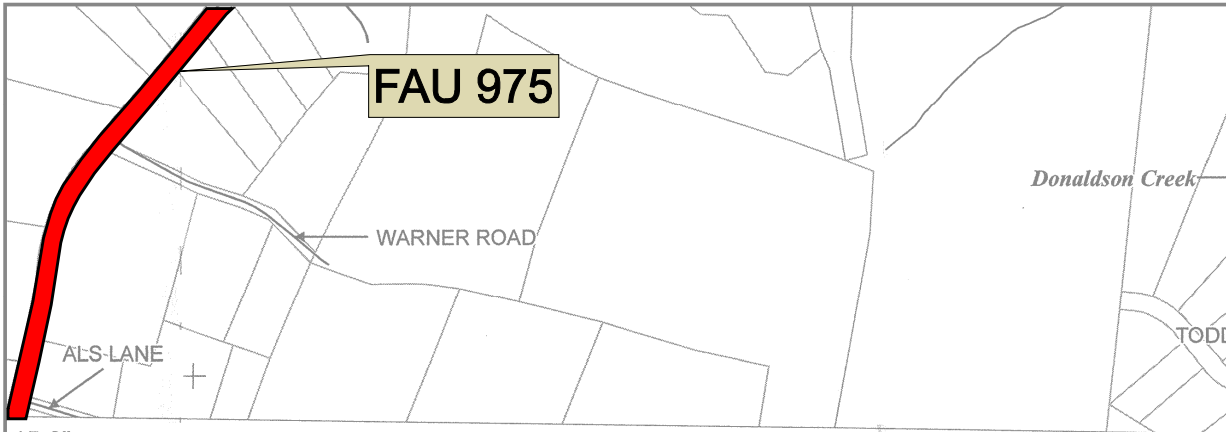
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15.0"



MAP SCALE 1" = 500'



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FIRM FLOOD INSURANCE RATE MAP

**MONTGOMERY COUNTY
TENNESSEE
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PANEL 216 OF 491
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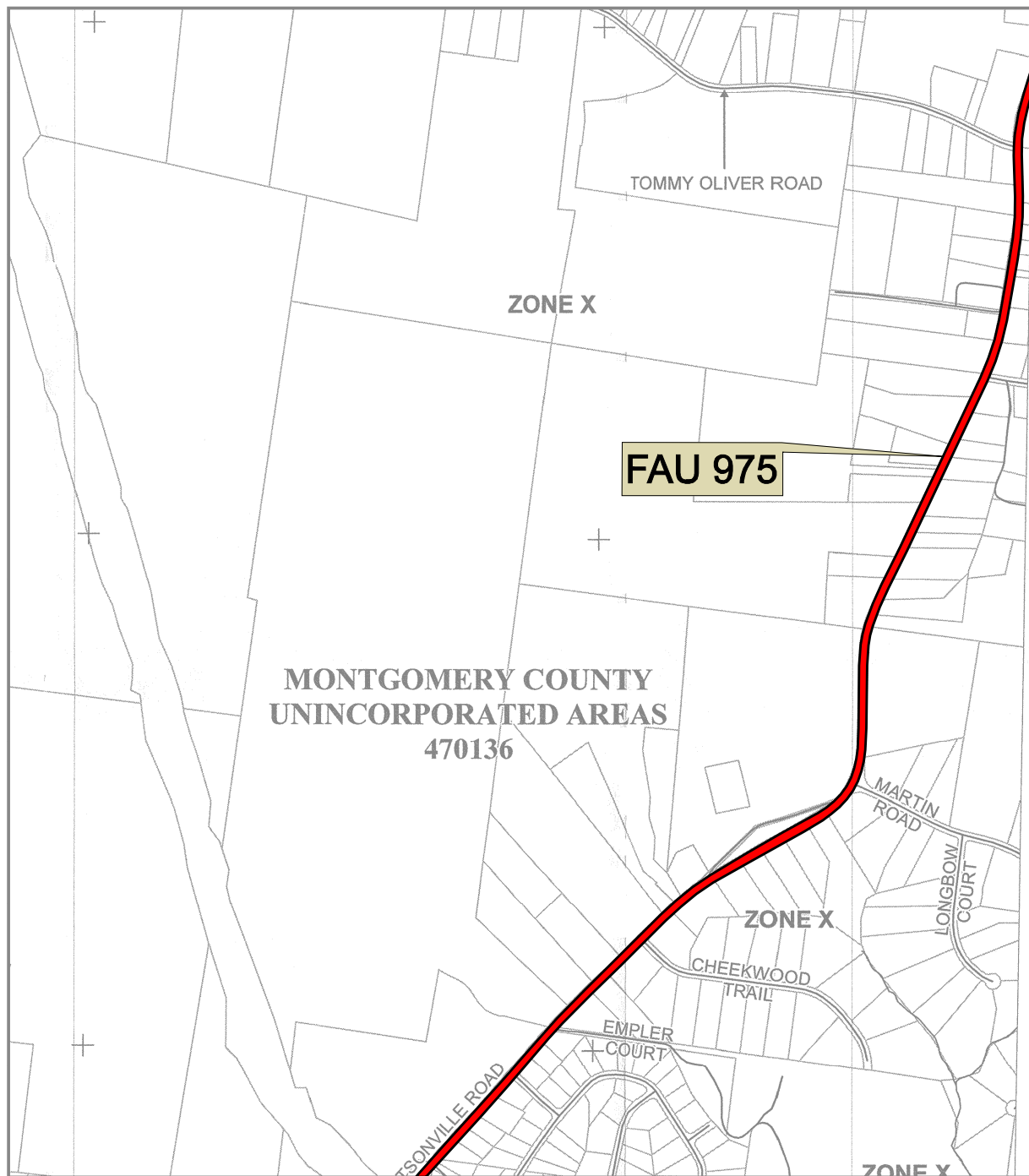
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MAP SCALE 1" = 1000'



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0215D

FIRM

FLOOD INSURANCE RATE MAP

**MONTGOMERY COUNTY
TENNESSEE
AND INCORPORATED AREAS**

PANEL 215 OF 491
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
CLARKSVILLE, CITY OF	470137	0215	D
MONTGOMERY COUNTY	470136	0215	D

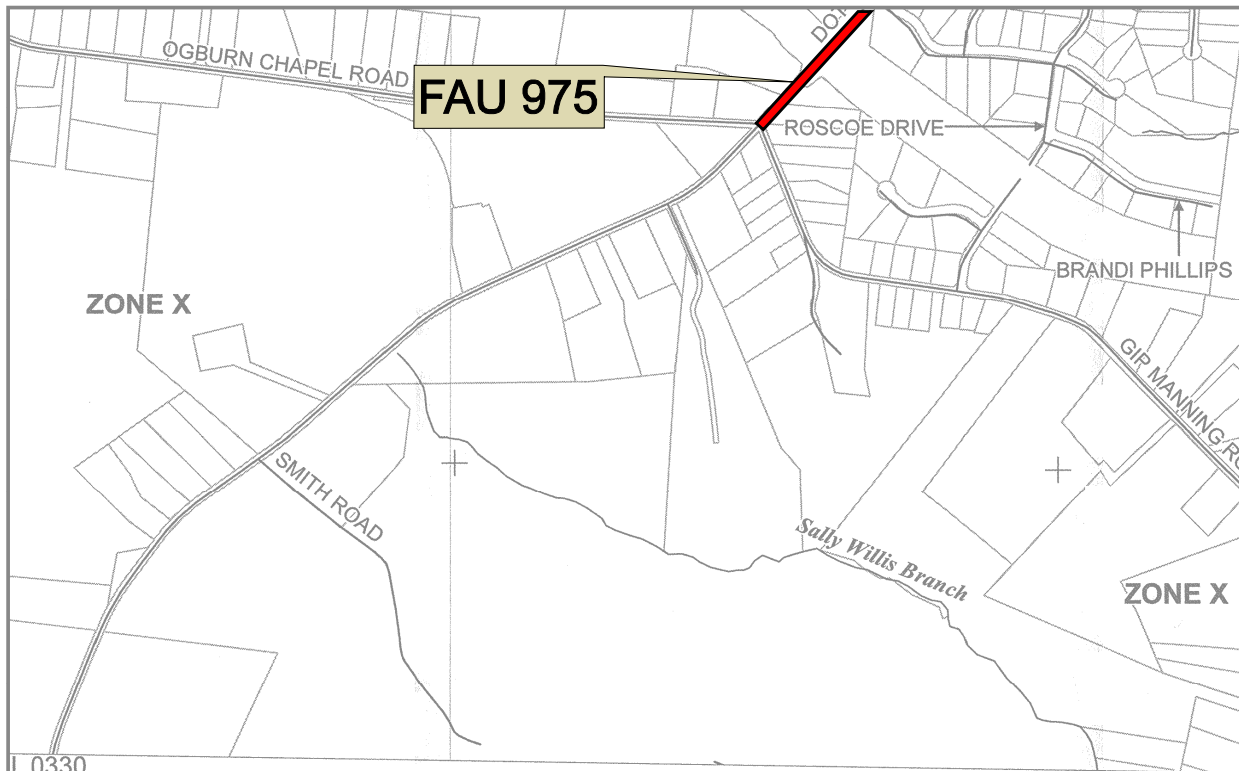
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1540000 FT



MAP SCALE 1" = 1000'



NIP

NATIONAL FLOOD INSURANCE PROGRAM

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FIRM

FLOOD INSURANCE RATE MAP

MONTGOMERY COUNTY
TENNESSEE
AND INCORPORATED AREAS

PANEL 215 OF 491
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

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MONTGOMERY COUNTY	470136	0215	D

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Project Description and Background

This project was identified through the Tennessee Department of Transportation (TDOT) safety needs planning process. The section of FAU 975 (Dotsonville Rd.) from Gip Manning Rd. (L.M. 9.77) to the Clarksville Boundary (L.M. 13.031) is a two (2) lane rural roadway, with lane widths that are ten (10) feet and two (2) feet shoulders. FAU 975 (Dotsonville Rd.) appears on the Highway Safety Improvement Program (HSIP) list and qualifies for High Risk Rural Road (HRRR) funds, because FAU 975 (Dotsonville Rd.) has a severe crash rate of 0.245, which exceeds the statewide average severe crash rate of 0.161 for rural two (2) lane minor collector roads.

RSAR Team Members

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Brian Reynolds	PB	PM	615-340-9189	Reynoldsb@pbworld.com

Information Used In Review

- Google Earth Aerial Photographs
- TRIMS Geometric Report
- TRIMS Traffic Report
- TRIMS Road Segment Report
- TRIMS Route Feature Description Listings
- TRIMS Crash Data (2003, 2004, 2005, 2006, 2007, 2008)
- TRIMS Crash Rate Report (for crashes occurring from 1/1/03 to 12/31/08)
- Crash Rate Summary Report
- Crash Diagram
- Crash Reports (#9520841, #7722665, #50092902, #50197258, #8936764, #9520862, #9218793)
- MUTCD (2009 Edition)
- Geometric Design of Highways and Streets (2004 Edition)
- Field Review Comments From On-site Visit at 10:30 AM Central Time Thursday, January 20, 2011

Pre-Brief Summary

- The posted speed limit on FAU 975 (Dotsonville Rd.) is 45 MPH from L.M. 9.77 to L.M. 12.78.
- The posted speed limit on FAU 975 (Dotsonville Rd.) is 30 MPH from L.M. 12.78 to L.M. 13.03.
- There have been 65 crashes from 2003-2008; (1 fatal, 6 incapacitating injury, 11 non-incapacitating injury, and 47 property damage).
- The one (1) fatal crash was alcohol related.
- One (1) of the six (6) incapacitating injury crashes was alcohol related.
- 66% (43) involved no collision with a vehicle and of these crashes, 60% (26) were due to a lane departure.
- 17% (11) were rear-end.
- 51% (33) of crashes occurred during the night/dusk.
- 78% (51) occurred during clear conditions.
- 71% (46) occurred along the roadway as opposed to at an intersection.
- For 32% (21) of the crashes, the most harmful event was Vehicle in Transport.

Observations

An onsite field review was held at 10:30 AM Central time on Thursday, January 20, 2011. The following discussions/observations are provided concerning the location:

- Posted speed limit of 45 mph in both directions from L.M. 9.77 to L.M. 12.78. Posted speed limit of 30 mph in both directions from L.M. 12.78 to 13.03.
- The 45 mph speed limit was suspected to be too fast for the route, and for justification to lower the speed limit, Montgomery county officials asked for a speed study to be performed along FAU 975 (Dotsonville Rd.) in the 45 mph zones. It was noted that throughout this route, there were numerous “Curve Ahead” signs with 30-35 mph warning speeds. TDOT provided a speed study report soon after the site visit; however, the 85th percentile speeds did not justify a reduction of the speed limit.
- The shoulder was non-existent for the majority of FAU 975 (Dotsonville Rd.) in both directions.
- The northern portion of the route contained newer and more updated signage.
- TDOT did an RSAR study along FAU 975 (Dotsonville Rd.) from L.M. 6.75 to L.M. 9.76 in March of 2009.
- There were no stop bars on any side streets along the route.
- There were no double arrow signs on the majority of side streets along the route.
- The existing guardrails showed signs of deterioration, and did not seem visible enough to drivers.
- Along FAU 975 (Dotsonville Rd.) in the southbound direction, just south of Ogburn Chapel Road, it was noted that the existing Haynes Chapel Baptist Church sign was too close in proximity to the curve ahead sign.
- Vegetation was not an issue for this section along FAU 975 (Dotsonville Rd.).
- Montgomery County officials stated that FAU 975 (Dotsonville Rd.) does get plowed during the winter.
- The guardrail on the western side of FAU 975 (Dotsonville Rd.) at Tommy Oliver Road was of insufficient length.
- There is a residence opposite the York Road intersection with FAU 975 (Dotsonville Rd.).

Montgomery County
FAU 975 (Dotsonville Rd.)
L.M. 9.77 – L.M. 13.03

- Montgomery County officials stated that prior to 2003 there was a fatal accident at the intersection of FAU 975 (Dotsonville Rd.) and York Road which prompted the speed limit to be lowered from 45 mph to 30 mph north of L.M. 12.78.

Guidance

The following guidance is provided concerning the recommended improvements:

- **Figure 1 (L.M. 9.77 to L.M. 10.25)**

1. Relocate existing Haynes Chapel Baptist Church sign 150 feet West of location #2.
2. Remove and replace existing Right Curve Ahead sign with one (1) new Right Curve Ahead sign (W1-2R) (36"x36") at L.M. 9.76, 40 feet West of the Ogburn Chapel Rd. / Gip Manning Rd. intersection.
3. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install thirty two (32) feet of two (2) feet wide thermoplastic stop bar at the intersection of Ogburn Chapel Rd. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
4. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install twenty four (24) feet of two (2) feet wide thermoplastic stop bar at the intersection of Gip Manning Rd. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
5. Remove and replace existing Intersection Ahead sign with one (1) new Intersection Ahead sign (W2-1) (36"x36") at L.M. 9.84.
6. Install yellow bi-directional raised pavement markers to delineate the centerline at eighty (80) feet spacing in tangent section from L.M. 9.77 to L.M. 10.25.
7. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install seventeen (17) feet of two (2) feet wide thermoplastic stop bar at the intersection of Trey Phillips Dr. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
8. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install eighteen (18) feet of two (2) feet wide thermoplastic stop bar at the intersection of Foxland Dr. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
9. Remove and replace existing Right Curve Ahead sign with one (1) new Right Curve Ahead sign (W1-2R) (36"x36") at L.M. 10.14.

- **Figure 2 (L.M. 10.25 to L.M. 10.75)**

1. Install yellow bi-directional raised pavement markers to delineate the centerline at eighty (80) feet spacing in tangent sections and forty (40) feet spacing in curve sections from L.M. 10.25 to L.M. 10.75.
2. Remove and replace existing Left Curve Ahead sign with one (1) new Left Curve Ahead sign (W1-2L) (36"x36") at L.M. 10.27.
3. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install fourteen (14) feet of two (2) feet wide thermoplastic stop bar at the intersection of Cheekwood Tr. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
4. Remove and replace existing Right Curve Ahead sign with one (1) new Right Curve Ahead sign (W1-2R) (36"x36") at L.M. 10.34.
5. Remove and replace existing Left Curve Ahead sign with one (1) new Left Curve Ahead sign (W1-2L) (36"x36") at L.M. 10.48.
6. Remove existing Left Curve Ahead sign and thirty five (35) M.P.H. Speed Advisory plaque and install one (1) new Left Curve Ahead / Intersection Ahead combination

- sign (W1-10L) (36"x36") and one (1) new thirty five (35) M.P.H. Speed Advisory plaque (W13-1) (18"x18") at L.M. 10.54.
7. Remove existing Right Intersection Ahead sign at L.M. 10.56.
 8. Install one (1) new Two-Direction Large Arrow sign (W1-7) (48"x24") along FAU 975 (Dotsonville Rd.) directly across from and perpendicular to Martin Rd. Install two (2) inch yellow reflective strip on both sign support poles.
 9. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install thirty five (35) feet of two (2) feet wide thermoplastic stop bar at the intersection of Martin Rd. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
 10. Remove and replace existing Stop Ahead sign with one (1) new Stop Ahead sign (W3-1) (36"x36") on Martin Rd. Install two (2) inch yellow reflective strip on sign support pole.
 11. Remove and replace existing Deer sign with one (1) new Deer sign (W11-3) (36"x36") at L.M. 10.71.
 12. Remove and replace existing Right Curve Ahead sign with one (1) new Right Curve Ahead sign (W1-2R) (36"x36") at L.M. 10.74.
 13. Remove existing Left Intersection Ahead sign at L.M. 10.74
- **Figure 3 (L.M. 10.75 to L.M. 11.25)**
 1. Install yellow bi-directional raised pavement markers to delineate the centerline at eighty (80) feet spacing in tangent sections and forty (40) feet spacing in curve sections from L.M. 10.75 to L.M. 11.25.
 2. Remove existing Right Curve Ahead sign and thirty five (35) M.P.H. Speed Advisory plaque and install one (1) new Right Curve Ahead / Intersection Ahead combination sign (W1-10R) (36"x36") and one (1) new thirty five (35) M.P.H. Speed Advisory plaque (W13-1) (18"x18") at L.M. 10.76.
 3. Remove and replace existing Left Curve Ahead sign with one (1) new Left Curve Ahead sign (W1-2L) (36"x36") at L.M. 10.93.
 4. Remove and replace existing Deer sign with one (1) new Deer sign (W11-3) (36"x36") at L.M. 10.98.
 5. Remove existing Right Intersection Ahead sign at L.M. 11.09.
 6. Remove existing Left Curve Ahead sign and install one (1) new Left Curve Ahead / Intersection Ahead combination sign (W1-10L) at L.M. 11.12
 7. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install thirty four (34) feet of two (2) feet wide thermoplastic stop bar at the intersection of Wooten Rd. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
 - **Figure 4 (L.M. 11.25 to L.M. 11.75)**
 1. Install yellow bi-directional raised pavement markers to delineate the centerline at eighty (80) feet spacing in tangent section and forty (40) feet spacing in curved sections from L.M. 11.25 to L.M. 11.75.
 2. Remove existing Left Intersection Ahead sign at L.M. 11.27.
 3. Remove existing Right Curve Ahead sign and install one (1) new Right Curve Ahead / Intersection Ahead combination sign (W1-10R) (36"x36") at L.M. 11.30.
 4. Remove and replace existing Double Left S-Curve Ahead sign with one (1) new Double Left S-Curve Ahead sign (W1-5L) (36"x36") at L.M. 11.33.
 5. Install one (1) new Left Intersection Ahead sign (W2-2L) (36"x36") at L.M. 11.38.

6. Remove and replace existing guardrail on the East side of FAU 975 (Dotsonville Rd.) at the Tommy Oliver Rd. intersection and extend by 100 feet on each end with Type 38 end terminals for a total of 270 feet new guardrail. Install white guardrail delineation enhancement along the 270 feet of guardrail on the East side of FAU 975 (Dotsonville Rd.).
 7. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install twenty six (26) feet of two (2) feet wide thermoplastic stop bar at the intersection of Tommy Oliver Rd. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
 8. Remove and replace existing Two-Direction Arrow sign with one (1) new Two-Direction Large Arrow sign (W1-7) (48"x24") along FAU 975 (Dotsonville Rd.) behind the guardrail directly across from and perpendicular to Tommy Oliver Rd. Install two (2) inch yellow reflective strip on both sign support poles.
 9. Remove and replace existing Stop Ahead sign with one (1) new Stop Ahead sign (W3-1) (36"x36") on Tommy Oliver Rd. Install two (2) inch yellow reflective strip on sign support pole.
 10. Remove and replace existing Right Intersection Ahead with one (1) new Right Intersection Ahead sign (W2-2R) (36"x36") at L.M. 11.55.
 11. Install one (1) new Two-Direction Large Arrow sign (W1-7) (48"x24") along FAU 975 (Dotsonville Rd.) directly across from and perpendicular to Al's Ln. Install two (2) inch yellow reflective strip on both sign support poles.
 12. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install fifteen (15) feet of two (2) feet wide thermoplastic stop bar at the intersection of Al's Ln. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
 13. Install one (1) new Stop Ahead sign (W3-1) (36"x36") on Al's Ln. Install two (2) inch yellow reflective strip on sign support pole.
 14. Remove existing Stop sign on left side of Warner Rd. Install one (1) new Stop sign (R1-1) (36"x36") on the right side at the intersection of Warner Rd. and FAU 975 (Dotsonville Rd.) and install twenty (20) feet of two (2) feet wide thermoplastic stop bar. Install two (2) inch red reflective strip on sign support pole.
- **Figure 5 (L.M. 11.75 to L.M. 12.25)**
 1. Install bi-directional raised pavement markers to delineate the centerline at eighty (80) feet spacing in tangent section and forty (40) feet spacing in curved sections from L.M. 11.75 to L.M. 12.25.
 2. Remove and replace existing Double Right S-Curve Ahead sign with one (1) new Double Right S-Curve Ahead sign (W1-5R) (36"x36") at L.M. 10.78.
 3. Remove and replace existing Double Right S-Curve Ahead sign with one (1) new Double Right S-Curve Ahead sign (W1-5R) (36"x36") at L.M. 11.92.
 - **Figure 6 (L.M. 12.25 to L.M. 12.80)**
 1. Install bi-directional raised pavement markers to delineate the centerline at forty (40) feet spacing in curved sections from L.M. 12.25 to L.M. 12.80.
 2. Remove existing Left Intersection Ahead sign at L.M. 12.76.
 3. Remove existing Right Curve Ahead sign and install one (1) new Right Curve Ahead / Intersection Ahead combination sign (W1-10R) (36"x36") at L.M. 12.78, 160 feet prior to the succeeding driveway located on the East side of FAU 975 (Dotsonville Rd.).

- **Figure 7 (L.M. 12.80 to L.M. 12.03)**

1. Install bi-directional raised pavement markers to delineate the centerline at forty (40) feet spacing in curved sections from L.M. 12.80 to L.M. 13.20.
2. Remove and replace existing Double Left S-Curve Ahead sign with one (1) new Double Left S-Curve Ahead sign (W1-5L) (36"x36") at L.M. 12.84.
3. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install thirty five (35) feet of two (2) feet wide thermoplastic stop bar at the intersection of York Rd and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
4. Remove and replace existing Stop Ahead sign with one (1) new Stop Ahead sign (W3-1) (36"x36"). Install two (2) inch yellow reflective strip on sign support pole.
5. Remove and replace existing Left Curve Ahead sign with one (1) new Left Curve Ahead sign (W1-2L) (36"x36") at L.M. 13.00.
6. Remove existing Right Intersection Ahead sign at L.M. 13.00.
7. Remove existing Left Curve Ahead sign and install one (1) new Left Curve Ahead / Intersection Ahead combination sign (W1-10L) (36"x36") at L.M. 13.06.
8. Remove and replace existing Right Curve Ahead sign with one (1) new Right Curve Ahead sign (W1-2R) (36"x36") at L.M. 13.20.

A contract will be let to implement the recommended improvements. The total estimated cost is \$59,000, and the recommended improvements are eligible for 100% federal funding. No local matching funds are required. No right-of-way is needed to complete these improvements.

Montgomery County
FAU 975 (Dotsonville Rd.)
L.M. 9.77 – L.M. 13.03

Site Photos

Photo Date: 1/20/2011

FAU 975 (Dotsonville Rd.) @ Ogburn Chapel Road / Gip Manning Road Int., Looking In NB Dir.



Photo Date: 1/20/2011

Signs Along FAU 975 (Dotsonville Rd.) Just South of Ogburn Chapel Rd / Gip Manning Rd Int.



Montgomery County
FAU 975 (Dotsonville Rd.)
L.M. 9.77 – L.M. 13.03

Photo Date: 1/20/2011
FAU 975 (Dotsonville Rd.) Approaching Martin Road Intersection, Looking In NB Dir.



Photo Date: 1/20/2011
Martin Road @ FAU 975 (Dotsonville Rd.) Intersection



Montgomery County
FAU 975 (Dotsonville Rd.)
L.M. 9.77 – L.M. 13.03

Photo Date: 1/20/2011

FAU 975 (Dotsonville Rd.) Approaching Tommy Oliver Road Intersection, Looking In NB Dir.



Photo Date: 1/20/2011

Tommy Oliver Road @ FAU 975 (Dotsonville Rd.) Intersection



Montgomery County
FAU 975 (Dotsonville Rd.)
L.M. 9.77 – L.M. 13.03

Photo Date: 1/20/2011
FAU 975 (Dotsonville Rd.) Approaching Al's Lane Intersection, Looking In NB Dir.



Photo Date: 1/20/2011
Al's Lane @ FAU 975 (Dotsonville Rd.) Intersection



Montgomery County
FAU 975 (Dotsonville Rd.)
L.M. 9.77 – L.M. 13.03

Photo Date: 1/20/2011
FAU 975 Approaching York Road Intersection, Looking In NB Dir.



Photo Date: 1/20/2011
York Road @ FAU 975 Intersection



Montgomery County
FAU 975 (Dotsonville Rd.)
L.M. 9.77 – L.M. 13.03

Photo Date: 1/20/2011
FAU 975 @ Approximately L.M. 12.98, Looking In NB Dir.



Route:	FAU 975 (Dotsonville Rd.)
Description:	From Gip Manning Rd. to Clarksville Boundary
County:	Montgomery
Length:	3.26 miles (L.M. 9.77 - L.M. 13.03)
Date:	August 3, 2011

<u>DESCRIPTION</u>	<u>LOCAL</u>	<u>STATE</u>	<u>FEDERAL</u>	<u>TOTAL</u>
Right-of-Way	\$ -	\$ -	\$ -	\$ -
Clearing and Grubbing	\$ -	\$ -	\$ -	\$ -
Earthwork	\$ -	\$ -	\$ -	\$ -
Railroad Crossing or Separation	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -
Utilities	\$ -	\$ -	\$ -	\$ -
Structures	\$ -	\$ -	\$ -	\$ -
Pavement Removal	\$ -	\$ -	\$ -	\$ -
Paving	\$ -	\$ -	\$ -	\$ -
Roadway and Pavement Appurtenances	\$ -	\$ -	\$ -	\$ -
Retaining Walls	\$ -	\$ -	\$ -	\$ -
Topsoil	\$ -	\$ -	\$ -	\$ -
Seeding	\$ -	\$ -	\$ -	\$ -
Sodding	\$ -	\$ -	\$ -	\$ -
Rip-Rap or Slope Protection	\$ -	\$ -	\$ -	\$ -
Fencing	\$ -	\$ -	\$ -	\$ -
Signing ¹			\$ 12,500	\$ 12,500
Pavement Markings ¹			\$ 7,500	\$ 7,500
Lighting ¹			\$ -	\$ -
Signalization ¹			\$ -	\$ -
Guardrail ¹			\$ 13,900	\$ 13,900
Other Construction Items (15%)		\$ -	\$ 5,090	\$ 5,090
Maintenance of Traffic		\$ 680	\$ 6,120	\$ 6,800
Mobilization (5%)		\$ 30	\$ 2,260	\$ 2,290
CONSTRUCTION COST (rounded)		\$ 710	\$ 47,370	\$ 48,080
Engineering and Contingency (10%)		\$ 70	\$ 4,740	\$ 4,808
TOTAL CONSTRUCTION COST (rounded)		\$ 780	\$ 52,110	\$ 52,890
Preliminary Engineering (10%)		\$ 80	\$ 5,210	\$ 5,290
PROJECT COST ²(rounded)	\$ -	\$ 900	\$ 57,300	\$ 59,000

¹ This safety item is 100% eligible and does not require a 10% funding match by the local agency.

² For estimating future project costs, a compounded inflation rate of 10% should be applied from the date of this estimate.

GUIDANCE

1. Relocate existing Haynes Chapel Baptist Church sign 150 feet West of location #2.
2. Remove and replace existing Right Curve Ahead sign with one (1) new Right Curve Ahead sign (W1-2R) (36"x36") at L.M. 9.76, 40 feet West of the Ogburn Chapel Rd. / Gip Manning Rd. intersection.
3. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install thirty two (32) of two (2) feet wide thermoplastic stop bar at the intersection of Ogburn Chapel Rd. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
4. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install twenty four (24) feet of two (2) feet wide thermoplastic stop bar at the intersection of Gip Manning Rd. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
5. Remove and replace existing Intersection Ahead sign with one (1) new Intersection Ahead sign (W2-1) (36"x36") at L.M. 9.84.
6. Install yellow bi-directional raised pavement markers to delineate the centerline at eighty (80) feet spacing in tangent section from L.M. 9.77 to L.M. 10.25.
7. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install seventeen (17) feet of two (2) feet wide thermoplastic stop bar at the intersection of Trey Phillips Dr. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.

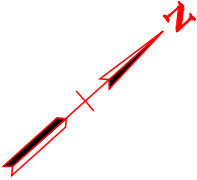


Standard Raised Centerline Pavement Marker

Sign Post Delineation

GUIDANCE

8. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install eighteen (18) feet of two (2) feet wide thermoplastic stop bar at the intersection of Foxland Dr. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
9. Remove and replace existing Right Curve Ahead sign with one (1) new Right Curve Ahead sign (W1-2R) (36"x36") at L.M. 10.14.



ROAD SAFETY AUDIT REVIEW

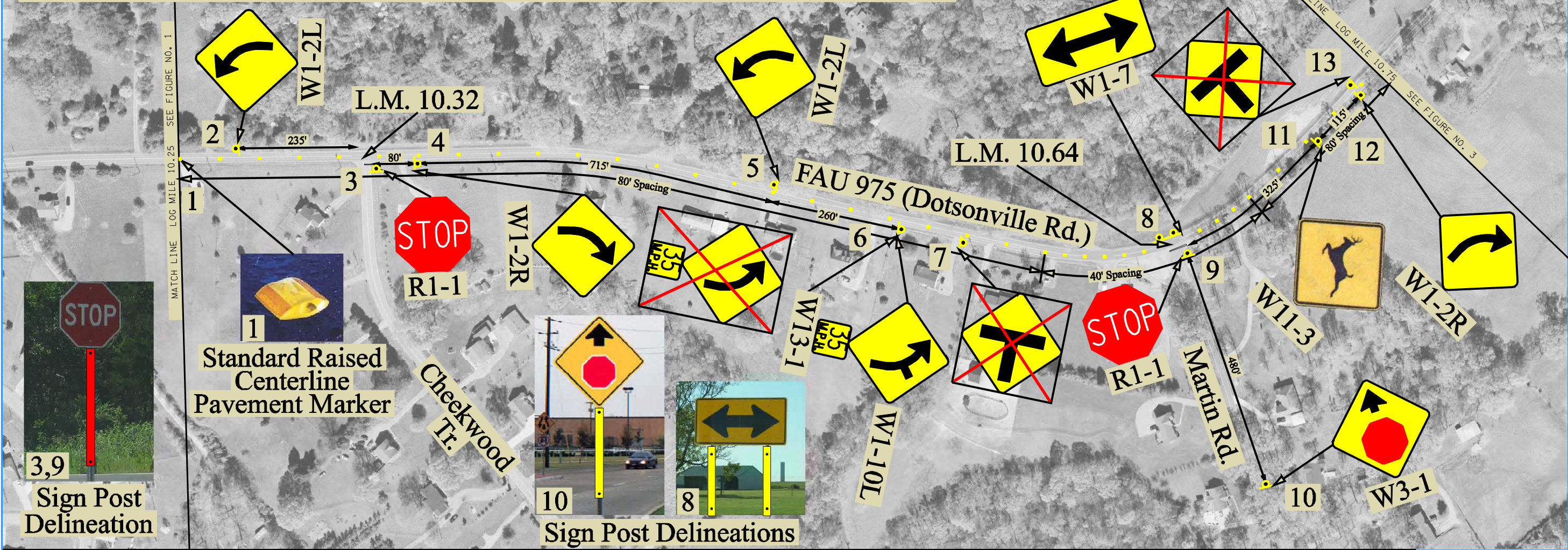
FAU 975 (Dotsonville Rd.)
L.M. 9.77 TO L.M. 13.03
MONTGOMERY COUNTY

GUIDANCE

1. Install yellow bi-directional raised pavement markers to delineate the centerline at eighty (80) feet spacing in tangent sections and forty (40) feet spacing in curve sections from L.M. 10.25 to L.M. 10.75.
2. Remove and replace existing Left Curve Ahead sign with one (1) new Left Curve Ahead sign (W1-2L) (36"x36") at L.M. 10.27.
3. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install fourteen (14) feet of two (2) feet wide thermoplastic stop bar at the intersection of Cheekwood Tr. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.
4. Remove and replace existing Right Curve Ahead sign with one (1) new Right Curve Ahead sign (W1-2R) (36"x36") at L.M. 10.34.
5. Remove and replace existing Left Curve Ahead sign with one (1) new Left Curve Ahead sign (W1-2L) (36"x36") at L.M. 10.48.
6. Remove existing Left Curve Ahead sign and thirty five (35) M.P.H. Speed Advisory plaque and install one (1) new Left Curve Ahead / Intersection Ahead combination sign (W1-10L) (36"x36") and one (1) new thirty five (35) M.P.H. Speed Advisory plaque (W13-1) (18"x18") at L.M. 10.54.
7. Remove existing Right Intersection Ahead sign at L.M. 10.56.
8. Install one (1) new Two-Direction Large Arrow sign (W1-7) (48"x24") along FAU 975 (Dotsonville Rd.) directly across from and perpendicular to Martin Rd. Install two (2) inch yellow reflective strip on both sign support poles.
9. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install thirty five (35) feet of two (2) feet wide thermoplastic stop bar at the intersection of Martin Rd. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.

GUIDANCE

10. Remove and replace existing Stop Ahead sign with one (1) new Stop Ahead sign (W3-1) (36"x36") on Martin Rd. Install two (2) inch yellow reflective strip on sign support pole.
11. Remove and replace existing Deer sign with one (1) new Deer sign (W11-3) (36"x36") at L.M. 10.71.
12. Remove and replace existing Right Curve Ahead sign with one (1) new Right Curve Ahead sign (W1-2R) (36"x36") at L.M. 10.74.
13. Remove existing Left Intersection Ahead sign at L.M. 10.74



ROAD SAFETY AUDIT REVIEW

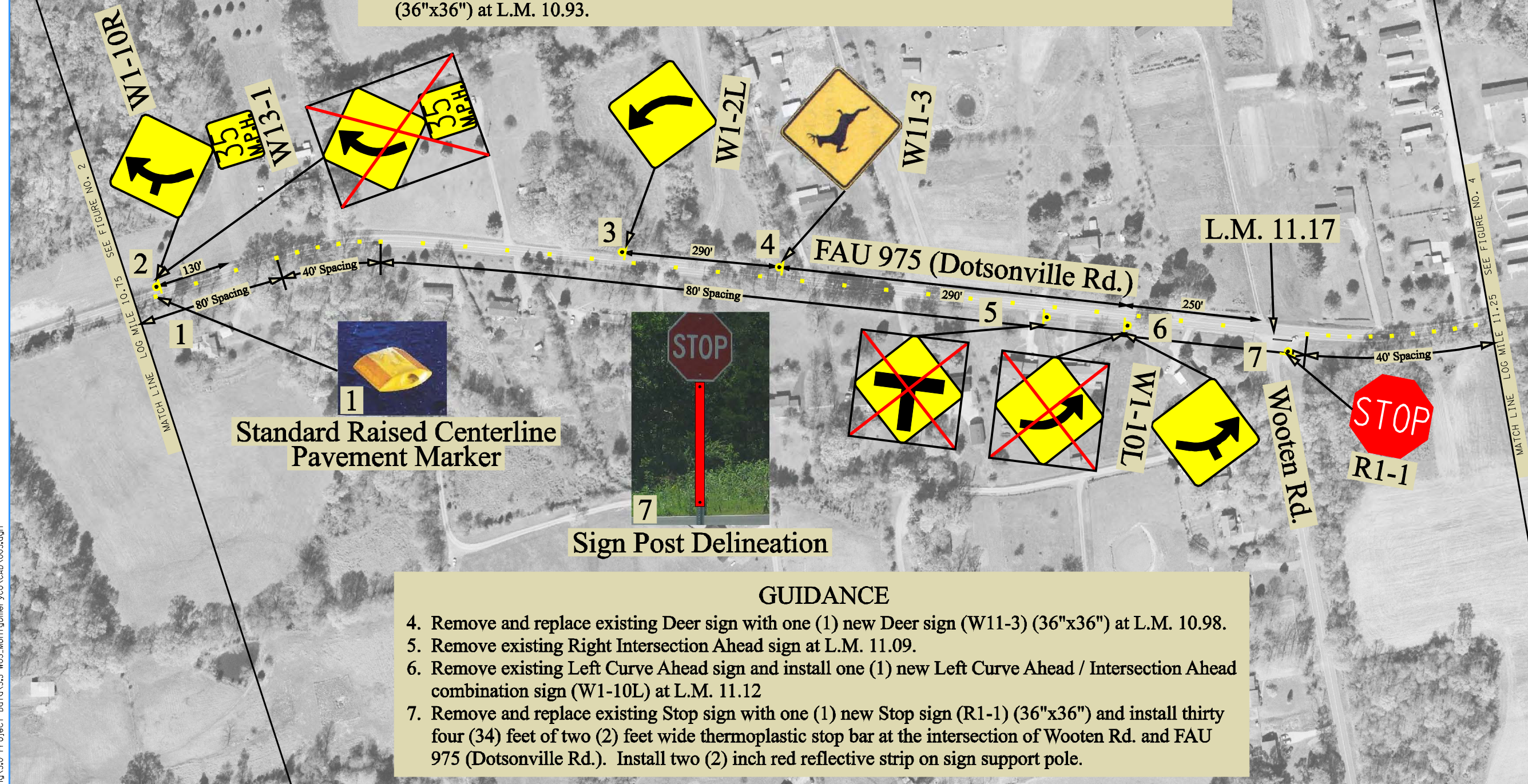
FAU 975 (Dotsonville Rd.)
L.M. 9.77 TO L.M. 13.03
MONTGOMERY COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION

FIGURE 2
FAU 975
L.M. 10.25 to
L.M. 10.75

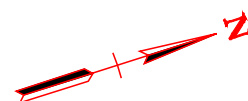
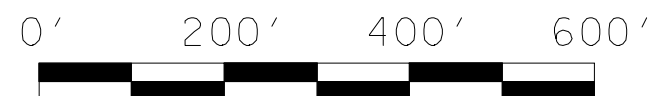
GUIDANCE

1. Install yellow bi-directional raised pavement markers to delineate the centerline at eighty (80) feet spacing in tangent sections and forty (40) feet spacing in curve sections from L.M. 10.75 to L.M. 11.25.
2. Remove existing Right Curve Ahead sign and thirty five (35) M.P.H. Speed Advisory plaque and install one (1) new Right Curve Ahead / Intersection Ahead combination sign (W1-10R) (36"x36") and one (1) new thirty five (35) M.P.H Speed Advisory plaque (W13-1) (18"x18") at L.M. 10.76.
3. Remove and replace existing Left Curve Ahead sign with one (1) new Left Curve Ahead sign (W1-2L) (36"x36") at L.M. 10.93.



GUIDANCE

4. Remove and replace existing Deer sign with one (1) new Deer sign (W11-3) (36"x36") at L.M. 10.98.
5. Remove existing Right Intersection Ahead sign at L.M. 11.09.
6. Remove existing Left Curve Ahead sign and install one (1) new Left Curve Ahead / Intersection Ahead combination sign (W1-10L) at L.M. 11.12
7. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install thirty four (34) feet of two (2) feet wide thermoplastic stop bar at the intersection of Wooten Rd. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.



ROAD SAFETY AUDIT REVIEW

FAU 975 (Dotsonville Rd.)
L.M. 9.77 TO L.M. 13.03
MONTGOMERY COUNTY

- GUIDANCE
1. Install yellow bi-directional raised pavement markers to delineate the centerline at eighty (80) feet spacing in tangent section and forty (40) feet spacing in curved sections from L.M. 11.25 to L.M. 11.75.

2. Remove existing Left Intersection Ahead sign at L.M. 11.27.

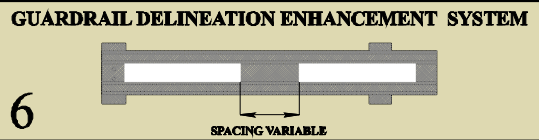
3. Remove existing Right Curve Ahead sign and install one (1) new Right Curve Ahead / Intersection Ahead combination sign (W1-10R) (36"x36") at L.M. 11.30.

4. Remove and replace existing Double Left S-Curve Ahead sign with one (1) new Double Left S-Curve Ahead sign (W1-5L) (36"x36") at L.M. 11.33.

5. Install one (1) new Left Intersection Ahead sign (W2-2L) (36"x36") at L.M. 11.38.

- GUIDANCE
6. Remove and replace existing guardrail on the East side of FAU 975 (Dotsonville Rd.) at the Tommy Oliver Rd. intersection and extend by 100 feet on each end with Type 38 end terminals for a total of 270 feet new guardrail. Install white guardrail delineation enhancement along the 270 feet of guardrail on the East side of FAU 975 (Dotsonville Rd.).

Guardrail End Treatment (Type 38)



- GUIDANCE
7. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install twenty six (26) feet of two (2) feet wide thermoplastic stop bar at the intersection of Tommy Oliver Rd. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.

8. Remove and replace existing Two-Direction Arrow sign with one (1) new Two-Direction Large Arrow sign (W1-7) (48"x24") along FAU 975 (Dotsonville Rd.) behind the guardrail directly across from and perpendicular to Tommy Oliver Rd. Install two (2) inch yellow reflective strip on both sign support poles.

9. Remove and replace existing Stop Ahead sign with one (1) new Stop Ahead sign (W3-1) (36"x36") on Tommy Oliver Rd. Install two (2) inch yellow reflective strip on sign support pole.

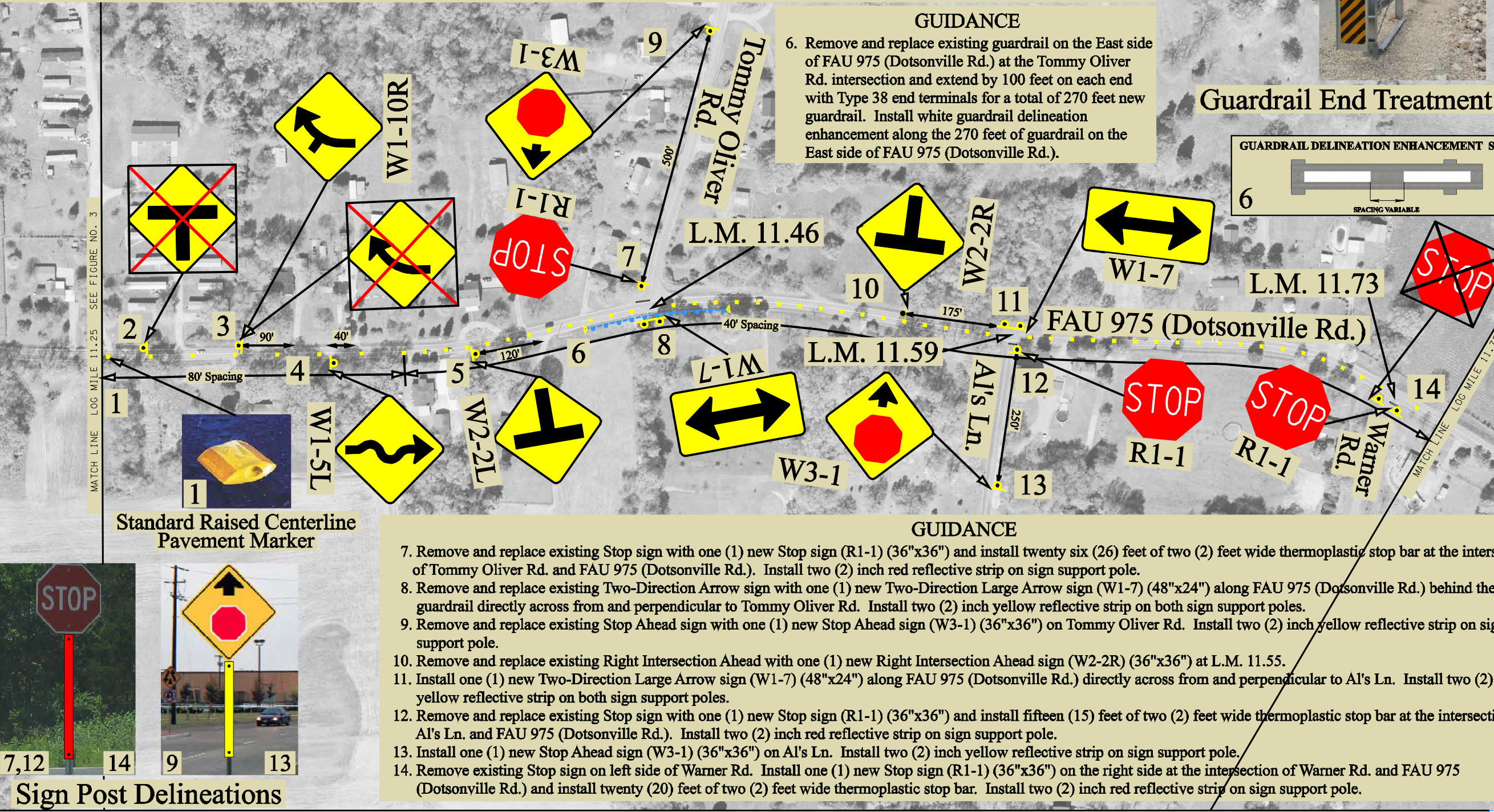
10. Remove and replace existing Right Intersection Ahead with one (1) new Right Intersection Ahead sign (W2-2R) (36"x36") at L.M. 11.55.

11. Install one (1) new Two-Direction Large Arrow sign (W1-7) (48"x24") along FAU 975 (Dotsonville Rd.) directly across from and perpendicular to Al's Ln. Install two (2) inch yellow reflective strip on both sign support poles.

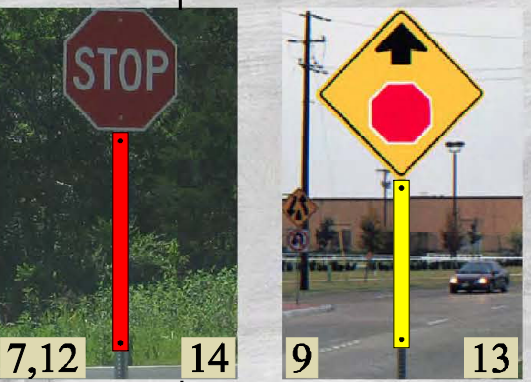
12. Remove and replace existing Stop sign with one (1) new Stop sign (R1-1) (36"x36") and install fifteen (15) feet of two (2) feet wide thermoplastic stop bar at the intersection of Al's Ln. and FAU 975 (Dotsonville Rd.). Install two (2) inch red reflective strip on sign support pole.

13. Install one (1) new Stop Ahead sign (W3-1) (36"x36") on Al's Ln. Install two (2) inch yellow reflective strip on sign support pole.

14. Remove existing Stop sign on left side of Warner Rd. Install one (1) new Stop sign (R1-1) (36"x36") on the right side at the intersection of Warner Rd. and FAU 975 (Dotsonville Rd.) and install twenty (20) feet of two (2) feet wide thermoplastic stop bar. Install two (2) inch red reflective strip on sign support pole.



Standard Raised Centerline Pavement Marker



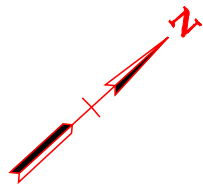
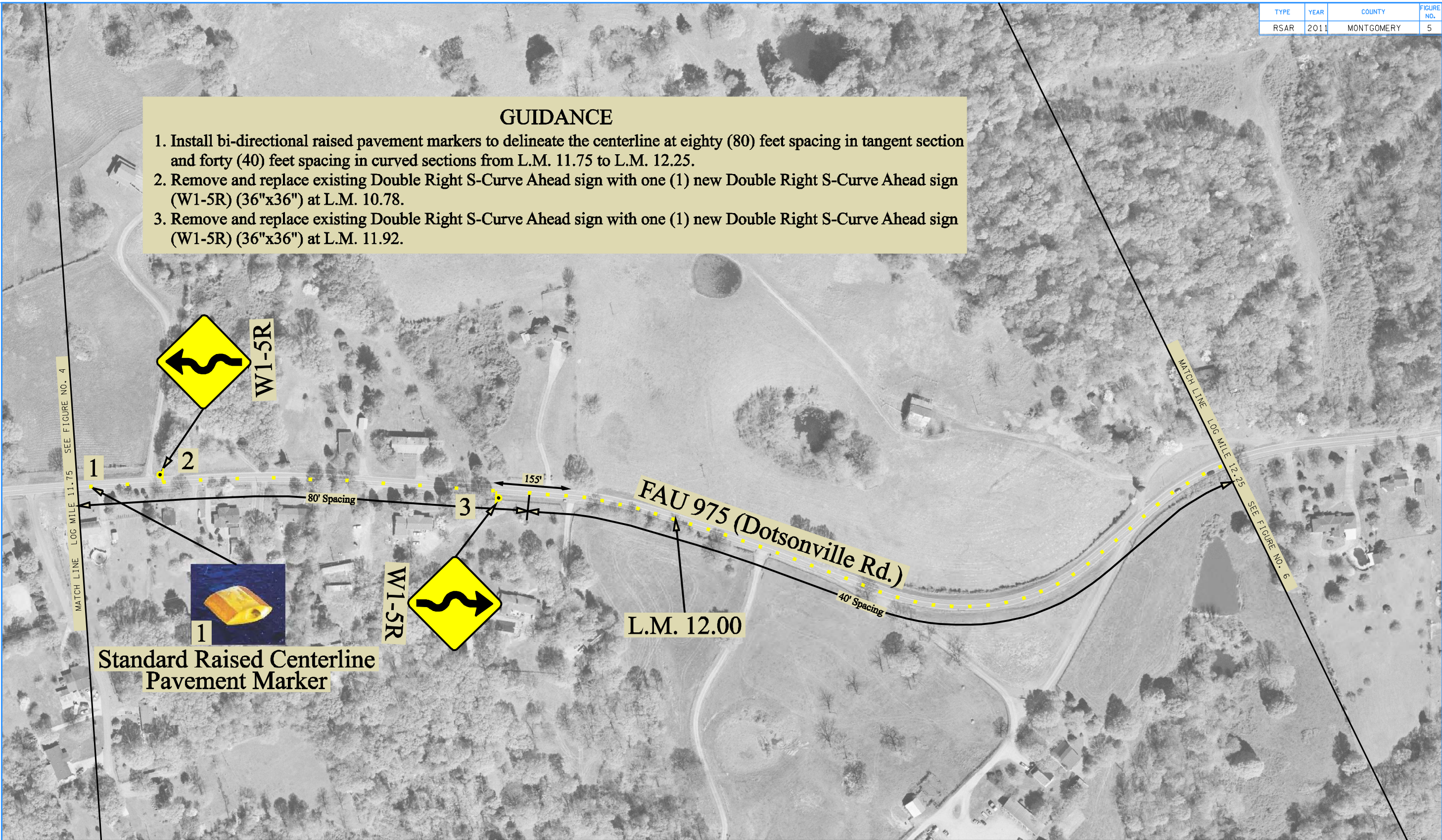
Sign Post Delineations



ROAD SAFETY AUDIT REVIEW

FAU 975 (Dotsonville Rd.)
L.M. 9.77 TO L.M. 13.03
MONTGOMERY COUNTY

- GUIDANCE**
1. Install bi-directional raised pavement markers to delineate the centerline at eighty (80) feet spacing in tangent section and forty (40) feet spacing in curved sections from L.M. 11.75 to L.M. 12.25.
 2. Remove and replace existing Double Right S-Curve Ahead sign with one (1) new Double Right S-Curve Ahead sign (W1-5R) (36"x36") at L.M. 10.78.
 3. Remove and replace existing Double Right S-Curve Ahead sign with one (1) new Double Right S-Curve Ahead sign (W1-5R) (36"x36") at L.M. 11.92.

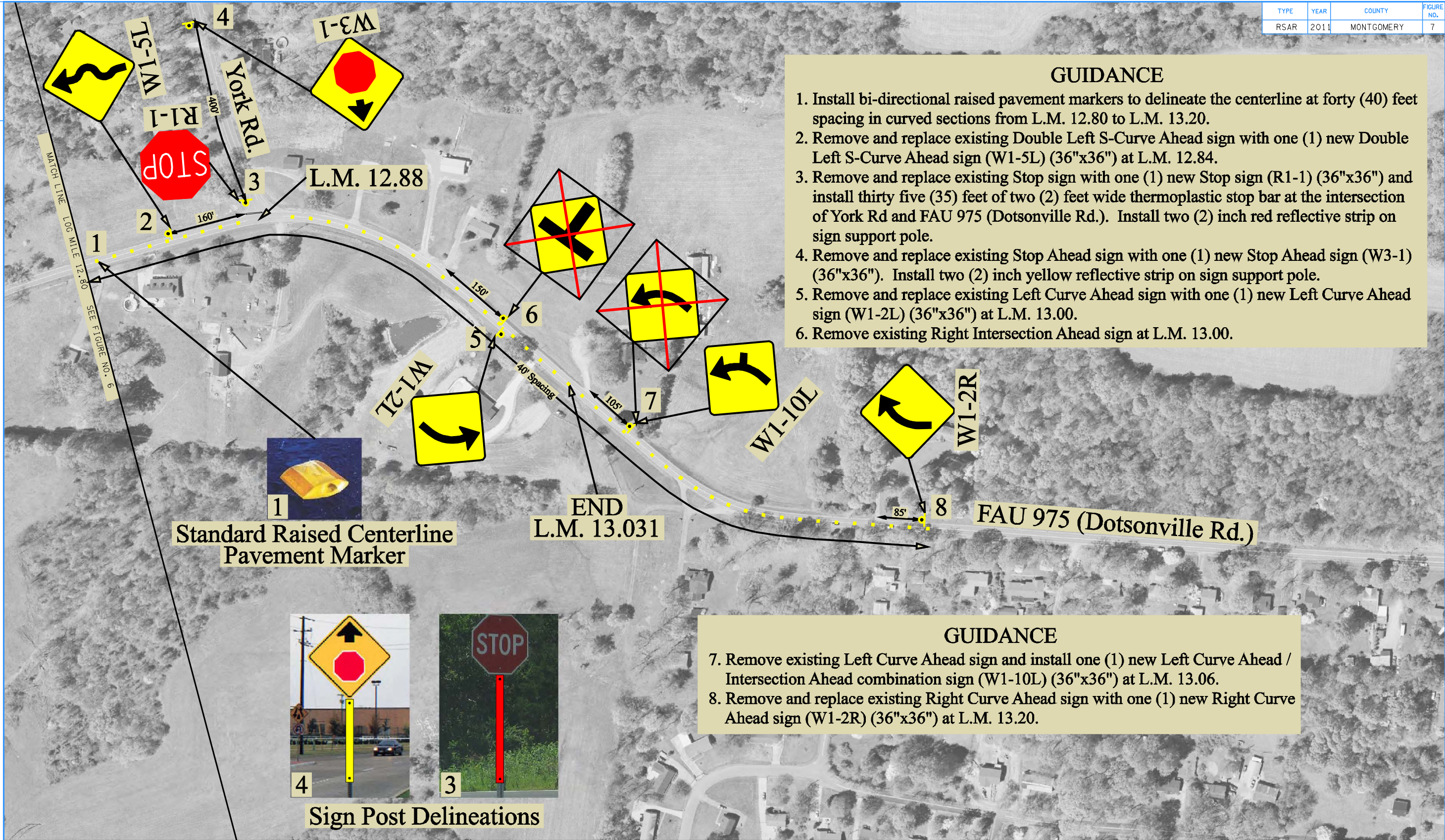


ROAD SAFETY AUDIT REVIEW

FAU 975 (Dotsonville Rd.)
L.M. 9.77 TO L.M. 13.03
MONTGOMERY COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION

FIGURE 5
FAU 975
L.M. 11.75 to
L.M. 12.25



**APPENDIX
SUPPORTING DATA**

Clarksville,
 Montgomery County

FAU 975 (Dotsonville Rd.) RSAR
 PIN# 115180.00

Pay Item Summary

TDOT PAY ITEM	TDOT DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
RIGHT-OF-WAY TOTAL (ROUNDED)					\$ -
					\$ -
CLEAR AND GRUBBING TOTAL (ROUNDED)					\$ -
					\$ -
EARTHWORK TOTAL (ROUNDED)					\$ -
					\$ -
PAVEMENT REMOVAL TOTAL (ROUNDED)					\$ -
DRAINAGE TOTAL (ROUNDED)					\$ -
UTILITIES TOTAL (ROUNDED)					\$ -
					\$ -
STRUCTURES TOTAL (ROUNDED)					\$ -
					\$ -
					\$ -
RAILROAD CROSSING OR SEPARATION TOTAL (ROUNDED)					\$ -
Asphalt				\$ -	\$ -
Ramp				\$ -	\$ -
PAVING TOTAL (ROUNDED)					\$ -
ROADWAY AND PAVEMENT APPURTENANCES TOTAL (ROUNDED)					\$ -
RETAINING WALLS TOTAL (ROUNDED)					\$ -
712-01	Traffic Control	LS	0.2	\$ 6,780.00	\$ 6,780
MAINTENANCE OF TRAFFIC TOTAL (ROUNDED)					\$ 6,800
					\$ -
TOPSOIL TOTAL (ROUNDED)					\$ -
					\$ -

Clarksville,
Montgomery County

FAU 975 (Dotsonville Rd.) RSAR
PIN# 115180.00

Pay Item Summary

TDOT PAY ITEM	TDOT DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
SEEDING TOTAL (ROUNDED)					\$ -
SODDING TOTAL (ROUNDED)					\$ -
713-02.21	Sign Post Delineation Enhancement	LF	126	\$ 1.65	\$ 208
713-11.01	"U" Section Steel Posts	LB	195	\$ 2.59	\$ 505
713-11.02	Perforated/Knockout Square Tube Post	LB	1100	\$ 3.19	\$ 3,509
713-13.03	Flat Sheet Aluminum Signs (0.100" Thick)	SF	375	\$ 9.87	\$ 3,701
713-15.36	Remove Sign, Support & Footing	EA	45	\$ 100.00	\$ 4,500
SIGNING TOTAL (ROUNDED)					\$ 12,500
716-01.11	Raised Pavement Markers (Bi-Directional) (1 Color Lens)	EA	350	\$ 10.37	\$ 3,630
716-02.05	Plastic Pavement Marking (Stop Line)	LF	270	\$ 14.01	\$ 3,783
PAVEMENT MARKINGS TOTAL (ROUNDED)					\$ 7,500
LIGHTING TOTAL (ROUNDED)					\$ -
SIGNALIZATION TOTAL (ROUNDED)					\$ -
FENCE TOTAL (ROUNDED)					\$ -
705-02.02	Single Guardrail (Type 2)	LF	270	\$ 15.22	\$ 4,109
705-04.06	Guardrail Terminal (Type 38)	EA	2	\$ 3,350.00	\$ 6,700
705-04.09	Earth Pad For Type 38 GR End Treatment	EA	2	\$ 1,217.00	\$ 2,434
705-04.21	Guardrail Delineation Enhancement	LF	270	\$ 2.33	\$ 629
GUARDRAIL TOTAL (ROUNDED)					\$ 13,900
RIP-RAP OR SLOPE PROTECTION TOTAL (ROUNDED)					\$ -

assumed 6 ft per pole; based on \$9.83/
thick flat sheet aluminum

COUNTY	=	MONTGOMERY	Date:	1/18/2011
Route	=	FAU 975 (From Gip Manning Rd. to Clarksville Boundary)		
Location	=	From L.M. 9.77 To L.M. 13.031		
Highway Type	=	Rural 2 Lane		
FUNCTIONAL CLASS	=	Rural Minor Collector		
DATA YEARS	=	2003-2008		
ADT YEARS USED	=	TRIMS 2009		
COMMENTS	=	7 severe crashes (1 fatal, 6 incapacitating)		
ANALYZED BY	=	PB Americas, Inc.		
SECTION = MORE THAN 0.10 MILE / SPOT = LESS THAN 0.10 MILE				
BLM	ELM	Length	Average AADT	VMT
9.77	13.03	3.26	4,000	13,052
		0.00		0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
0.00	0.00	0.00	0	0
		3.26	4,000	13,052
INTERSECTION				
Log Mile	=	0	Leg	Traffic AADT
			North	= 0
			East	= 0
			South	= 0
			West	= 0
			Entering AADT	= 0
			Trims 2009	
Rural 2 Lane				
2003-2008				
	Total	Fatal	Incap. Injury	*Severe Crashes
No. of Crashes	= 65	1	6	7
No. of Years	= 6			
SW avg. rate	= 2.513	0.034	0.128	0.161
06-08 S/W Rates				
Exposure (E)	= 28.5839			
Crash Rate (A)	= 2.274	0.035	0.210	0.245
Critical Rate (C)	= 3.220			
Severity Index (SI)	= 0.4154			
Actual Rate/SW Average	= 0.91	1.04	1.65	1.52
Ratio of A/C	= 0.71			
* Severe Crashes are the sum of fatal and incapacitating injury crashes				
Revised 4/7/2007				
T.D.O.T. PROJECT PLANNING DIVISION (SAFETY PLANNING SECTION)				Pb Americas, Inc.

CRASH CHARACTERISTICS SUMMARY SHEET

COUNTY:	MONTGOMERY
PIN #:	115180.00
ROUTE:	FAU 975
SECTION:	L.M. 9.77 - L.M. 13.031
	From Gip Manning Rd. to Clarksville boundary
CITY:	Clarksville
DATA PERIOD:	6 Years (1/1/2003 - 12/31/2008)
PREPARED BY:	PB Americas, Inc.

Number of crashes	65
-------------------	----

Type of Crash	Total	Percentage
Fatal	1	2%
Incap Injury	6	9%
Prop Damage (over)	43	66%
Prop Damage (under)	4	6%
Non-Incap Injury	11	17%
Total	65	100%

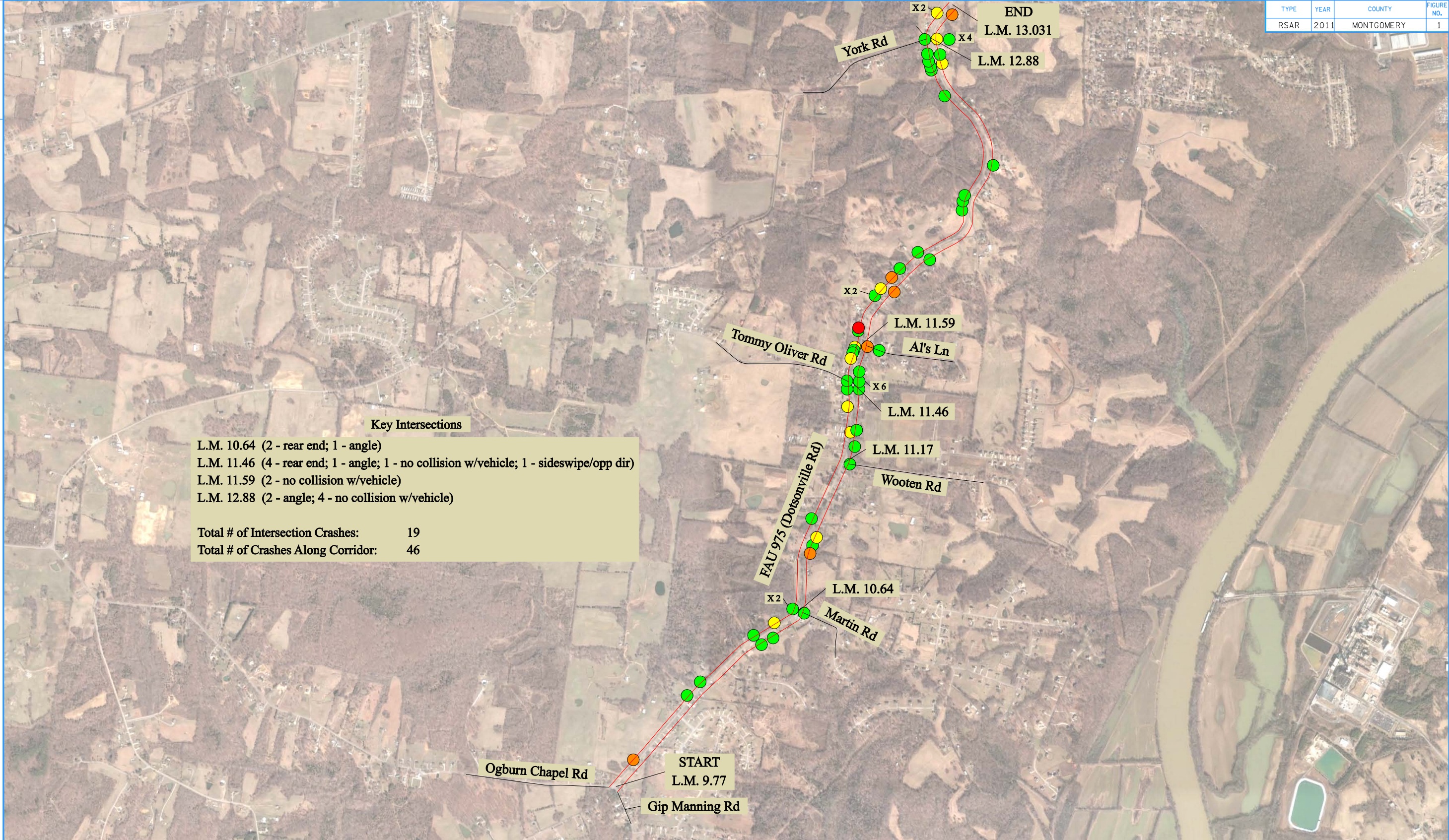
Location	Total	Percentage
At Intersection	19	29%
Along Roadway	46	71%
Total	65	100%

Total Vehicles Involved	Total	Percentage
1	43	66%
2	21	32%
3	1	2%
Total	65	100%

Manner of 1st Collision	Total	Percentage
Rear-End	11	17%
No Collision w/Vehicle	43	66%
Angle	4	6%
Sideswipe, Opp Dir	6	9%
Unknown	1	2%
Total	65	100%

Weather	Total	Percentage
Clear	51	78%
Rain\Sleet\Hail\Snow	12	18%
Cloudy\Fog	2	3%
Total	65	100%
Most Harmful Event	Total	Percentage
Deer (Animal)	10	15%
Overturn	2	3%
Vehicle In Transport	21	32%
Ditch	7	11%
Earth Embankment	3	5%
Fence\Culvert\Bridge Rail\Guardrail End	7	11%
Standing Tree	9	14%
Mailbox	2	3%
Unknown\Other	4	6%
Total	65	100%

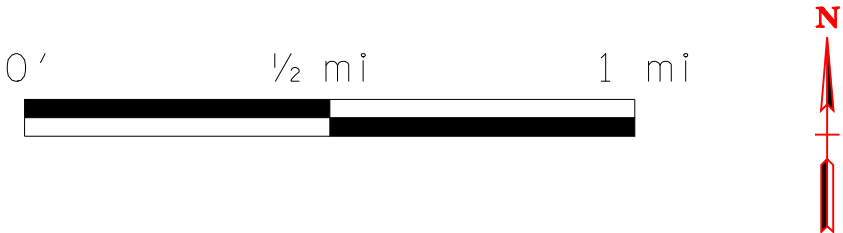
Light Conditions	Total	Percentage
Daylight	30	46%
Dark\Dusk	33	51%
Unknown	2	3%
Total	65	100%



Key Intersections

L.M. 10.64 (2 - rear end; 1 - angle)
L.M. 11.46 (4 - rear end; 1 - angle; 1 - no collision w/vehicle; 1 - sideswipe/opp dir)
L.M. 11.59 (2 - no collision w/vehicle)
L.M. 12.88 (2 - angle; 4 - no collision w/vehicle)

Total # of Intersection Crashes: 19
Total # of Crashes Along Corridor: 46



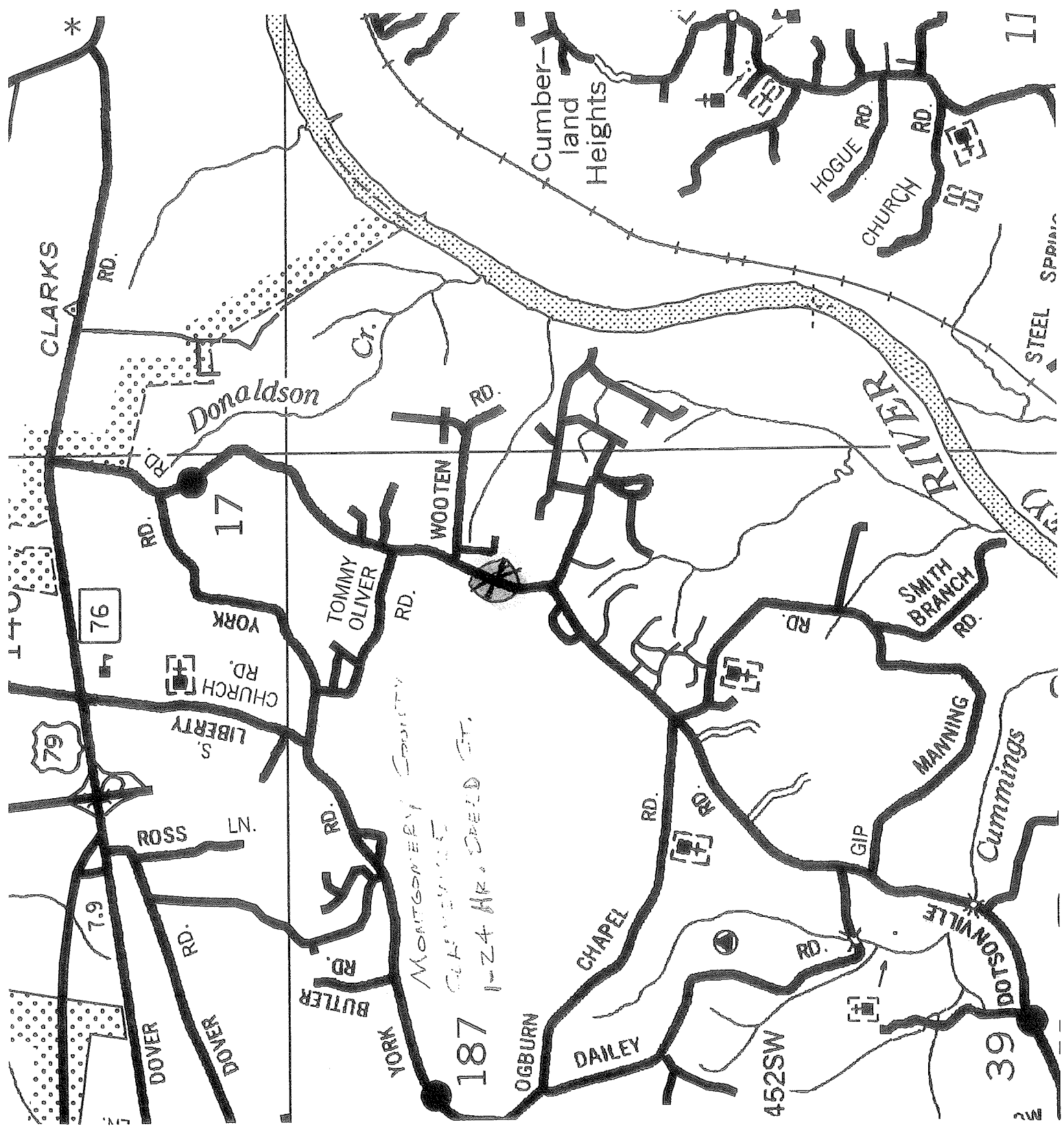
RSAR - CRASH DIAGRAM

FAU 975 FROM GIP MANNING RD. TO CLARKSVILLE BOUNDARY

L.M. 9.77 TO L.M. 13.031

PIN # 115180.00

- FATAL
- INCAPACITATING
- NON-INCAPACITATING
- PROPERTY DAMAGE



Special Speed Study Report: U6300011

Station ID : U6300011

Info Line 1 : STA 1 SR

Info Line 2 : MONTGOMERY

GPS Lat/Lon :

DB File : U6300011.DB

Last Connected Device Type : Unicorn

Version Number : 1.88

Serial Number :

Number of Lanes : 1

Posted Speed Limit :

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	NORTH		Ax-Ax	10.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 10:00 - 02/02/2011 To: 10:59 - 02/03/2011

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
02/02/11	10:00	1	1	1	5	11	29	41	8	0	1	0	0	0	0	0	0	98
Wed	11:00	0	0	3	2	8	25	40	9	0	1	0	0	0	0	0	0	88
	12:00	0	0	0	2	10	26	35	11	0	0	0	0	0	0	0	0	84
	13:00	0	0	2	2	15	29	27	9	0	0	0	0	0	0	0	0	84
	14:00	0	0	1	2	9	22	32	10	3	0	0	0	0	0	0	0	79
	15:00	0	0	3	1	15	39	23	7	1	0	0	0	0	0	0	0	89
	16:00	0	0	0	2	16	28	26	7	1	0	0	0	0	0	0	0	80
	17:00	0	1	0	4	16	57	29	13	0	0	0	0	0	0	0	0	120
	18:00	0	0	0	3	12	28	16	5	0	0	0	0	0	0	0	0	64
	19:00	0	0	1	0	6	10	10	8	0	0	0	0	0	0	0	0	35
	20:00	0	0	0	1	3	14	8	3	1	0	0	0	0	0	0	1	31
	21:00	0	0	0	0	5	5	3	1	0	0	0	0	0	0	0	0	14
	22:00	0	0	0	0	1	6	3	4	2	0	0	0	0	0	0	0	16
	23:00	0	0	0	1	0	2	4	1	0	0	0	0	0	0	0	0	8
Daily Total :		1	2	11	25	127	320	297	96	8	2	0	0	0	0	0	1	890
Percent :		0%	0%	1%	3%	14%	36%	33%	11%	1%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	0%	2%	4%	19%	55%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	1	2	9	23	21	7	1	0	0	0	0	0	0	0	64

Average Speed : 44.1 mph

50% Speed : 44.4 mph

67% Speed : 46.9 mph

85% Speed : 49.4 mph

10mph Pace: 40.1 - 50.0 (69.3%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Other	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9			
02/03/11	00:00	0	0	0	0	1	1	3	1	0	0	0	0	0	0	0	0	0	6
Thu	01:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	02:00	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
	03:00	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	5
	04:00	0	0	0	0	5	7	10	1	1	0	0	0	0	0	0	0	0	24
	05:00	0	0	0	3	10	34	40	8	2	1	0	0	0	0	0	0	0	98
	06:00	2	0	9	9	21	82	99	18	3	0	0	0	0	0	0	0	0	243
	07:00	0	0	1	2	21	78	92	28	0	0	0	0	0	0	0	0	0	222
	08:00	0	0	1	1	15	53	50	13	4	0	0	0	0	0	0	0	0	137
	09:00	0	0	0	2	14	47	41	13	1	0	0	0	0	0	0	0	0	118
Daily Total :		2	0	11	17	88	305	343	83	11	1	0	0	0	0	0	0	0	861
Percent :		0%	0%	1%	2%	10%	35%	40%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	0%	2%	3%	14%	49%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	1	2	9	31	34	8	1	0	0	0	0	0	0	0	0	86

Average Speed : 44.7 mph

50% Speed : 45.2 mph

67% Speed : 47.3 mph

85% Speed : 49.5 mph

10mph Pace: 40.1 - 50.0 (75.3%)

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total

Special Speed Study Summary: U6300011

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total :	3	2	22	42	215	625	640	179	19	3	0	0	0	0	0	1	1751
Percent :	0%	0%	1%	2%	12%	36%	37%	10%	1%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	0%	0%	2%	4%	16%	52%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	0	1	2	9	26	27	7	1	0	0	0	0	0	0	0	73
ADT = 1751	<div> Average Speed : 44.4 mph 50% Speed : 44.7 mph 67% Speed : 47.1 mph 85% Speed : 49.5 mph 10mph Pace: 40.1 - 50.0 (72.2%) </div>																

Special Speed Study Report: U6300012

Station ID : U6300012

Info Line 1 : STA 1 SR

Info Line 2 : MONTGOMERY

GPS Lat/Lon :

DB File : U6300012.DB

Last Connected Device Type : Unicorn

Version Number : 1.88

Serial Number :

Number of Lanes : 1

Posted Speed Limit :

S.B.

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.		SOUTH	Ax-Ax	10.0 ft	6.0 ft	

Lane #1 Special Speed Study Data From: 10:00 - 02/02/2011 To: 10:59 - 02/03/2011

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
02/02/11	10:00	0	2	0	7	10	20	29	11	1	0	0	0	0	0	0	0	80
Wed	11:00	0	0	0	3	5	19	42	12	1	0	0	0	0	0	0	0	82
	12:00	0	0	0	0	3	22	36	9	3	0	0	0	0	0	0	0	73
	13:00	0	0	0	1	7	27	37	20	0	0	0	0	0	0	0	0	92
	14:00	0	0	2	6	7	43	59	13	3	1	0	0	0	0	0	0	134
	15:00	8	0	5	10	14	42	58	15	1	0	0	0	0	0	0	0	153
	16:00	0	0	0	10	18	83	116	27	4	0	0	0	0	0	0	0	258
	17:00	0	0	0	11	22	101	71	10	0	0	0	0	0	0	0	0	215
	18:00	0	0	3	0	21	55	43	9	0	0	0	0	0	0	0	0	131
	19:00	0	2	0	2	12	48	39	4	1	0	0	0	0	0	0	0	108
	20:00	0	0	0	3	13	50	40	6	1	0	0	0	0	0	0	0	113
	21:00	0	0	0	1	12	16	20	6	2	0	0	0	0	0	0	0	57
	22:00	0	0	0	0	1	16	13	5	0	0	0	0	0	0	0	0	35
	23:00	0	0	0	0	2	7	7	1	0	1	0	0	0	0	0	0	18
Daily Total :		8	4	10	54	147	549	610	148	17	2	0	0	0	0	0	0	1549
Percent :		1%	0%	1%	3%	9%	35%	39%	10%	1%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		1%	1%	1%	5%	14%	50%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		1	0	1	4	11	39	44	11	1	0	0	0	0	0	0	0	112

Average Speed : 44.4 mph

50% Speed : 45.1 mph

67% Speed : 47.2 mph

85% Speed : 49.4 mph

10mph Pace: 40.1 - 50.0 (74.8%)

Date	Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	Total
		0 - 19.9	20 - 24.9	25 - 29.9	30 - 34.9	35 - 39.9	40 - 44.9	45 - 49.9	50 - 54.9	55 - 59.9	60 - 64.9	65 - 69.9	70 - 74.9	75 - 79.9	80 - 84.9	85 - 89.9	Other	
02/03/11	00:00	0	0	0	0	1	3	5	2	0	0	0	0	0	0	0	0	11
Thu	01:00	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
	02:00	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	0	7
	03:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4
	04:00	0	0	0	0	2	1	1	2	0	0	0	0	0	0	0	0	6
	05:00	1	1	0	0	0	1	4	3	0	0	0	0	0	0	0	0	10
	06:00	0	1	1	2	0	4	8	2	1	0	0	0	0	0	0	0	19
	07:00	0	0	5	1	4	10	22	2	0	0	0	0	0	0	0	0	44
	08:00	0	0	0	0	7	27	14	2	1	0	0	0	0	0	0	0	51
	09:00	0	0	0	2	6	18	27	9	1	0	0	0	0	0	0	0	63
Daily Total :		1	2	6	6	23	71	84	24	3	0	0	0	0	0	0	0	220
Percent :		0%	1%	3%	3%	10%	32%	38%	11%	1%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :		0%	1%	4%	7%	17%	50%	88%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :		0	0	1	1	2	7	8	2	0	0	0	0	0	0	0	0	21

Average Speed : 44.1 mph

50% Speed : 45.1 mph

67% Speed : 47.4 mph

85% Speed : 49.6 mph

10mph Pace: 40.3 - 50.2 (70.5%)

		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16		
		0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -			
Date	Time	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total	

Special Speed Study Summary: U6300012

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	
	0 -	20 -	25 -	30 -	35 -	40 -	45 -	50 -	55 -	60 -	65 -	70 -	75 -	80 -	85 -		
Description	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	74.9	79.9	84.9	89.9	Other	Total
Grand Total :	9	6	16	60	170	620	694	172	20	2	0	0	0	0	0	0	1769
Percent :	1%	0%	1%	3%	10%	35%	39%	10%	1%	0%	0%	0%	0%	0%	0%	0%	
Cum. Percent :	1%	1%	2%	5%	15%	50%	89%	99%	100%	100%	100%	100%	100%	100%	100%	100%	
Average :	0	0	1	3	7	26	29	7	1	0	0	0	0	0	0	0	74
ADT = 1769	Average Speed : 44.4 mph 50% Speed : 45.1 mph 67% Speed : 47.2 mph 85% Speed : 49.5 mph 10mph Pace: 40.1 - 50.0 (74.3%)																