



US 70 MULTIMODAL CORRIDOR STUDY
SUBMITTED TO: DCHC MPO
JULY 2023

EXISTING CONDITIONS



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US 70 Existing Conditions

1.1 Introduction

1.1.1 Study Purpose

The US 70 Corridor Study is an in-depth review of the 18.9-mile stretch of US 70 between NC 119 in Mebane to the Orange / Durham County line and the 3-mile stretch of US 70 Business from NC 86 (Churton Street) to US 70. The existing two-lane roadway is a regionally significant east-west corridor with daily traffic volumes ranging from less than 4,000 vehicles/day to about 17,000. Traffic congestion along the corridor is concentrated during peak periods at a few locations with more frequent intersections and/or heavy conflicts/turning movements. The route also acts as relief for I-85 and I-40 or a secondary route in the event of an accident on those interstates. Much of the western portion of the corridor runs adjacent to the North Carolina Railroad (NCRR) line carrying both passenger and freight rail services. There are numerous stream crossings along this portion of US 70, most notably over the Eno River where the Mountains-to-Sea Trail (MST) also crosses. Other parks and open spaces in and around the corridor include the Eno River State Park and Quarry, Historic Occoneechee Speedway and Natural Area, River Park and Riverwalk Trail, Kings Highway Park, Efland-Cheeks Park and Community Center, and Lake Michael Park. The roadway also traverses and connects rural, residential, commercial, manufacturing, institutional, schools and agricultural land uses, which makes designing a roadway that accommodates the needs of all users an important challenge.

The City of Mebane, Town of Hillsborough, NCDOT Division 7, NCDOT Integrated Mobility Division, Burlington-Graham Metropolitan Planning Organization (BGMPO) and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) recognized the need to evaluate this vital roadway and have come together to fund this study.



The goal of this study is to develop a long-term vision for this corridor, including the US 70 roadway itself and the surrounding communities and natural areas. This vision is comprehensive, addressing preservation of the area's character, economic opportunity and vitality, environmental sensitivity, and transportation improvements for all users (e.g., drivers, freight, pedestrians, bicyclists). While this vision cannot determine ultimate design details, its analysis and recommendations will help guide those decisions by documenting transportation needs, community priorities, and environmental constraints.

The project's Study Team represents the broad interests of the corridor, including members from the City of Mebane, Town of Hillsborough, BGMPO, DCHC MPO, Alamance and Orange Counties, VHB, and Rose & Associates. The Study Team is reviewing land use and roadway plans, examining economic and land use trends, and considering both short-term and long-range improvements that will preserve and enhance environmental resources and the economic vitality of the corridor and the surrounding communities it supports.

1.1.2 Study Context

The study corridor spans 18.9 miles of US 70 from NC 119 in Mebane and the Orange / Durham County line and the 3 miles of US 70 Business from NC 86 (Churton Street) in Hillsborough to US 70. The current federal function classification of this stretch of US 70 is Minor Arterial, while the stretch of US 70 Business under study is classified as a Major Collector / Other Principal Arterial.

Historically, the purpose of this route was to link the municipalities of Durham, Hillsborough, Mebane, and beyond; however, the completion of I-85 and I-40 diminished the importance of this function. Although the corridor is still an important commuter route and plays an important role in acting as a secondary route for I-85 and I-40, a growing share of trips using this part of US 70 begin or end at homes and businesses along the corridor itself. The corridor also has seen increasing development, both residentially and commercially.

Given the length of the corridor and the wide variation in traffic demand, land use, topography, and roadway design elements, it is helpful to logically divide the corridor into shorter segments, ideally segments that share relevant characteristics. **Figure 1** identifies seven corridor segments, A – F. Segments A through E comprise the US 70 corridor



from west to east, while Segment F includes the entirety of US 70 Business. Segments range from just over three miles long to just under four miles, averaging about 3.6 miles in length.



Figure 1: Project Vicinity and Study Segments



Legend

- Segment A
- Segment D
- Segment B
- Segment E
- Segment C
- Segment F
- US 70 Corridor Study Buffer
- County Boundary
- Municipal Boundary
- Railroad Track

- Segment A - US 70 from NC 119 to Mace Road
- Segment B - US 70 from Mace Road to Lloyds Dairy Road
- Segment C - US 70 from Lloyds Dairy Road to east of NC 86 (Churton Street)
- Segment D - US 70 from east of NC 86 (Churton Street) to US 70 Business
- Segment E - US 70 from US 70 Business to the Orange / Durham County Line
- Segment F - US 70 Business from NC 86 (Churton Street) to US 70



Segment A

This segment through Downtown Mebane passes through the most urban part of the entire corridor, and it includes all the Alamance County portion of the study area. The Alamance / Orange County line falls within the area of study. Most of the westernmost 2 miles of the corridor fall within the City of Mebane in Alamance County.

Segment A extends from James Walker Road east to Mace Road. NCCR tracks run along the southern side of US 70 for most of this segment, within 40-50 feet through the western half. This proximity creates delays and safety concerns when trains cross intersecting roadways. Right-of-way constraints and conflicts limit options for improving traffic, pedestrian, and bicycle trips in this vicinity. There are some constraints related to potential historic elements. Beyond the Downtown area, surrounding land uses consist mainly of highway commercial and light industrial uses in a suburban setting.

The most recent BGMPO Comprehensive Transportation Plan (CTP), adopted on May 24, 2022, identifies the western portion of this segment of US 70 as a Boulevard in need of improvements to accommodate traffic congestion and enhance mobility as well as addressing a need for modernization. Through Downtown Mebane eastward, US 70 is classified as a Major Thoroughfare (2-lane). Various plans recommend bicycle and pedestrian improvements along US 70 at key points throughout Downtown Mebane. There are also long-range proposals for fixed-route bus service. Key roadway attributes include the following:

- The prevailing roadway cross-section is two lanes with paved 2'-4' shoulders. Just west of Downtown, curb-&-gutter and sidewalk begin along the north side; eventually, curb-& gutter appears on the south side. On-street parking is provided along both sides of the street between 3rd and 5th Streets. Curb-& gutter disappear from the south side and then the north just east of 5th Street, although sidewalk continues along the north side until 9th Street. There are turn lanes at some intersections. There are no bicycle accommodations.
- Speed limits drop from 55 mph to 45 mph at the western end of this segment, transitioning down to 25 mph through the Central Business District (CBD), then back up to 45 mph through the eastern half of the segment (see **Figure 2** for statutory speeds throughout the study).
- Estimated 2022 average annual daily traffic volumes (AADTs) range from about 9,000 vpd to a high of approximately 12,000 vpd through the Mebane CBD.
- The western half of this segment is included in the westbound portion of the Orange County Public Transit Orange-Alamance Connector route as well as the GoTriangle Orange-Durham Express route.



Segment B

Segment B extends through the Buckhorn Road intersection east to Lloyds Dairy Road, with the Efland-Cheeks Community Center located near the middle of the segment. Land use along this segment is mixed suburban-rural, with industrial, institutional, commercial, residential, and even some agricultural uses. The latest DCHC MPO CTP (amended March 9, 2022) identifies this segment of US 70 as a Major Thoroughfare (2-lane), and the plan recommends improvements with respect to transit service. Key roadway attributes include the following:

- The prevailing roadway cross-section is two lanes with paved 2'-4' shoulders. Some intersections have left-turn lanes. There are no sidewalks or bicycle facilities.
- This segment is included in the westbound portion of the Orange County Public Transit Orange-Alamance Connector route as well as the GoTriangle Orange-Durham Express route.
- The speed limit is 45 mph throughout.
- Estimated 2022 AADTs range from about 5,000 vpd to a high of approximately 7,500 vpd, decreasing as the corridor extends east from Mebane.

Segment C

This segment extends eastward from Lloyds Dairy Road through the NC 86/Churton Street intersection. The western end of the corridor includes an unusual high-speed interchange with the I-85 Connector that does not serve eastbound US 70 traffic and incorporates an unorthodox left-lane exit (westbound) and a mainline yield (eastbound). This design presents particular challenges to pedestrians and bicyclists. Immediately east of this interchange is a narrow bridge over the Eno River, followed by a significant hill and curve. This river crossing falls within a watershed critical area as the bridge is just upstream of the town of Hillsborough's water treatment plant and river outtake. Land use along this segment is mixed suburban-rural, with industrial, institutional, commercial, residential, and even some agricultural uses; with increasing development along the western portion of the segment.

The latest DCHC MPO CTP (amended March 9, 2022) identifies this segment of US 70 as a Major Thoroughfare (2-lane) in need of multimodal improvements, primarily related to bicycle and pedestrian accommodations, as well as transit service, including a future park & ride lot near Revere Road. The I-85 / US 70 Connector interchange is cited for conversion to a full access connection. Key roadway features include the following:

- The prevailing roadway cross-section is two lanes with paved 2'-4' shoulders, with the exception of the I-85 Connector interchange, where the eastbound and westbound lanes separate, and an additional lane is added to



the entry/exit roadways. There are turn lanes at major intersections, but sidewalks and crosswalks (with pedestrian signals) are only at the Revere Road/Faucette Mill Road intersection.

- West of the Hillsborough Town Limits, the speed limit is 50 mph, except for a short 55 mph segment through the I-85 Connector interchange. The speed limit is 45 mph within the Hillsborough Town Limits.
- Estimated 2022 AADTs are around 5,000 vpd west of the I-85 Connector, jumping to nearly 12,000 west of the Connector and increasing to about 15,000 vpd at NC 86/Churton Street.
- This segment is included in the westbound portion of the Orange County Public Transit Orange-Alamance Connector route as well as the GoTriangle Orange-Durham Express route.

Segment D

Segment D extends from just east of the NC 86/Churton Street intersection, north of downtown, to the US 70 Business intersection at Palmers Grove Church Road. US 70 in the vicinity of Orange High School Road is subject to school-related queuing and delays. Intersections at NC 86, St Mary's Road, and Lawrence Road experience peak-period congestion, and lack adequate pedestrian crossing treatments. There are significant grades approaching the new bridge across the Eno River, which lacks pedestrian and bicycle accommodations. Land use along this segment is mixed suburban-rural, with industrial, institutional, commercial, residential, and recreational uses.

The latest DCHC MPO CTP identifies this segment of US 70 as a Major Thoroughfare (2-lane) in need of multimodal improvements, primarily related to bicycle and pedestrian accommodations west of Lawrence Road. There are also recommendations for bus service improvements west of St Mary's Road, including a park & ride lot near Miller Road. Key roadway attributes include the following:

- The prevailing roadway cross-section is two lanes with paved 2'-4' shoulders. Some intersections have turn lanes. Other than a short sidewalk segment on the north side of US 70 east of NC 86, there are no sidewalks or bicycle facilities.
- The speed limit is 45 mph west of the Eno River, transitioning to 55 mph just east of the bridge.
- Estimated 2022 AADTs range from about 15,000 vpd west of St Mary's Road to approximately 10,000 vpd east of Lawrence Road.

Segment E

This segment extends from the US 70 Business intersection east to NC 751, near the Durham County line. Technically, the portion of US 70 east of the I-85 interchange is designated US 70 Business (US 70 follows I-85 east through Durham).



Segment E is part of the NC Colonial Heritage Byway, as designated in the NC Scenic Byway program. This byway provides an impressive tour of 18th and 19th-century history in North Carolina. Land use along this segment is mixed suburban-rural, with industrial, institutional, commercial, residential, and recreational uses.

The latest DCHC MPO CTP identifies this segment of US 70 as a Major Thoroughfare (2-lane) in need of multimodal improvements west of Pleasant Green Road. The unconventional high-speed design (left-side exits and required U-turns) of the I-85/US 70 interchange combines its proximity to the Pleasant Green/Mt Herman Church Road intersection to create congestion and safety problems. This design is especially challenging for bicyclists and pedestrians, as well as emergency vehicles leaving the Eno Fire Department. While previous plans have suggested solutions, there are currently no recommended improvements. Key roadway attributes include the following:

- The prevailing roadway cross-section is two lanes with paved 2'-4' shoulders. Some intersections have turn lanes. There are no sidewalks or bicycle facilities.
- The speed limit is 55 mph except for a short segment of 45-mph between University Station Road and Mt Herman Church Road/I-85.
- Estimated 2022 AADTs are over 15,000 vpd west of the I-85 interchange, dropping to 10,000 vpd or less to the east.

Segment F

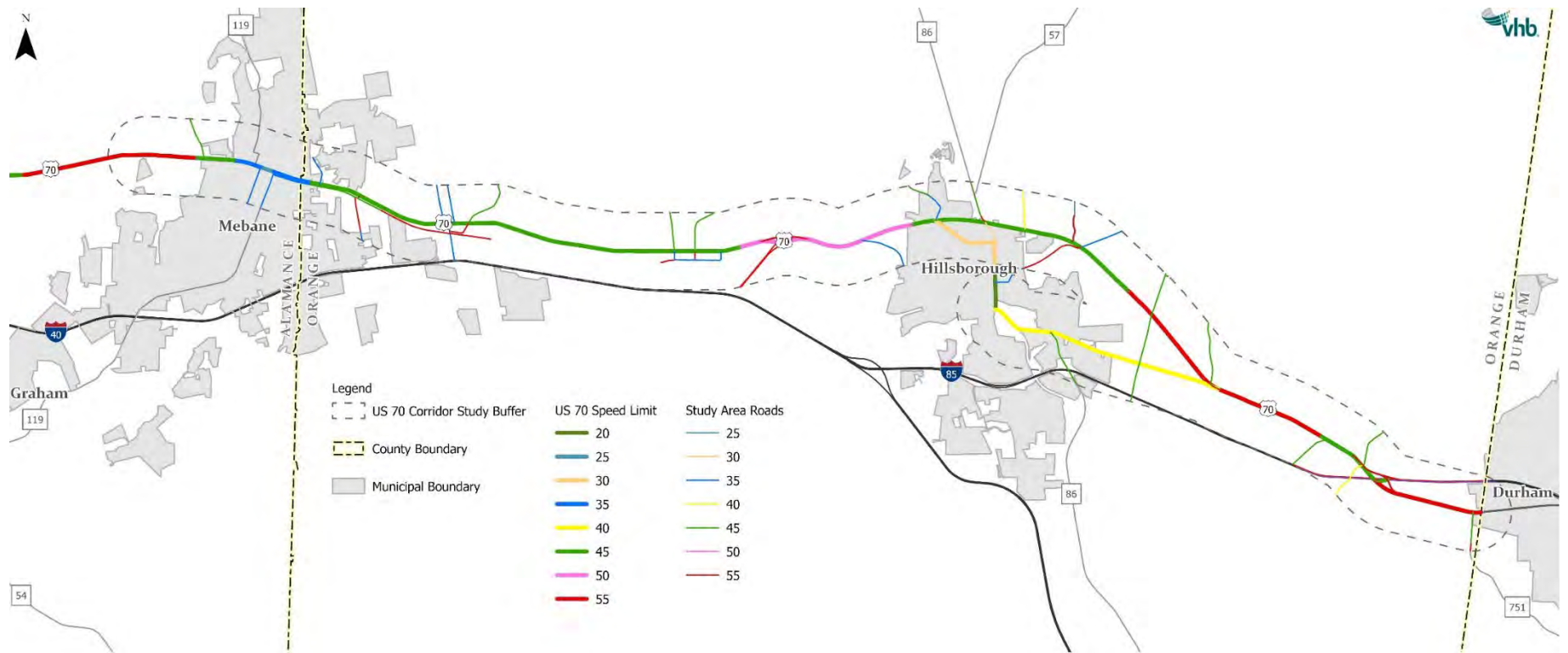
Segment F extends from just east of the NC 86/Churton Street intersection, south of downtown, to the US 70 Business intersection at Palmers Grove Church Road. Segment F also comprises part of the NC Colonial Heritage Byway. Land use along this segment is mixed suburban-rural, with light industrial, institutional, commercial, residential, and recreational uses. This section contains a significant local employment centers (about a dozen enterprises), many of which are distribution operations. This section is also home to a destination recreation facility - Sportsplex -and the Passmore Senior Center. There are some constraints related to potential historic elements.

This facility is functionally classified as Other Principal Arterial west of NC 86, and Major Collector to the east. The latest DCHC MPO CTP identifies this segment of US 70 Business as a Major Thoroughfare (2-lane) in need of bicycle improvements west of Lawrence Road, and enhanced bus service west of NC 86. Key roadway attributes include the following:



- The prevailing roadway cross-section is two lanes with minimal paved shoulders (e.g., less than 2'). Some intersections have turn lanes. There are limited sidewalks on the south side of US 70 Business, extending east from NC 86 to the Sportsplex. There are no bicycle facilities.
- The speed limit is 40 mph throughout.
- Estimated 2022 AADTs range from just over 9,000 vpd on the west end, down to over 3,000 vpd on the east end.

Figure 2: Statutory Speed Limit Map





1.2 Transportation Infrastructure

1.2.1 US 70 Roadway Design Elements

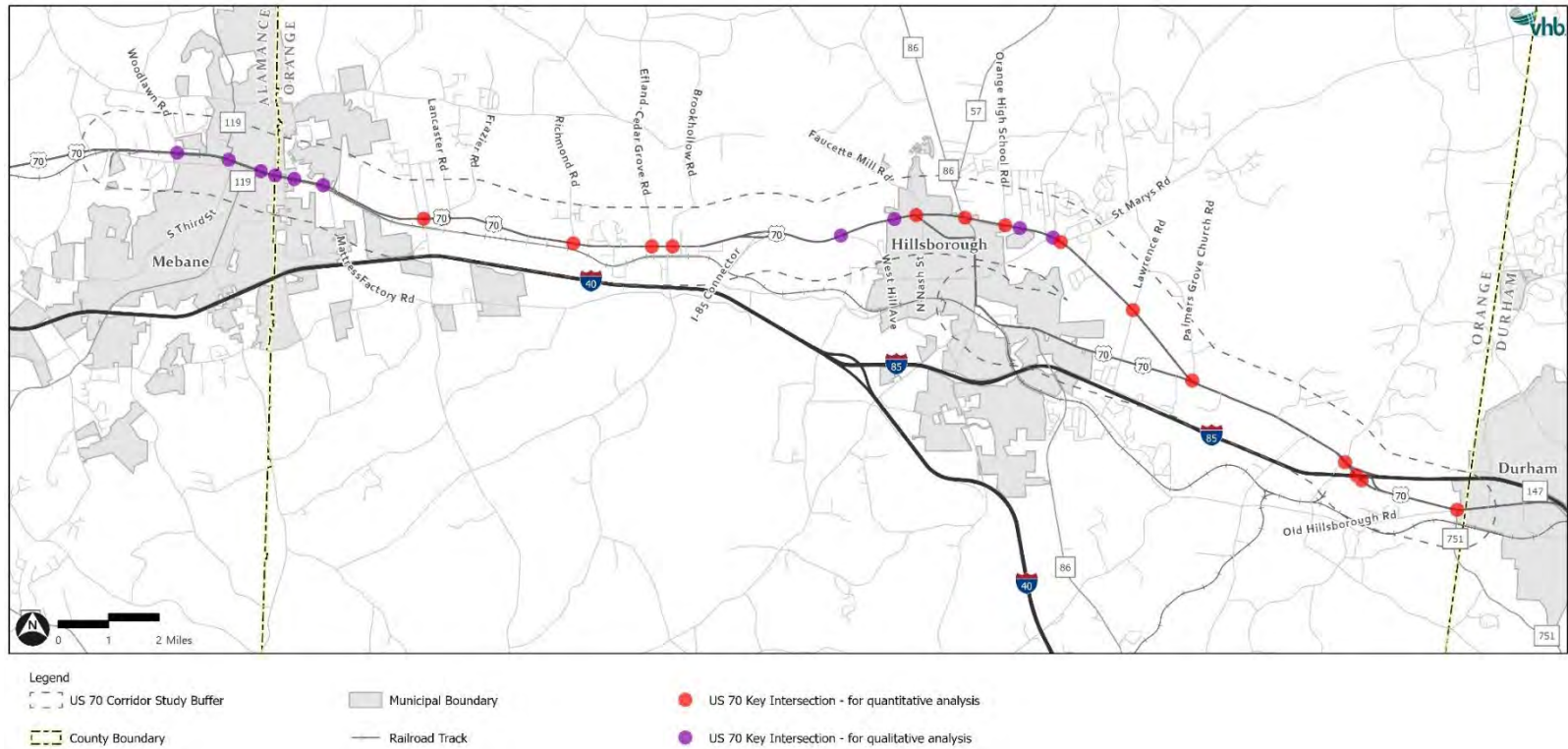
US 70 is a basic 2-lane highway, most of which has 4' paved shoulders and 120' ROW. Thirteen intersections along this 18.9-mile segment are signalized. Driveways and intersections are frequent, but visibility is often adequate. The terrain is mildly-to-moderately rolling, with some significant vertical and horizontal curvature, though not excessive for the primarily 45 mph speed limit. There are no bicycle facilities and limited pedestrian facilities along the corridor.

1.2.2 US 70 Intersections

Within the study area, US 70 and US 70 Business intersect approximately 95 public streets, and numerous private roads and driveways. 15 intersections are currently signalized (see **Figure 3**).



Figure 3: Project Vicinity and Study Intersections





Signalized Intersections

- US 70 (W. Center Street) at James Walker Road
- US 70 / NC 119 (Center Street) at SR 1962 (Third Street) and Washington Street and Norfolk Southern Railway Crossing 735 469V*
- US 70 / NC 119 (Center Street) at 4th Street and Washington Street and Norfolk Southern Railway Crossing 735 471W*
- US 70/NC 119 (Center Street) at NC 119 (Fifth Street) and Norfolk Southern Railway Crossing 735 472D*
- US 70 at SR 1114 (Buckhorn Road)**
- US 70 at SR 1004 (Efland-Cedar Grove Road)**
- US 70 (Cornelius Road) at US 70 Business/SR 1328 (Faucette Mill Road - Revere Road)*
- US 70 at NC 86/US 70 Business/Churton Street*
- US 70 at SR 1588 (Orange High School Rd)*
- US 70 at SR 1555 (Miller Road)
- US 70 at SR 1002 (St Mary's Road)*
- US 70 at SR 1561/1709 (Lawrence Road)*
- US 70 at SR 1567 (Pleasant Green Road) and SR 1713 (Mount Herman Church Road)*
- US 70 Business at NC 86 / SR 1879 (Elizabeth Brady Road)
- US 70 Business/NC 86 at SR 1009 (Churton Street)

As part of the traffic analysis, peak-period turning-movement counts were collected at ten of these signalized intersections, indicated with an asterisk (*). Recent traffic counts determined to still be accurate were also used as part of the traffic analysis, indicated with two asterisks (**). These intersections were determined to be most critical, and most likely to undergo significant change. Peak-period turning-movement counts were also collected at these major unsignalized intersections:

Unsignalized Intersections

- US 70/SR 1303 (East Washington Street) at SR 1402 (Mattress Factory Road)*
- US 70 at US 70 Business/SR 1562 (Palmer's Grove Church Road)**

Several signalized and unsignalized intersections have been upgraded beyond their original cross-sections to reduce crash potential and/or increase capacity. Such improvements--typically involving additional turn-lanes, acceleration /deceleration lanes, or channelization--are summarized below:

James Walker Road

- Median crossover, no left turn bay

Third Street

- Dedicated left turn lanes on US 70

Fourth Street

- Dedicated left turn lanes on US 70

Fifth Street

- Dedicated left turn lanes on US 70
- Dedicated left turn lanes on Fifth Street
- Dedicated eastbound right turn lane on Fifth Street
- Traffic queuing safety measures

Buckhorn Road

- Dedicated southbound left turn lane on US 70

Faucette Mill Road / Revere Road

- Dedicated left turn lanes on US 70
- Channelized right turn lanes on Faucette Mill Road / Revere Road
- Dedicated westbound left turn lane on Revere Road

NC 86 / Churton Street

- Dedicated left turn lanes on US 70
- Channelized right turn lanes on NC 86 / Churton Street
- Dedicated left turn lanes on NC 86 / Churton Street



Fifth Street at US 70 – looking north



Orange High School Road

- Dedicated northbound left turn lane on US 70
- Dedicated northbound right turn lane on US 70

Miller Road

- Dedicated left turn lanes on US 70

St Mary's Road

- Dedicated left turn lanes on US 70
- Dedicated northbound right turn lanes on US 70
- Dedicated left turn lanes on St Mary's Road

Lawrence Road

- Dedicated left turn lanes on US 70

Pleasant Green Road / Mount Herman Church Road

- Dedicated left turn lanes on US 70
- Dedicated right turn lanes on US 70
- Median crossover, no left turn bay

NC 86 / Elizabeth Brady Road

- Dedicated left turn lanes on NC 86 / Elizabeth Brady Road

Old NC 86 / Churton Street

- Dedicated right and left turn lanes on US 70 Business
- Dedicated eastbound left turn lane on Old NC 86 / Churton Street



NC 86 / Churton Street at US 70 – looking north

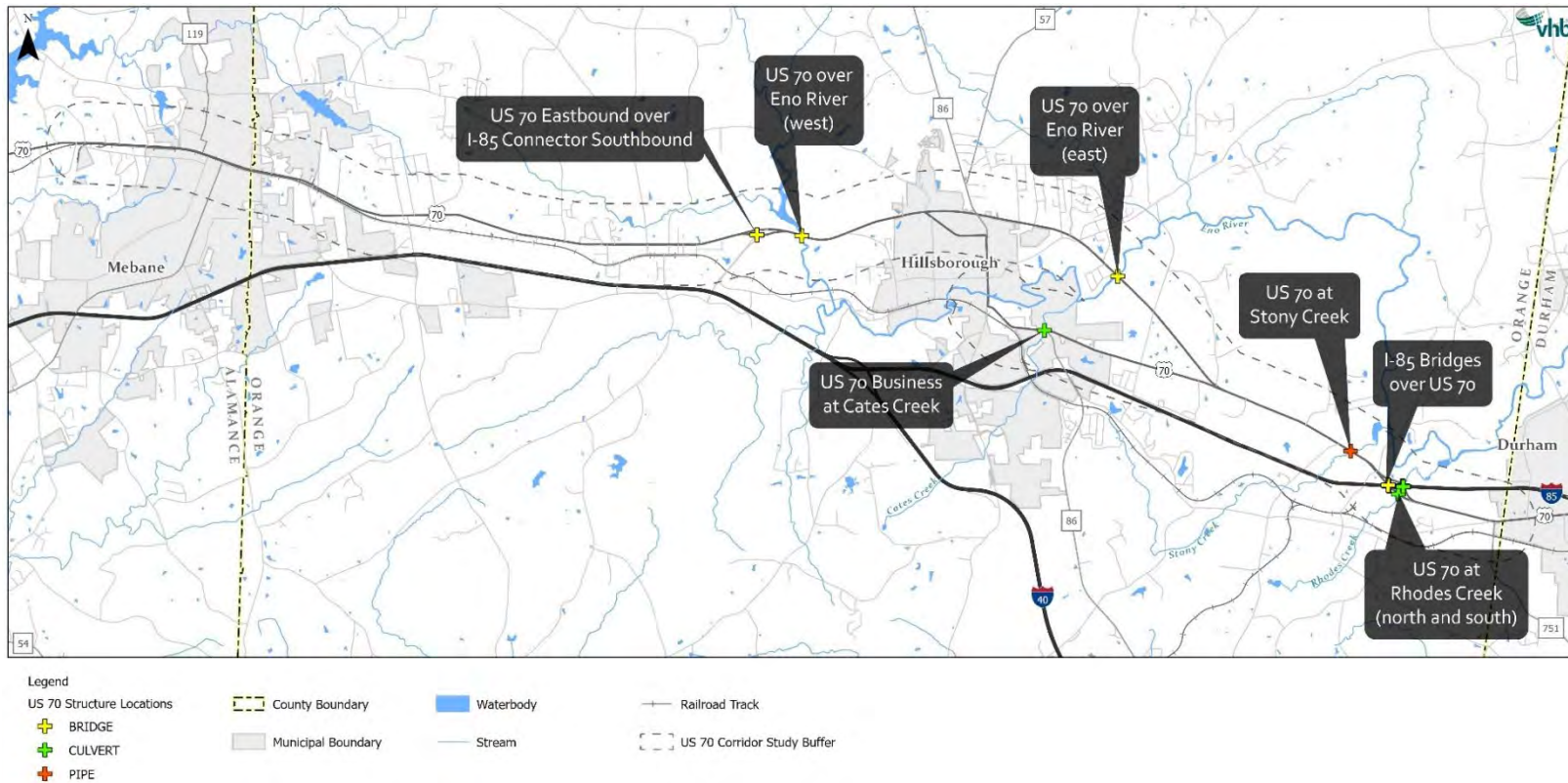
Monolithic channelization islands are used on several side roads intersecting US 70. These islands help guide vehicles turning off US 70 into the proper lane, avoiding sideswipe or head-on collisions. This is especially relevant for left-turns, at skewed intersections, and where large turning radii (used to accommodate higher-speed turns and large vehicles) create wide intersection throats. The following intersections incorporate this treatment:

- US 70 (Cornelius Road) at US 70 Business/SR 1328 (Faucette Mill Road - Revere Road)
- US 70 at NC 86/US 70 Business/Churton Street

1.2.3 Bridges

US 70 crosses four bridges and three culverts, and US 70 Business crosses one culvert in the study corridor (see **Figure 4**).

Figure 4: Bridge and Culvert Locations in Corridor





Some of these structures present physical constraints for multimodal improvements to US 70. Any plans to improve or replace these structures should carefully consider existing and future capacity, connectivity, and safety needs for all relevant modes, as well as environmental implications. Structures are summarized below in west-to-east order:

US 70 Eastbound Bridge over I-85 Connector Southbound

Bridge No. 670007 carries US 70 over the I-85 Connector. The bridge was constructed in 1953, has a Sufficiency Rating of 61.92, and is Functionally Obsolete and Structurally Deficient, but has no weight restrictions. The substructure is a reinforced concrete deck on I-beams. The superstructure is approximately 180-feet long and 28-feet wide with a single 14-foot eastbound travel lane that has 7-foot paved shoulders on either side.

Due to its low guardrails and relatively high traffic speeds (posted 50 mph), this bridge is not suitable for pedestrian or bicycle use. In addition, the southbound I-85 Connector passes beneath this bridge at a highly skewed angle as a 2-lane, one-way road with no shoulders and a posted speed limit of 55 mph.

US 70 over Eno River Bridge – West of Hillsborough

Bridge No. 670032 carries US 70 over the Eno River. The bridge was constructed in 1922, has a Sufficiency Rating of 57.87, and is Structurally Deficient, but has no weight restrictions. The substructure is a reinforced concrete deck on girders. The superstructure is approximately 165 feet long and 26 feet wide with two 10-foot travel lanes and 3-foot paved shoulders.

Given its narrow width and relatively high traffic volumes and speeds (posted 50 mph), this bridge is not suitable for pedestrian or bicycle use. In addition, there are no trails or sidewalks to/from the bridge.

US 70 over Eno River Bridge – East of Hillsborough

Bridge No. 670046 carries US 70 over the Eno River. The bridge was recently replaced in 2021 and has a Sufficiency Rating of 99 with no weight restrictions. The superstructure is approximately 265 feet long and 28 feet wide with two 12-foot travel lanes and 3-foot paved shoulders.

Due to narrow width, low guardrails, and relatively high traffic volumes and speeds (posted 45 mph), this bridge is not suitable for pedestrian or bicycle use. In addition, there are no trails or sidewalks to/from the bridge, but the MST will pass beneath the bridge; because of that, improvements to the underpass have been made on both sides of the Eno River.



US 70 at Stony Creek Culvert

Culvert No. 670056 carries Stony Creek under US 70 and has a Sufficiency Rating of 87.88 with no weight restrictions. The structure is a single reinforced concrete arch pipe that is approximately 38 feet by 18 feet, and 63 feet long.

I-85 Bridges over US 70

There are four bridges on I-85 that span US 70 at the interchange just east of Pleasant Green Road. All were constructed in 1958.

- Bridge #670103 (NB I-85 over EB US 70) is Functionally Obsolescent, with a Sufficiency Rating of 74.81
- Bridge #670106 (SB I-85 over EB US 70) is Functionally Obsolescent, with a Sufficiency Rating of 67.00
- Bridge #670110 (SB I-85 over WB US 70) is Structurally Deficient and Functionally Obsolescent, with a Sufficiency Rating of 67.00
- Bridge #670111 (NB I-85 over WB US 70) is Functionally Obsolescent, with a Sufficiency Rating of 64.07

Clearances beneath these overpasses could constrain improvements to US 70 and should be considered in future bridge improvement/replacement projects.

US 70 at Rhodes Creek Culvert (north)

Culvert No. 670255 carries Rhodes Creek under US 70 / US 70 Business and I-85. The culvert has a Sufficiency Rating of 100.00 with no weight restrictions. The structure consists of three reinforced concrete box culverts, each 7 feet by 8 feet, extending approximately 397 feet at their centerline.

US 70 at Rhodes Creek Culvert (south)

Culvert No. 670254 carries Rhodes Creek under US 70 / US 70 Business and I-85. The culvert has a Sufficiency Rating of 85.81 with no weight restrictions. The structure consists of three reinforced concrete box culverts, each 7 feet by 8 feet, extending approximately 87 feet at their centerline.

US 70 Business at Cates Creek Culvert

Culvert No. 670029 carries Cates Creek under US 70 Business. The culvert has a Sufficiency Rating of 66.67, and is Structurally Deficient with no weight restrictions. There have been recurrent flooding issues, and some mitigation work has been performed. The structure consists of two reinforced concrete box culverts, each 10 feet by 6 feet, extending approximately 42 feet at their centerline.



1.2.4 Pedestrian Facilities

Sidewalks are largely absent from both the US 70 and US 70 Business corridors (**Figure 5**). The exception to this is where US 70 travels through the City of Mebane, where there is nearly a mile stretch of sidewalk on the north side of the road between the Mebane Community Park driveway and 9th Street. There are also marked crosswalks, pedestrian signal heads, and ADA features (curb ramps and tactile warning strips) at the signalized intersections at Third Street and Fourth Street in Mebane. However, not all of these treatments were constructed in accordance with current best practices. For example, several curb ramps lead into the center of the intersection rather than aligning with the sidewalk/pedestrian access route. Some pedestrian improvements are planned.

There are two short stretches of sidewalk where US 70 travels through the Town of Hillsborough. One stretch of sidewalk (approximately 350') is in front of the Walgreens near the intersection with US 70 (Churton Street), though the sidewalk does not front the road and therefore does not connect to the bus stop. There is also a small segment of sidewalk on the north side of US 70 and marked crosswalks, pedestrian signal heads, and ADA features at Faucette Mill Road. The crosswalks at this intersection mainly serve pedestrians traveling north-south on Faucette Mill Road/Revere Road. Worn paths along the shoulder of US 70 were also observed in Hillsborough, suggesting that pedestrians are walking along the roadside, particularly between US 70 (Churton Street) and Faucette Mill Road.

Sidewalks are absent near Efland Cheeks Elementary School Road (4401 Fuller Rd, Efland); however, no children have been observed walking along US 70.

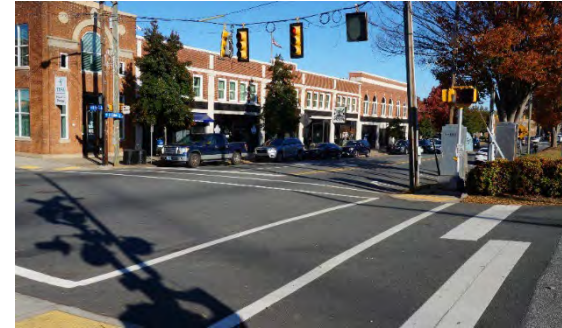
There are also several short stretches of sidewalk present on the US 70 Business corridor. There is sidewalk present on the south side of US 70 Business directly in front of Sport Endeavors. There are also segments of unconnected sidewalk on either side of US 70 Business near the Forest Ridge neighborhood and marked crosswalks at the intersection of Quincy Cottage Road and a midblock crosswalk in front of the Orange County Sportsplex.



Marked crosswalk and pedestrian signal heads
at Faucette Mill Road



Worn path observed west of US 70 Business
(Churton Street)



Pedestrian facilities at Fourth Street in
Mebane

1.2.5 Bicycle Facilities

There are no dedicated bicycle facilities on either the US 70 or US 70 Business corridor (**Figure 5**). There are narrow paved shoulders, generally three or less feet wide, along the two-lane section of roadway, which represents the largest portion of the corridor. These shoulders are not wide enough for cyclists to ride completely out of the travel lane. Neither Share the Road signs nor shared lane markings were found along the corridor to indicate the presence of bicyclists.

Figure 5: Bicycle and Pedestrian Accommodations





1.2.6 System Connectivity

I-85 supplants much of US 70's role in connecting the Mebane/Burlington area with Hillsborough and Durham. While the proportion of traffic traveling the entire length of the corridor has declined since the completion of I-85, new development along the corridor and along roads accessed via US 70 has generated additional trips that use parts of the corridor in travelling to jobs, residences, schools, stores, and other services or activities. Although traffic growth for the study corridor overall averaged about 2.3% annually between 2011 and 2019, rates varied considerable year-to-year and by location. Due to the proximity of the merged of I-85 and I-40 just west, and the connection US 70 provided to I-40 via the Durham Freeway, this route also provides some relief when incidents impact I-40 between RTP and Mebane.

The lack of north-south connectivity along the corridor results in vehicles using portions of US 70 to complete north-south trips. This adds traffic and turning movement conflicts that increase delay, especially at key intersections. Vehicles using NC 86 and NC 57 north of US 70 is an example of this issue. Congestion through downtown Hillsborough discourages automobile trips, and truck traffic is (mostly) routed around downtown. Completion of the new NC 119 connection helped address a similar situation in Mebane. Traffic also uses US 70 to access one of the limited number of north-south routes across or to/from I-85, such as Lawrence Road.

The lack of western access at the I-85 Connector also represents a lack of connectivity, forcing traffic to use indirect routes on minor roads with at-grade rail crossings through Efland, or to continue eastward on US 70 through Hillsborough. This is a particularly noticeable problem for truck traffic.

The proximity of the rail line to US 70 along the western portion of the corridor limits connectivity to the south, while trains at at-grade rail crossings introduce temporary restrictions to connectivity.

For pedestrian and bicycle travel, the lack of facilities and continuity in the study corridor is a major obstacle, not only for trips along US 70, but for trips across it. This deficiency also reduces the attractiveness and effectiveness of transit service in the corridor.



1.2.7 Planned & Committed Improvements

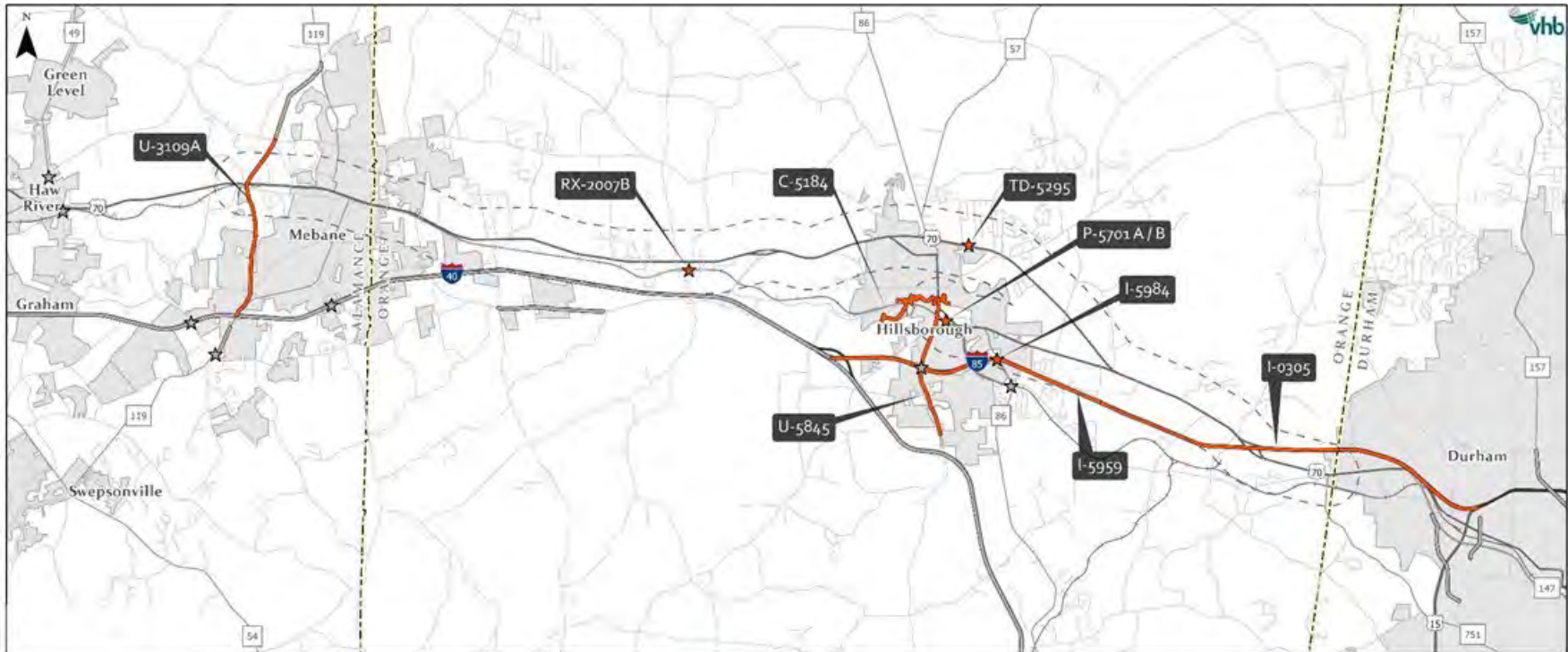
The following sections describe planned or committed projects that directly or indirectly affect –or are affected by– travel in the US 70 corridor.

1.2.7.1 STIP Projects

The current NCDOT 2020-2029 State Transportation Improvement Program (STIP) includes nine projects located within the project study area (see **Figure 6**). The nature, purpose, and schedule of each project is summarized below.



Figure 6: 2020-2029 NCDOT STIP Projects in Corridor



STIP # U-3109A – NC 119

U-3109A proposes to relocate NC 119 from I-40 / I-85 to north of SR 1921 (Mebane Rogers Road). The project is currently under construction.



STIP # RX-2007B – Norfolk Southern Railroad

RX-2007B proposes to install active warning devices at Norfolk Southern Railroad crossing 735145T near Efland. Construction is scheduled for Fiscal Year (FY) 2023.

STIP # C-5184 – Riverwalk Trail

C-5184 constructed a paved, off-road trail along the Eno River and a sidewalk to provide bicycle and pedestrian connectivity to the greenway as part of the Riverwalk Trail.

STIP # P-5701A/B – Norfolk Southern Railroad

P-5701A proposes to construct a passenger rail station building, site access, utilities, and parking, and P-5701B proposes to construct a station platform and realign the curve for the Norfolk Southern Railroad H-Line at milepost 41.7 in Hillsborough. Construction for P-5701A is scheduled to begin in FY 2022, and P-5701B is scheduled to begin in FY 2023.

STIP # U-5845 – SR 1009 (South Churton Street)

U-5845 proposes to widen SR 1009 (South Churton Street) to multilanes from I-40 to the Eno River in Hillsborough. Right of way acquisition is scheduled to begin in FY 2029, and construction is currently unfunded.

STIP # TD-5295 – GoTriangle

TD-5295 proposes to construct a GoTriangle park-and-ride lot in the Town of Hillsborough. Construction is scheduled for FY 2023.

STIP # I-5984 – I-85

I-5984 proposes to upgrade the I-85 / NC 86 interchange in Hillsborough. Right of way is scheduled for FY 2024, and construction is scheduled for FY 2026.



STIP # I-5959 – I-85

I-5959 proposes pavement rehabilitation on I-85 from west of SR 1006 (Orange Grove Road) to the Durham County Line. Construction is scheduled for FY 2028.

STIP # I-0305 – I-85

I-0305 proposes to add lanes to I-85 from west of SR 1006 (Orange Grove Road) in Orange County to west of SR 1400 (Sparger Road) in Durham County.

STIP # BR-0091 – Bridge Replacement

BR-0091 proposes to replace the existing bridge along US 70 over the Eno river between the I 85 connector and West Hill Avenue.

1.3 Corridor Travel Demand Characteristics

This section summarizes characteristics of travel in the study corridor, including historic and current AADTs and associated trends; truck/heavy vehicle volumes; traffic speeds; time-of-day characteristics; peak-period turning movements at signalized intersections; and relevant attributes of pedestrian, bicycle, transit, and rail modes.

1.3.1 Historic Traffic Volumes (AADTs)

NCDOT's count program provides a consistent source of data for assessing traffic volume trends over time. There are multiple count stations on US 70 within the study limits. This study uses data from NCDOT's Traffic Count Database System for the years 2011-2022, as summarized in Table 1 and **Figure 6**. AADT estimates derived from StreetLight Insight and VHB's 2022 traffic counts were also considered.



AADTs on US 70 are highest on the eastern portion of corridor in Hillsborough (14,400 vpd) and by the I-85 interchange near Durham (17,000 vpd). Volumes are steady through Mebane, then decrease towards the middle of the study corridor, reaching a low of 3,800 vpd in Efland, before increasing through Hillsborough.

Due to the effects of COVID-19, however, traffic volumes dropped substantially in 2020, before beginning to recover in 2021, and continuing through 2022 (although complete NCDOT data for 2022 AADTs are not yet available). Overall, available 2022 traffic levels appear similar to those in 2019. However:

- Trucks make up a larger share of traffic now than in 2019. This is due in part to increased online shopping and home delivery, and in part because truck traffic was less impacted by COVID than travel by personal automobile.
- Traffic volumes recovered somewhat faster in the western portion of the corridor than the eastern. This may be due to the more industrial/commercial nature of employment in the west, resulting in more work-from-home opportunities (thus less travel) to the east.

Although traffic growth for the study corridor overall averaged about 2.3% annually between 2011 and 2019, rates varied considerable year-to-year and by location (typically between 2% and 3% annually).

Further analysis of NCDOT count data reveals no substantial, sustained traffic growth trends for US 70 immediately beyond the study limits; in fact, some minor decreases were observed. Traffic volumes for significant roads intersecting US 70 within the study corridor were also assessed. NCDOT AADT records were reviewed, along with other counts and StreetLight estimates, and in general, traffic trends at these locations are consistent with US 70 observations. Figure 6 shows the average historic NCDOT AADT for each segment in the study area from 2011-2022.

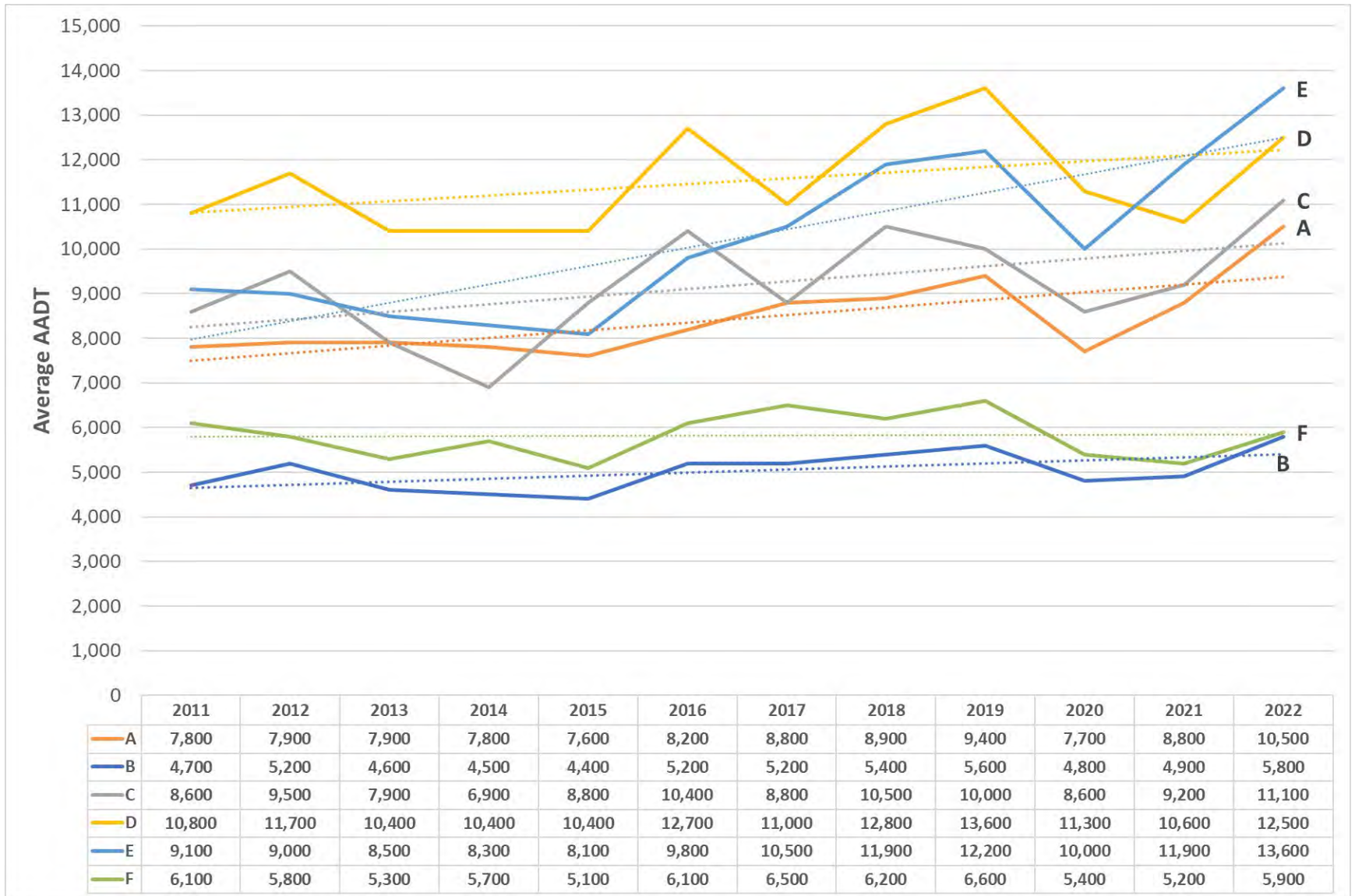


Table 1: US 70 Historic NCDOT AADTs and Estimates (by location)

Route	Location	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
US 70	West of Moore Road	6,500	-	6,700	-	6,600	-	7,200	-	7,800	-	6,800	-
US 70	East of Woodlawn Road	7,900	-	8,400	-	8,100	-	8,600	-	9,500	7,500	8,600	-
US 70	East of 2nd St	11,000	-	10,000	-	10,000	-	11,000	-	12,000	-	10,500	-
US 70	West of 4th St	8,600	-	8,400	-	8,500	-	9,500	-	9,800	-	9,000	-
US 70	West of 7th St	7,800	-	7,800	-	7,300	-	8,400	-	8,800	-	8,600	-
US 70	East of 9th Street	7,300	-	7,600	-	-	-	8,600	-	9,100	-	8,900	-
US 70	East of Supper Club Rd	7,400	-	7,700	-	-	-	9,000	9,500	9,600	8,300	9,300	-
US 70	West of Railroad Crossover	-	-	-	-	-	-	-	7,600	9,500	-	-	-
US 70	West of Mace Road	6,200	-	6,700	-	5,300	-	7,700	8,100	8,700	7,200	8,700	-
US 70	West of Frazier Rd	5,800	6,500	5,900	-	5,300	-	6,700	7,000	7,400	6,300	6,500	7,200
US 70	West of Efland Cedar Grove Rd	-	-	-	-	-	-	-	-	-	-	-	5,700
US 70	East of Efland Cedar Grove Rd	4,400	4,800	4,100	-	4,200	5,000	4,400	4,800	4,600	3,900	4,400	5,400
US 70	West of Forrest Ave	3,900	4,200	3,700	3,800	3,600	4,500	4,600	4,500	4,800	4,100	3,800	5,000
US 70	West of West Hill Ave N	8,800	9,600	7,700	-	9,200	11,000	8,500	9,300	10,800	9,000	9,900	11,800
US 70	West of Holiday Park Rd	7,100	7,800	6,900	6,900	7,400	8,200	7,800	9,200	9,700	8,100	8,000	9,600
US 70	West of Hill St	-	-	-	-	-	-	-	12,300	8,800	-	-	11,200
US 70	West of NC 86	9,800	11,000	9,200	-	9,700	12,000	10,100	11,100	10,500	8,700	9,000	11,800
US 70	East Of US 70 Bus N Church St	12,000	13,000	11,000	11,000	11,000	14,000	11,000	14,000	14,800	12,300	12,200	14,400
US 70	West of Lawrence Rd	11,000	12,000	11,000	-	11,000	13,000	11,600	13,100	13,900	11,600	10,200	12,500
US 70	East of Lawrence Rd	9,400	10,000	9,300	9,200	9,300	11,000	10,500	11,400	12,100	10,000	9,500	10,700
US 70	East Of US 70 BUS	12,000	12,000	11,000	-	9,400	14,000	12,800	14,700	15,500	12,900	11,700	13,800
US 70	East of Riverside Dr	-	-	-	-	-	-	-	12,500	11,600	-	-	12,500
US 70	East of Linden Rd	-	-	-	-	-	-	-	15,000	13,600	-	-	14,400
US 70	East of University Station Rd	-	-	-	-	-	-	13,500	13,500	15,400	12,800	14,100	-
US 70	North Of I-85	-	-	-	-	-	-	-	-	-	-	17,000	-
US 70	West of Old NC 10	6,800	-	6,300	-	6,600	-	7,000	7,000	7,400	6,400	6,400	-
US 70	East of NC 751	8,500	-	8,100	-	8,300	-	8,700	8,700	9,500	7,900	8,200	-
US 70 Bus	East of S Churton St	9,200	8,700	7,900	8,800	6,700	9,000	9,200	8,600	9,100	7,600	7,300	8,100
US 70 Bus	East of NC 86	6,700	6,200	5,500	-	6,000	-	7,000	6,800	7,200	6,000	5,600	6,600
US 70 Bus	East of Lawrence Rd	2,500	2,400	2,400	2,600	2,500	2,900	3,200	3,200	3,400	2,700	2,600	3,100



Figure 6: Historic Traffic Volume Trends by Study Segment





1.3.2 Traffic Data

VHB collected relevant traffic data at locations along the corridor in September of 2022, primarily at major intersections, both signalized and unsignalized. Data obtained and analyzed included turning movement volumes by time-of-day for all vehicles and for trucks and busses, and bicycles, as well as pedestrian crossing volumes. To capture representative peak conditions, counts were obtained for typical Tuesdays, Wednesdays, and Thursdays when schools were in session.

StreetLight Insight probe data were used to supplement turning movement volumes at additional intersections, and to estimate changes in traffic characteristics observed during the pandemic. StreetLight analysis provided information on changes in daily traffic, time-of-day distributions, truck percentages, travel speeds, trip lengths, and trip origin-destination patterns.

1.3.2.1 Traffic Characteristics

2022 Average Annual Daily Traffic (AADT) Volumes

StreetLight was used to estimate AADTs and other traffic data, such as peaking characteristics and vehicle classifications, for Monday-Thursdays in 2019 and 2021. Available data for 2022 was also collected; however, these AADTs are an approximation using data from September 2021 through April 2022 to obtain an adequate sample size. Truck AADTs (AADTTs), including medium and heavy trucks, were only available for 2019 and 2021. The locations and respective AADTs are listed in Table 2.



Table 2: StreetLight AADTs

Route	Segment	Location	2019	2021	2022
US 70	A	E of Woodlawn	8,900	8,300	8,500
		W of Supper Club	8,300	7,500	7,800
		W of Buckhorn	7,100	6,700	7,200
	B	E of Frazier	3,800	3,800	4,000
		W of Richmond	3,500	3,200	3,400
		W of Efland-Cedar Grove	3,900	3,700	4,000
	C	W of Connector	4,100	4,000	4,400
		W of Eno R West	10,000	9,200	9,700
		W of Lakeshore	8,900	8,900	9,500
		W of Constitution	9,400	9,700	10,500
	D	W of Orange High School	12,600	12,000	12,900
		W of Miller	12,500	11,600	12,000
		W of Eno R East	11,200	9,900	10,200
		W of Lawrence	11,000	9,700	10,000
		W of US 70 Bus East	10,100	8,800	9,000
E	W of University	12,700	10,800	10,700	
	W of Pleasant Green	14,000	11,700	11,800	
	W of NC 751	7,500	7,000	6,600	
US 70 Bus	F	E of Churton	7,600	6,900	6,900
		E of Quincy Cottage	4,800	4,700	4,900

Overall, volumes at these locations remained slightly lower in 2021 than in 2019, as people continued working from home through the pandemic. The estimated AADT for each segment is shown in Table 3. The eastern segments of US 70 experienced a larger drop in volumes (~10%) than the western segments (~5%) and Segment F on US 70 Business near Downtown Hillsborough (6%). This difference may be attributable to socio-economic and employment type differences. Higher-income white-collar work proved more amenable to working from home than did lower-paying industrial,



agricultural, and service work. Such variations map onto the corridor consistent with the observed changes in traffic volumes.

During 2022, traffic nearly returned to pre-pandemic levels in Segment A and increased compared to pre-pandemic volumes in Segments B and C, between Efland and NC 86 in Hillsborough. Traffic volumes in Segment D, from NC 86 in Hillsborough to Palmers Grove Church Road, increased again in 2022 but remained about 6% lower than pre-pandemic volumes. Traffic volumes in Segment E continued to decrease with a 2% drop in volume from 2021 that amounted to a 15% drop in volume since 2019.

Table 3: StreetLight Estimated AADTs

Segment	2019	2021	2022
A	8,100	7,500	7,800
B	3,700	3,600	3,800
C	8,100	7,900	8,500
D	11,500	10,400	10,800
E	11,400	9,900	9,700
F	6,200	5,800	5,900

Time-of Day Traffic Characteristics (Peaking)

StreetLight data analysis also yielded valuable information about the hourly distribution of traffic (peaking characteristics). **Figure 7** and **Figure 8** depict the variations in total (two-way) traffic volumes throughout the day along each segment of the corridor, and **Figures 9-14** depict the variations for each segment.

The study area generally has higher volumes during the PM peak than the AM peak. US 70 exhibits a sharp drop in traffic after the AM peak with a slight midday increase attributable to lunch trips while increasing until the PM peak. The section between Woodlawn Road and Mebane has an unusual peak at 3:00 pm followed by a sharp drop at 4:00 pm before returning peak conditions at 5:00 pm (the “M” shape between 3:00 and 6:00 pm), which is attributable to the nearby elementary school. Segment A, located between Woodlawn Road and Buckhorn Road, has a steeper increase approaching the PM peak than the other segments due to the unusual traffic pattern east of Woodlawn Road.



Peaking characteristics for the remainder of Segment A --as well as Segments B, C, and E-- are in line with expectations for a minor arterial like US 70.

Segment D experiences an earlier peak than the other segments, which is attributable to school pick-up at the nearby Orange Middle and High Schools along Orange High School Road.

Segment F on US 70 Business shows sustained volumes after the AM peak including elevated midday volumes which are attributable to people entering Downtown Hillsborough in morning and for lunch. The PM peak is lower and flatter than the other segments and is attributable to most people commuting on US 70 after work. The higher AM and PM peaks exhibited in the middle location are typical of lower-volume rural roads with higher proportions of commute trips.

No extremes or significant imbalances in the directional distribution of traffic were observed.

Time-of-day traffic distributions were affected by the safer-at-home directives associated with the COVID-19 pandemic. Morning peaks were drastically reduced due to school closures and people working from home. Midday traffic increased as a share of daily travel as people scheduled discretionary trips during off-peak hours. However, time-of day travel appears to have returned to pre-pandemic patterns.

StreetLight data were also used to compare weekend travel patterns to typical weekdays. As expected, weekend traffic volumes were lower, with fewer morning trips and less peaking. However, traffic on Pleasant Green Road was surprisingly high on weekend mornings, a characteristic attributed to recreational trips to Eno River State Park and its trail heads and river access.



Figure 7: Percent of Daily traffic by Time-of-Day, US 70 & US 70 Bus (by Study Segments)

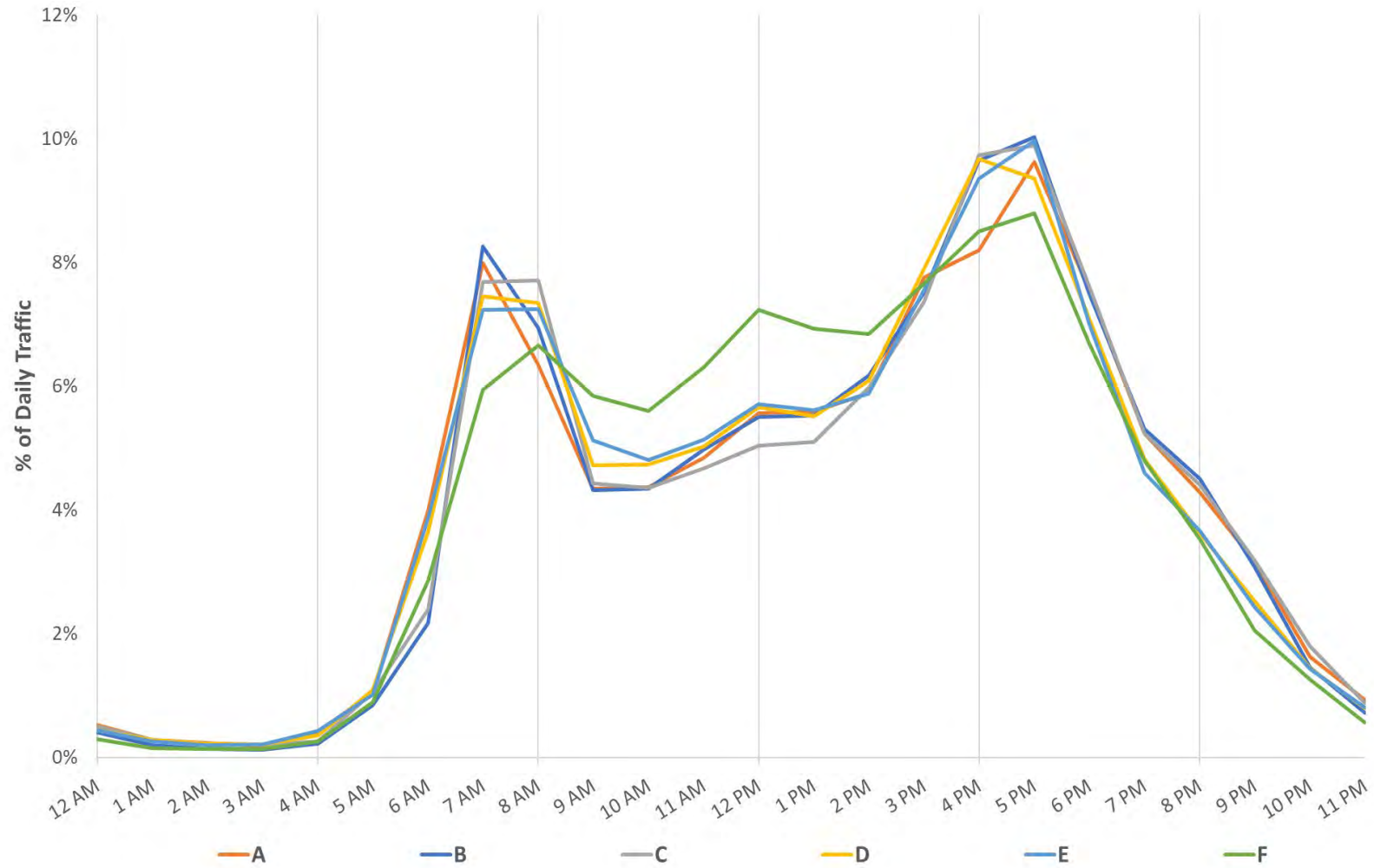


Figure 8: Traffic Volumes by Time-of-Day, US 70 & US 70 Bus (by Study Segments)

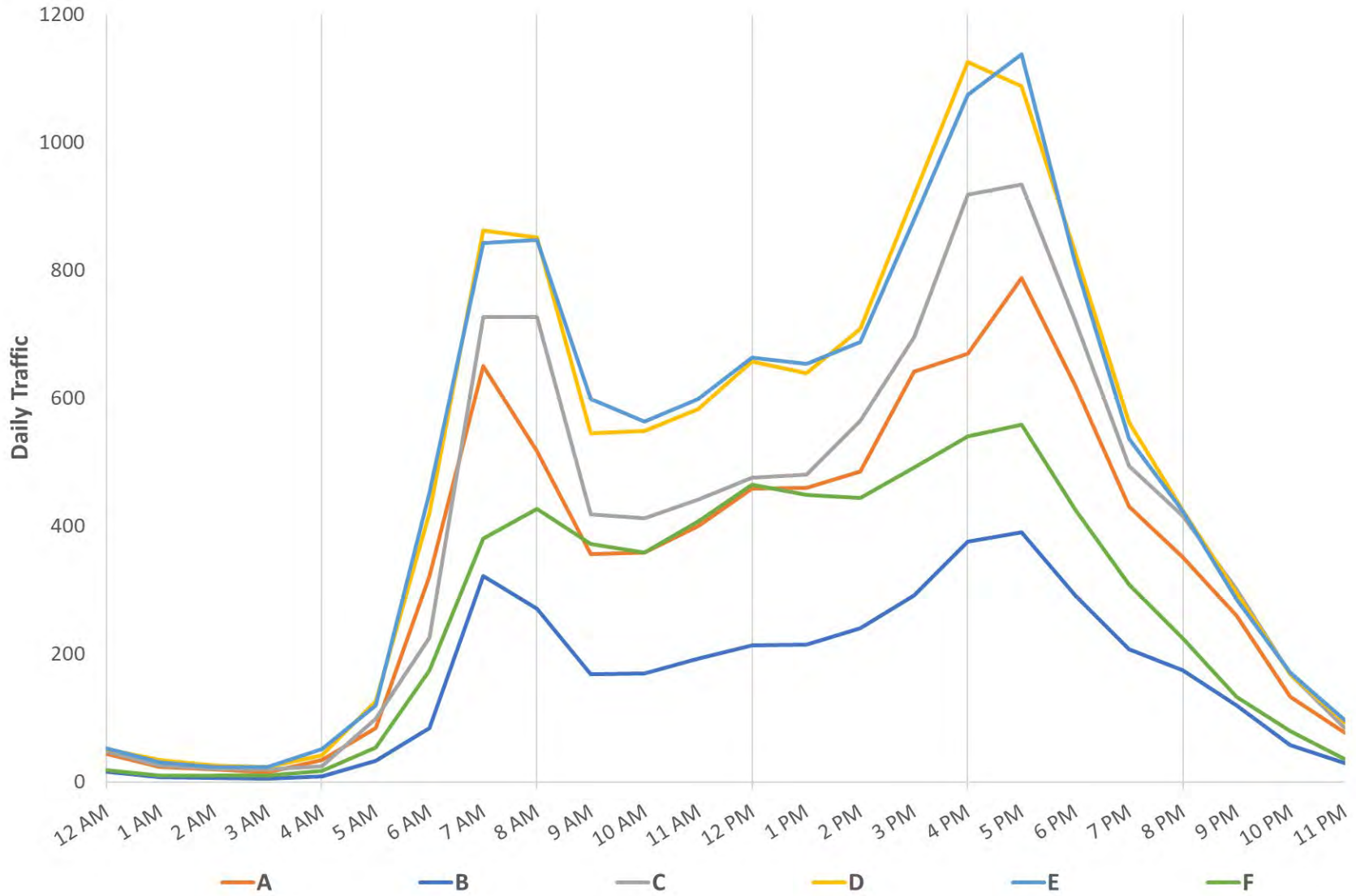


Figure 9: Traffic Peaking Characteristics, US 70 (Segment A)

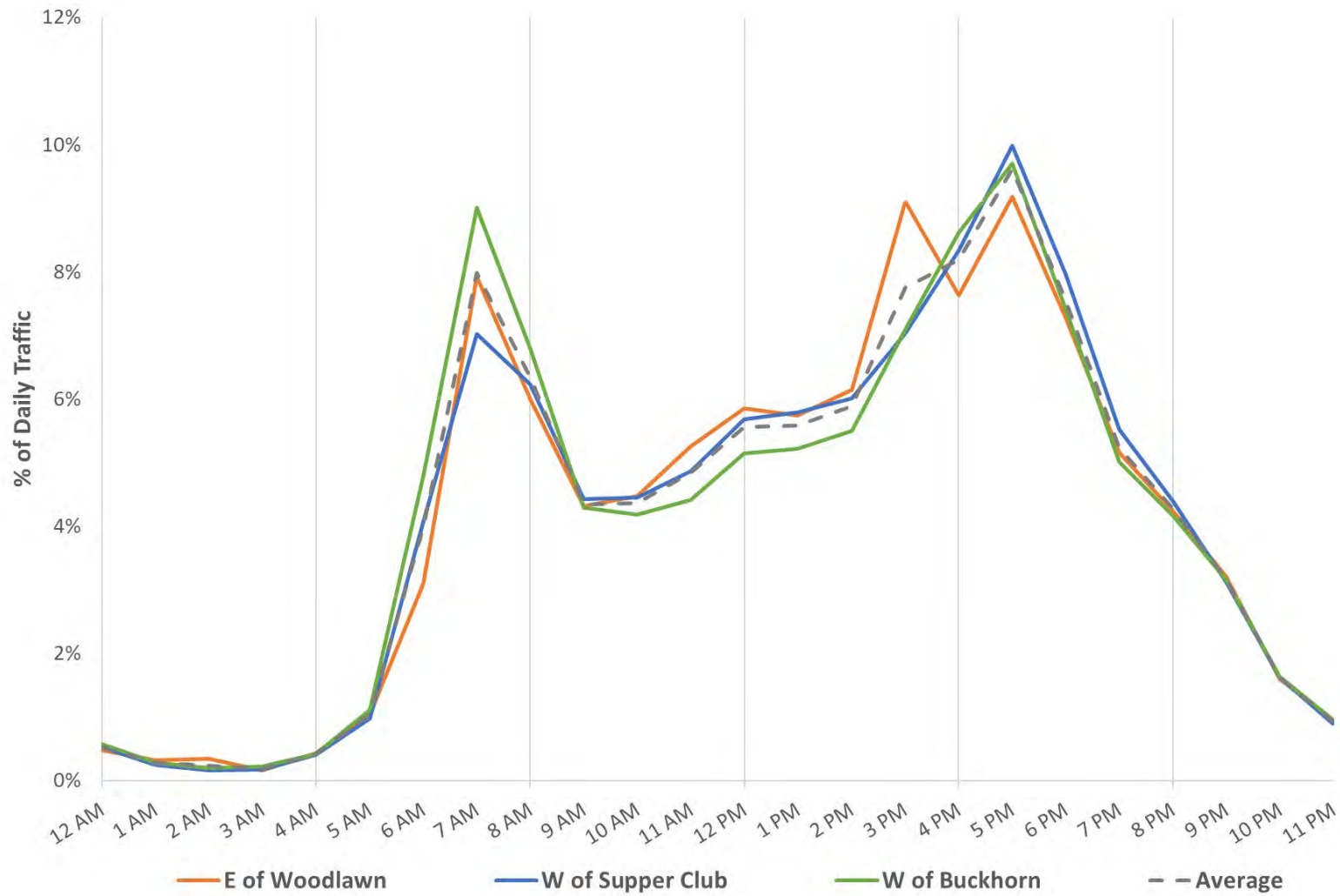




Figure 10: Traffic Peaking Characteristics, US 70 (Segment B)

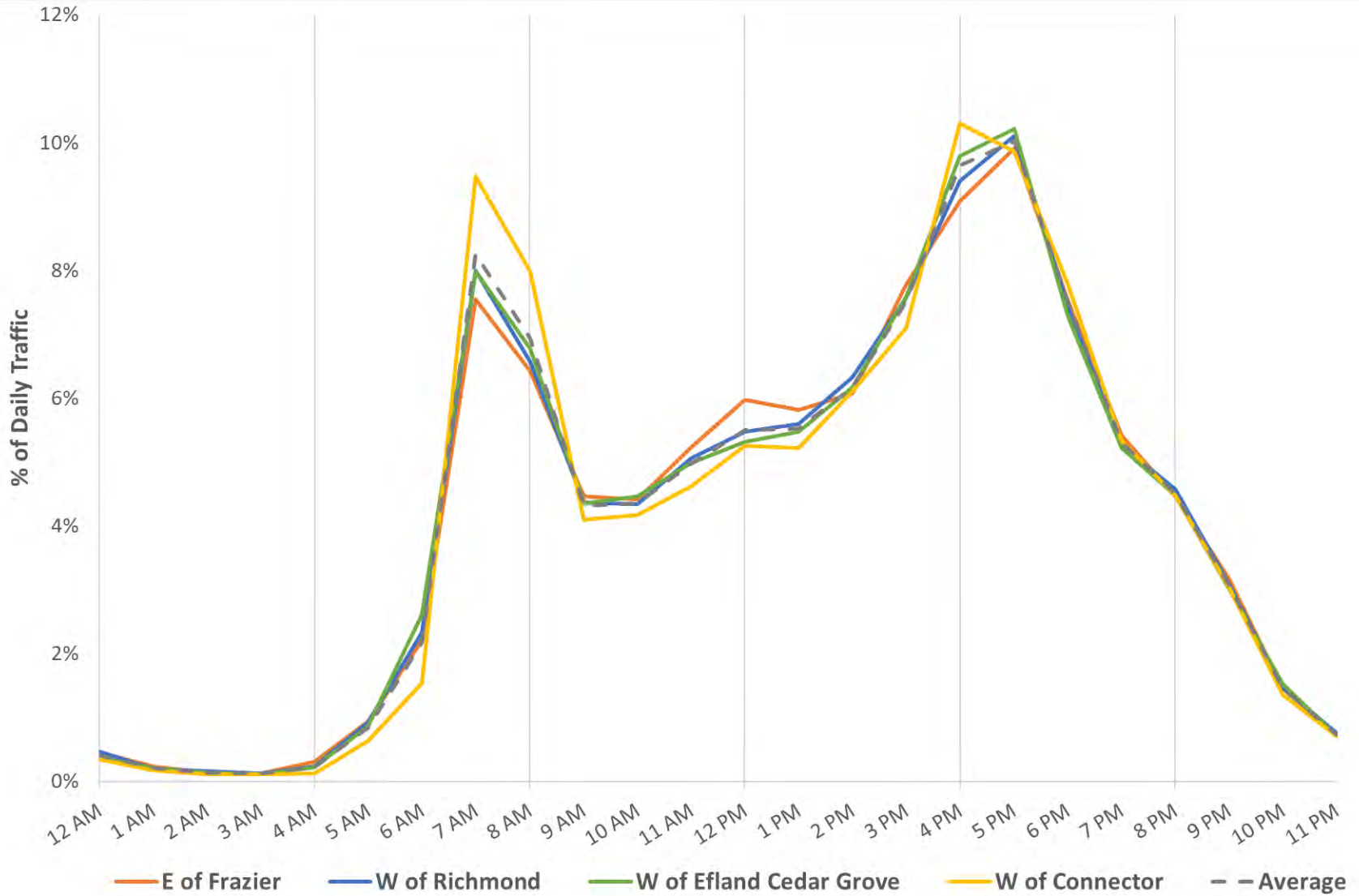




Figure 11: Traffic Peaking Characteristics, US 70 (Segment C)

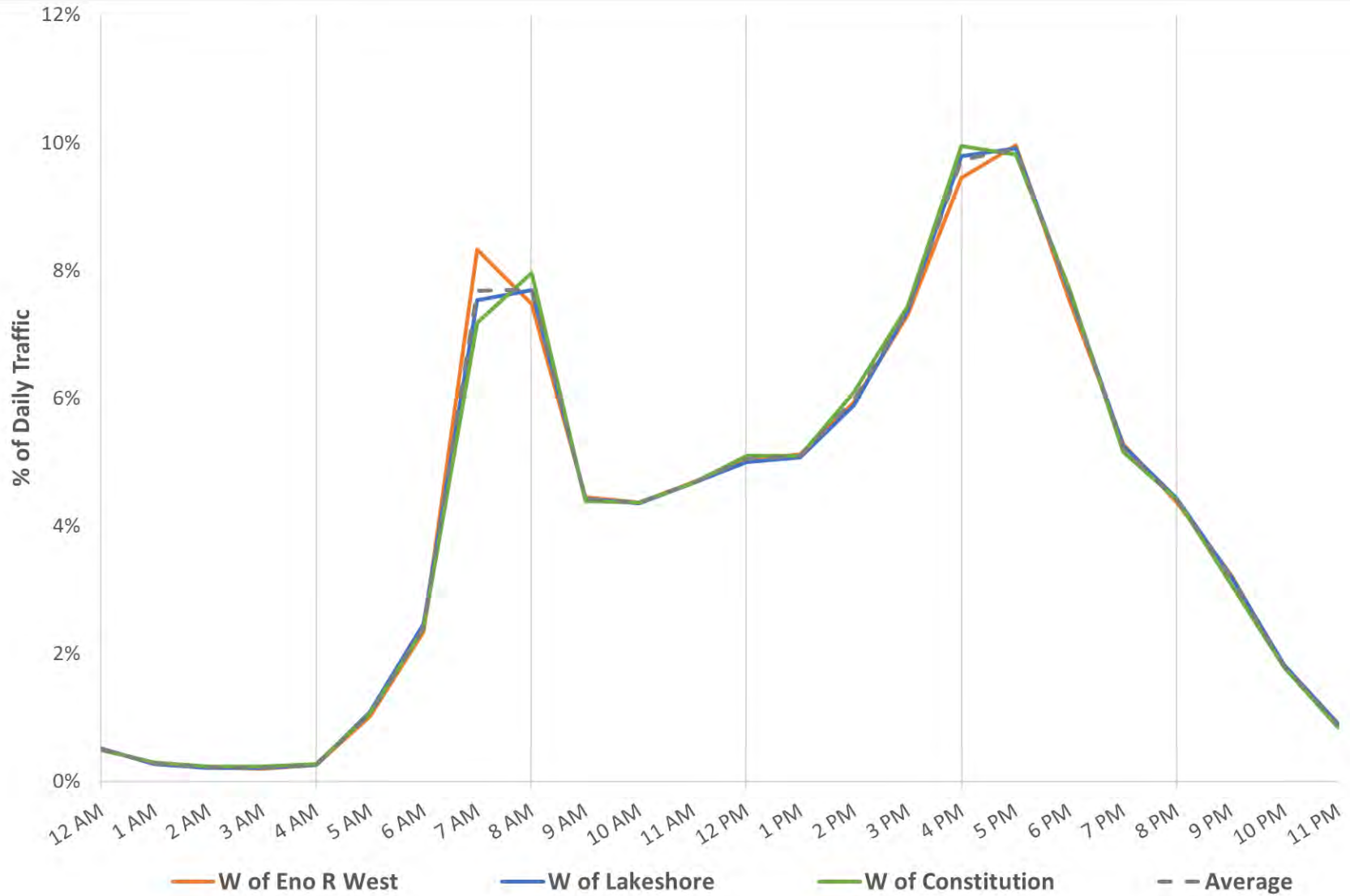




Figure 12: Traffic Peaking Characteristics, US 70 (Segment D)

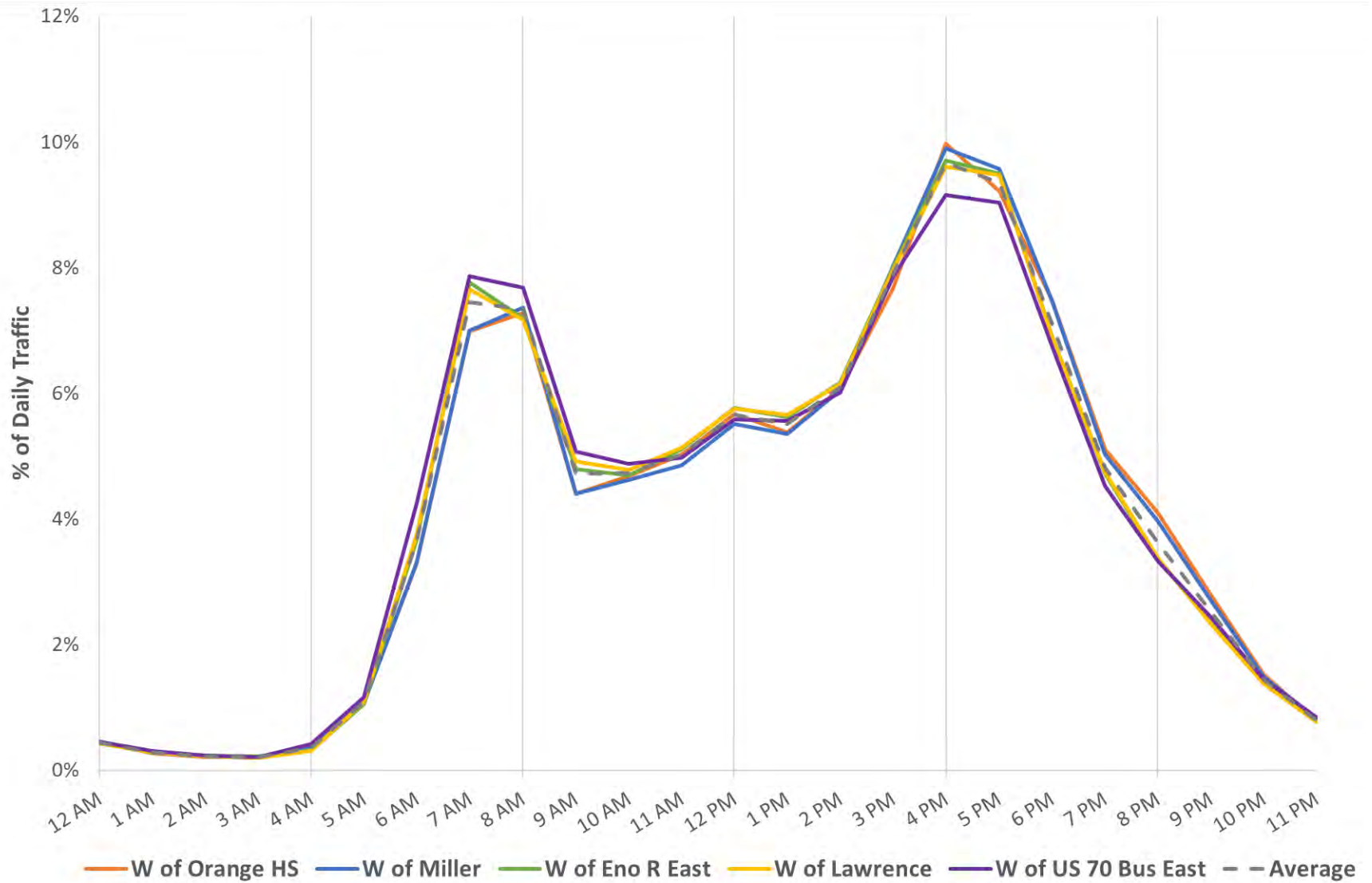




Figure 13: Traffic Peaking Characteristics: US 70 (Segment E)

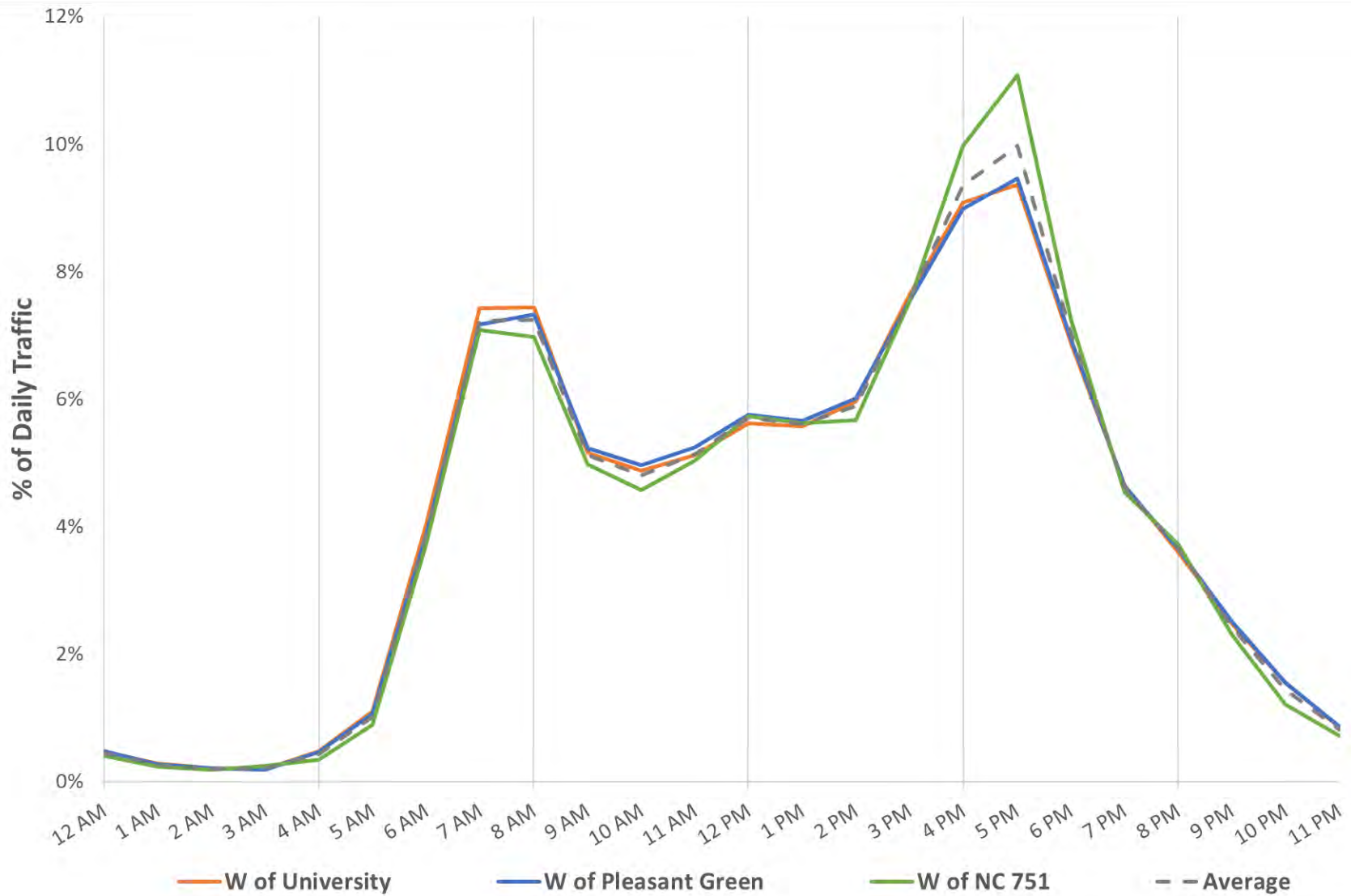
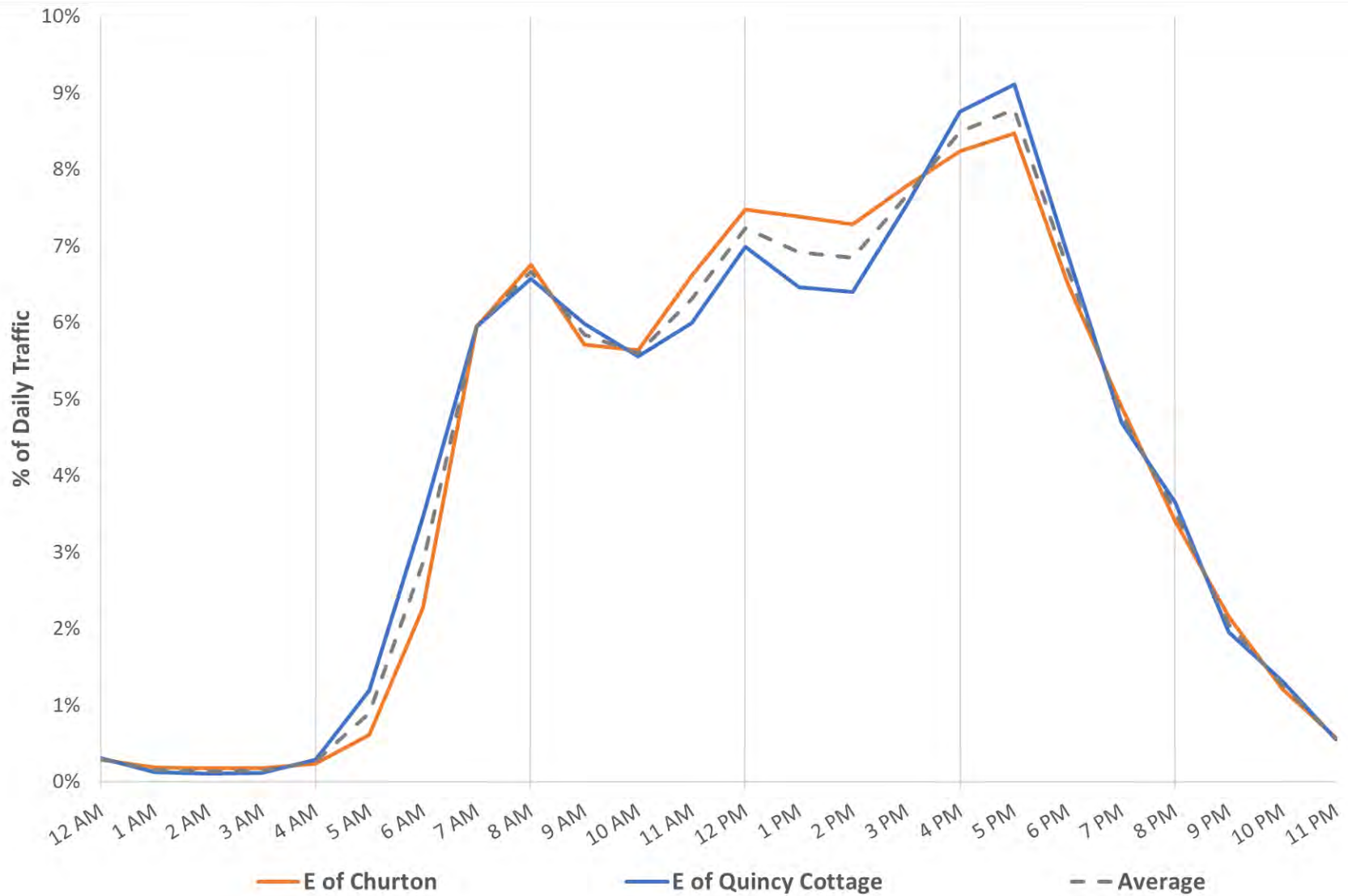




Figure 14: Traffic Peaking Characteristics: US 70 Bus (Segment F)





Vehicle Speeds

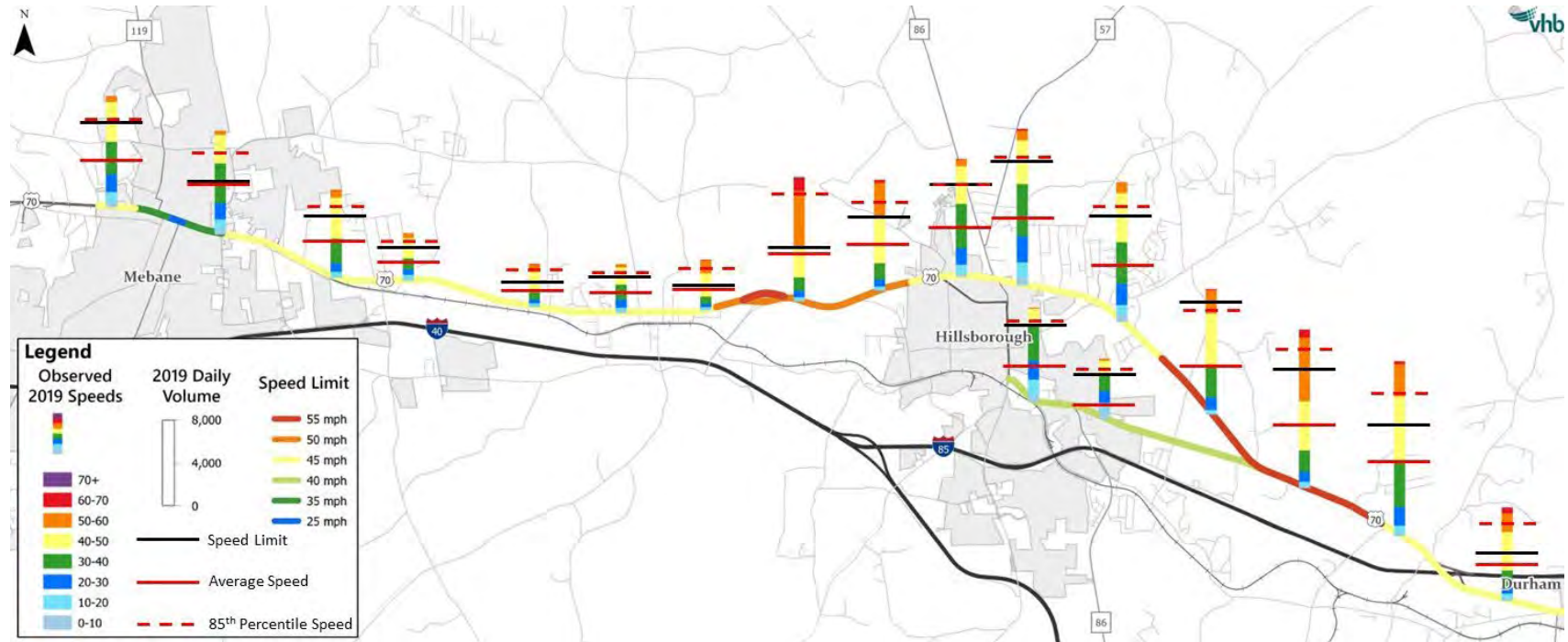
Vehicle speeds were gathered from StreetLight at locations distributed throughout the corridor. The 2019 average and 85th percentile speeds (mph) are shown alongside the speed limit in Table 4 and

Figure 15. Locations where the 85th percentile vehicle speed is five mph or higher than the posted speed limit are shown in bold. The locations with vehicle speeds higher than the speed limit are situated in the less urban areas between Mebane and Hillsborough, and Hillsborough and Durham.

Table 4: 2019 Speed Data and Limits

Route	Location	Average Speed	85th Percentile Speed	Speed Limit
US 70	E of Woodlawn	35	46	45
US 70	W of Supper Club	34	44	45
US 70	W of Buckhorn	39	49	45
US 70	E of Frazier	37	49	45
US 70	W of Richmond	41	51	45
US 70	W of Efland-Cedar Grove	36	47	45
US 70	W of Connector	43	53	55
US 70	W of Eno R West	49	59	50
US 70	W of Lakeshore	45	54	50
US 70	W of Constitution	36	46	45
US 70	W of Orange High School	34	46	45
US 70	W of Miller	34	47	45
US 70	W of Eno R East	36	48	45
US 70	W of Lawrence	39	50	45
US 70	W of US 70 Bus East	41	52	55
US 70	W of University	46	57	55
US 70	W of Pleasant Green	41	52	45
US 70	W of NC 751	43	54	45
US 70 Bus	E of Churton	29	42	40
US 70 Bus	E of Quincy Cottage	30	44	40

Figure 15: 2019 Speed Data and Statutory Limits





Truck Volumes / Freight Movement

Data is divided into medium trucks, which have two or more axles but no towed trailer, and heavy trucks, which are trucks towing separate trailer units. 2019 average daily traffic data for Monday – Thursday was analyzed using StreetLight data, which were validated against available counts. Truck percentages at multiple locations throughout the corridor are summarized in Table 5. Total and Heavy Truck Percentages are shown in Figure 16 and Figure 17, respectively, on the following pages.

Table 5: 2019 Truck Percentages

Route	Location	Heavy	Medium	All Trucks
US 70	E of Woodlawn	0.6%	2.3%	2.9%
US 70	W of Supper Club	0.8%	2.4%	3.2%
US 70	W of Buckhorn	1.2%	3.2%	4.4%
US 70	E of Frazier	1.7%	5.6%	7.4%
US 70	W of Richmond	1.8%	5.0%	6.8%
US 70	W of Efland-Cedar Grove	1.5%	3.9%	5.4%
US 70	W of Connector	1.1%	3.3%	4.4%
US 70	W of Eno R West	3.1%	2.9%	6.0%
US 70	W of Lakeshore	3.3%	3.2%	6.5%
US 70	W of Constitution	2.9%	2.9%	5.8%
US 70	W of Orange High School	2.2%	2.7%	4.9%
US 70	W of Miller	2.3%	2.7%	5.1%
US 70	W of Eno R East	2.4%	3.3%	5.7%
US 70	W of Lawrence	2.5%	3.4%	5.9%
US 70	W of US 70 Bus East	2.7%	3.6%	6.3%
US 70	W of University	2.2%	4.0%	6.3%
US 70	W of Pleasant Green	2.1%	3.9%	6.0%
US 70	W of NC 751	0.7%	3.4%	4.1%
US 70 Bus	E of Churton	0.3%	1.5%	1.7%
US 70 Bus	E of Quincy Cottage	0.5%	2.9%	3.4%



These truck percentages are in the expected range for a Minor Arterial like US 70, given surrounding land uses and connections. The higher share of truck traffic (especially heavy trucks) in Segment C can be explained by the fact that US 70 is the only viable route for trucks using NC 86 and NC 57 to serve Danville, Yanceyville, Rougemont, Roxboro, and other areas to the north of Hillsborough. The lower truck percentages on US 70 Business are also what would be expected entering Downtown Hillsborough. Truck data from traffic counts and StreetLight were used to calculate intersection levels-of-service during peak periods, when trucks typically comprise a smaller share of total traffic.

Figure 16: 2019 StreetLight Total Truck Percentages

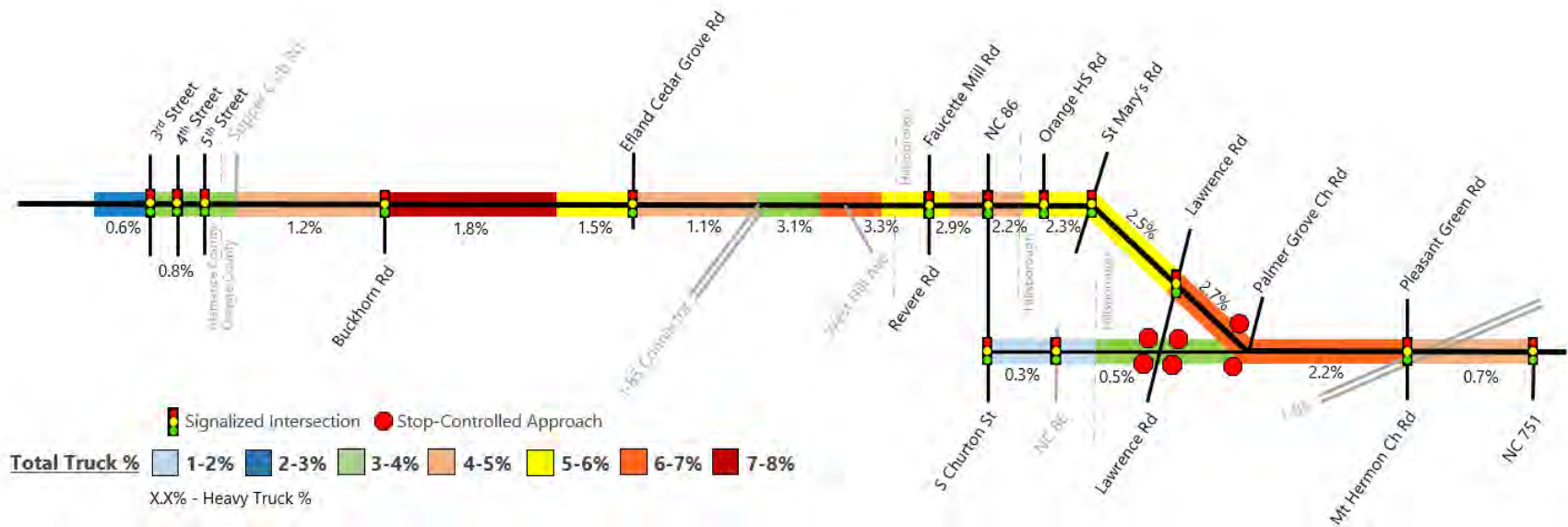
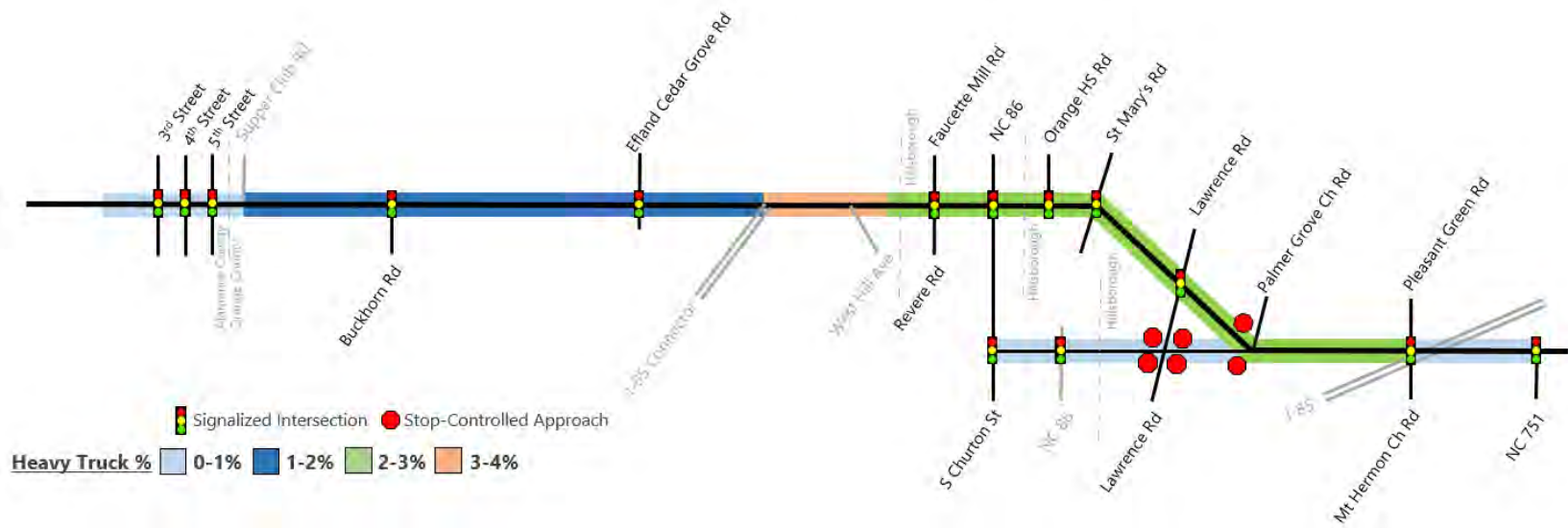


Figure 17: 2019 StreetLight Heavy Truck Percentages





1.3.2.2 Intersection Turning Movement Counts

Traffic counts were collected at 11 intersections on Tuesday, September 20th, 2022, with schools in session. Sixteen-hour traffic counts were collected at the following nine intersections along US 70:

- NC 751
- Pleasant Green Road (SR 1567)/Mt. Hermon Church Road (SR 1713)
- Lawrence Road (SR 1561/SR 1709)
- St. Mary's Road (SR 1002)
- NC 86/US 70 Bus/Churton St
- US 70 Bus (Revere Road)/Faucette Mill Road (SR 1328)
- Mattress Factory Road (SR 1402)
- NC 119 (Fifth Street)
- Third Street (SR 1962)

24-hour traffic counts were collected at the following two intersections along US 70:

- Orange High School Road (SR 1588)
- Buckhorn Road (SR 1114)

The peak hour volumes from the traffic counts are shown in Section 1.4 - Traffic Operations and Quality of Service as part of the volumes used in the Synchro analysis (Figure 22)



1.3.3 Pedestrian and Bicycle Trips

Pedestrian counts were collected for this study at the intersections listed above. These counts revealed a total of 192 pedestrians crossing the corridor during the count periods. A total of 131 pedestrians were observed in Mebane at Third Street (100) and Fifth Street (31). In the Hillsborough segment of the corridor, 49 pedestrians were observed at Faucette Mill Road (30), NC 86 (11), St. Mary's Road (7), and Orange High School Road (1).

Bicycle counts collected for this study revealed a total of 99 cyclists at nine intersections. Of these, 75 traveled on roads and 24 used sidewalks. Over 40% of the cyclists (46) were observed on the eastern portion of the corridor near Pleasant Green Road (22) and NC 751 (24). All 22 cyclists at the Pleasant Green Road intersection were using the road, and half (11) were traveling on US 70 through the intersection. Two cyclists were turning onto or off US 70, and nine were traveling across US 70 between Pleasant Green Road and Mt. Hermon Church Road.

At NC 751, 88% (21) of cyclists were using the road. Eight cyclists were traveling on US 70 through the intersection, and six were turning onto or off US 70. The seven remaining cyclists on the road were observed along the old road alignment between NC 751 and Old NC 10. Five used this pavement section to turn right on NC 751, and the remaining two crossed NC 751 to continue eastbound on US 70 towards Durham. Although the pavement section ends without connecting to Old NC 10, a well-traversed path or maintained strip of grass can be seen, suggesting cyclists may be using this old alignment to avoid the section of US 70 between NC 751 and Old NC 10.

Due to large traffic volumes, high travel speeds, and limited accommodations, most cyclists who utilize this corridor are likely experienced and more comfortable operating alongside vehicular traffic. For example, cycling clubs and groups organizing rides throughout the week in the corridor's vicinity are generally experienced and used to the conditions. Most cyclists are generally less experienced, and therefore, choose to avoid riding along this corridor (see **Figure 18**).

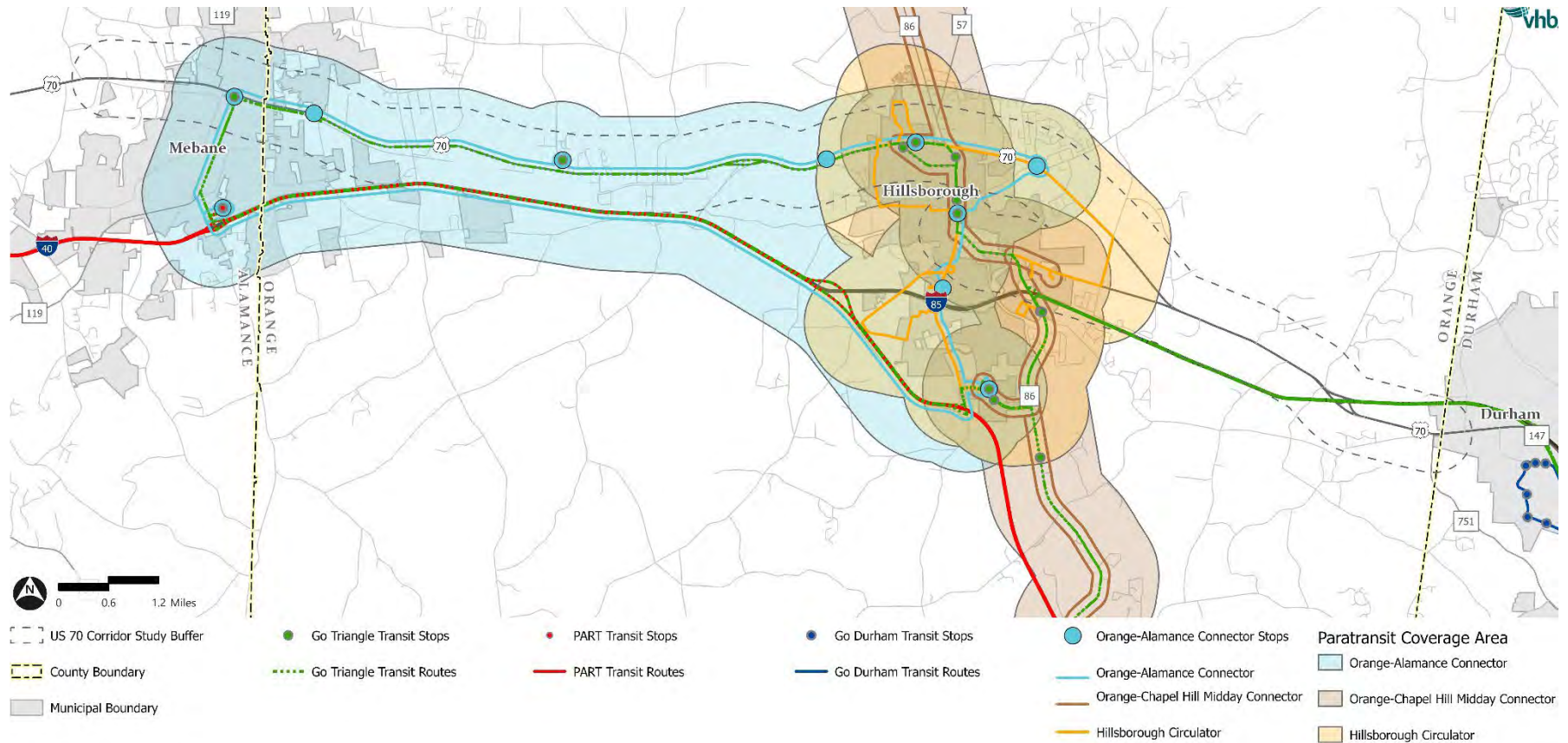
Figure 18: Bicycle and Pedestrian Accommodations



1.3.4 Transit Service

The US 70 study area is served by several public transportation providers and regional transportation authorities that accommodate regional and local transit trips through Alamance County, Orange County, Durham County and within municipalities. Local and regional transportation systems operate a variety of services including demand response services, local fixed route bus and express bus routes. **Figure 19** shows the study area’s existing local fixed bus routes, express bus routes, and park-and-ride lots.

Figure 19: Transit Routes in Corridor



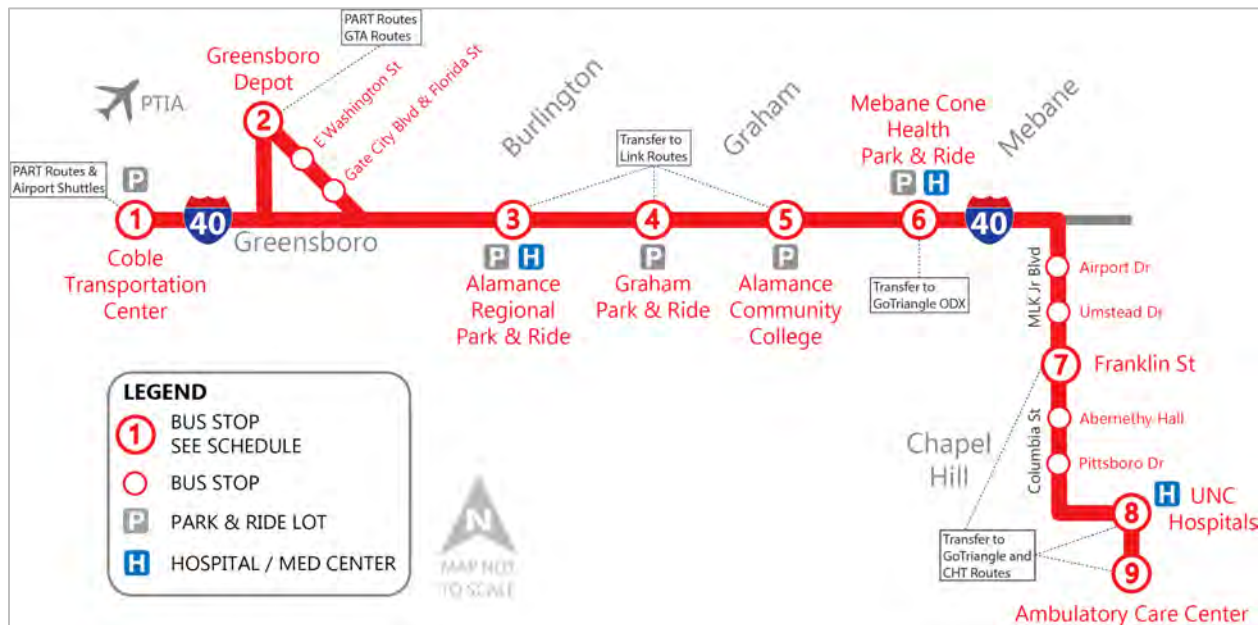


Piedmont Authority for Regional Transportation (PART)

The Piedmont Authority for Regional Transportation (PART) provides regional planning and coordination services for the Piedmont Triad and operates the Piedmont Triad regional public transportation system that overlaps with US 70 corridor study. PART's regional programs include the following transit services:

- Regional transit system (PART Express)
- Regional ridesharing and vanpool program

The PART Express system provides a regional bus service connecting across Alamance County and Orange County and connecting to other local and regional transit providers. The PART Express Route 4 ("Alamance Burlington Express") is a peak-only service that operates every 20-40 minutes between Greensboro and Chapel Hill, with stops along I-40 in Burlington, Graham and Mebane. PART Express Route 4 does not operate during the evening or on weekends. A one-way fare on PART Express is currently listed at \$2.50 (*\$1.25 for a discounted fare), with UMO smartcard and mobile app electronic fare payment options available.



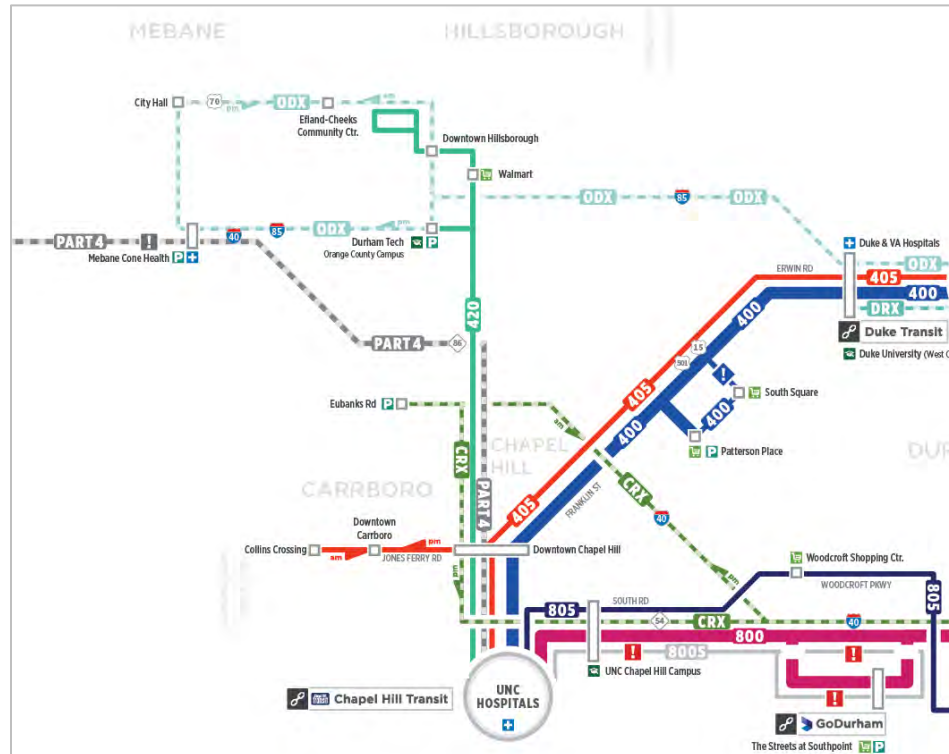


GoTriangle

GoTriangle provides regional transit services between Wake, Durham, Orange, and Alamance Counties. In addition to regional bus operations, GoTriangle provides other commuter resources for the Raleigh-Durham-Chapel Hill area, including paratransit services, ridematching and vanpools, and an emergency ride home program. The following two GoTriangle routes overlap with US 70 study area:

Route 420 - Provides weekday peak period express service hourly between Hillsborough and Chapel Hill. The GoTriangle Short Range Transit Plan (SRTP) (2018) proposed moving the route to I-40 between Chapel Hill and Hillsborough (instead of NC-86) and to use Churton Street instead of NC 86 and US 70 in Hillsborough to improve on time performance and provide more direct service.

Orange-Durham Express (ODX) - Provides weekday rush hour express service hourly between Efland, Mebane, Hillsborough, Duke/VA Hospitals, and downtown Durham. The GoTriangle SRTP (2018) proposed increasing the frequency of the route to every 30 minutes and streamlining the service between Mebane Cone Park & Ride, the Durham Tech Orange County Campus, and Durham. ODX route does not operate during the evening or on weekends. The GoTriangle transit fare is typically \$2.25 for regional routes and \$3.00 per one way trip on Express routes (with discount fares also available); the agency is temporarily operating a fare-free format until June 2023.





Orange County Public Transportation (OPT)

Orange County Public Transportation (OPT) is Orange County's transportation agency responsible for providing transportation services to residents of Orange County, the Town of Hillsborough, Efland and a part of the City of Mebane. OPT provides community transportation including demand response and circulator bus service, with the following circulators in service:

- Hillsborough Circulator: A fare-free route connecting major destinations throughout Hillsborough. The Connector provides hourly service Monday-Friday between 8 PM and 5 PM. The Hillsborough Circulator is a fare-free service.
- Orange-Alamance Connector: Connects major destinations in Hillsborough, Efland, and Mebane. The route operates hourly Monday- Friday between 10 AM and 3 PM.
- Orange-Chapel Hill Midday Connector (OCH): Connects major destinations in Hillsborough, Chapel Hill, and Cedar Grove. The OCH runs hourly Monday-Friday between 9:45 AM. and 3:50 PM.
- Paratransit Services: Orange County offers Medicaid transportation services, complimentary Americans with Disabilities Act (ADA) services, and services provided by the Rural Operating Assistance Program (ROAP). Collectively referred to as paratransit, these services are provided within a $\frac{3}{4}$ mile of all Orange County fixed route service. Service is offered five days a week from 8 a.m. to 5 p.m. and has no cost. Reservations must be made to use the service.
- Mobility-on-Demand (MOD): Option that provides on-demand service in the Hillsborough, NC area; MOD service is available Fridays 5 a.m. to 9 p.m. and Saturdays from 9 a.m. to 5 p.m. The service is \$5 one way.

The fare to ride the Orange-Alamance Connector and the Orange-Chapel Hill Connector is \$2 (one way) for the general public, \$1 for children 6-12, and free to seniors 60+, children under the age of 6, and persons with disabilities. Orange County Transportation has recently shifted to cashless fare collection and accepts UMO smartcard and mobile app for fare payments.

GoDurham

GoDurham is the Durham County public transportation agency. GoDurham operates a variety of fixed bus routes that are generally outside of the US 70 corridor study area; these routes interconnect with other transit providers in the region including PART, Orange County Transportation, and GoTriangle.

As part of public transportation services available in Durham County, Durham County ACCESS provides transportation to Durham County residents who meet certain criteria (including Durham County residents who are disabled, seniors



60+, transportation disadvantaged, or live in rural areas of Durham County). Applications are required to ride Durham County ACCESS. Durham County ACCESS also provides trips for activities and destinations related to:

- Work and Work-Related Training
- Nutritional and Medical Appointments
- Shopping and Personal Needs Regardless of Age (based on factors including distance from the GoDurham fixed-route bus service)

Alamance County Transportation Authority (ACTA)

The Alamance County Transportation Authority (ACTA) provides transportation for the elderly, disabled, and general public in Alamance County. ACTA uses ADA-accessible vans and buses to assist individuals with special needs. All transportation services are available Monday-Friday from 5:00 AM-5:30 PM and must be scheduled by 11 AM on the previous working day. ACTA provides transportation for general purpose trips, medical trips, and almost any non-emergency trip destination. In addition, special programs and pricing are available to qualified riders based on eligibility requirements.

ACTA fares are \$5.00 for a one-way trip/or \$10 for a round trip. Starting on March 24, 2020 and through the end of January 2022, ACTA has been waiving the fare collection.



Planned Transit Improvements Based on Prior Plans

The Orange County Transit Plan (2017; amended 2022) was developed by representatives from Orange County, the Towns of Hillsborough, Chapel Hill, and Carrboro, the University of North Carolina (UNC), and GoTriangle to improve transit options throughout Orange County and strengthen regional transit connections. The plan examines ways to improve the transit network through enhanced bus service and facilities. The Orange County Transit Plan has several goals, including improving overall mobility and transportation options while providing geographic equity and positive impacts on air quality.

Relevant recommendations include:

- New Hillsborough Train Station for intercity (Amtrak) service
- New commuter express service between Mebane, Hillsborough, and Durham (implemented)
- Improvements to Hillsborough bus stops
- Additional deviated fixed-route transit service
- Hillsborough transfer center to connect Orange Public Transportation and GoTriangle

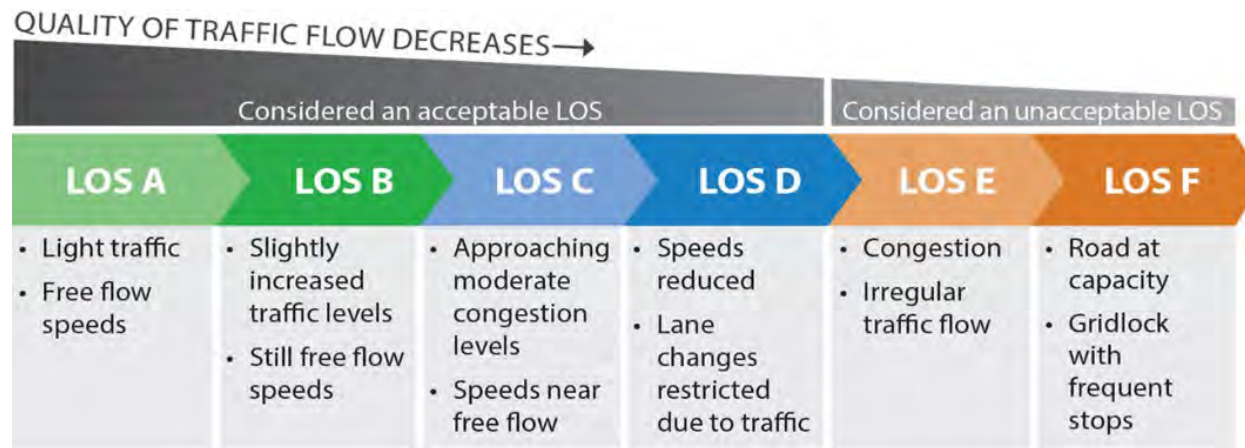


1.4 Traffic Operations and Quality of Service

There are a variety of ways to measure the performance of a transportation facility. Transportation professionals typically rely on guidance from the Highway Capacity Manual, which describes performance from the traveler point of view that is designed to be useful to roadway operators, decisions makers, and member of the community. Individuals may travel along US 70 via personal vehicle, walking, bicycling, or via transit, each of which can be quantitatively measured using standard criteria such as delay, average speed, percent time spent following, or other measures. The dominant form of transportation currently along US 70 is by automobile. As a result, this section covers traffic operations along the corridor on a corridor basis (i.e. distinguishable segments with common roadway characteristics), as well as by individual intersections. Given the low volume of pedestrian and bicycle trips, and the lack of dedicated facilities, providing a meaningful assessment of bicycle level-of-service is difficult; however, deficiencies and opportunities can be identified.

The conventional concept of traffic, level-of-service (LOS) can be summarized—at least qualitatively—in **Figure 20**. More detailed, qualitative tables are presented in subsequent sections. Generally, LOS D is acceptable in most rural and suburban situations. In some highly urbanized settings, or where there are unacceptable environmental/community impacts, excessive costs, or other policy or planning objectives, LOS E can be appropriate.

Figure 20: Level of Service Illustration



1.4.1 Corridor-Level

For corridor-level capacity analysis using Highway Capacity Software Plus (HCS7), sections in four of the segments were assessed for LOS in the AM and PM peak hours. These four sections were treated as two-lane highways which matches most of the corridor. This classification applies to intercity routes connecting major traffic generators and serving commuters who expect to travel at relatively high speeds, with few or no traffic signals. For these segments, directional analysis was required to capture the effects of opposing traffic and passing restrictions.

Segmental corridor analyses were conducted using the Highway Capacity Software Plus (HCS7) software package. Segmental corridor LOS results reflect daily operations; however, peak-hour parameters are considered. To analyze segments, various parameters are accounted for, including daily volume, lane width, shoulder width, peak hour



directional split, terrain type, and truck percentages. Free flow speed for each of the sections was collected from StreetLight. The LOS analysis integrated data from the traffic counts collected in Fall 2022. **Figure 21** graphically represents the worst case (AM or PM peak) directional LOS for the corridor.

Figure 21: Corridor Level of Service Summary for US 70

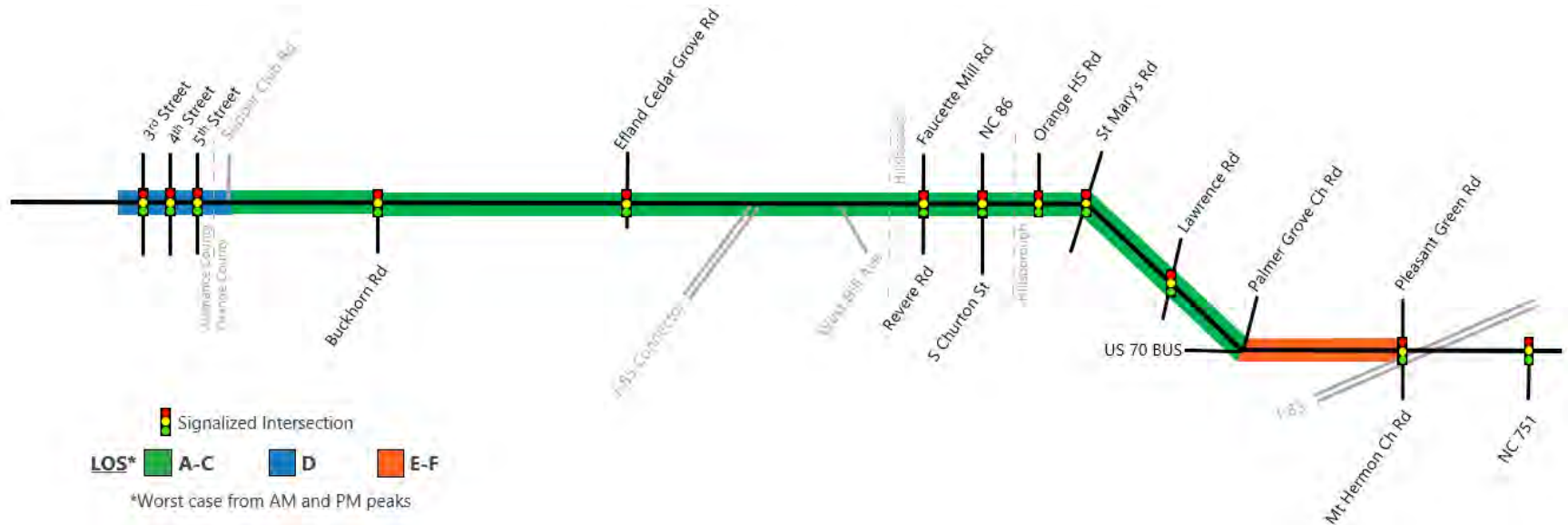


Table 6 on the following page describes LOS criteria relating to average travel speed (ATS) and percent time-spent following (PTSF) for Class I facilities. PTSF can have a significant impact on LOS when there are few opportunities to pass slower-moving vehicles, typically because of sight-distance limitations.



Table 6: Level of Service Description for Two-Lane Highways

Level of Service	Class I Highways	
	ATS (mph)	PTSF (%)
A	>55	<=35%
B	>50 - 55	35% - 50%
C	>45 - 50	50% - 65%
D	>40 - 45	65% - 80%
E	<= 40	>80%
F	Flow rate exceeds segment capacity	Flow rate exceeds segment capacity

Table 7 summarizes the results of HCS capacity analysis by segment and direction for the AM and PM peak periods. In general, LOS is slightly lower in the AM peak due to a combination of higher volumes and more pronounced directionality.

The sections in Segments A, B, C, and D operate at an acceptable LOS in both directions during both peak hours. The section from US 70 Business to Pleasant Green Road in Segment E operates at an acceptable LOS in both directions during the PM peak hour and in the eastbound direction during the AM peak hour. This section operates at LOS E in the westbound direction during the AM peak hour.



Table 7: Corridor Level of Service Summary for US 70 Using Two-Lane Highways Analysis

Segment	Segment Location	Segment Length (miles)	AM Peak			PM Peak		
			Segment LOS	ATS (mph)	PTSF (%)	Segment LOS	ATS (mph)	PTSF (%)
A	Supper Club Rd to Mace Rd (EB / WB)	1.7	C / B	43.6 / 44.4	62.4 / 48.7	B / C	44.6 / 43.4	46.6 / 64.1
B	Buckhorn Rd to Efland-Cedar Grove Rd (EB / WB)	3.9	B / A	49.3 / 50.4	47.9 / 31.8	A / B	50.2 / 49.5	34.7 / 46.0
C	East of US 70 Connector to Hillsborough Border (EB / WB)	1.4	D / B	45.6 / 48.4	67.7 / 44.6	C / D	47.4 / 46.2	56.1 / 65.1
E	US 70 Bus to Pleasant Green Rd (EB / WB)	2.2	B / E	50.5 / 47.4	46.3 / 72.4	D / B	47.6 / 50.4	69.7 / 46.2

Suburban/urban roadways with more frequent traffic signals require arterial analysis to account for intersection-related delays. An arterial LOS analysis in Synchro using HCM 2000 methodology was completed for sections in Mebane and Hillsborough due to the number and spacing of signalized intersections through both municipalities and their transition areas. 2019 Free Flow Speeds from StreetLight were utilized, and Table 8 shows the LOS criteria based on travel speeds. The average speed and corresponding LOS for both sections are shown in Table 9.

Table 8: Level of Service Description for Urban Streets (HCM2000)

Urban Street Class	Free-Flow Speed, mi/h	Travel Speed Threshold (lower limit) by Level of Service, mi/h				
		A	B	C	D	E
I	55	>42	>34	>27	>21	>16
	50	42	34	27	21	16
	45	42	34	27	21	16
II	45	35	28	22	17	13
	40	35	28	22	17	13
	35	35	28	22	17	13
III	35	30	24	18	14	10
	30	30	24	18	14	10
IV	35	25	19	13	9	7
	30	25	19	13	9	7
	25	25	19	13	9	7



Table 9: Corridor Level of Service Summary for US 70 in Segment A (Mebane) and Segments C-D (Hillsborough)

Segment	Town	Segment Location	Arterial Class	AM Peak		PM Peak	
				Segment LOS	ATS (mph)	Segment LOS	ATS (mph)
A	Mebane	3rd St to 5th St (EB / WB)	IV / III	D / D	12.1 / 16.4	D / D	12.0 / 15.7
C-D	Hillsborough	Faucette Hill Rd to Palmers Grove Rd (EB / WB)	II / I	B / B	31.7 / 36.3	B / C	34.1 / 33.3

The HCS methodology for estimating LOS for travel by bicycle (BLOS) is an empirically derived procedure that assesses a facility’s suitability for bicycle travel using a specified set of roadway characteristics, including traffic volume and speed; heavy vehicle percentage; pavement condition; access points on right side; presence of bicycle lane; and bicycle lane, shoulder, and outside travel lane widths. Table 10 summarizes the BLOS for each segment by direction and peak period. Note that BLOS for individual intersections has not been calculated.

In its current state, this corridor is generally not well-suited for bicycle travel. Every section analyzed operates at LOS E or LOS F in both directions during both peak hours. The most important contributing factors appear to be traffic volumes and speeds; lack of bicycle lanes; limited width of shoulders and outside travel lanes; limited sight distance, and density of access points.

Table 10: Corridor Segment Bicycle LOS Summary for US 70

Segment	Segment Location	Segment Length (miles)	AM Peak		PM Peak	
			Segment BLOS	BLOS Score	Segment BLOS	BLOS Score
A	Supper Club Rd to Mace Rd (EB / WB)	1.7	F / F	5.61 / 5.59	E / E	5.29 / 5.41
B	Buckhorn Rd to Efland-Cedar Grove Rd (EB / WB)	3.9	F / E	5.58 / 4.56	E / E	5.29 / 5.30
C	East of US 70 Connector to Hillsborough Border (EB / WB)	1.4	F / F	6.03 / 6.15	F / F	5.54 / 5.71
E	US 70 Bus to Pleasant Green Rd (EB / WB)	2.2	F / F	5.85 / 6.07	F / F	6.30 / 5.56



1.4.2 Intersections

Peak hour LOS measures the adequacy of the intersection geometrics and traffic controls of a particular intersection or approach for the given turning volumes. LOS ranges from A through F, based on the average control delay experienced by vehicles traveling through the intersection during the peak hour. Control delay represents the portion of total delay attributed to traffic control devices (e.g., signals or stop signs). The engineering profession generally accepts LOS D as an acceptable operating condition for signalized intersections in urban areas and LOS C for rural areas.

At unsignalized intersections, LOS E is generally considered acceptable only if the side street encounters delay. Nevertheless, side streets sometimes function at LOS F during peak traffic periods; however, the traffic volumes often do not warrant a traffic signal to assist side street traffic. Table 11 provides a general description of various LOS categories and delay ranges.

Table 11: Level of Service Description for Intersections

Level of Service	Description	Signalized	Unsignalized
A	Little or no delay	<= 10 sec.	<= 10 sec.
B	Short traffic delay	10-20 sec.	10-15 sec.
C	Average traffic delay	20-35 sec.	15-25 sec.
D	Long traffic delay	35-55 sec.	25-35 sec.
E	Very long traffic delay	55-80 sec.	35-50 sec.
F	Unacceptable delay	> 80 sec.	> 50 sec.

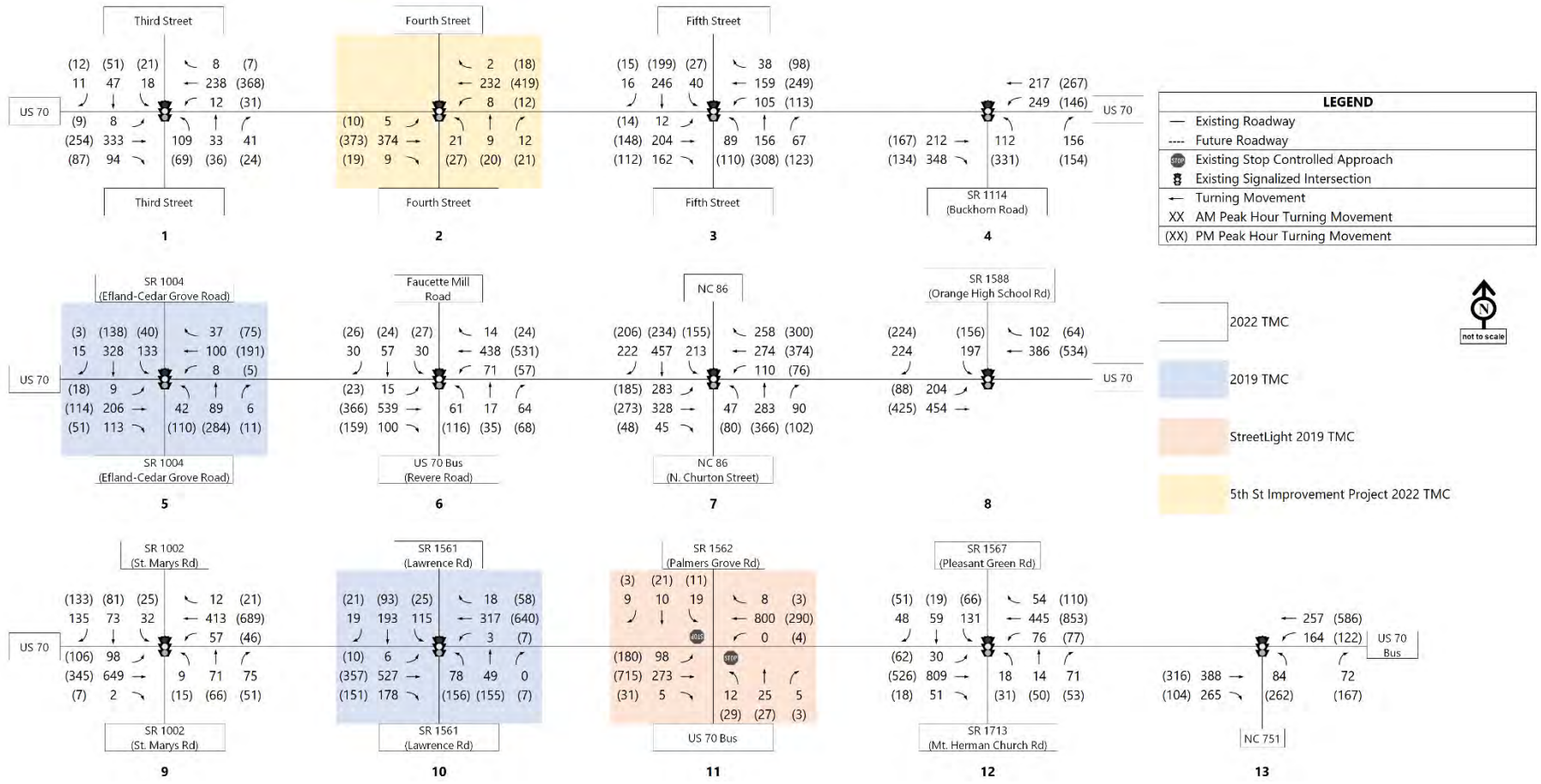
Level of Service Analysis

Intersection LOS analyses were performed for the typical weekday AM and PM peak hours using *Synchro/SimTraffic Professional Version 11*. The Existing (2022) scenario analysis utilized the existing signal plans from the NCDOT. The intersection cycle lengths were set per the minimum cycle lengths in the NCDOT Capacity Analysis Guidelines. Peak hour volumes used in the analysis are from the traffic counts as well as StreetLight, the 5th Street Improvement Project, and 2019 turning movement counts. The volumes and source for each intersection are shown in **Figure 22**. A summary of the findings for the Existing (2022) scenario level of service analysis can be found in Table 9, and the full *Synchro/HCS*



output can be found in the Appendix. **Figure 23** graphically depicts the worst case (AM or PM peak) LOS for signalized intersections and unsignalized approaches, as well as identifying locations with potential for queuing problems.

Figure 22: Peak Hour Turning Movements at Priority Intersections





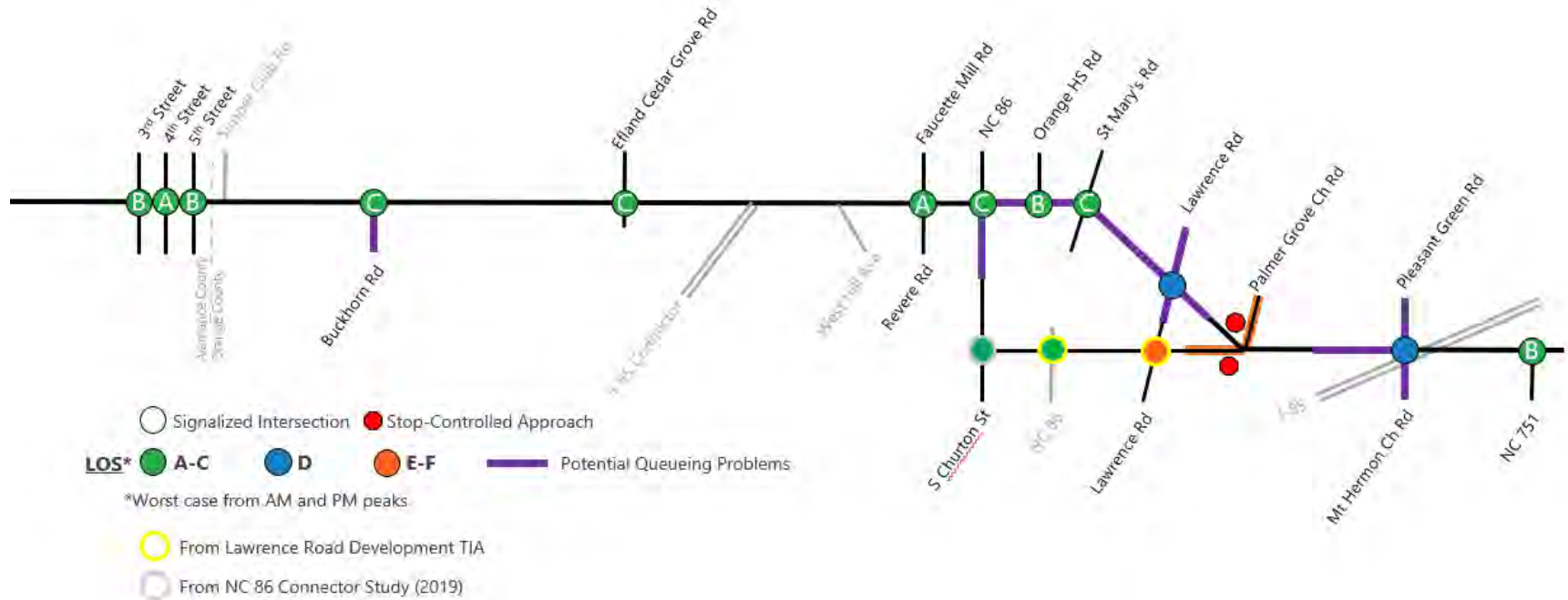
All twelve signalized intersections analyzed operate acceptable overall LOS during peak hours, and conditions are generally similar overall between both peak hours. US 70 generally experiences a better LOS than the cross streets at each intersection. Most side streets operate at an acceptable LOS during both peak hours except for a few intersections between Durham and Hillsborough. Mt. Herman Church Road and Pleasant Green Road operate at LOS F during both peak hours. At Lawrence Road, the northbound approach operates at LOS E during the AM peak, and the southbound approach operates at LOSE E during the PM peak hour.

Between the Mt. Herman Church Road/Pleasant Green Road and Lawrence Road intersections is the unsignalized US 70 Bus/Palmers Grove Road intersection. The NB US 70 Bus approach operates at LOS F during both peak hours (with worse delay in the PM), and the SB Palmers Grove Road approach operates at the LOS D during the AM peak hour and LOS E during the PM peak hour. These LOS deficiencies are due mainly to vehicles waiting to turn onto US 70, although crossing and right-turning vehicles contribute. Combined with heavy peak-hour traffic, high speeds and some visibility constraints create long delays as drivers wait for adequate gaps in traffic.

Due to their proximity to at-grade rail crossings, several signals in Mebane (Moore Street, 3rd Street, 4th Street, and 5th Street) require interconnection with the rail crossing signals and crossing gates to preempt normal traffic signal operation in the presence of a train. This preemption prevents conflicting signal combinations between the relevant traffic control devices. LOS is not calculated for preemptive operation, but such conditions obviously add delay and can create long vehicle queues.



Figure 23: 2022 Intersection LOS



Queuing Analysis

LOS is not the only metric of intersection performance. The length of vehicle queues waiting to enter the intersection—while related to delay—is not explicitly considered in calculating LOS. A separate inspection of observed/estimated queue length is required. Long vehicle queues have the potential to create problems typically by:

- Exceeding available storage
- Preventing turning vehicles from accessing turn lanes due while stuck in a through lane queue
- Increasing rear-end crashes due to unexpected queues especially around curves
- Increasing potential for blocked intersections (gridlock), driveways, crosswalks, and railroad tracks

Several signalized intersections have potential long queueing issues:

- Buckhorn Road NB lane (Both peak hours) – only about 150' (~6 vehicles) from at-grade railroad crossing in PM.



- Efland-Cedar Grove Road SB lane (AM peak only)
- NC 86 (N. Churton Street) SB through/right-turn lane (AM peak hour) - may block turn lane access.
- NC 86 (N. Churton Street) SB left-turn lane (AM peak only) – may exceed available storage.
- NC 86 (N. Churton Street) NB through lanes (Both peak hours)
- US 70 WB through lane at NC 86 (Both peak hours) – Significant queueing observed back to Orange High School Road which is more severe than reflected in Synchro analysis. Through lane queueing may block access to turn lanes that is compounding problems at the Orange High School Road intersection.
- US 70 WB through lane at Orange High School Road (Both peak hours) – Significant queueing also observed during both peak hours. Right-turning vehicles may be stuck queueing in through lane impacting drop-off/pick-up at the middle school and high school. School-bound vehicles were also observed cutting through a church parking lot.
- US 70 WB through lane at St. Mary’s Road (PM peak only) - may block turn lane access and increase potential for rear-end crashes around curve.
- US 70 EB through/right-turn lane at St. Mary’s Road (AM peak only) – may block turn lane access and increase potential for rear-end crashes around curve.
- Lawrence Road NB and SB lanes (Both peak hours)
- US 70 WB through/right-turn lane at Lawrence Road (PM peak only)- may block turn lane access.
- US 70 EB through/right-turn lane at Lawrence Road (AM peak only) - may block turn lane access.
- US 70 WB through turn lane at Lawrence Road (PM peak only) – may block turn lane access.
- Mt. Hermon Church Road/Pleasant Green Road NB and SB approaches (Both peak hours)
- US 70 EB through lane at Mt. Hermon Church Road/Pleasant Green Road (AM peak only) – may block turn lane access and increase potential for rear-end crashes around curve.
- NC 751 NB left-turn lane (PM peak only) – may exceed available storage.



Table 12: Intersection LOS and Delay

ID	Intersection and Approach	Traffic Control	Existing (2022)	
			AM	PM
1	3rd St & US 70 (Center St)	Signalized	B-16.2	B-10.6
	Eastbound		B-17.1	B-11.4
	Westbound		B-13.9	A-4.9
	Northbound		B-14.7	B-15.7
	Southbound		C-22.5	C-26.7
2	4th St & US 70 (Center St)	Signalized	A-6.7	B-11.9
	Eastbound		A-6.4	B-14.2
	Westbound		A-5.7	A-9.3
	Northbound		B-14.4	B-14.9
3	5th St & US 70 (Center St)	Signalized	B-16.6	B-14.7
	Eastbound		B-14.5	A-3.1
	Westbound		B-17.1	B-15.9
	Northbound		A-9.3	B-13.7
	Southbound		C-26.4	C-27.6
4	Buckhorn Rd & US 70	Signalized	D-35.8	C-26.8
	Eastbound		D-42.4	C-31.1
	Westbound		B-15.1	B-11.2
	Northbound		E-58.1	D-37.4
5	Efland-Cedar Grove Rd & US 70	Signalized	B-18.2	B-15.2
	Eastbound		B-18.6	B-13.7
	Westbound		B-14.2	B-15.3
	Northbound		A-9.7	B-18.1
	Southbound		C-21.6	B-10.2
6	Revere Rd/Faucette Mill Rd & US 70	Signalized	A-9.4	B-10.2
	Eastbound		A-8.2	A-7.3
	Westbound		A-7.7	A-9.5
	Northbound		B-16.0	B-17.5
	Southbound		B-16.0	B-15.6
7	NC 86 (S Churton St) & US 70	Signalized	E-59.1	C-34.2
	Eastbound		F-93.1	C-33.8
	Westbound		D-42.2	C-33.5
	Northbound		C-22.6	C-30.9
	Southbound		E-63.4	D-38.4

ID	Intersection and Approach	Traffic Control	Existing (2022)	
			AM	PM
8	Orange High School Rd & US 70	Signalized	B-16.3	C-21.2
	Eastbound		A-9.3	A-6.1
	Westbound		C-21.1	C-26.6
	Southbound		C-21.8	C-29.1
9	St. Marys Rd & US 70	Signalized	C-22.9	C-26.8
	Eastbound		C-20.3	B-10.4
	Westbound		B-15.0	C-28.6
	Northbound		C-30.7	C-28.9
10	Lawrence Rd & US 70	Signalized	D-38.0	D-36.9
	Eastbound		D-36.3	C-22.4
	Westbound		B-16.1	D-35.6
	Northbound		E-70.2	D-52.6
	Southbound		D-51.8	E-62.1
11	US 70 Bus/Palmers Grove Ch Rd & US 70	Two-Way Stop Control	-	-
	Northbound		F-83.4	F-225.8
	Southbound		D-31.8	E-37.8
12	Mt Herman Ch Rd/Pleasant Gr Rd & US 70	Signalized	D-47.7	D-40.3
	Eastbound		D-43.5	C-24.4
	Westbound		C-26.8	D-37.2
	Northbound		F-107.0	F-87.9
13	NC 751 & US 70	Signalized	F-88.1	F-88.1
	Eastbound		B-10.7	B-15.4
	Westbound		B-12.8	B-18.4
	Northbound		A-5.2	B-10.9
			B-16.4	B-19.8



1.5 Safety

Corridor Overview

The Study Team analyzed reported crashes between August 2017 through July 2022 along US 70 from SR 1965 (Moore Street) in Alamance County to 25' north of US 70 Business/SR 1562 (Palmers Grove Church Road) in Orange County to provide an overview of how the corridor is performing and identify potential crash patterns or hotspots. The total crash rate was higher on US 70 than the corresponding critical crash rate determined by comparing the corridor with similar facilities in North Carolina (Table 13A - Left). Crash rates along US 70 also exceeded the respective critical rates for non-fatal injury, night (dark), and run-off road crashes. The crash rates for fatal crashes and crashes occurring under wet conditions did not exceed their respective critical crash rates. Crashes reported during the same period along US 70 Business from SR 1009 (S Churton Street) to NC 751 were analyzed as well. Similarly, the total, non-fatal injury, night (dark), and run-off road crashes exceeded their respective critical rates, and the fatal and wet crash rates did not (Table 13B - Right).

Table 13A: US 70 Corridor Crash Rates

Rate	US 70 Crashes	Crashes Per 100 MVM	Statewide Rate ¹	Critical Rate ²
Total	828	330.18	263.25	280.30
Fatal	4	1.60	1.32	2.71
Non-Fatal	239	95.31	73.07	82.15
Night	210	83.74	57.83	65.93
Wet	115	45.86	43.32	50.36
Run-Off Road	240	95.71	45.46	52.66

Table 13B: US 70 Business Crash Rates

Rate	US 70 Bus Crashes	Crashes Per 100 MVM	Statewide Rate ¹	Critical Rate ²
Total	395	339.42	263.25	288.42
Fatal	3	2.58	1.32	3.50
Non-Fatal	113	97.10	73.07	86.53
Night	101	86.79	57.83	69.86
Wet	57	48.98	43.32	53.79
Run-Off Road	77	66.16	45.46	56.17

¹2017-2021 statewide crash rate for 2-lane undivided urban US Routes

²Based on the statewide crash rate (95% level of confidence)

There were 828 recorded crashes in the study corridor during the analysis period. Rear-end collisions accounted for 366 crashes (44% of total crashes). These crashes occurred frequently throughout multiple sections of the study area especially near isolated intersections and areas with transitions between rural and urban conditions. The frequency of rear-end



crashes could be attributable to multiple interrelated causes including sections with curves, numerous driveways and intersections including unexpected or isolated traffic signals, high travel speeds, limited turn lanes, rolling terrain, and transitions between rural and urban conditions.

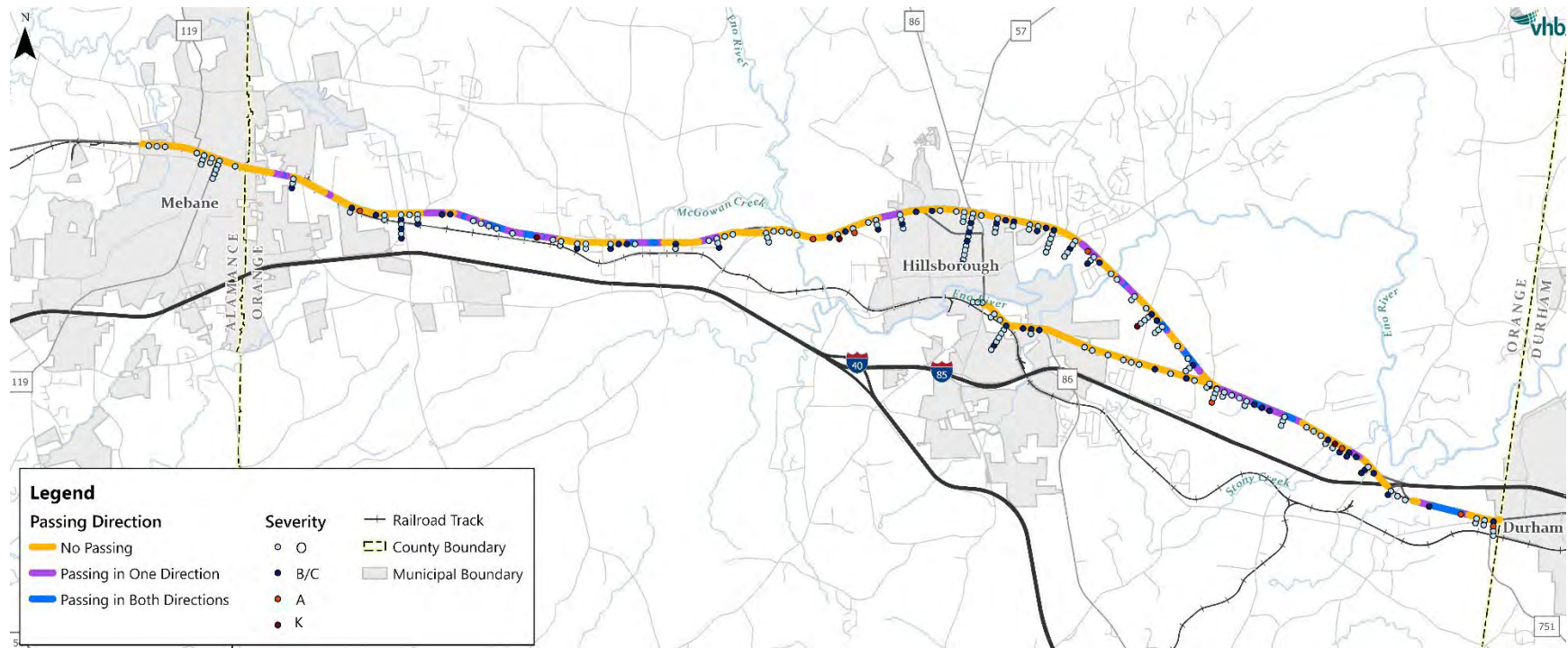
The second most common crash type was frontal impact crashes, which includes angle, left-turn, and right-turn crashes and accounted for 189 of the total crashes (23%). Of these, angle crashes were the most prominent with 83 crashes (10% of total crashes). Left-turn and right-turn crashes accounted for about 12% and 1% of the total crashes, respectively. These crashes are concentrated in the urban portions of the corridor, north of Hillsborough and in Mebane, and at isolated intersections such as in Efland.

Lane departure crashes accounted for 175 of the total crashes (21%). Of these, fixed object crashes were the most prominent with 86 crashes (10% of total crashes). Run-off road, sideswipe (opposite direction), and head-on crashes accounted for 4%, 2%, and 1% of crashes, respectively. Run-off-road crash locations and severities as well as the passing zones are shown in **Figure 24**. An explanation of crash severity can be found in Table 14.

Table 14: Crash Severity Description

Severity	Description
K	One or more people are killed at the scene or die within 30 days of the crash due to injuries received from the crash.
A	One or more people receive incapacitating injuries that prevent the individuals from performing their normal activities for 24 hours or longer.
B	One or more people receive non-incapacitating injuries that are apparent at the scene and will not prevent the individual from performing their normal activities for more than 24 hours.
C	One or more people complain of pain or momentary unconsciousness; however, the injuries are not visible or obvious at the scene of the crash.
O	No one is injured, and only property is damaged.

Figure 24: Run-Off Road Crash Severities & Passing Zones



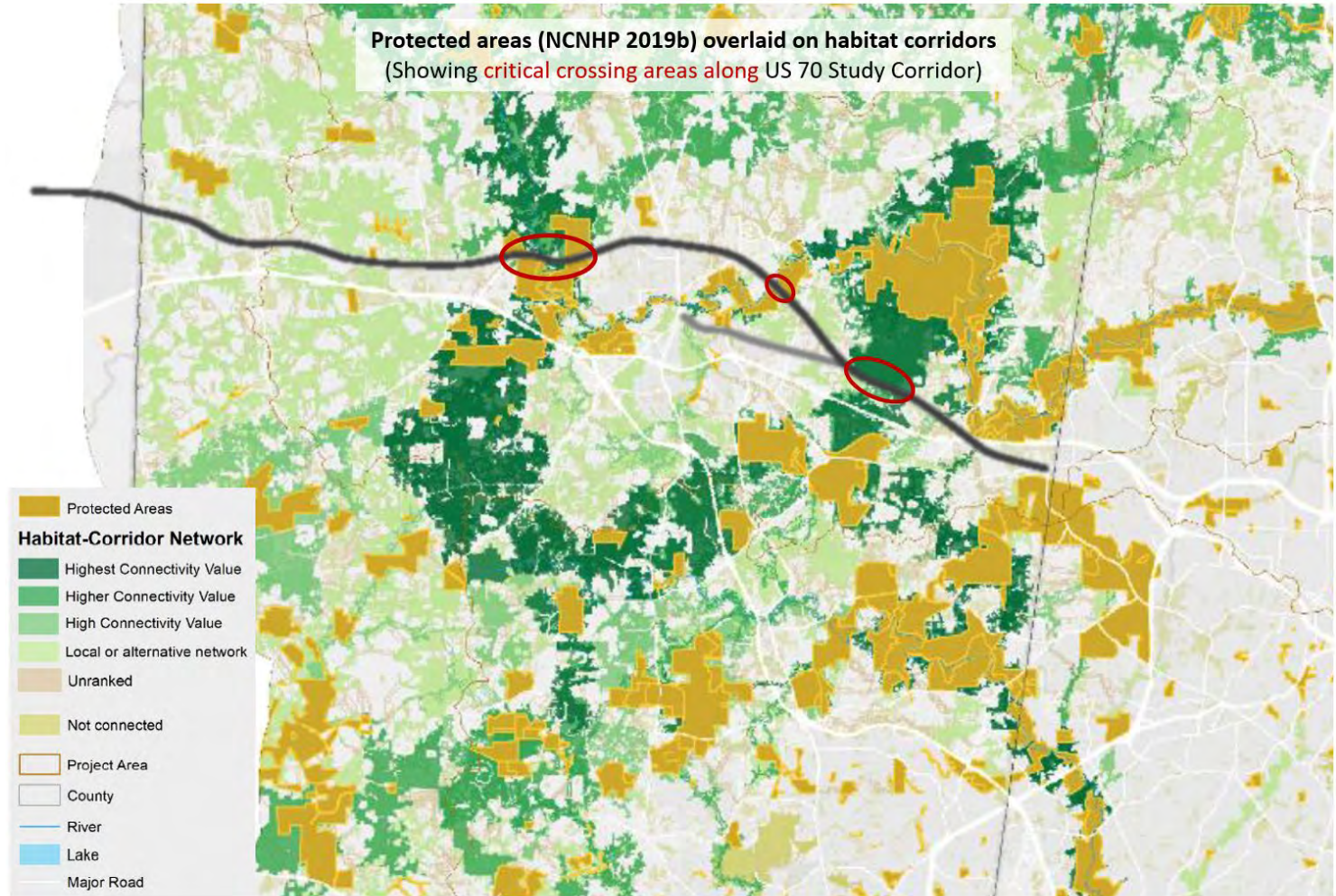
There were also 67 animal crashes (8% of total crashes). Segment B and Segment C had the most animal crashes with 26 and 25, respectively, and most of these were concentrated north of Hillsborough. As detailed in the 2019 report, *A Landscape Plan for Wildlife Habitat Connectivity in the Eno River and New Hope Creek Watersheds*, these crashes represent not only a danger to drivers and passengers. The crashes, along with the barrier created by the roadway itself, are a substantial threat to critical ecosystems and the wildlife they support. The Eno River and New Hope Creek-Jordan Lake watersheds are home to ecologically important habitats supporting a rich diversity of plant and animal species. Development and climate change cause habitat fragmentation and loss. To survive, animal species must be able to move within and between remaining high-priority wildlife habitats. Functional ecosystems require a connected network of habitats and corridors for movement. In addition to sustaining diverse wildlife populations, such connections can benefit water quality, native plants, working farms and forests, and public health and safety.



Figure 25 indicates critical wildlife crossing locations in Segments C, D, and E of the US 70 Corridor. The *Landscape Plan* identifies criteria for barrier roads and potential crossing locations, along with potential actions to preserve and enhance connectivity within and between wildlife habitats. This information will help guide design recommendations for US 70 that will benefit both traffic safety and the environment.

Rear end and frontal impact crashes are the most common crash types. Rear end collisions make up almost half of the crashes along the corridor which suggests drivers may not be anticipating the transitions occurring between more rural and more urban conditions. The high proportion of rear end crashes and frontal impact crashes at isolated intersections along the corridor point to unexpected stops in traffic as a contributing factor possibly due to increased turning volumes and at isolated signalized intersections due to queues at red lights. Other potential contributing factors include curving approaches, limited turn lanes, and intersection skew.

Figure 25: Major Wildlife Corridors & Critical US 70 Crossing Areas



Adapted from *A Landscape Plan for Wildlife Habitat Connectivity*, 2019



The corridor was further analyzed by segment with more attention paid to prominent crash locations and other areas of concern. The following is a summary of observations and potential considerations by segment alongside figures displaying prominent crash locations (defined as locations with six or more crashes). The total crashes per segment by severity is shown in Table 15.

Table 15: Total Crashes per Segment by Severity

Segment	K	A	B/C	O
A	0	4	38	123
B	1	4	50	116
C	2	4	74	191
D	1	2	63	155
E	2	5	76	166
F	1	0	32	113

Segment A

Segment A exceeds the respective statewide average for all categories except fatal crashes. This segment exceeds the critical rates for total and night crashes (Table 16).

Table 16: Segment A Crash Rates

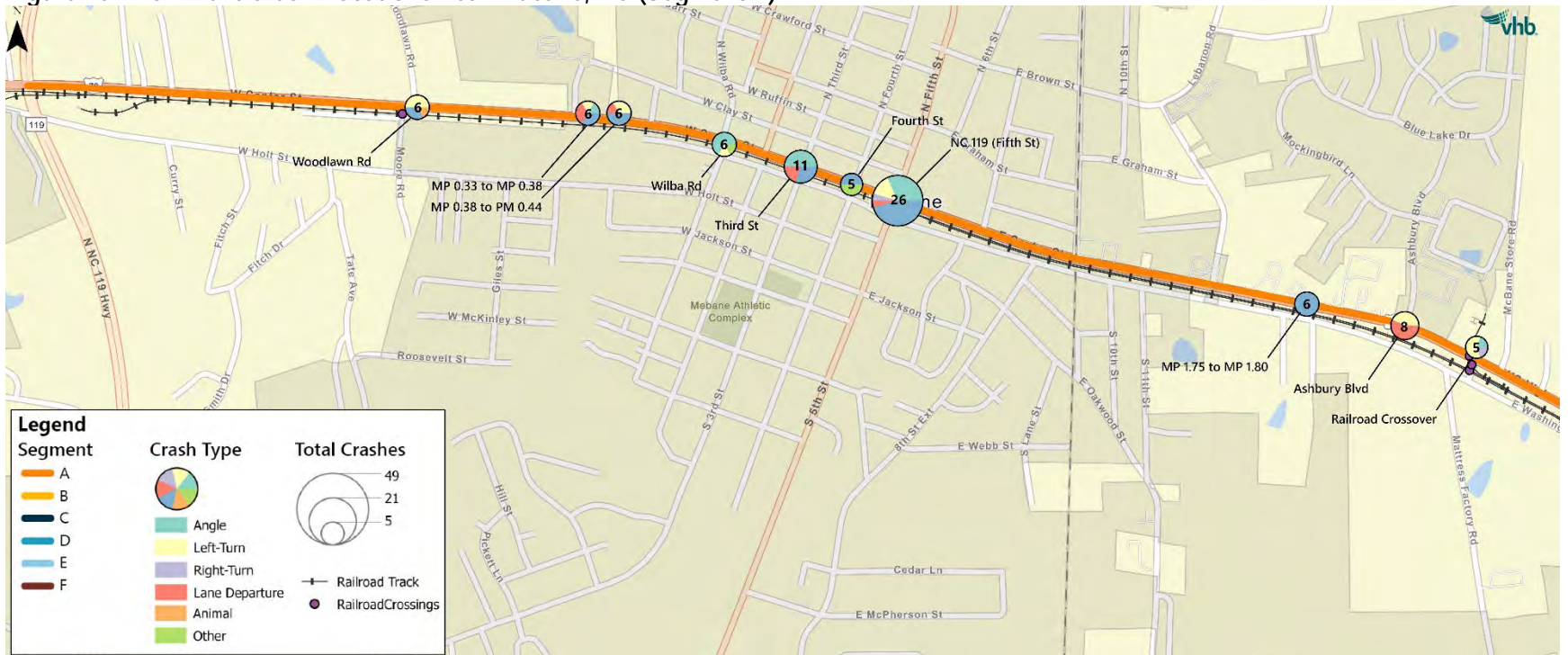
Rate	Seg. A Crashes	Crashes Per 100 MVM	Statewide Rate ¹	Critical Rate ²
Total	165	340.11	263.25	302.60
Fatal	0	0.00	1.32	5.06
Non-Fatal	42	86.57	73.07	94.29
Night	42	86.57	57.83	76.82
Wet	22	45.35	43.32	59.90
Run-Off Road	25	51.53	45.46	62.41

¹2017-2021 statewide crash rate for 2-lane undivided urban US Routes

²Based on the statewide crash rate (95% level of confidence)

In Mebane, the Fifth Street intersection experienced a high percentage of rear end crashes. This is the first signalized intersection entering Mebane from the east, and it is the first traffic signal since the isolated signal at Buckhorn Road. This traffic signal and associated stops may surprise drivers leading to rear end and turning crashes. **Figure 26** shows prominent crash locations in and near Mebane. Also shown in **Figure 26** are the at-grade railroad crossings through Mebane. As volumes increase in this area, further protections for vehicles and pedestrians at the railroad crossings should be considered.

Figure 26: Prominent Crash Locations near Mebane, NC (Segment A)





Segment B

Segment B exceeds the respective statewide crash rate for every category and the critical rate for all categories except fatal crashes (Table 17). The total and non-fatal injury crash rates are both double the respective critical rates, and the night and run-off road crash rates are close to doubling the respective critical rates. It has the highest crash rate of the segments for total, wet, and run-off road crashes.

Table 17: Segment B Crash Rates

Rate	Crashes	Crashes Per 100 MVM	Statewide Rate ¹	Critical Rate ²
Total	171	640.92	263.25	316.80
Fatal	1	3.75	1.32	6.85
Non-Fatal	55	206.15	73.07	102.17
Night	44	164.92	57.83	83.92
Wet	23	86.21	43.32	66.16
Run-Off Road	35	131.18	45.46	68.81

¹2017-2021 statewide crash rate for 2-lane undivided urban US Routes

²Based on the statewide crash rate (95% level of confidence)

There are clusters of rear-end and frontal impact crashes as well as a cluster of run-off road crashes in the section with Mace Road (SR 1384), Buckhorn Road (SR 1114), Shambley Road (SR 1309), and Frazier Rd (SR 1310). Buckhorn Road is the only signalized intersection between Fifth Street in Mebane and Efland-Cedar Grove Road in Efland. This isolated traffic signal could be unexpected for drivers, contributing to the frequency of rear end and frontal impact crashes. This may also contribute to the run-off road crashes in the section if drivers are swerving to avoid rear end collisions. Buckhorn Road may also have higher turning volumes than expected due to the access it provides to I-85 at a nearby interchange. This group of intersections in general is surrounded by driveways which may cause the increasing turning volumes to surprise drivers coming around the curves along both sides of the section, especially with the isolated traffic signal at Buckhorn Road.

Multiple A- and B-injury frontal impact crashes occurred in this section. A-level injury frontal impact crashes included a left-turn (same roadway) crash at Shambley Road and an angle crash at Frazier Road. The construction of turn lanes at Mace Road, Shambley Road, and Frazier Road as well as the restriping of the median to a two-way left-turn lane could



reduce the potential for crashes along this section of US 70. Improvements to signage and striping in this section to try to increase awareness of the side streets could be considered. However, proximity of the unsignalized Mace Road and Shambley Road intersections to the signalized Buckhorn Road intersection may limit the options for signing improvements. The installation of flashing Signal Ahead signs in place of the existing warning signs could also be considered to decrease the potential for rear end and frontal impact crashes at the Buckhorn Road intersection. The replacement of the existing traffic signal with a roundabout could also be considered to help reduce vehicle speeds and lower the potential for turning crashes. **Figure 27** shows the prominent crash locations near Buckhorn Road and in Efland. There are also at-grade railroad crossings shown in **Figure 27** at the Railroad Crossover and across Buckhorn Road, south of US 70. As this area continues to grow, further protections for vehicles and pedestrians at the railroad crossings should be considered. Various improvements have been discussed as part of other planning efforts.

There is also a spike in rear end crashes in Efland at Efland-Cedar Grove Road (SR 1004/SR 1372) and Brookhollow Road (SR 1324). Brookhollow Road was identified as a potentially hazardous (PH) location in 2022 by the Highway Safety Improvement Program (HSIP) – PH# 67I00186. The frequency of crashes may indicate that drivers are not adjusting to increased traffic conflicts by reducing speeds as they enter Efland. Drivers may not be expecting increased turning volumes, as reflected in the number of frontal impact collisions at Efland-Cedar Grove Road. The next closest signalized intersection to Efland-Cedar Grove Road along US 70 from the east is at Revere Road which is about 3.5 miles away and from the west is at Buckhorn Road which is about 3 miles away. Drivers may not expect this isolated traffic signal, contributing to crashes. Traffic calming measures entering Efland including restriping or installing pavement markings to alert drivers to slow down could be considered. To decrease the potential for crashes at Efland-Cedar Grove Road intersection, the installation of dual-indicated Signal Ahead signs including a flashing LED as well as Signal Ahead pavement markings could be considered. The replacement of the existing traffic signal with a roundabout could also be considered to help reduce vehicle speeds entering Efland and lower the potential for turning crashes.

Brookhollow Road is located on the downside of a vertical curve from the east which may contribute to rear end crashes due to poor sight distance for westbound drivers. The vertical curves entering Efland as well as vehicle speeds may also be contributing factors to the crashes in Efland. Checking the sight distance near Brookhollow Rd to see if improvements to the existed alignment and grade could be considered. Improvements to the existing Intersection Ahead sign, such as the addition of a Hill Blocks View sign and Supplementary Speed Limit Plaque if appropriate and permissible, could be considered. Checking all signs to ensure appropriate retro-reflectivity and replacing worn signs as well as the installing retro-reflective signpost panels could also be considered.

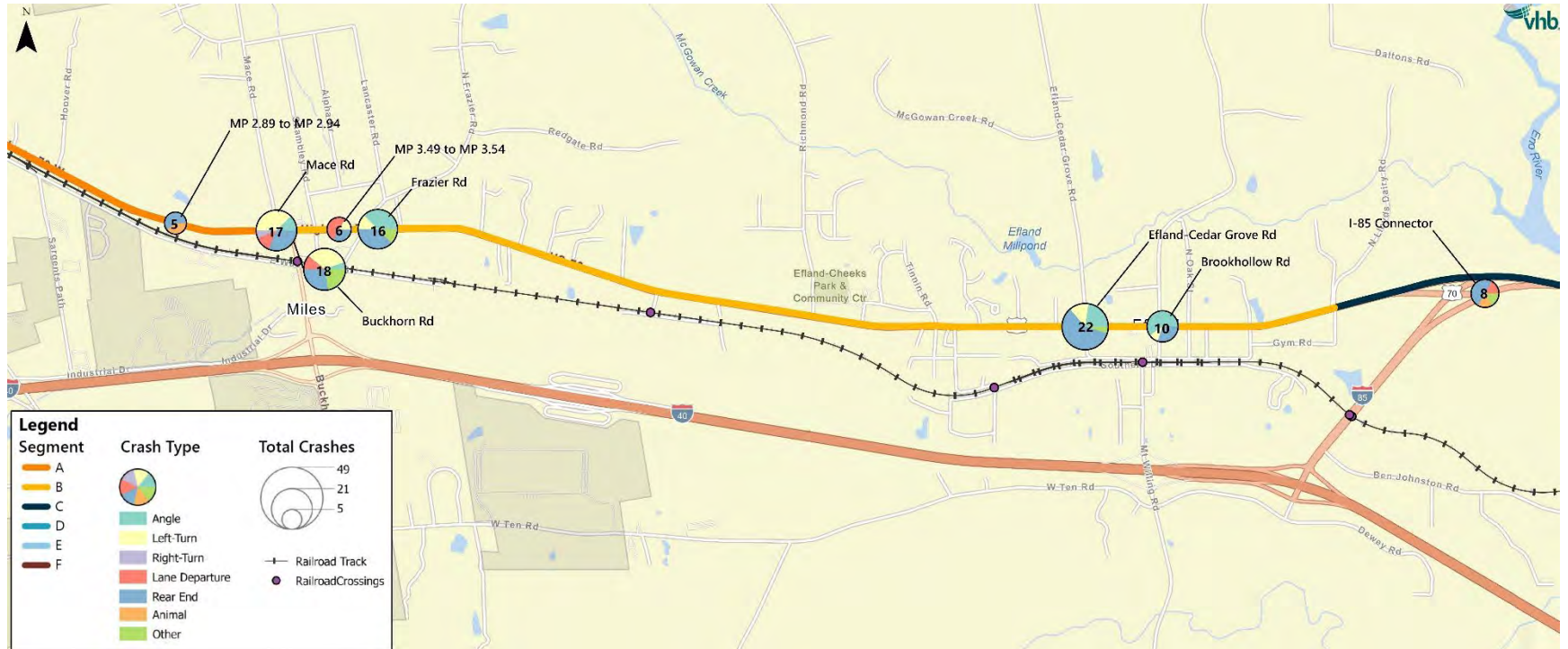


The interchange for the I-85 Connector east of Efland may influence drivers to associate the area with conditions like an interstate as opposed to a road entering a town. The centerline striping and allowance of passing on US 70 entering Efland may also encourage drivers to maintain high speeds like those on a rural road with lower volumes and may not prepare drivers to expect turning vehicles in Efland. Prohibiting passing by restriping with double yellow centerlines could be considered.

The speed limit entering Efland transitions from 55 mph to 50 mph to 45 mph. The decreasing speed limit appears to be the main warning to drivers of a transition to the more urban conditions in Efland, as there is not a drastic change in the character of the surrounding area. This may not provide enough advanced notice to drivers of the upcoming conditions in Efland. Lowering the speed limit if permissible and calling attention to the decreased speed limit with larger warning and speed limit signs could be considered.

The School Bus Stop Ahead warning sign along westbound US 70 east of the curve entering Efland shows signs of wear and a potential loss of retro-reflectivity. Other than this warning sign, there is no further signage delineating the bus stop after the curve. There are no shelters, sidewalks, or crosswalks available for the students using the bus stop. The addition of pedestrian facilities such as paths, crosswalks, and bus shelters along US 70 in Efland is recommendation if feasible. There is also an at-grade railroad crossing across Mt. Willing Road south of US 70 shown below, which could cause unexpected vehicle queues.

Figure 27: Crashes near Buckhorn Road and Efland-Cedar Grove Road (Segments A-C)



Segment C

Segment C exceeds the respective statewide crash rate for every category and the critical rate for all categories except fatal crashes (Table 18). The total crash rate is over 1.8x higher than the critical rate, and the non-fatal, night, and run-off road crash rates are over 1.6x their respective critical rates. It has the second highest crash rate of the individual segments for total, fatal, and run-off road crashes.



Table 18: Segment C Crash Rates

	Rate	Crashes	Crashes Per 100 MVM	Statewide Rate ¹	Critical Rate ²
Total		271	555.39	263.25	302.48
Fatal		2	4.10	1.32	5.05
Non-Fatal		77	157.81	73.07	94.23
Night		61	125.01	57.83	76.76
Wet		39	79.93	43.32	59.84
Run-Off Road		49	100.42	45.46	62.36

¹2017-2021 statewide crash rate for 2-lane undivided urban US Routes

²Based on the statewide crash rate (95% level of confidence)

The high number of rear end crashes at the West Hill Avenue intersection could be due its location after curves along US 70 in both directions as well as the geometry at the intersection that requires westbound traffic turning south on West Hill Avenue to slow significantly to make the more than 90 degree turn. It also lacks turn lanes and is the first intersection from the west in urban conditions with increased turning volumes relative to other nearby roads and driveways. Similarly, the relatively high number of rear end crashes at Lakeshore Drive and Holiday Park Road (SR 1390) could be due to their location in a curve near edge of Hillsborough with the potential for unexpected turning volumes along Lakeshore Drive due to vehicles heading into Hillsborough. There was an A-injury crash and two B-injury crashes involving turning vehicles at Holiday Park Road and Lakeshore Drive.

Lakeshore Drive does not have turn lanes and is in a curve the near transition from rural to conditions as vehicles enter and exit Hillsborough; this intersection is also closely offset from Holiday Park Road, both being factors that could contribute to rear end crashes. The intersection is located just south of a pond with a culvert crossing under the US 70 eastbound approach and is located at the bottom of a vertical curve. Ensuring appropriate signage is installed to delineate the culvert crossing and checking to ensure there is not ponding or flooding during large storms could be considered. Due to the intersection’s location, the construction of turn lanes may not be feasible; however, they could be considered if the intersection continues to see issues with rear end crashes.

There are also a few clusters of lane departure crashes in this section of the study area including a fatal crash. Multiple factors could contribute to the lane departure crashes in this area, including roadway curvature, high travel speeds,



changing conditions, and limited shoulders. The limited shoulder and proximity of trees to the roadway in certain segments could also decrease the potential for drivers to recover after departing the roadway. The speed limits between Efland and Hillsborough are 50-55 mph, which may not appropriately prepare drivers to enter an urban area. The high speeds could contribute to the number and severity of crashes in this area. A transition in speed limit down to 35 mph before and throughout Hillsborough could give drivers more time to adjust to urban conditions and reduce the potential for crashes near the limits of Hillsborough and throughout the town. **Figure 28** shows the prominent crash locations in Hillsborough.

Segment D

Segment D exceeds the critical rates for night and run-off road crashes (Table 19). There are clusters of run-off road crashes near Market House Way/Gwenn Road and St. Mary’s Road, possibly due to the location in a curve. There is also a cluster of run-road crashes near NC 86 as well as one near Lawrence Road.

Table 19: Segment D Crash Rates

Rate	Crashes	Crashes Per 100 MVM	Statewide Rate ¹	Critical Rate ²
Total	221	290.17	263.25	294.49
Fatal	1	1.31	1.32	4.14
Non-Fatal	65	85.34	73.07	89.84
Night	63	82.72	57.83	72.82
Wet	31	40.70	43.32	56.38
Run-Off Road	54	70.90	45.46	58.83

¹2017-2021 statewide crash rate for 2-lane undivided urban US Routes

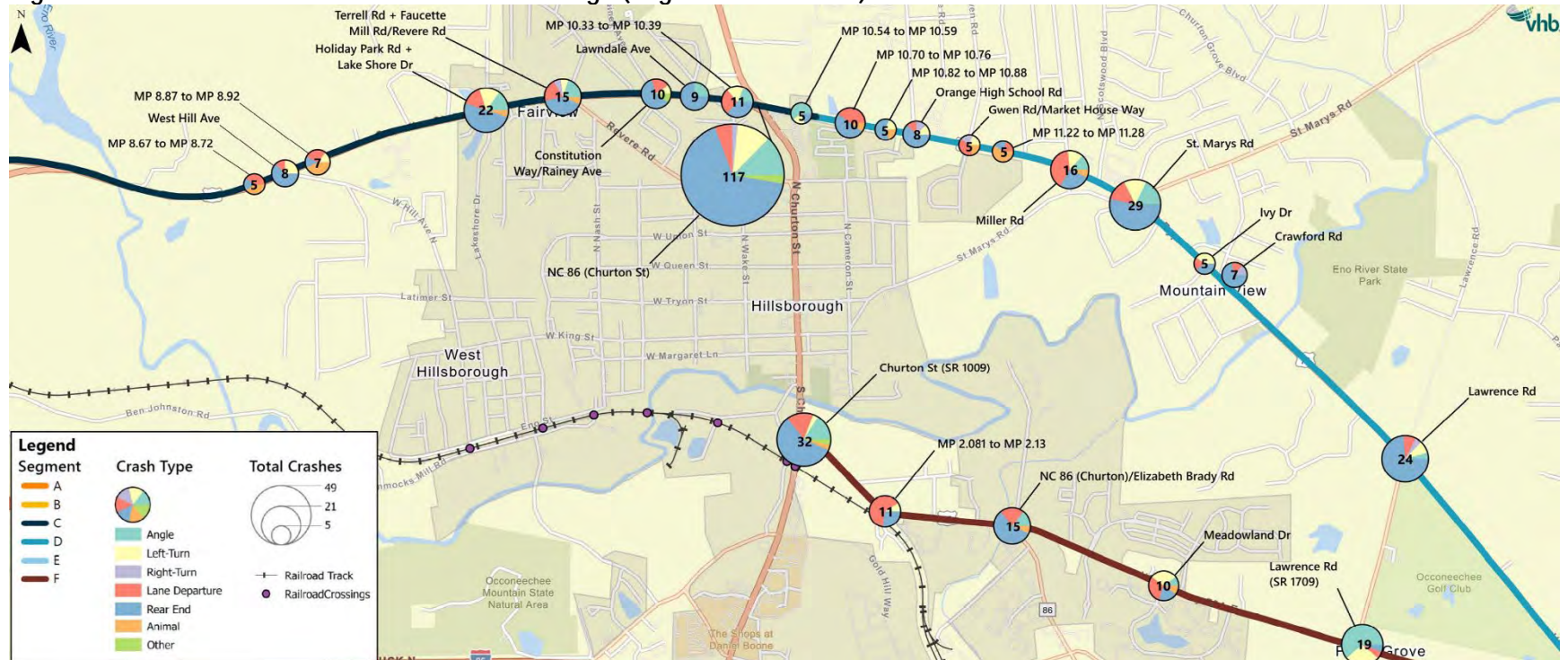
²Based on the statewide crash rate (95% level of confidence)

Gwen Road (SR 1628)/Market House Way is near a transition from rural to urban conditions as vehicles enter and exit Hillsborough. The striping along the westbound approach does not transition from a two-way left-turn lane to a left-turn lane unlike the striping along the intersection’s eastbound approach and the preceding intersection’s westbound approach. This may not provide westbound drivers with enough notice of the upcoming intersection. Restriping with left-turn lane is recommended for consideration. In Google Street View for July 2022, there is damage to the guardrail on along eastbound US 70 just after the intersection. This could have potentially occurred for multiple reasons including an

eastbound vehicle attempting to avoid a turning vehicle which failed to yield right of way or a vehicle losing control while turning left onto US 70 from Gwen Road. Continued monitoring for turning and lane departure crashes at intersection is recommended.

North Scotswood Boulevard (SR 2300) was identified as a potentially hazardous (PH) location in 2022 by the Highway Safety Improvement Program (HSIP) – PH# 67I00177. Per the US 70 crash analysis, this intersection experienced 3 frontal impact crashes (2 southbound left-turns and 1 eastbound left-turn) and 1 rear-end crash involving a westbound vehicle attempting a U-turn. Slightly south of the intersection, there was one more crash that involved a westbound vehicle attempting an improper U-turn from the right-turn lane over the median and colliding with another westbound vehicle. Based on the US 70 crash data, this intersection would not meet the 2022 HSIP Intersection Warrants.

Figure 28: Prominent Crash Locations in Hillsborough (Segments C-D and F)





Segment E

Segment E exceeds the statewide and critical rates for total and run-off road crashes (Table 20). Most of the run-off road crash locations are spread between Palmers Grove Road and Pleasant Green Road with clusters near Palmers Grove Road and University Station Boulevard. The cluster near Palmers Grove include an A-injury crash. The cluster near University Station Boulevards includes a fatal, A-injury, and multiple B & C injury crashes.

Table 20: Segment E Crash Rates

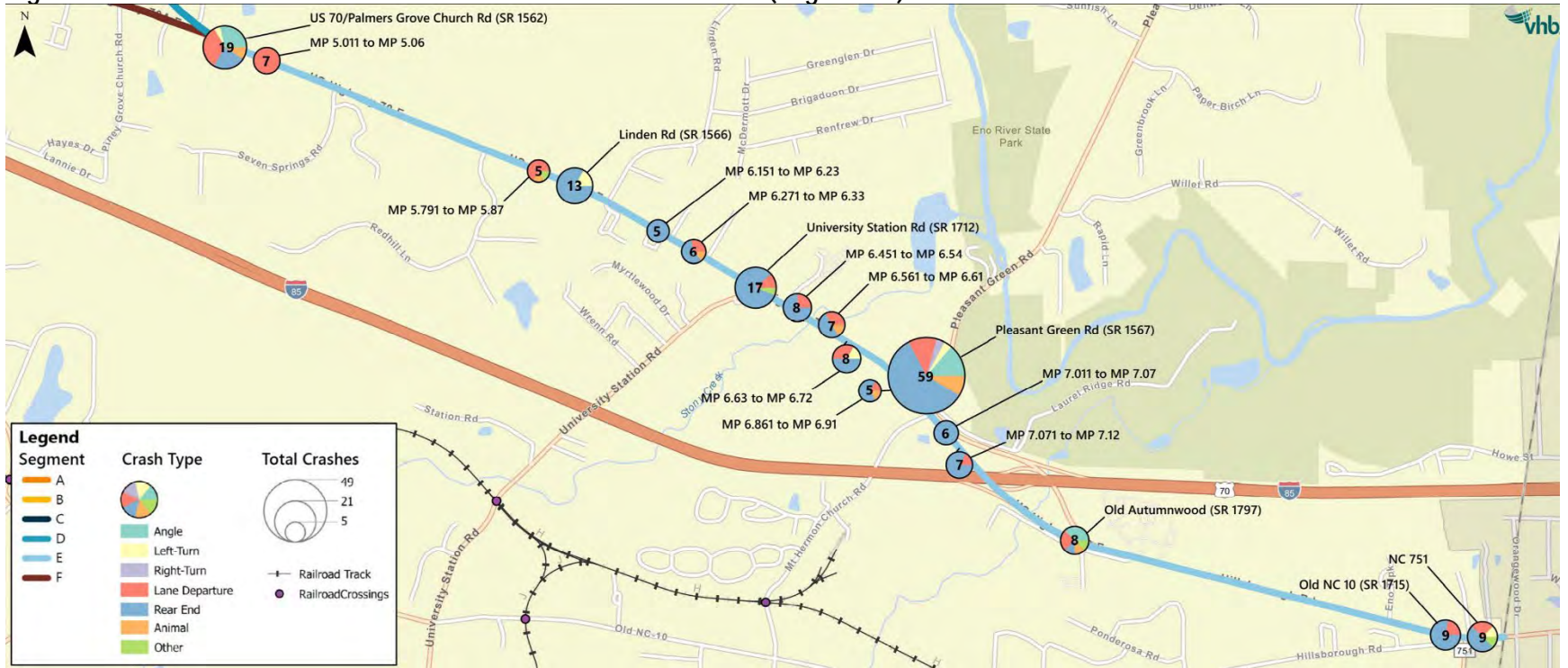
Rate	Crashes	Crashes Per 100 MVM	Statewide Rate ¹	Critical Rate ²
Total	249	320.43	263.25	294.17
Fatal	1	1.29	1.32	4.11
Non-Fatal	32	41.18	73.07	89.67
Night	42	54.05	57.83	72.66
Wet	28	36.03	43.32	56.25
Run-Off Road	48	61.77	45.46	58.69

¹2017-2021 statewide crash rate for 2-lane undivided urban US Routes

²Based on the statewide crash rate (95% level of confidence)

There are a high number of run-off road crashes near Palmers Grove Road that could be related to intersection skew and high travel speeds. The high number of rear end crashes between Linden Road and the I-85 interchange could also be due to high vehicle speeds as well as unexpected queueing and congestion at the Pleasant Green Road intersection. The traffic signal at Pleasant Green Road is the first signal since Lawrence Road in over three miles from the west and since NC 751 over 1.5 miles away from the east. The nearby I-85 interchange may lead to drivers exiting I-85 to maintain interstate speeds and influence drivers passing through the interchange to associate the area with interstate conditions. This could partially explain the severity of the run-off road crashes near University Station Boulevard. The transition from urban conditions in Hillsborough to rural and back to urban near Durham as well as the I-85 interchange may lead to confusing or conflicting conditions for driving traversing the area. Prominent crash locations in Segment E from Palmers Grove Road to Durham County are shown in **Figure 29**.

Figure 29: Prominent Crash Locations in near Pleasant Green Road (Segment E)



Segment F

Segment F exceeds the respective statewide crash rates for every category and the critical rates for all categories except fatal crashes (Table 21). Segment F has the highest fatal, non-fatal injury, and night crash rates of the segments. There are clusters of run-off road crashes in the curve between the Tuscarora Drive segments (**Figure 28**). The high rates in this section may be partially attributable to drivers maintaining high speeds as conditions change closer to downtown Hillsborough.



Table 21: Segment F Crash Rates

Rate	Crashes	Crashes Per 100 MVM	Statewide Rate ¹	Critical Rate ²
Total	146	413.47	263.25	309.58
Fatal	2	5.66	1.32	5.92
Non-Fatal	81	229.39	73.07	98.15
Night	59	167.09	57.83	80.30
Wet	29	82.13	43.32	62.96
Run-Off Road	29	82.13	45.46	65.54

¹2017-2021 statewide crash rate for 2-lane undivided urban US Routes

²Based on the statewide crash rate (95% level of confidence)

Pedestrian and Bicycle Crashes

Four pedestrian crashes and zero bicycle crashes were **reported** along the corridor between August 2017 and July 2022, as summarized in Table 22. Many bicycle or pedestrian “near-misses” are not reported and are, therefore, unsubstantiated. Both travelling along US 70 and crossing US 70 are potentially hazardous, given the lack of appropriate accommodations for pedestrians and bicyclists. Traffic speeds, rolling terrain, driver expectations, and access locations all contribute to crash potential, and suggest that pedestrian and bicycle travel in this corridor is suppressed due to discomfort and risk. Vehicle safety is typically measured in terms of crash history; given that many bicycle and pedestrian trips are foregone due to the above reasons, crash history is not a reliable indicator of conditions related to bicycle and pedestrian safety. Given the potential amount of latent demand and the scarcity of crash data, bicycle and pedestrian safety are generally assessed differently from vehicular crashes, relying more on physical conditions. A similar approach is applied to railroad safety as well, due to the infrequent—but typically severe—nature of such rail crashes.

Table 22: Bicycle and Pedestrian Crashes (August 2017 - July 2022)

Date	Day of Week	Time	Location	Nearest Intersection	Severity	Road Surface Condition	Ambient Light
Jul 2021	Thursday	10:03 PM	Orange County	Buckhorn Rd	Possible Injury (C)	Dry	Dark - Not Lighted
Jul 2021	Sunday	2:44 PM	Hillsborough, Orange County	Faucette Mill Rd	Evident Injury (B)	Dry	Daylight
Feb 2020	Tuesday	7:36 PM	Hillsborough, Orange County	Faucette Mill Rd	Evident Injury (B)	Dry	Dark - Lighted
Jan 2020	Friday	9:38 PM	Hillsborough, Orange County	NC 86	Possible Injury (C)	Dry	Dark - Lighted



Large Vehicle Crashes

Sixty-two crashes involving large vehicles were reported along US 70 between Mebane and NC 751, including one fatal crash and four B-injury crashes as well as multiple C-injury crashes. This crash rate appears to be generally proportionate to the volume of trucks relative to total traffic (i.e., there did not appear to be an outsized number of truck crashes relative to the percentage of truck traffic.) The fatal crash involved a truck rear-ending a vehicle leading to a multicar crash in a construction zone when traffic was stopped by a flagger near W Hill Avenue (SR 1161). The largest cluster of truck crashes occurred in Hillsborough near Churton Street (NC 86) including three school bus crashes. All three school bus crashes were rear ends that occurred in the morning around 7:30 am – 8:30 am. Most truck crashes occurred in urban areas along the corridor and about 40% occurred within municipal limits. The truck crashes that occurred in more rural areas along the corridor tended to be rear end and fixed object crashes indicating the possibility of speeding and unexpected stops as attributable factors.

Eight crashes involving large vehicles were reported along US 70 Bus from Churton Street (SR 1009) in Downtown Hillsborough to slightly before Palmers Grove Church Road including one A-injury crash and one B-injury crash as well as multiple C-injury crashes. The A-injury crash involved a left-turning passenger vehicle striking another on Churton Street (SR 1009) at US 70 Bus leading to a multicar crash including a bus. The B-injury crash involved a truck running off the road to the left and striking a utility pole then a house near Efland Street. The largest cluster of truck crashes occurred in Hillsborough near Churton Street (NC 86) including three school bus crashes. All three school bus crashes were rear ends that occurred in the morning around 7:30 am – 8:30 am. A table for large vehicle crashes is available in the Appendix.

Rail Crossing Crashes

Although no active rail lines cross US 70 in the study corridor, there are five at-grade crossings in Segment A that are in close proximity to US 70 (less than 50 feet in several instances). There have been two crashes at these locations over the last 10 years:

- Third Street
 - March 2021 – Passenger train traveling at 76 mph struck a car stopped on tracks in daylight. No injuries.
- Fifth Street
 - December 2014 – Passenger train traveling at 79 mph struck a van trapped between gates in daylight. Driver killed.



1.6 Environmental Context

An environmental screening was completed for the project study area utilizing existing GIS resources. This screening analysis indicated areas of possible environmental concern, including streams and wetland areas, community resources, and locations of hazardous waste sites. These data were obtained from a variety of sources including those listed below:

- Local Government GIS Departments - Alamance County, Orange County, City of Mebane, Town of Hillsborough
- NC Center for Geographic Information and Analysis (NC One Map)
- NCDENR Division of Water Quality (DWQ)
- NC Department of Cultural Resources – State Historic Preservation Office (NC SHPO)
- NC Department of Environmental Quality – Waste Management (DEQ-WM)
- NC Department of Transportation GIS Unit
- NC Natural Heritage Program (NHP)
- NC Wildlife Resources Commission (WRC)
- US Fish and Wildlife Services (FWS)

Figure 30 through **Figure 33** illustrate the known environmental features present within the project study area as indicated by the environmental screening process.

This summary references environmental features that are located within the:

- Project corridor
- Project study area
- Vicinity of the project study area

The project corridor refers to the right-of-way, which varies between 100-124 feet wide along the corridor. The project study area refers to a half mile buffer (5,280 feet total width) of the existing roadway centerline, displayed as a gray dotted line on the figures. Features within the vicinity of the project study area are located beyond the half-mile buffer, however, have been considered to still be relevant because they will help to determine the character and needs of the corridor.



1.6.1 Built Environment

The built environment in the study area is primarily rural residential, with agricultural farms scattered in between (**Figure 30**). There are commercial, retail, and industrial developments at the eastern and western ends of the study area and many natural areas on the east end of the corridor. Overall, the study area is low density.

A review of places of worship in the vicinity of the study area identified 27 places of worship and seven cemeteries. Five public schools and one private school are located within the project study area, with most of the schools being located within either Mebane or Hillsborough municipal limits. In addition, there are seven fire stations that are spread across the corridor (including Mebane, Efland, and Eno Fire and Rescue). The full list of community resources is included as an Appendix item.

Other notable places of interest include the three National Register-listed historic districts (Mebane Commercial, Old South Mebane, and Hillsborough Historic) and 14 National-Register-listed historic sites located within those districts.

Lastly, the corridor is sprinkled with numerous open spaces, parks, and natural areas, most notably, the Mebane Community Park, Occoneechee Natural Area and Speedway, Eno River State Park and Rock Quarry, and the Duke Forest.

1.6.2 Land Use

Historic Properties

The North Carolina State Historic Properties Office (SHPO) is responsible for surveying and designating structures and districts of historical significance and maintains an online web viewer with more information <http://gis.ncdcr.gov/hpoweb/>.

The highest level of preservation is the National Register. The second highest is the State Study List. The third level is Determined Eligible, meaning that the properties are in the process of becoming listed on the Study List. The following historic properties were identified within the project study area, shown in Table 23:



Table 23: Historic Properties in the Project Area

Site Name	Status*	Site ID	Description	Year Listed
Durham Hosiery Mill No. 15	NR	AM1791	1922 two-story brick and concrete textile mill	2010
Rigsbee's Rock House	NR/LL	OR0302	1929 Tudor Revival house	1988
White Furniture Company	NR/LL	AM0466	1924 furniture factory complex	1982
Occoneechee Speedway	NR	OR1542	1940s early NASCAR site	2002
Efland Home	NR	OR2815	1925 one-story hip roof T-shaped frame African American school	2018
Nash Law Office	NR	OR0012	1801-1807 one-story frame building	1971
Old Orange County Courthouse	NR	OR0014	1845 Greek Revival two-story brick courthouse	1971
St. Matthews Episcopal Church and Churchyard	NR	OR0019	1825-1826 Gothic Revival	1971
Heartsease	NR	OR0009	Late 18 th to early mid-19 th century two-story frame house	1973
Ruffin-Roulhac House	NR	OR0017	1820 Federal/Greek Revival	1971
Sans Souci	NR	OR0020	1813 two-story Federal houses	1971
Eagle Lodge	NR	OR0007	1820 early Greek Revival Masonic Lodge	1971
Burwell School	NR	OR0004	1837 two-story frame house and school	1970
Ayr Mount	NR	OR0002	1814-1816 Georgian/Federal two-story brick tripartite house	1971
Montrose	NR	OR0050	19 th – early 20 th century Graham Family estate	2001
Mebane Commercial Historic District	NRHD	AM1698	1905-1960 commercial district	2011
Hillsborough Historic District	NRHD	OR0077	18 th -20 th century county seat residential/commercial district	1973
Old South Mebane Historic District	NRHD	AM1508	1900-1961 residential district	2011
Old South Mebane Historic District Boundary Increase	NRHD	AM2351	1900-1962 residential district	2013
Benjamin Frank Mebane House	SL	AM0284	1855 Greek Revival	1985
S.C. Forrest House II	SL	OR1409	1927 house, S.C. Forrest	1995
Ja-Max Motor Lodge	SL	OR3001	1952 one-story hip roof frame Miscellaneous Modernist building	2017
Orange County Courthouse	SL	OR0054	1953 two-story side gable brick Colonial Revival courthouse	2006
Jones Department Store	SL	AM1507	1910 three-story parapet roof brick Romanesque Revival building	2000
Bridge No. 670241	DOE	OR2222	1922 reinforced concrete t-beam bridge (DOT 670241)	2005

*Status: NR – National Register-listed, LL – Local Landmark; NRHD – National Register-listed Historic District; SL – Study List; DOE – Determined Eligible



Hazardous Materials

18 gas stations were identified in the project area, each with underground storage tanks that may pose a potential challenge for redevelopment of these parcels:

- Tommy's Mini-Mart - 300 West Center Street, Mebane, NC 27302
- Foust Corner Market - 509 East Center Street, Mebane, NC 27302
- Foust Oil Company - 601 East Center Street, Mebane, NC 27302
- The Pop Shoppe - 6300 Buckhorn Road, Mebane, NC 27302
- Mebane BP - 7615 US 70, Mebane, NC 27302
- Efland Supermarket - 3419 US 70, Efland, NC 27243
- Talbert's Mini Mart - 225 Mount Willing Road, Efland, NC 27243
- AZ Shop N Go - 2113 US 70 Business, Hillsborough, NC 27278
- Circle K #382 - 1204 US 70 Bypass, Hillsborough, NC 27278
- Hillsborough BP #305 - 1811 NC 86, Hillsborough, NC 27278
- Hwy 86 Amoco Food Shop - 114 NC 86, Hillsborough, NC 27278
- Lloyd's Quickie Mart #2 - 110 NC 86, Hillsborough, NC 27278
- Quality Mart #9 - 1414 US 70 Bypass, Hillsborough, NC 27278
- Quickie Mart – 225 Churton Street, Hillsborough, NC 27278
- Breeze Thru #30026 – 2300 Old Chapel Hill Road, Hillsborough, NC 27278
- Carolina Propane – 4630 Hillsborough Road, Durham, NC 27705
- La Marqueta – 4701 Hillsborough Road, Durham, NC 27705
- Shop & Go Food Mart – 4640 Hillsborough Road, Durham, NC 27705

Three other active underground storage tanks, not found on gas station properties, were also identified in the project area servicing locations such as:

- Dodson's Service Center – 306 West Center Street, Mebane, NC 27302
- Frank Efland – 316 Efland-Cedar Grove Road, Efland, NC 27243
- Orange County Asset Management Services – 600 NC 86, Hillsborough, NC 27278

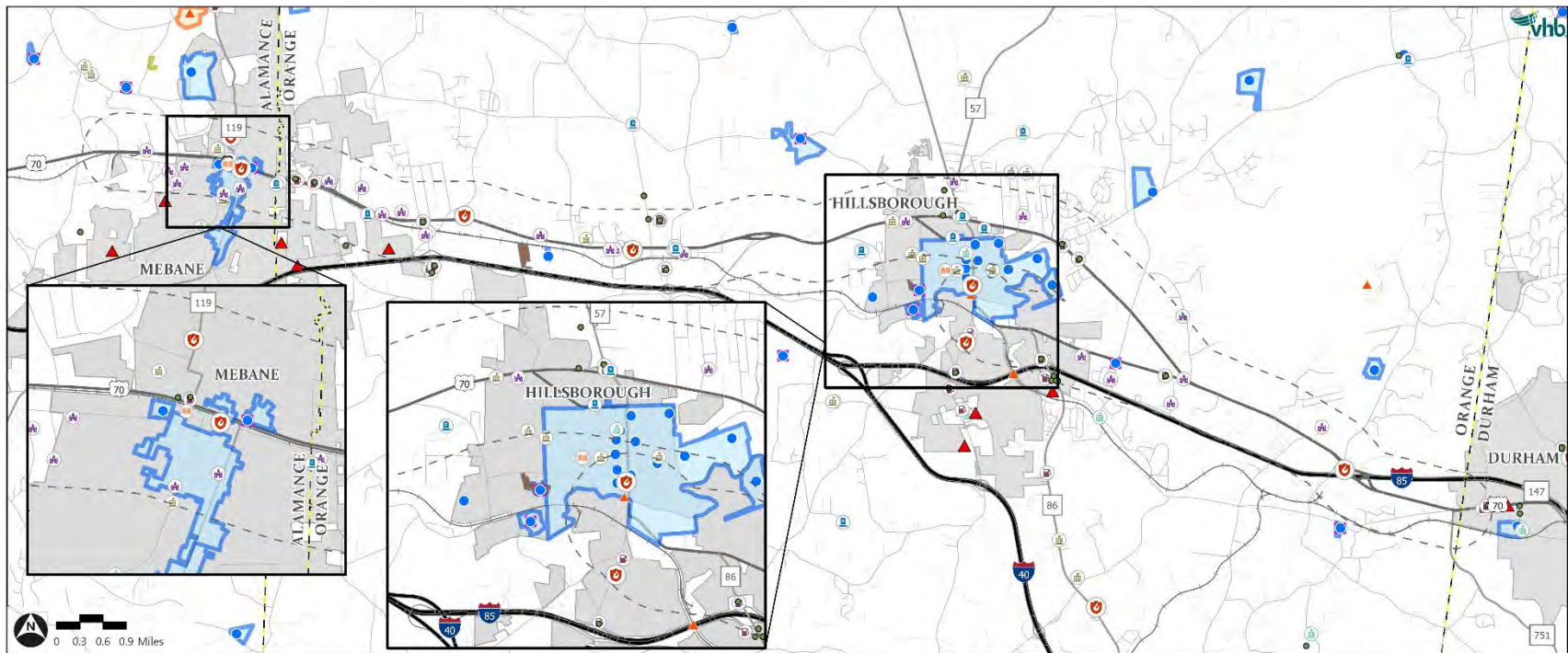
One hazardous waste site, the former General Electric Mebane Operations site, now known as ABB (6801 Industrial Drive, Mebane, NC 27302), is located approximately 0.3 miles off the US 70 corridor southwest of Mebane. In addition, one



Brownfield site is in the project area – former Redman Industries, now known as Barber & Ross Window Company (200 Redman Crossing Road, Mebane, NC 27302) located approximately 0.2 miles off the US 70 corridor between Miles and Efland.

This GIS-level screening also included active and former landfills and dry-cleaning sites, but no features were identified within the project study area.

Figure 30: Places of Interest



- | | | | | | |
|--|---|---|--|--|---|
| <ul style="list-style-type: none"> US 70 Corridor Study Buffer County Boundary Municipal Boundary Railroad Track | <ul style="list-style-type: none"> Airport Cemetery Public Library | <ul style="list-style-type: none"> Fire Station Gas Station Underground Storage Tank | <ul style="list-style-type: none"> Hazardous Waste Site Places of Worship Public School Private School | <ul style="list-style-type: none"> Brownfield Boundary Historic Points National Register individual listing NR and Local Landmark Determined Eligible - DOE | <ul style="list-style-type: none"> Historic District NR SLDOE DOE |
|--|---|---|--|--|---|

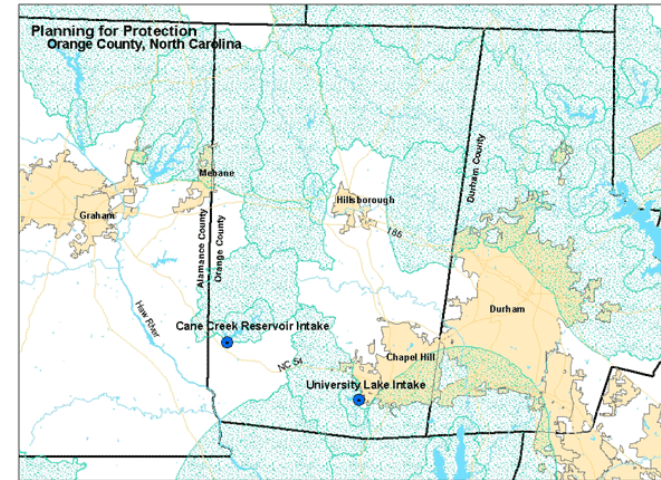


Conservation

The Cane Creek Reservoir (8705 Stanford Road) near Mebane Oaks Road south of the project area serves as a drinking water supply for 70,000 people and is operated by the Orange Water and Sewer Authority (OWASA). This reservoir includes recreational opportunities, including boat rental, fishing, nature trail and picnic areas. OWASA has acquired more than 1,600 acres of land within the Cane Creek watershed to protect the quality of this resource. The Town of Hillsborough takes its water directly from the Eno River; thus there is a critical water supply watershed around the river.

For additional background visit

<https://deq.nc.gov/about/divisions/water-resources/drinking-water/drinking-water-protection-program/success-stories/orange-county>



1.6.2.1 Natural Environment

Protected Areas and Open Space

The North Carolina Natural Heritage Program (NHP) is responsible for surveying and designating properties and easements where natural resource conservation is one of the primary management goals, also known as managed areas.

This dataset also includes several properties and easements that are not primarily managed for conservation, but that are of conservation interest. This conservation interest ranges from properties and easements which support rare species and intact, high-quality natural communities to those that are open spaces in places where open space is scarce. Managed areas along the project corridor, including two dedicated nature preserves, are shown in Table 24.



Table 24: Managed Areas Project Area

Site Name	Owner	Site Type	Description
Orange County Open Space	Orange County	Local Government	Managed for multi-use – subject to extractive or overhead use
NC Division of Mitigation Services	NCDEQ	State Easement	Managed for biodiversity – disturbance events suppressed
NC Clean Water Management Trust Fund	NCDNCR	State Easement	Managed for biodiversity – disturbance events suppressed
Duke Forest	Duke University	Private Site	Managed for multi-use – subject to extractive or overhead use
Eno River Duke Forest Mesic Slopes Registered Heritage Area	Duke University	Registered Heritage Area	Managed for biodiversity – disturbance events suppressed
Eno River Association Easement	Eno River	Private Easement	Managed for multi-use – subject to extractive or overhead use
Triangle Land Conservancy Easement*	TLC	Private Easement	Managed for biodiversity – disturbance events suppressed
Mountains-to-Sea Trail	NCDNCR	State Park	Managed for multi-use – subject to extractive or overhead use
Historic Preservation Foundation	NC Preserve	Private Site	Managed for multi-use – subject to extractive or overhead use
James M. Johnston Nature Preserve	Classical American Homes Preservation Trust	Dedicated Nature Preserve	Managed for biodiversity – disturbance events proceed or are mimicked
Eno River State Park*	NCDNCR	State Park	Managed for biodiversity – disturbance events proceed or are mimicked
Eno River Nature Preserve	NCDNCR	Dedicated Nature Preserve	Managed for biodiversity – disturbance events proceed or are mimicked

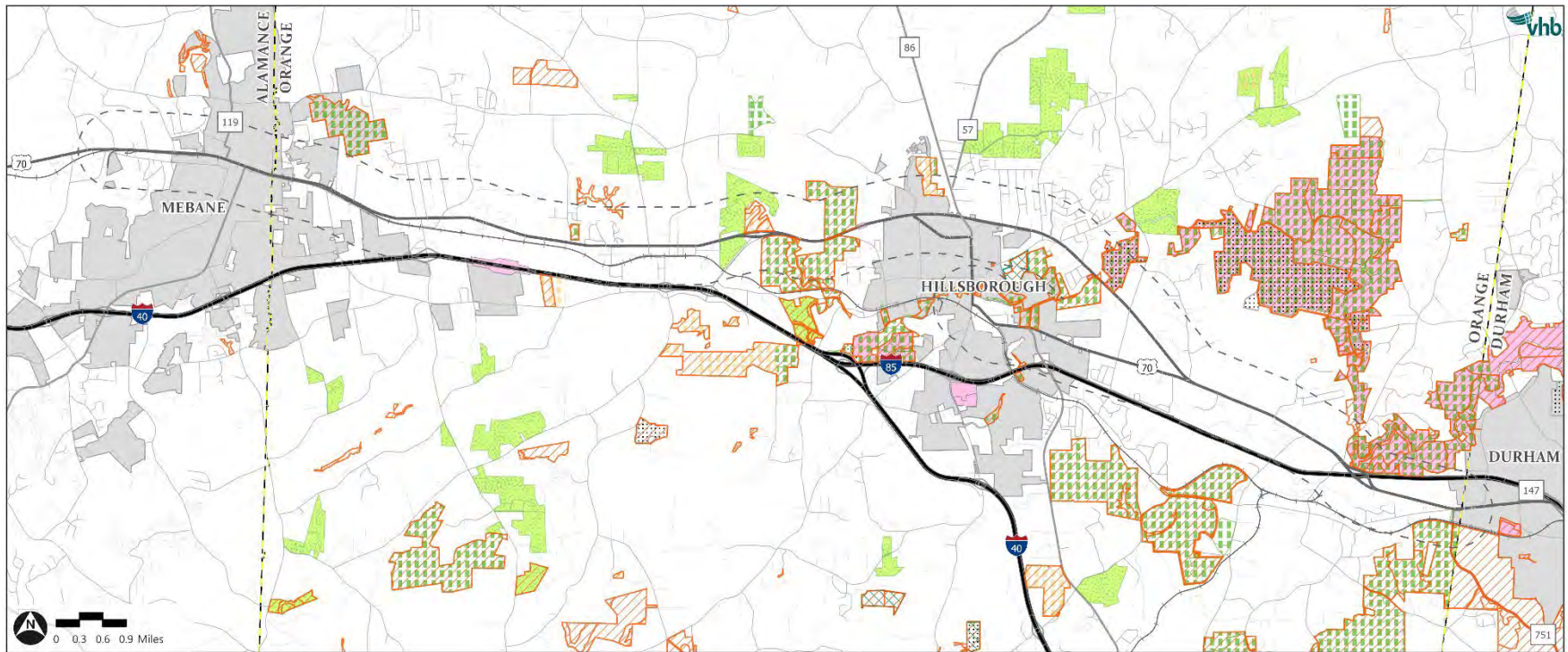
**Contains Land Trust Conservation or Conservation Tax Credit Property*

Out of these managed areas, the Montrose Gardens, located in the Triangle Land Conservancy Easement, is identified as a Land Trust Conservation Property, and parts of the Eno River State Park are identified as Conservation Tax Credit Property.

In addition, three voluntary agriculture district parcels, all owned by Andrew B Lloyd Jr., are in the project area west of Hillsborough at US 70 and the I-85 connector. All the protected areas and open space in the project corridor are shown in **Figure 31**.

This GIS-level screening also included land and water conservation funded properties, but no features were identified within the project study area.

Figure 31: Protected Areas and Open Space



1.6.2.2 Water Quality

The Division of Water Resources (DWR), a subset of the NC Department of Environmental Quality, is responsible for the protection, classification and enhancement of all streams and water bodies within North Carolina. The project study area is located within both the Neuse and Cape Fear River Basins of North Carolina (**Figure 32**).



There are no fewer than 11 named stream crossings along the corridor, with designated floodplains along of them. The Eno River is the most regionally significant stream crossed by the US 70 corridor, which flows east to converge with the Flat and Little Rivers to form the Neuse at Falls Lake. The full list of hydraulic features along the corridor included is in Table 25.

The local watershed plan for Morgan and Little Creek protects 74.5 square miles of land within Orange, Durham, and Chatham counties. More information on this Local Watershed Plan (LWP) is available here: https://files.nc.gov/ncdeq/Mitigation%20Services/Watershed_Planning/Cape_Fear_River_Basin/Morgan_Little_CK/Morgan%20and%20Little%20LWP%20Fact%20Sheet%20.pdf

Table 25: Hydraulic Features in the Project Area

Stream Name	Classification*	Description	Basin	Designated Floodplain?
McAdams Creek (Latham Lake)	WS-V; NSW	From source to Back Creek	Cape Fear	Yes
Unnamed Tributary to Mill Creek (Forest Lake)	WS-II; HQW; NSW	From source to 0.4 miles upstream of mouth	Cape Fear	No
Lake Michael	WS-II; HQW; NSW	Entire lake and connecting stream to Mill Creek	Cape Fear	Yes
McGowan Creek (Efland Millpond)	WS-II; HQW; NSW	From source to 0.7 miles upstream of mouth	Neuse	Yes
McGowan Creek	WS-II; HQW; NSW; CA	From 0.7 miles upstream of mouth to Corporation Lake	Neuse	Yes
Eno River (Corporation Lake, Lake Ben Johnston)	WS-II; HQW; NSW; CA	From 0.4 miles upstream of Dry Run to Lake Ben Johnston Dam	Neuse	Yes
Eno River	C; NSW	From Lake Ben Johnston Dam to SR 1561 (Lawrence Road)	Neuse	Yes
Cates Creek	C; NSW	From source to Eno River	Neuse	Yes
Eno River		From SR 1561 (Lawrence Road) to US 501	Neuse	Yes
Stony Creek	WS-IV; NSW	From 0.4 miles upstream to SR 1710 (Old NC 10)	Neuse	Yes
Rhodes Creek	WS-IV; NSW	From source to Eno River	Neuse	Yes

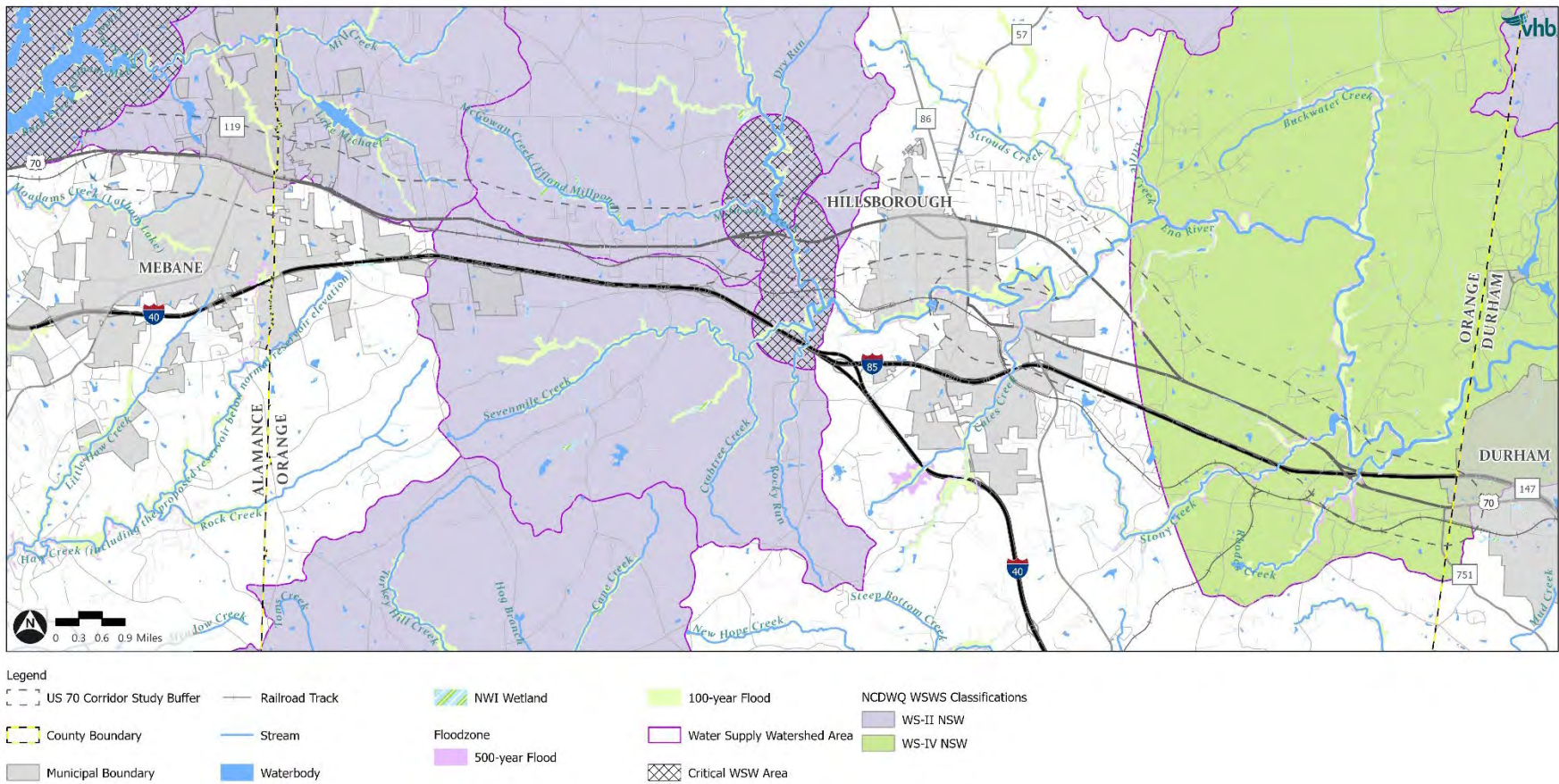
*C – Aquatic Life, Secondary Contact Recreation, Fresh Water; CA – Critical Area; NSW – Nutrient Sensitive Waters; HQW – High Quality Waters; WS-II – water supply for drinking, culinary or food processing purposes in predominately undeveloped watersheds, WS-IV – water supply for drinking, culinary, or food processing purposes in moderately to highly developed watersheds or protected areas; WS-V – water protected as water supply



Water supply watersheds (WSW) are portions of land that drain into a reservoir that serves as a municipal drinking water supply. The portion of land that is immediately adjacent to the water intake is designated as 'critical', and the land that is upstream of this area is designated as a 'protected' water supply watershed.

Eight water supply watershed areas are located within the project area, three of which are listed as critical areas, shown in Figure 32.

Figure 32: Water Resources in Corridor





More information on water supply planning is available at <https://deq.nc.gov/about/divisions/water-resources/planning/water-supply-planning>.

1.6.2.3 Wildlife Resources and Natural Heritage Elements

While it is not expected that this corridor study project would directly impact plant or animal species, best management strategies during construction must be implemented to protect aquatic habitats within and downstream of the project study area.

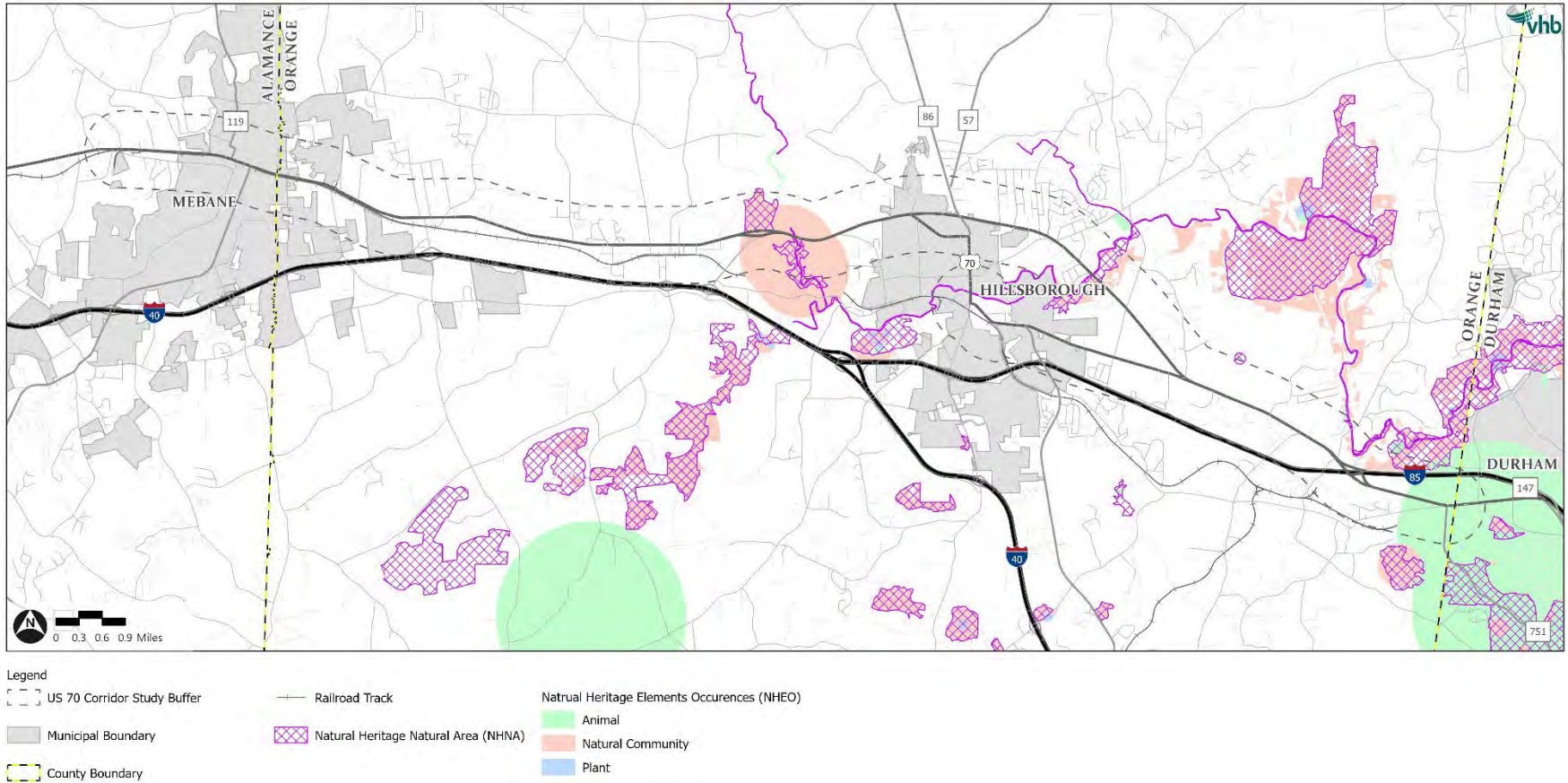
The NC Natural Heritage Program (NHP) is responsible for identifying occurrences of rare plants and animals, exemplary or unique natural communities, and important animal assemblages (see **Figure 33**). Collectively, these plants, animals, natural communities, and animal assemblages are referred to as elements of natural diversity, or simply as elements.

Some of the NHP resources that have been identified include:

- Easements of land managed by several agencies:
 - NC Clean Water Management Trust Fund (State)
 - NC Division of Mitigation Services (State)
 - Triangle Land Conservation Easement (Private)
- Orange County Water and Sewer Authority (OWASA) Property (Local)
- Orange County Open Space (Local)
- Six Natural Heritage Natural Areas (*Name – Rating – ID*)
 - Eno River Mesic Slopes and Floodplain – General – NAID #2197
 - Eno River Aquatic Habitat – Very High – NAID #980
 - Poplar Ridge Slopes and Bottom – Very High – NAID #2190
 - Eno River / Cates Ford Slopes and Uplands – Very High – NAID #1701
 - Eno River Mountain Spleenwort and Rhododendron Bluff – General – NAID #2359
 - Middle Eno River Bluffs and Slopes – Very High – NAID #455
- 30 Natural Heritage Element Occurrences, which are primarily Natural Communities located west of the Town of Hillsborough.

This GIS-level screening also included game lands; however, no features were identified within the study area.

Figure 33: Wildlife Resources in Corridor





1.7 Relevant Plans

This section summarizes relevant planning and policy efforts, focusing on the most recent transportation-related plans, and on those specific elements that affect the US 70 Corridor Study, or which could be affected by it.

1.7.1 Regional / Long Range Transportation Plans

2022 Burlington Graham Metropolitan Planning Organization Comprehensive Transportation Plan (CTP)

This plan addresses the aspirational transportation improvements in the Burlington-Graham Metropolitan Planning Organization (BGMPO) area for the next 25 to 30 years. The noted recommendations within the study area include both roadway and bicycle improvements:

- Modernize US 70 by adding a wider paved shoulder to improve safety and mobility – creating a transit corridor from NC 119 to Supper Club Road.
- Widen NC 119 to a four-lane, divided facility; add bike lanes and sidewalk from NC 54 to Old Hillsborough Road / Trolling wood Hawfields Road.
- Widen Mattress Factory Road to a four-lane, divided facility; add bike lanes and sidewalk from Washington Street to Rock Quarry Road.
- Realign Mattress Factory Road to allow for safer railroad crossing and improve mobility; extend on a new location as a four-lane, divided facility with sidewalks and bike lanes.

Numerous pedestrian accommodations are recommended in the Mebane municipal limits. On the US 70 corridor, the plan recommends a side path from Supper Club Road to Mattress Factory Drive and a wider, paved shoulder to modernize the roadway, and create a transit corridor from NC 119 to Supper Club Road.

The plan also proposes urban bus corridors throughout downtown Mebane and along US 70 as well as a fixed guideway transit system along US 70 east of Third Street.



2020 Burlington-Graham Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)

This plan identifies the planned transportation improvements in the Burlington-Graham area through the year 2045. The plan identifies US 70 as a major transportation corridor and key to the economic vitality of the region. Projects along the study corridor include:

- Orange-Alamance Bus Connector, which would provide hourly transit services between major activity centers in Hillsborough, Efland, and Mebane.
- Hillsborough-Mebane Commuter Rail Connector, which, if approved, could include a new commuter rail station in Mebane.
- I-40 and US 70 integrated corridor management.
- Advanced signal technology upgrades along US 70.

The plan also proposes numerous bicycle, pedestrian, and transit improvements adjacent to the US 70 corridor throughout downtown Mebane.

2017 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Comprehensive Transportation Plan (CTP)

This plan identifies the planned transportation improvements in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) area through the year 2040. The notable recommendations along the US 70 corridor include:

- Widen US 70 to a four-lane, divided facility with a dedicated bike lane and sidewalk from the I-85 connector to US 70 Business.
- Improve the existing I-85 connector / US 70 interchange to create a full movement interchange.
- Widen Churton Street (US 70 / NC 86) to a four-lane facility with a raised median, bike lanes, and sidewalks.

2022 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)

This plan identifies the planned transportation improvements in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) area through the year 2050. The plan focuses on transit corridor development, major roadway access management, and Complete Streets designs.



1.7.2 Statewide Transportation Plans

NCDOT Pedestrian and Bicycle Plan, “WalkBike NC” (2013)

The State Division of Bicycle and Pedestrian Transportation convened stakeholders and community members statewide to review and update the State’s bicycling routes (among other objectives). The plan adopted an alternate alignment of the MST that takes the route south of US 70, just east of the study corridor, at Trollingwood Road and back up toward US 70 at Mt. Willing Road.

1.7.3 Countywide Transportation Plans

2011 Orange County Unified Development Ordinance (Updated 2015)

Orange County has adopted zoning classifications and subdivision regulations to protect the natural environment and to promote compatible development of land. The Unified Development Ordinance (UDO) was originally adopted in 2011 and has been updated as recently as 2015. The UDO includes the following relevant items:

- The Ordinance outlines an Overlay District called the Efland-Cheeks Highway 70 Corridor (ECOD) for U.S. 70 and Efland Cheeks Highway containing the parcels adjacent to highway 70 within the Cheeks townships. The District outlines the requirement for all conversion of non-residential land uses and any non-residential land disturbing activity to be reviewed then permitted by the Planning Director.
- The ordinance allows for mixed-- but compatible--land uses by permit that enhance and protect the existing single-family land uses. Non-residential uses within the Highway 70 Corridor Overlay District are limited to professional office and similar institutional uses and shall not make up more than 40% of the corridor, outside of the pre-designated commercial areas.
- All lots shall be granted at least one ingress and egress point per road front unless access can be provided through some internal means. Minimization of the total number of driveways along US 70 is desirable. The plan recommends shared driveways or other access management techniques.



- Where US 70 and I -85 intersect constitutes the Eno Economic Development District that allows for a wide range of non-residential uses with limited higher density residential uses.

2008 Orange County Future Land Use Map (amended 2012)

The future land use plan balances environmental constraints and community needs by accommodating a particular combination of compatible land uses and relating them to current zoning classifications. There are three basic land use categories (Developed, Transition, and Rural) and several overlays (watershed protection).

Properties along the corridor and within the Orange County jurisdiction predominately fall into one of the five following zoning classifications:

- Agricultural Residential (AR) - Agricultural activities and associated residential and commercial uses predominate.
- Rural Residential (R1) - Identifies rural areas to be developed as low intensity and low density residential.
- Public Interest District (PID) - These lands are considered valuable for recreational and research purposes and are afforded special treatment.
- Economic Development (EDB, EDE, EDH) - Identifies areas along major transportation corridors that may be in proximity to 10- Year or 20-Year Transition areas of the County which have been specifically targeted for economic development activity consisting of light industrial, distribution, flex space, office, and service/retail uses.
- Commercial Industrial Transition Activity Node for Office / Research and Manufacturing (O/RM) - Identifies areas changing from rural to urban in form and density. A full range of commercial and industrial activities would be appropriate and allowed.

The amended Future Land Use Map determines the following recommendations for the US 70 corridor:

- The majority of the parcels located along the corridor from the ETJ boundary eastbound to Harding Street fall within the 10 Year Transition land use distinction. Where Efland Cedar Grove and US 70 intersect is considered the Commercial-Industrial Transition Activity Node. After N Lloyds Dairy Road to the end of the ETJ for approximately 2,000 feet is designated as Agricultural Residential.

For more information on the location(s) of Orange County zoning and future land use boundaries visit

<https://www.orangecountync.gov/1238/Comprehensive-Land-Use>.



2006 Orange County Efland-Mebane Small Area Plan

The Small Area Study analyzed the defined area and made recommendations regarding housing, community services, transportation, open space, and land use and economic features.

The plan makes references to the Orange County Land Use Plan and provides the following recommendations:

- Medium and higher intensity commercial development that would be most appropriately served by a centralized water and sewer system should be located within the US 70/I-85 corridor from the Efland community to the extraterritorial planning jurisdiction of Mebane.
- Established activity nodes in the Cheeks Township, two of which are in the US-70 Corridor. These nodes are the: I-85/Buckhorn Node (Economic Development) and the Miles North Node (Commercial-Industrial Transition) located at the intersection of US 70 and Buckhorn Road.
- Encouragement of stricter enforcement of the speed limits along US 70.

2014 Orange County Comprehensive Parks and Recreation Master Plan 2030

The Orange County Comprehensive Parks and Recreation Master Plan identifies facilities, parks, and trails for expansion, improvement, and creation across Orange County by 2030. Key recommendations include:

- A proposed segment of the MST is planned to cross the study corridor at the confluence of Cane Creek and the Haw River.
- The Orange County trail segment is planned to parallel Cane Creek north from the Alamance County line to the Town of Hillsborough where the trail follows the Eno River westward.
- The plan recommends that the county and other stakeholders develop a master plan to facilitate the completion of the trail segment and consider the location of a node or way station on county or OWASA land to provide basic hiking services.

Voluntary Agricultural Districts - Alamance and Orange Counties

Both Alamance and Orange Counties participate in a program for Voluntary Farmland Preservation. These programs aim to promote and encourage the preservation of farmland in the rural portions of the county, where agricultural uses predominate, by means which are voluntary, rather than regulatory. Designating land as a Voluntary Agricultural District



(VAD) is the mechanism for this protection. The minimum acreage required for a VAD is 5 acres for horticulture use, 10 acres for agricultural use, and 20 acres for forestry use. Once designated as an agricultural district, the property is considered a conservation easement that prohibits non-farm use for a period of 10 years. Agricultural districts, once designated, are eligible for preservation grants from federal, state, and local funding sources.

More information may be found at:

- Alamance County <https://alamance.ces.ncsu.edu/>
- Orange County http://www.orangecountync.gov/departments/deapr/voluntary_agricultural_districts.php

Many VADs are located around the corridor. There are 4 Voluntary Agricultural District parcels along the project corridor, all located north and south of the US 70 / I-85 connector interchange for a total of 271.49 acres.

1.7.4 Municipal Transportation Plans

City of Mebane Bicycle and Pedestrian Transportation Plan (2015)

The City of Mebane’s Bicycle and Pedestrian Transportation Plan communicates the blueprint for making bicycling and walking an integral part of daily life in Mebane. The plan lists several priority projects in and around downtown Mebane that recommend the construction of a sidewalk or shared use path as well as intersection improvements in various locations. One priority project within the project study corridor, Fifth Street at Center Street / US 70 Business and Norfolk Southern Railroad Crossing, recommends high visibility crosswalks, and upgraded curb ramps, as well as pedestrian signals and other pedestrian safety measures (rubber sectional crossing, automatic gates, etc.).

2017 Mebane by Design Comprehensive Land Development Plan

The Mebane by Design Comprehensive Land Development Plan is intended to be used by the City of Mebane and County partners to guide land development decisions. It is a long-range guide for public policy decisions concerning the overall growth and development of the Mebane community, and it focuses on the physical growth and development of Mebane and the study area. In relation to the US 70 corridor, the plan calls for:

- Improved pedestrian access across major streets, including US-70.
- Improved Transportation Demand Management (TDM) through public transportation.



- Detailed guidance on the development of the Downtown District, including along and adjacent to Center Street (US 70).
- Renewed mix-use land use policies for downtown, including the ‘Village Concept’ that has been deployed elsewhere in Mebane, and higher densities to encourage active transportation.
- Sidewalk connectivity along and across US-70, public arts, and connecting NC-119 Bypass to US-70 and downtown with bicycle and pedestrian facilities.

2008 Mebane Unified Development Ordinance (updated 2021)

Mebane has adopted zoning classifications and subdivision regulations to protect the natural environment and to promote orderly growth and development. The Unified Development Ordinance was originally adopted in 2008 and has been updated as recently as 2021. Properties along the corridor and within the Mebane jurisdiction fall into one of 4 zoning classifications:

- Heavy Manufacturing (HM) – relates to land suitable for manufacturing, industrial and warehousing uses.
- Residential District (R-6, R-8, R-10, and R-20) – relates to varying densities of suitable housing development. R-20 districts may or may not have access to municipal water and sewage.
- Commercial District (B-1, B-2, and B-3) – relates to businesses that serve the needs of nearby residents, from neighborhood commerce to the central business district.
- Office and Institutional (O&I) – relates to light commercial and high-density residential uses and serves the Mebane business sector.

More specific zoning definitions and information is available at <https://cityofmebanenc.gov/unified-development-ordinance/>.

2018 Mebane 2040 Comprehensive Transportation Plan

Mebane’s 2040 Comprehensive Transportation Plan (CTP) is for the City of Mebane in Alamance and Orange Counties. The plan is multi-modal, covering roadway, public transportation, and bicycle and pedestrian travel. The plan lists the following projects associated with the US 70 corridor:

- Realign the northern terminal of Mattress Factory Road to improve the existing at grade crossing on Washington Street, as the existing configuration does not accommodate heavy vehicles and limits connectivity to US 70 across the railroad.



- Improve safety for pedestrians along Woodlawn and Moore Roads to improve access to the Holt Street Park and crossing of US 70.

2018 Mebane NC Railroad Traffic Separation Study

The Mebane Traffic Separation Study (TSS) focuses on eight (8) existing at-grade roadway-railroad crossings along a 5-mile span through downtown Mebane to determine the need for improvements and/or elimination of public at-grade crossings to improve safety and mobility for motorists, pedestrians, rail passengers, and train crews. The TSS evaluated the rail line in Mebane that crosses various streets, as well as any planned or programmed railroad and roadway improvements within the study area. The relevant recommendation include:

- Improve pedestrian connectivity between US 70 and Washington Street.
- Numerous configuration changes at crossing locations and adjacent intersections.
- Establish median and pedestrian refuge island on 5th Street with new crosswalks at 5th Street and Washington.
- Establish new pedestrian crossings at 1st Street and 2nd Street, including overpass and underpass options.

2018 Mebane Downtown Vision Plan

The Mebane Downtown Vision Plan was created to align the community and economic need of Downtown with City officials', local business owners', and residents' visions. The Vision Plan illustrates the potential for nearly 850,000 square feet of new residential and commercial uses in Downtown, and it includes the following recommendations:

- An 8' two-way bike path with a curbed buffer on Center Street (US-70), lane reconfiguration, and street trees.
- Connecting sidewalks on Clay, Center (US-70), 3rd, and 5th Streets.
- Improved pedestrian connectivity from Ruffin to Washington to 2nd Street, in coordination with the development of the Kingsdown property.

2022 Mebane Fifth St Improvement Impact Study

The City of Mebane analyzed potential traffic impacts of the proposed Fifth Street and Washington Street Intersection Improvement project. Analysis includes volume development, capacity analysis, safety assessment, and multimodal evaluation results due to the planned geometrics modifications and resulting travel pattern changes at the Fifth Street and Washington Street intersection and six other adjacent intersections, including intersections with Center Street (US-70). Notable findings included:



- Recommendations include new sidewalk connections, new raised medians, further monitoring for signalization and other crash modifications safety improvements at Fifth/Jackson.
- The study did not examine traffic impacts of a shopping center in development for Fifth/Washington.
- The signalized Fifth Street and Center Street intersection is projected to operate at LOS B during both the AM and PM peak hours, with or without the roadway project, under both the 2025 and 2035 conditions.
- The signalized Fourth Street and Center Street intersection is projected to operate at LOS A during both the AM and PM peak hours under the Existing conditions. It is projected to operate at LOS B under both the 2025 No-Build and Build conditions, and at LOS B or C under 2035 No-Build and Build conditions.
- Based on travel demand analysis, traffic volumes are expected to continue to increase in the study area (5-10% by 2025, 20-25% by 2035) due to ambient growth and background developments, despite that completion of NC 119 Bypass is expected to result in 9-14% traffic reductions at the Fifth Street and Center Street intersection.

2022 GoTriangle Mebane Park-and Ride Feasibility Study

The GoTriangle Mebane Park-and Ride Feasibility Study was launched in March 2022 to investigate potential new locations for a permanent or leased park and ride facility in Mebane. A pool of potential parcels was identified, evaluated for viability, and narrowed based on their ability to meet the study goals and objectives identified by GoTriangle and key stakeholders. The preferred purchase site is located on Washington Street, across the railroad tracks from US-70 in East Mebane. The plan includes conceptual development at the preferred site including parking facilities, amenities, and a driveway to service the residences. The site currently has access to a water line, but no sewer mains. Orange County is considering expanding utilities north of the interchange. In addition, the parcel was chosen in part because it has no signalized intersections between the proposed site and I-40/85.

Hillsborough Future Land Use Plan / March 11, 2013; revised June 9, 2014

The Hillsborough Future Land Use Plan was adopted as part of the Hillsborough Comprehensive Plan and is subject to amendments following the procedure established in the Unified Development Ordinance (UDO).

Important changes shown in the plan are a new mixed-use area north of the future train station, mixed residential neighborhoods in the urban service area, on the outskirts of the existing town limits, and employment, suburban office, and neighborhood mixed use areas on either side of I-40.

Traveling eastward along the U.S. 70 corridor from the Town limits, the majority of land uses consist of Residential and Mixed-Use categories. This land uses are typically more conducive to pedestrian and bicycle infrastructure:



- Neighborhood Mixed Use (1.1 miles), from Town boundary to US 86.
- Mixed Residential Neighborhood (0.6 miles), from US 86.
- Small Lot residential uses (1.7 miles), Starting at Orange County High School until Crawford Road.
- Retail Services (0.7 miles) being located at major intersections.
- Other land uses along the corridor include Rural Living (0.56 miles) and Permanent Open Space (0.2 miles).

2015 Hillsborough Vision 2030

Vision 2030 is a comprehensive policy document that documents existing conditions in the Town and identifies strategies to sustain Hillsborough's small-town nature and 'sense of place', support economic and cultural diversity, promote sustainability, improve connectivity, and implement the plan. The plan describes the history of the town, and existing demographics, natural features, recreation, transportation, land use, tax base and revenue, public utilities, tourism and economic development, and regional coordination.

The 2030 Vision Plan outlines the strategic goals and strategies for guiding the town officials through the next wave of future growth and aims to accomplish the adopted vision statement for the Town listed in the budget and strategy map.

The plan's strategic goals include ensuring that future development is compatible with the special character of Hillsborough, conserving natural and environmental resources, and implementing sustainable practices in the management of local resources. Strategies identified to achieve these goals include:

- Develop policies to encourage affordable housing, business retention, workforce development, and business recruitment.
- Conserve natural and environmental resources by working with local advocacy organizations to protect known resources and improve development regulations to encourage the preservation of existing tree canopy.
- Continue to support and encourage sustainable practices in public and private development by creating a local definition of and best practices for sustainable development and developing local metrics like distances to basic services and annual water use to monitor change over time.
- Improve community connectivity by identifying preferred north-south alternatives to Churton Street, reestablishing Amtrak train service in Hillsborough, implement the Community Connectivity and Parks and Recreation Master Plans, and develop alternative transportation options.
- Develop a policy or process to renew outdated policies or planning documents.

The Vision Plan additionally notes Town commissioners are looking for alternatives improvements for providing connectivity for South Churton Street to NC 86 and US 70. North-south traffic is primarily the focus of this goal, stating that bottlenecks along Churton Street has pushed the town to look at other alternatives.



Residential developments north of Hillsborough are moderated and carefully approved to try and relieve traffic pressures through Downtown as well as reduce the burden of new units on the existing water and sewer system which is current reaching capacity.

2007 Hillsborough Parks and Recreation Master Plan (updated 2014)

The plan is founded on a comprehensive study of the Town's recreational needs and includes an inventory of existing facilities, a needs assessment, and recommendations to guide the development of recreation facilities.

The plan aims to meet the Town's recreational needs by providing recreational facilities in each of the Town's 16 park districts, using the Town's natural and historical heritage, and providing safe, convenient, and efficient travel ways for non-motorized transportation for all people in Hillsborough.

Recommendations are organized into four categories 1) Organized Sports, 2) Bicycle and Pedestrian Facilities, 3) Social Equity, and 4) Partnerships with Regional and Local Organizations, with additional recommendations for each of the park districts. Some recommendations are broad, like promoting the inclusion of pedestrian and bicycle amenities in development projects and coordinating with Orange County and other municipalities on regional recreation planning. Specific recommendations include:

- Campaign with NCDOT for a safe pedestrian crossing at the intersection of US 70 and Orange High School Road.
- Providing pedestrian and bicycle paths along US 70.
- Investigate opportunities to open a pedestrian connection along Latimer Street between Hayes and Durham streets and between West King Street and Kings Highway Park.
- Recommend to Orange County the installment of a public park on the un-built lot behind the Orange County Planning and Agricultural Building.
- Investigate opportunities to preserve the Nash Mill site and promote its use for public recreation.
- If the Elizabeth Brady Road Bypass is built, provide wide outside lanes and sidewalks on both sides of the road.
- Promote additional greenway projects, including Cates Creek and the MST connector trails.

2009 Hillsborough Community Connectivity Plan (updated 2017)

The Hillsborough Community Connectivity Plan inventoried existing pedestrian and bicycle facilities and makes recommendations for improvements to create a network of safe, accessible, and convenient options for alternative modes of travel in Hillsborough.



Goals relevant to this plan include enhancing local and regional connectivity and increasing safety and accessibility. The plan also identified key destinations and barriers to connectivity, such as bridge crossings and high traffic roadways.

The Connectivity Plan includes recommendations for sidewalk construction and maintenance, new crosswalk locations, bicycle facilities and routes, and greenways. The plan highlights the need for updating the sidewalk ordinance and connecting sidewalk fragments built by developers, pedestrian safety improvements, and increasing accessibility to parks. Key recommendations for the U.S. 70 Corridor include:

- Paved and marked bicycle lanes to be implemented on US 70/Cornelius Street and US 70A from Old NC 86 to Meadowlands Drive.
- Additional bicycle lanes are recommended on a section of North Churton Street between Corbin Street and US 70 Bypass.
- Construction of new sidewalk/shared use path infrastructure along US 70 (in Town limits) and US 70 from Forest Ridge to Meadowlands Drive
- Update the Orange County Bike Plan to incorporate additional bike routes for the US 70 / I-85 Connector.
- It also outlines design policy for sidewalks, bike lanes, crosswalks, greenways and shared use paths, and trails and footpaths.

2006 Hillsborough Churton Street Strategic Plan

The Churton Street Strategic Plan was developed to create a strategic plan for the future design and development of Churton Street, an important economic and cultural corridor for the Town. The plan aims to provide recommendations to improve the appearance of Churton Street and adjacent properties, increase private investment along the corridor, improve wayfinding, mobility, and access for users of the corridor.

The plan provides recommendations for transportation improvements, corridor revitalization, and signage. Specific recommendations include:

Transportation and Open Space

- Give the corridor a boulevard treatment with planted median where feasible north and south of downtown.
- Improve the corridor with modern roundabouts at key intersections, striped bike lanes where feasible, continuous sidewalks along corridor, and minimized curb cuts, traffic signals, and left turns where feasible.
- Connect to parks, create pedestrian plazas and mini parks along the corridor, and add a bicycle path on Exchange Park Lane.



- Encourage a planned location of a transit station and park and ride lot at the newly realigned US 70 Business and Orange Grove Road.
- Work with Duke Power to develop a policy that will facilitate the burying of utility lines as substantial development and redevelopment takes place in the corridor.

Land Use and Economic Development

- Update future land use maps and amend development regulations to encourage land uses that will break up existing commercial strip development patterns.
- Plan for expected future development in the Waterstone area and the redevelopment of northern part of Churton South district into a transit-oriented community.
- Ask the Economic Development Commission to assist in business recruitment and to highlight available properties along the Corridor.
- Undertake a market study for the corridor to identify opportunities for economic development within the corridor and help the town focus recruitment efforts and infrastructure investments.

US 70 / Cornelius Street Corridor Strategic Plan / 2007

The US 70 / Cornelius Street Corridor Plan provides a vision for future development and redevelopment of the US 70 Corridor to address land use, transportation, crime and code enforcement, and site plan and design issues. Phase 1 of the Plan recommends 8-foot-wide, asphalt shared-use paths along the far edge of the right of way on both sides of the road from the western town limits to the NC 86/NC 57 intersection. Relevant recommendations include:

Connectivity

- Four-lane divided highway with a central planted median and shared-use paths on either side.
- Paved shared-use paths are at least 8-feet wide and are separated from the roadway by planted medians.
- High-visibility crosswalks are recommended at key intersections.
- Traffic-calming strategies are recommended for internal streets in new developments.
- Bicycle racks and pedestrian amenities are recommended at commercial and multi-family developments.

Transportation

- Widen US 70/ Cornelius Street to a four-lane divided highway with a planted median and with a bikeway or greenway path along both sides for bike and pedestrian use.
- Encourage pedestrian connectivity along US 70 and among development sites as well as requiring pedestrian connectivity internal to development sites.



- Encourage bike and pedestrian amenities like bike racks and benches at commercial and multi-family development sites.
- Provide crosswalks where sidewalks and greenway paths facilitate and encourage crossing.
- Enhance connectivity and safety by connecting and rerouting side streets.

Economic Development

- Identify the ideal land uses for parcels along the US 70 Corridor and establish coherent and comprehensive processes to encourage redevelopment.
- Encourage the 70 Corridor community to establish a Community Development Corporation with a for-profit development arm.
- Establish a small-scale mixed-use district or permitting process, revised parking requirements for commercial, office, and institutional uses, and access management standards.
- Create flexible parking standards that encourage shared parking by mixed-peak uses and that encourage alternate modes of transportation.

Hillsborough NC-86 Connector Study

The purpose of the NC 86 Connector Study was to identify feasible alternatives for connectivity in the area south of the Town, generally bounded by Eno Mountain Road, NC 86, and I-85.

The project team reviewed existing plans; conducted rail crossing analysis; identified constraints and opportunities for implementation of a new connection; developed feasible and constructable alternatives for a proposed connection and provided planning-level cost estimates.

As part of the two-phased corridor study, the project team provided preliminary structural design for a bridge within the resource-sensitive area. The desired connection involved traversing an area with a stream prone to flooding, major power transmission towers, and an active railroad with future realignment plans. The study coordinated all communications and reviews with the NCDOT Rail Division and NC Railroad. This project required ongoing and open communication with the Town, local stakeholders, NCDOT Rail Division as well as the NCRR.

Hillsborough Comprehensive Sustainability Plan / In Progress

Hillsborough is currently in the process of creating a comprehensive sustainability planning initiative that will set community priorities and guide priority actions for years to come. The plan will guide future development and the



transition to 100% clean energy, balancing environmental stewardship, resiliency, and racial justice with smart growth that will allow for a thriving economy and a great quality of life for the residents of Hillsborough.

The foundation of the plan involves reviewing, updating, and compiling existing strategic plans with sustainability as the lens. Led by a series of public engagement events, the process will develop the plan goals and objectives; set the criteria for establishing priorities; incorporate climate action and resiliency into the new plan; and create benchmarking and tracking systems for the plan elements.

Plan elements focus on community connectivity, future land use, parks and recreation, rail station planning, corridor planning, and climate action. A major priority for the Town is multimodal connections, for which the project team has been evaluating opportunities and feasibility with safety and resiliency at top of mind. The plan elements are listed within the 8 main chapters: Town Government & Public Services, Land Use & Development, Environment & Natural Systems, Transportation & Connectivity, Social Systems & Public Space, Housing & Affordability, Economic Systems & Tourism, and Climate & Energy.

The plan's transportation and connectivity chapter outline and unifies recommendations listed in the Town's other controlling plans, with specific future pedestrian and bike facilities planned to be included on the segments of US 70 within the Town's jurisdiction. Other key recommendations include an update of the Town's UDO and Zoning Classifications, as well as an implementation plan for unifying the other controlling plans within the Town.

1.7.5 Other Plans, Studies, Policies, and Documents

Final E-B-M Access Management Plan (AMP) / April 2, 2019

This plan is a combination of the original adopted 2011 E-B-M AMP; 2017 Transportation Study; and County Planning, City of Mebane, and public comments. It is a long-range transportation vision for the area illustrating roadway alignment and corridor width necessary to serve future land uses and address traffic impact as development occurs.

The vision of this plan is that the area will retain the core village area that will be the center of community life. An efficient multi-modal transportation system will operate in the area and commercial and light industrial uses both in the planning area and nearby will provide job opportunities to area residents. There will be a mix of housing types and sizes that will be economically accessible to a broad spectrum of working people. Parks and greenspace will be connected by a system of greenways that will allow people to enjoy a high-quality outdoor environment while also serving as corridors for wildlife migration.



Findings and recommendations specific to the US 70 corridor include:

- AMP update recommendations that may impact US-70 or adjacent properties and intersections.
- Require right-of-way dedication - based on the “Street Cross-Section Requirements” below - for all development throughout the Planning Area and acquire necessary easements for infrastructure improvements.
- Work with NCDOT to pursue funding to advance the following improvements:
 - Install a traffic light at high frequency crash intersections to ensure safety for all users and assist traffic flow.
 - Install a crosswalk with a flashing light at key intersections in the planning area.
- Consider a provision that any development having ingress/egress in the Planning Area either construct its fair share of recommended improvements or provide payment in lieu of such improvements.
- Work with developers, the Orange County Economic Development Department, and Orange County Planning and Inspection Department to implement access management recommendations.
- Identify and promote transportation projects in the planning area to respective planning organizations and NCDOT.
- Pursue NCDOT SPOT Safety projects for key intersections throughout the planning area.
- Support NCDOT’s Complete Streets Policy, which was being updated at the time this Plan was prepared, to address multi-modal travel and protect pedestrian and bicycle circulation around residential subdivisions and commercial areas.
- Take transit services into consideration as the E-B-M AMP is implemented. Currently, Orange County
- Public Transportation operates one route in the planning area called
- Intersection improvements for US-70 include:
 - West bound left turn lane.
 - East bound right turn lane.
 - Northbound right and left turn lane.
 - Recommendations include a roundabout at US-70/I-85 Connector.

2019 Eno New Hope Plan

The goal of this project is to provide an actionable plan for ensuring wildlife habitat connectivity across the landscape of the Eno River and New Hope Creek-Jordan Lake watersheds through minimizing the impacts from future land uses changes.



Recommendations relevant to US 70 include encouraging the redesign of the I-85/US 70 to incorporate bridge designs that allow wildlife to cross safely under the bridge and that allow pedestrian passage along any existing or planned trail-system connectors.

2008 Eno Economic Development District Small Area Plan (amended 2009)

The Eno Economic Development District (EDD) Area Small Area Plan comprises of a focus area of approximately 942 acres and serves as the unification of previous plans while outlining recommendations made in the following topic areas: Water and Sewer, Intergovernmental Issues, Land Use and Zoning, Transportation, Housing, Parks, Recreation and Open Space, Communications, Other Recommendations, Potential Strategic Growth and Rural Conservation (SGRC) Program, and Plan Updates, Implementation.

Relevant recommendations for the I-70 corridor include supporting the proposed future improvements by NCDOT that will redesign the I-85/US 70 interchange and to develop a US 70 and secondary roads Access Management Plan to manage traffic.

2022 Bringing Eno River State Park to Downtown Hillsborough

This project aims to acquire a group of parcels located near downtown between US 70 and 70A as park space. The collection of parcels makes up over 200 acres of preserved open space to be added to the Eno River State Park.

Once added, the Eno River state park will comprise of over 4.7k acres connecting to Durham and other parts of Orange County. Relevant findings include:

- Within the properties are approximately 4 miles of walking trails and 2.8 miles of river and tributary frontage.
- Two National Registry of Historical Places registered sites can also be located within the properties.
- The sale is being facilitating by the Eno River Association with 23% of the land value to be donated by the preservation trust with the rest to be raised over the next fiscal years through public and private sources.



Mountains-to-Sea (MST) North Carolina State Trail Master Plan (2015)

The vision for the MST is an off-road hiking trail connecting Clingmans Dome on North Carolina's western border to Jockey's Ridge State Park on its eastern Outer Banks. In this master plan, the NC Division of Parks and Recreation (DPR) remains focused on moving forward to connect these trail limits.

The MST segments 10-12 are included in the US 70 corridor study area. Segment 10, named Haw River Trail, joins the Haw River Trail at the Guilford-Alamance County line and extends south along the Haw River Trail to Cane Creek and follows Cane Creek North into Orange County. Segment 11 runs from the Alamance County line to the Oconeechee Mountain State Natural Area just near the Town of Hillsborough limits. Segment 12 follows the Eno River through the Town of Hillsborough, Oconeechee Speedway, and sections of Eno River State Park to Falls Lake. All these segments are classified as mid-term to long-term in planning priority.

A Landscape Plan for Wildlife Habitat Connectivity in the Eno River and New Hope Creek Watersheds (2019)

Recognizing that the Eno River and New Hope Creek-Jordan Lake watersheds are home to ecologically important habitats supporting a rich diversity of plant and animal species, this plan identifies actions to preserve and enhance connectivity within and between wildlife habitats. Development and climate change cause habitat fragmentation and loss. To survive, animal species must be able to move within and between remaining high-priority wildlife habitats. Functional ecosystems require a connected network of habitats and corridors for movement. In addition to sustaining diverse wildlife populations, such connections can benefit water quality, native plants, working farms and forests, and public health and safety.

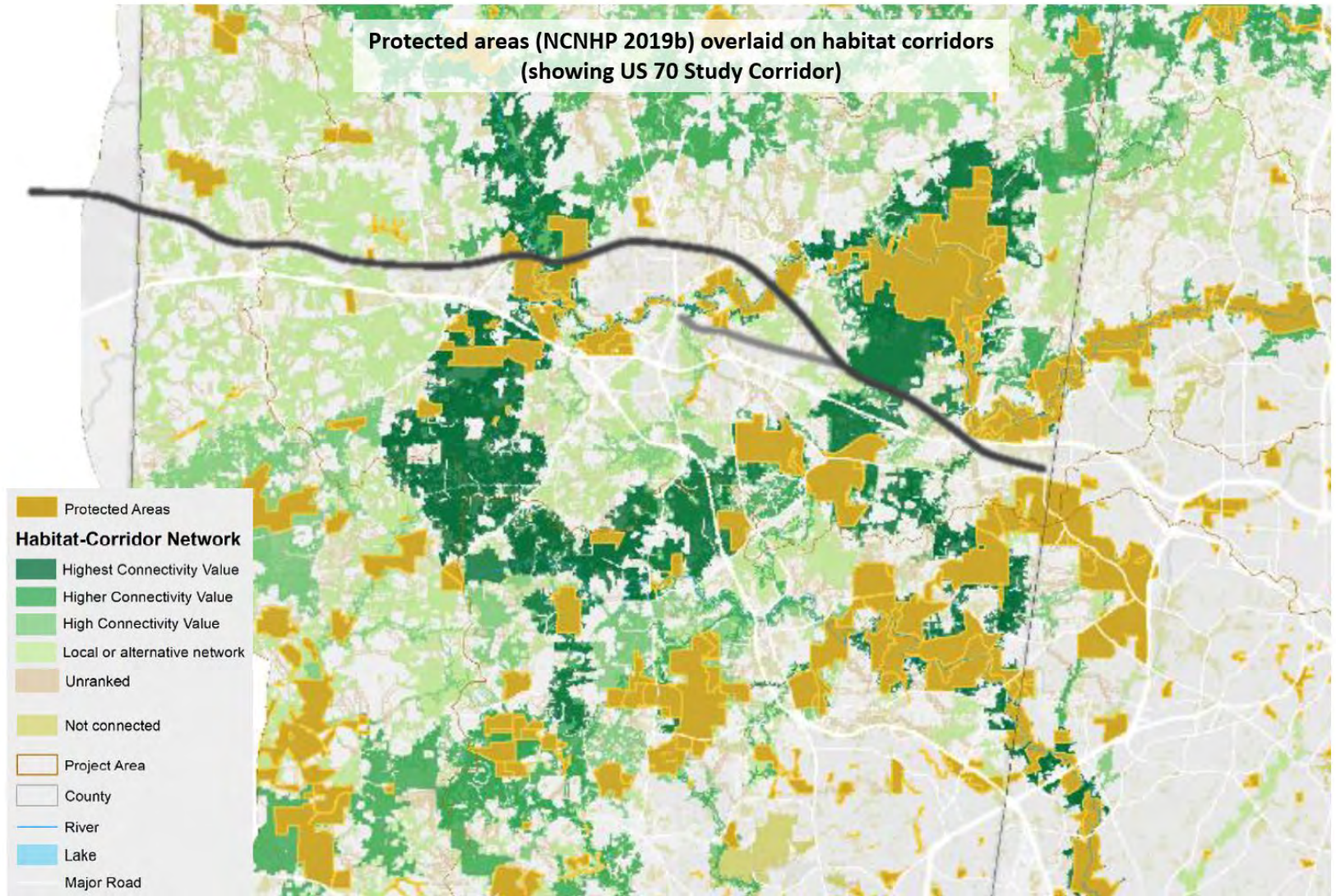
This plan helps ensure wildlife habitat connectivity throughout the Eno River and New Hope Creek-Jordan Lake watersheds. The objectives most relevant to the US 70 Corridor Study involve guidance for decision-making related to land protection, land-use, and transportation. Three basic principles associated with this effort are:

- Protect conservation priorities, including large natural areas and sensitive habitats.
- Buffer these areas from suburban and urban development.
- Connect these natural areas across the landscape to reduce habitat fragmentation.



The table below identifies criteria for barrier roads and potential crossing locations, while the map identifies critical wildlife crossing locations in Segments C, D, and E of the US 70 Corridor. This information will help guide design recommendations in the US 70 Study.

Habitat guild	Barrier road characteristics	Potential crossing locations
General wet-mesic hardwood forests (Four-toed salamander)	Surface width \geq 26 feet Shoulder curb present Median barrier or curb present Striped median present Traffic volume \geq 2000	Intersections between barrier roads and streams
Dry-wet hardwood and mixed forests (Eastern box turtle, salamanders)	Surface width \geq 26 feet Shoulder curb present Median barrier or curb present Striped median present Traffic volume \geq 2000	Intersections between barrier roads and streams
Sparsely settled mixed habitats (medium-sized mammals, snake)	Speed limit \geq 60 miles per hour Median barrier present Traffic volume \geq 10,000	Intersections between barrier roads and streams Bridges over non-barrier roads



Adapted from *A Landscape Plan for Wildlife Habitat Connectivity*, 2019



1.8 Public Input

The project team has solicited public input on this project by including a stakeholder team which is composed of community and business leaders and will provide feedback throughout the project. The project team has created a website, www.us70west.com, that provides project updates and facilitates public input. There are two rounds of scheduled public workshops, the first of which begins in March 2023. The project team also conducted interviews with several key stakeholders along the corridor.

1.8.1 Stakeholder Interviews

As part of the Public Involvement Plan, the project team solicited interviews from groups that possessed specialized knowledge of the US 70 corridor. Interviews were conducted over the phone during December 2022. Interview subjects were selected based on their subject matter specialization and ability to complement the study team and existing data sources. These sources included public safety, education, and real estate and development perspectives. Major findings from these discussions are identified below.

- US 70 is often used as an alternate route to I-85.
- Wildlife crossings are often seen along the corridor and are important to consider in further recommendations.
- Vehicle crashes are often seen along the corridor, most notably at West Hill Avenue in Hillsborough and 5th Street in Mebane.
- There is an existing pedestrian use of the US 70 corridor, particularly for hiking and biking activities near Haw River, Downtown Mebane, and Hillsborough's connection to the MST corridor.
- Speed limits should be considered for lowering in various areas of the corridor.
- There is a safety concern for the corridor, particularly at railroad crossings, including improvements to the I-85 connector.



1.8.2 Community Workshops

Community workshops will occur in two rounds with three sessions per round. The sessions are scheduled for locations that balance the geography of the corridor and are intended for—but not limited to—the general public and affected populations. The first round of community workshops is scheduled for March 2023, and the second round is scheduled for fall 2023. Workshop content will inform the community about identified deficiencies, and to confirm that the Study Team has captured the concerns, needs, and vision of the community as the project team proceeds with developing project alternatives and recommendations. Feedback and responses from the first round of public workshops will be incorporated into subsequent project reports.

The first round of community workshops occurred in March 2023, with two meetings in the Hillsborough area and one meeting in Mebane. In total, thirty-six individuals attended across all three events. A total of three written comments were shared, while numerous anecdotal observations were made. Participants were asked to label a study area map with areas of concern, areas they would like to see bicycle and pedestrian accommodations, and places of interest (schools, parks, community centers, etc). Participants were also asked to “vote” on the priorities they had for the corridor. Options included:

- Relieving vehicular congestion
- Slowing down speeds of cars
- Improving intersections
- Maintain the character of the corridor
- Providing more bus connections
- Providing more pedestrian connections
- Providing more bicycle connections.

Over the three community meetings, pedestrian connections were most important to participants, followed by relieving vehicular congestion. The least voted for was maintaining the character of the corridor.

In addition to the in-person meetings, the project team hosted an online website, showing the study area, that allowed individuals to comment. They could place a comment at a specific location and state any concerns, desire for new multimodal connections, and places of interest. The online map was available for a total of 8 weeks. Fifty-five comments were left by the community. The following are comments that appeared regularly:

- Sidewalk additions to various parts of US 70.



- Improved crosswalks.
- Protected bike lanes.
- Improved access and circulation into schools.
- Address speeds.

1.9 Appendices

Traffic Count Data

Level-of-Service Analysis Reports

Crash Data & Analysis

TRAFFIC COUNT DATA

VHB Engineering NC, P.C.

Venture I
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File Name : US70@Third
 Site Code :
 Start Date : 9/20/2022
 Page No : 1

Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Third Street Southbound				US 70 Westbound				Third Street Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
06:00 AM	0	0	1	2	1	9	1	0	4	2	4	0	0	42	5	1	3	69	72
06:15 AM	0	1	0	1	1	13	1	0	5	0	6	0	0	81	6	0	1	114	115
06:30 AM	0	1	0	0	3	26	0	0	3	3	1	0	0	69	5	1	1	111	112
06:45 AM	0	4	0	1	1	30	0	0	9	0	5	0	0	101	8	0	1	158	159
Total	0	6	1	4	6	78	2	0	21	5	16	0	0	293	24	2	6	452	458
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07:15 AM	2	9	4	0	5	41	1	0	19	5	3	0	0	59	21	1	1	169	170
07:30 AM	7	12	5	0	2	60	1	0	36	7	12	0	1	92	24	0	0	259	259
07:45 AM	1	17	3	1	4	63	4	0	20	9	7	0	2	82	23	2	3	235	238
Total	10	44	14	2	13	205	7	0	90	24	27	0	3	299	82	5	7	818	825
08:00 AM	3	10	1	0	2	48	1	0	25	9	12	0	3	83	26	0	0	223	223
08:15 AM	7	8	2	0	4	67	2	0	28	8	10	0	2	76	21	1	1	235	236
08:30 AM	2	6	2	1	6	56	1	0	17	5	10	0	1	77	14	1	2	197	199
08:45 AM	5	5	0	1	8	41	3	1	11	1	10	0	2	56	17	0	2	159	161
Total	17	29	5	2	20	212	7	1	81	23	42	0	8	292	78	2	5	814	819
09:00 AM	2	2	0	0	3	24	1	0	12	6	8	0	0	53	7	0	0	118	118
09:15 AM	5	4	2	1	5	49	0	0	10	3	6	0	1	49	14	0	1	148	149
09:30 AM	3	6	3	2	5	54	2	0	6	6	5	0	0	59	6	0	2	155	157
09:45 AM	3	7	1	0	3	45	5	1	9	8	6	0	1	38	17	3	4	143	147
Total	13	19	6	3	16	172	8	1	37	23	25	0	2	199	44	3	7	564	571
10:00 AM	4	7	0	0	3	35	1	0	10	5	7	0	1	52	15	0	0	140	140
10:15 AM	4	11	3	0	1	46	4	1	17	1	1	0	0	53	19	2	3	160	163
10:30 AM	5	8	2	0	4	57	1	0	9	6	9	0	1	33	12	0	0	147	147
10:45 AM	6	7	2	0	5	45	4	1	15	8	3	1	1	38	11	0	2	145	147
Total	19	33	7	0	13	183	10	2	51	20	20	1	3	176	57	2	5	592	597
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11:15 AM	6	11	2	0	6	50	3	0	7	9	5	0	2	51	18	1	1	170	171
11:30 AM	4	8	0	0	4	52	4	0	16	5	5	0	2	58	20	2	2	178	180
11:45 AM	2	12	3	0	10	46	3	2	24	12	7	0	4	56	10	3	5	189	194
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Total	28	34	19	1	25	219	14	0	73	31	22	0	13	267	77	1	2	822	824
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01:15 PM	5	5	1	1	3	68	4	1	13	8	3	1	1	54	13	1	4	178	182
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01:45 PM	1	8	1	0	4	52	4	0	15	3	7	0	1	46	18	0	0	160	160
Total	16	37	8	1	22	256	14	1	49	27	14	1	6	229	69	3	6	747	753
02:00 PM	3	6	2	0	5	59	1	0	12	5	7	0	1	48	17	2	2	166	168
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02:30 PM	2	9	1	0	4	78	1	0	26	12	11	0	3	72	21	0	0	240	240
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Total	15	45	9	0	33	264	8	0	80	33	33	0	7	241	94	2	2	862	864

VHB Engineering NC, P.C.

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File Name : US70@Third
 Site Code :
 Start Date : 9/20/2022
 Page No : 2

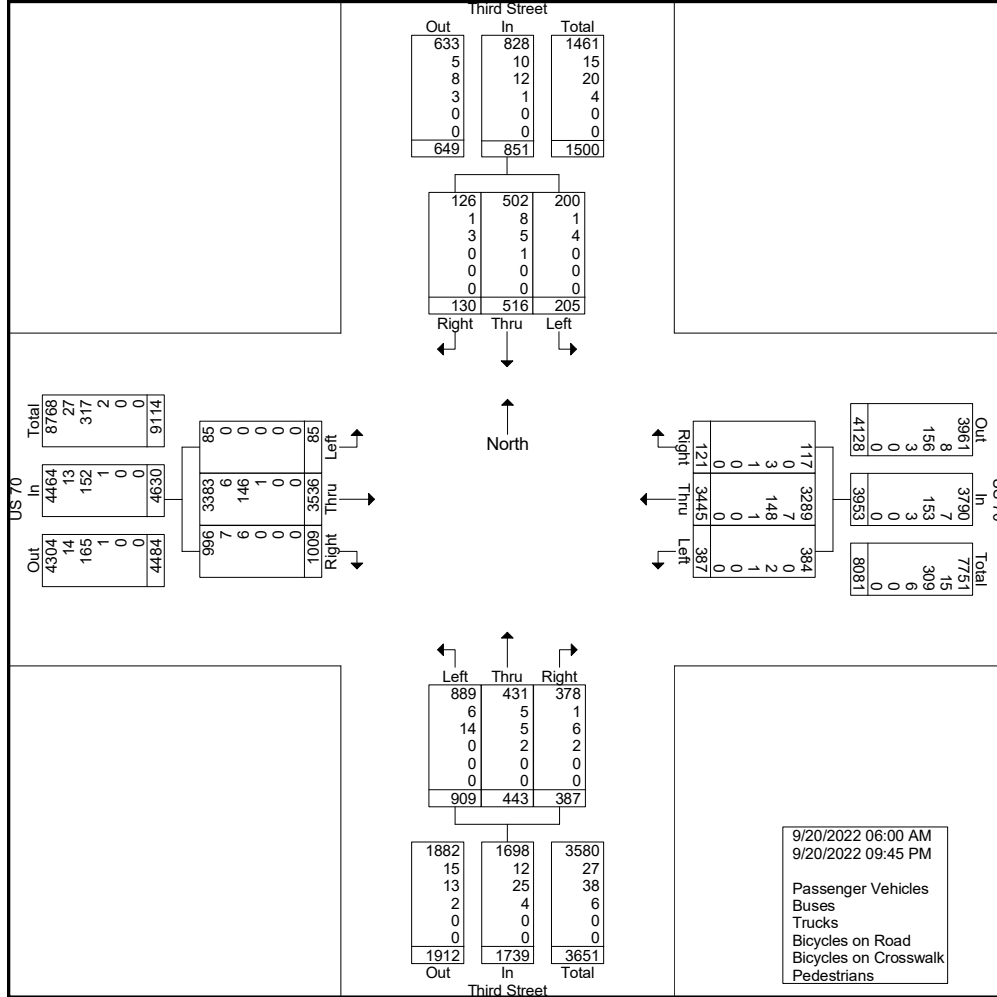
Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Third Street Southbound				US 70 Westbound				Third Street Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
03:00 PM	3	9	4	0	7	73	4	0	20	11	10	0	0	63	14	5	5	218	223
03:15 PM	4	9	1	0	10	79	2	0	15	5	6	0	5	54	21	0	0	211	211
03:30 PM	0	11	3	0	8	76	1	0	35	22	8	0	3	64	13	1	1	244	245
03:45 PM	3	10	2	0	9	78	1	0	22	13	3	0	4	56	28	0	0	229	229
Total	10	39	10	0	34	306	8	0	92	51	27	0	12	237	76	6	6	902	908
04:00 PM	8	11	1	0	7	87	3	0	16	12	7	0	2	75	29	1	1	258	259
04:15 PM	4	8	2	0	11	81	2	0	19	6	6	0	5	51	18	0	0	213	213
04:30 PM	5	12	5	0	6	108	1	0	18	10	7	0	1	71	14	1	1	258	259
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05:00 PM	5	13	1	0	11	84	2	0	24	9	8	0	2	58	17	3	3	234	237
05:15 PM	3	13	3	0	15	75	3	0	19	14	3	0	0	46	19	0	0	213	213
05:30 PM	5	5	4	0	11	75	2	2	17	7	12	0	1	61	18	0	2	218	220
05:45 PM	5	18	4	1	19	69	2	0	14	10	8	0	4	52	27	2	3	232	235
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06:45 PM	1	12	5	0	10	44	2	0	12	9	7	0	1	45	18	1	1	166	167
Total	10	40	11	3	51	236	10	1	50	37	27	0	2	224	82	4	8	780	788
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07:15 PM	4	4	2	0	2	45	1	2	10	7	6	2	0	40	14	1	5	135	140
07:30 PM	0	5	1	6	6	50	1	2	11	12	18	2	1	43	8	0	10	156	166
07:45 PM	2	6	1	0	7	41	0	0	10	6	3	0	1	58	17	0	0	152	152
Total	9	23	6	7	19	208	2	4	50	32	35	4	2	202	62	1	16	650	666
08:00 PM	0	10	1	1	4	31	0	0	12	12	6	0	1	37	5	1	2	119	121
08:15 PM	1	3	1	1	4	32	0	0	5	4	7	0	0	29	5	3	4	91	95
08:30 PM	1	3	1	0	4	29	0	0	6	4	4	0	0	28	7	0	0	87	87
08:45 PM	0	5	0	0	6	28	1	0	6	3	1	0	0	21	5	0	0	76	76
Total	2	21	3	2	18	120	1	0	29	23	18	0	1	115	22	4	6	373	379
09:00 PM	2	3	0	0	4	49	2	0	1	1	2	0	0	23	8	0	0	95	95
09:15 PM	0	1	1	1	3	24	0	0	2	0	4	0	0	16	2	0	1	53	54
09:30 PM	0	4	0	0	1	20	1	0	1	3	1	0	0	13	2	1	1	46	47
09:45 PM	0	2	1	0	1	19	0	0	1	2	0	0	1	17	3	0	0	47	47
Total	2	10	2	1	9	112	3	0	5	6	7	0	1	69	15	1	2	241	243
Grand Total	205	516	130	28	387	3445	121	14	909	443	387	6	85	3536	1009	52	100	11173	11273
Apprch %	24.1	60.6	15.3		9.8	87.1	3.1		52.3	25.5	22.3		1.8	76.4	21.8				
Total %	1.8	4.6	1.2		3.5	30.8	1.1		8.1	4	3.5		0.8	31.6	9		0.9	99.1	
Passenger Vehicles	200	502	126		384	3289	117		889	431	378		85	3383	996		0	0	10780
% Passenger Vehicles	97.6	97.3	96.9	0	99.2	95.5	96.7	0	97.8	97.3	97.7	0	100	95.7	98.7	0	0	0	95.6
Buses	1	8	1		0	7	0		6	5	1		0	6	7		0	0	42
% Buses	0.5	1.6	0.8	0	0	0.2	0	0	0.7	1.1	0.3	0	0	0.2	0.7	0	0	0	0.4
Trucks	4	5	3		2	148	3		14	5	6		0	146	6		0	0	342
% Trucks	2	1	2.3	0	0.5	4.3	2.5	0	1.5	1.1	1.6	0	0	4.1	0.6	0	0	0	3
Bicycles on Road	0	1	0		1	1	1		0	2	2		0	1	0		0	0	9
% Bicycles on Road	0	0.2	0	0	0.3	0	0.8	0	0	0.5	0.5	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0		0	0	0		0	0	0		0	0	0		0	0	9
% Bicycles on Crosswalk	0	0	0	7.1	0	0	0	0	0	0	0	0	0	0	0	13.5	0	0	0.1
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	0	91
% Pedestrians	0	0	0	92.9	0	0	0	100	0	0	0	100	0	0	0	86.5	0	0	0.8

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@Third
 Site Code :
 Start Date : 9/20/2022
 Page No : 3

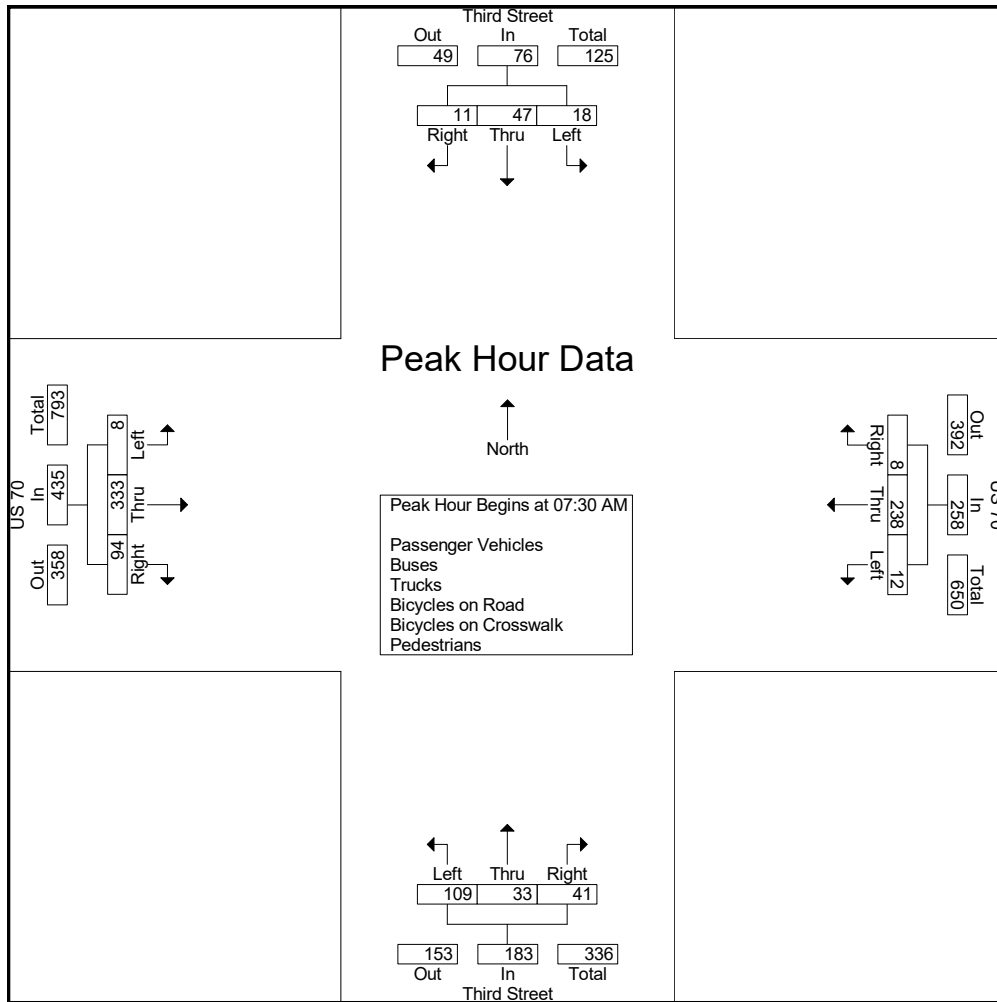


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Venture I
 940 Main Campus Drive, Suite 500
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 p: 919.829.0328 f: 919.833.0034

File Name : US70@Third
 Site Code :
 Start Date : 9/20/2022
 Page No : 4

Start Time	Third Street Southbound				US 70 Westbound				Third Street Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	7	12	5	24	2	60	1	63	36	7	12	55	1	92	24	117	259
07:45 AM	1	17	3	21	4	63	4	71	20	9	7	36	2	82	23	107	235
08:00 AM	3	10	1	14	2	48	1	51	25	9	12	46	3	83	26	112	223
08:15 AM	7	8	2	17	4	67	2	73	28	8	10	46	2	76	21	99	235
Total Volume	18	47	11	76	12	238	8	258	109	33	41	183	8	333	94	435	952
% App. Total	23.7	61.8	14.5		4.7	92.2	3.1		59.6	18	22.4		1.8	76.6	21.6		
PHF	.643	.691	.550	.792	.750	.888	.500	.884	.757	.917	.854	.832	.667	.905	.904	.929	.919

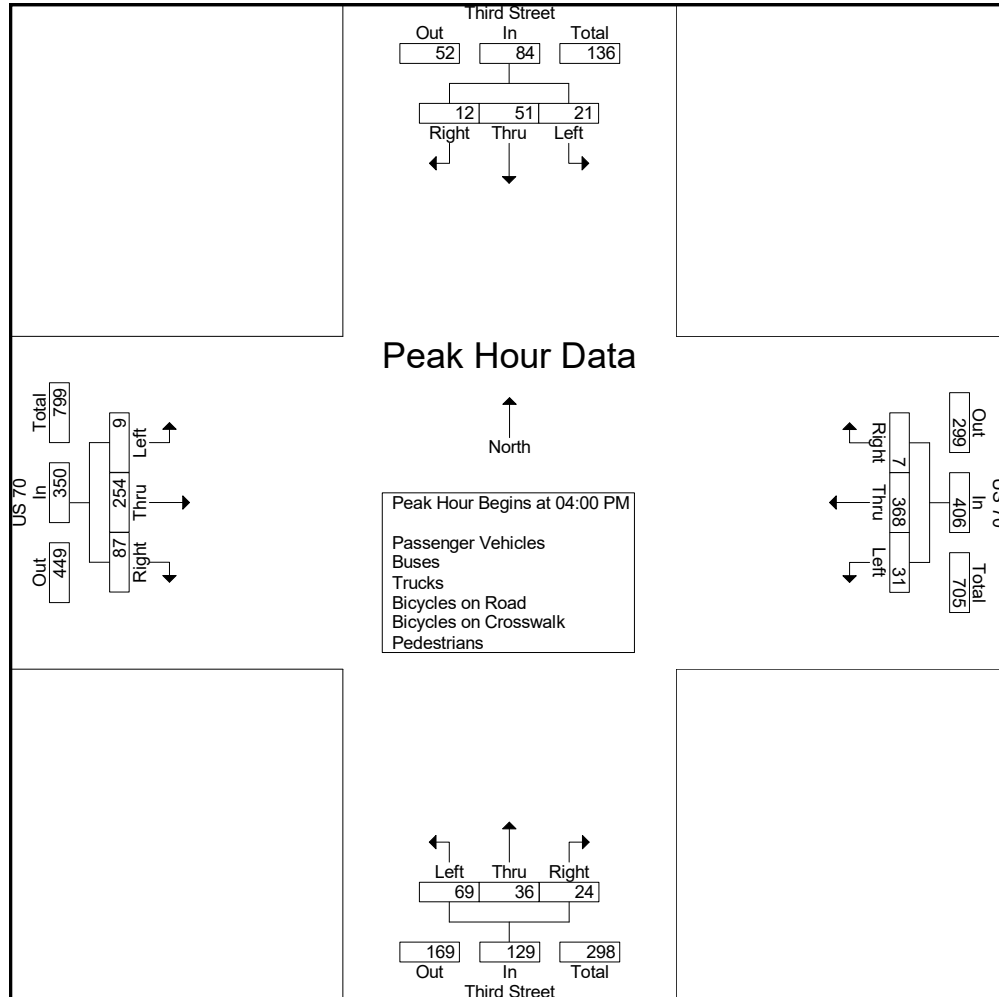


VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@Third
 Site Code :
 Start Date : 9/20/2022
 Page No : 5

Start Time	Third Street Southbound				US 70 Westbound				Third Street Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 09:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	8	11	1	20	7	87	3	97	16	12	7	35	2	75	29	106	258
04:15 PM	4	8	2	14	11	81	2	94	19	6	6	31	5	51	18	74	213
04:30 PM	5	12	5	22	6	108	1	115	18	10	7	35	1	71	14	86	258
04:45 PM	4	20	4	28	7	92	1	100	16	8	4	28	1	57	26	84	240
Total Volume	21	51	12	84	31	368	7	406	69	36	24	129	9	254	87	350	969
% App. Total	25	60.7	14.3		7.6	90.6	1.7		53.5	27.9	18.6		2.6	72.6	24.9		
PHF	.656	.638	.600	.750	.705	.852	.583	.883	.908	.750	.857	.921	.450	.847	.750	.825	.939



VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@Fifth
 Site Code :
 Start Date : 9/20/2022
 Page No : 1

Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Fifth Street Southbound				US 70 Westbound				Fifth Street Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
06:00 AM	6	12	0	0	17	4	2	0	6	5	3	0	0	18	24	0	0	97	97
06:15 AM	6	28	1	0	16	10	1	0	6	10	6	0	0	48	42	0	0	174	174
06:30 AM	10	43	2	0	13	15	3	0	8	11	4	0	1	24	41	0	0	175	175
06:45 AM	8	32	2	0	15	24	4	0	7	22	11	0	2	44	62	0	0	233	233
Total	30	115	5	0	61	53	10	0	27	48	24	0	3	134	169	0	0	679	679
07:00 AM	13	45	5	1	23	18	6	0	18	27	17	0	0	42	26	0	1	240	241
07:15 AM	10	48	2	0	21	26	5	0	18	22	13	0	1	43	13	0	0	222	222
07:30 AM	6	75	5	1	28	37	9	1	17	30	15	0	2	51	43	0	2	318	320
07:45 AM	12	61	7	0	26	42	5	0	25	41	19	0	1	51	41	0	0	331	331
Total	41	229	19	2	98	123	25	1	78	120	64	0	4	187	123	0	3	1111	1114
08:00 AM	3	50	0	0	23	36	10	0	17	41	16	0	4	58	41	0	0	299	299
08:15 AM	19	60	4	0	28	44	14	0	30	44	17	0	5	44	37	0	0	346	346
08:30 AM	14	50	1	0	32	46	12	0	23	40	14	0	2	54	29	0	0	317	317
08:45 AM	5	53	0	0	26	32	12	0	18	34	11	0	2	37	33	1	1	263	264
Total	41	213	5	0	109	158	48	0	88	159	58	0	13	193	140	1	1	1225	1226
09:00 AM	10	26	2	1	19	15	11	0	14	45	15	0	4	33	24	0	1	218	219
09:15 AM	9	42	10	0	26	25	1	0	23	34	14	0	3	27	22	0	0	236	236
09:30 AM	8	50	5	0	24	39	11	0	22	42	14	0	0	39	26	0	0	280	280
09:45 AM	6	52	4	0	26	26	6	0	21	51	18	0	3	24	20	0	0	257	257
Total	33	170	21	1	95	105	29	0	80	172	61	0	10	123	92	0	1	991	992
10:00 AM	5	54	4	0	22	30	10	0	16	33	11	0	5	27	21	0	0	238	238
10:15 AM	12	36	5	0	20	31	12	0	18	33	18	0	2	29	28	0	0	244	244
10:30 AM	5	32	2	0	21	32	10	0	21	57	15	0	5	29	16	0	0	245	245
10:45 AM	9	46	3	0	16	32	14	1	22	51	16	0	2	20	22	0	1	253	254
Total	31	168	14	0	79	125	46	1	77	174	60	0	14	105	87	0	1	980	981
11:00 AM	8	42	2	0	17	30	10	0	24	45	20	0	2	31	28	0	0	259	259
11:15 AM	5	61	2	0	19	32	10	0	25	50	20	0	4	24	34	0	0	286	286
11:30 AM	11	46	3	1	19	35	4	0	28	53	29	0	2	23	40	0	1	293	294
11:45 AM	7	59	4	0	9	37	10	0	18	55	22	0	4	24	24	0	0	273	273
Total	31	208	11	1	64	134	34	0	95	203	91	0	12	102	126	0	1	1111	1112
12:00 PM	8	46	6	0	21	38	15	1	28	57	12	0	1	34	34	0	1	300	301
12:15 PM	10	53	10	0	23	29	12	0	32	55	23	0	2	40	42	0	0	331	331
12:30 PM	3	46	5	0	18	27	10	0	38	59	25	0	2	41	41	0	0	315	315
12:45 PM	8	51	5	0	18	31	11	0	19	15	21	0	7	33	31	0	0	250	250
Total	29	196	26	0	80	125	48	1	117	186	81	0	12	148	148	0	1	1196	1197
01:00 PM	14	33	6	1	27	58	18	0	34	51	20	0	4	32	34	0	1	331	332
01:15 PM	7	42	2	0	25	45	17	0	27	53	24	0	2	29	29	0	0	302	302
01:30 PM	5	54	3	1	18	34	8	0	32	43	23	0	1	35	32	0	1	288	289
01:45 PM	12	43	2	3	21	34	9	0	29	52	23	0	2	26	22	0	3	275	278
Total	38	172	13	5	91	171	52	0	122	199	90	0	9	122	117	0	5	1196	1201
02:00 PM	14	50	3	1	13	36	15	0	22	61	15	0	4	26	29	0	1	288	289
02:15 PM	7	54	5	0	23	47	16	0	21	56	21	0	2	31	25	0	0	308	308
02:30 PM	10	49	4	0	21	46	12	0	37	65	26	0	3	38	36	0	0	347	347
02:45 PM	6	48	9	0	32	55	22	0	19	54	24	0	3	40	29	0	0	341	341
Total	37	201	21	1	89	184	65	0	99	236	86	0	12	135	119	0	1	1284	1285

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@Fifth
 Site Code :
 Start Date : 9/20/2022
 Page No : 2

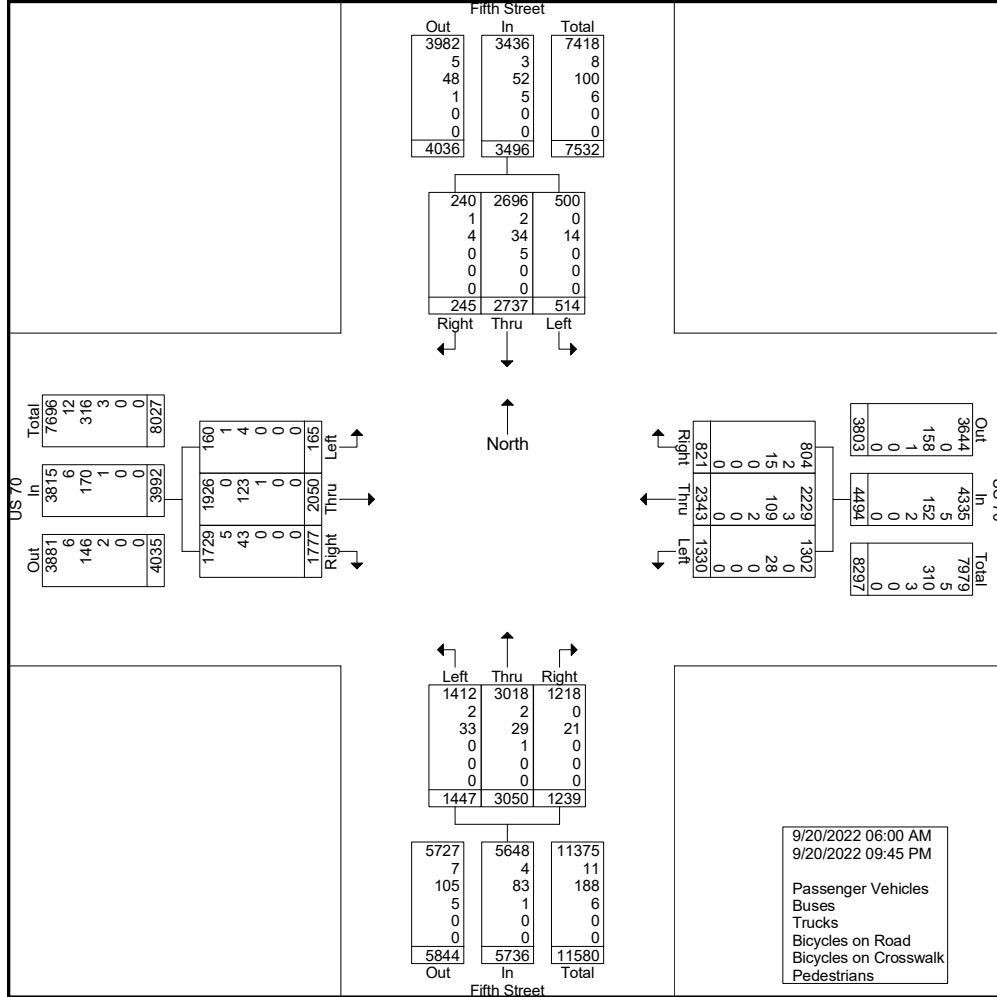
Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Fifth Street Southbound				US 70 Westbound				Fifth Street Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
03:00 PM	12	47	4	0	17	50	17	0	34	70	24	0	4	41	33	0	0	353	353
03:15 PM	4	46	7	0	13	45	21	0	37	52	32	0	3	32	17	0	0	309	309
03:30 PM	13	29	6	1	32	59	19	0	27	52	23	0	1	40	35	0	1	336	337
03:45 PM	6	46	5	0	24	57	19	1	28	71	29	0	2	27	31	0	1	345	346
Total	35	168	22	1	86	211	76	1	126	245	108	0	10	140	116	0	2	1343	1345
04:00 PM	12	47	5	0	39	68	26	0	27	68	27	0	3	43	40	0	0	405	405
04:15 PM	11	51	2	1	25	60	18	0	30	71	23	0	2	31	23	0	1	347	348
04:30 PM	14	54	2	0	22	78	26	0	34	60	25	0	3	45	29	0	0	392	392
04:45 PM	7	49	3	0	28	64	26	0	26	62	25	0	2	34	34	0	0	360	360
Total	44	201	12	1	114	270	96	0	117	261	100	0	10	153	126	0	1	1504	1505
05:00 PM	7	39	3	0	28	58	26	0	29	77	22	0	5	43	21	0	0	358	358
05:15 PM	6	49	3	0	26	66	19	0	29	80	29	0	0	29	24	0	0	360	360
05:30 PM	7	62	6	2	31	61	27	0	26	89	47	0	7	42	33	0	2	438	440
05:45 PM	8	49	5	2	32	70	18	2	24	58	28	0	2	40	20	0	4	354	358
Total	28	199	17	4	117	255	90	2	108	304	126	0	14	154	98	0	6	1510	1516
06:00 PM	3	45	5	1	30	52	24	0	24	69	15	0	6	35	26	0	1	334	335
06:15 PM	5	60	6	0	27	54	10	0	25	66	28	0	1	30	38	0	0	350	350
06:30 PM	14	59	8	0	14	44	19	0	25	65	29	0	2	33	31	0	0	343	343
06:45 PM	5	46	5	0	20	38	27	0	19	82	37	0	1	14	29	0	0	323	323
Total	27	210	24	1	91	188	80	0	93	282	109	0	10	112	124	0	1	1350	1351
07:00 PM	14	43	6	2	19	37	18	0	34	59	16	0	4	34	31	0	2	315	317
07:15 PM	7	46	7	0	26	20	17	1	19	50	27	0	5	25	25	0	1	274	275
07:30 PM	12	35	4	1	20	27	11	0	22	50	16	0	3	30	16	0	1	246	247
07:45 PM	11	38	4	1	21	30	12	0	14	44	23	0	7	29	29	0	1	262	263
Total	44	162	21	4	86	114	58	1	89	203	82	0	19	118	101	0	5	1097	1102
08:00 PM	5	21	2	1	13	17	12	0	12	51	23	0	2	29	21	0	1	208	209
08:15 PM	8	24	3	0	12	23	15	0	17	39	21	0	1	19	7	0	0	189	189
08:30 PM	2	29	3	1	16	20	10	0	13	29	13	0	1	22	18	0	1	176	177
08:45 PM	0	15	2	0	8	14	3	0	15	33	7	0	1	9	14	0	0	121	121
Total	15	89	10	2	49	74	40	0	57	152	64	0	5	79	60	0	2	694	696
09:00 PM	4	10	1	0	5	28	6	0	28	43	9	0	4	14	8	0	0	160	160
09:15 PM	4	14	0	0	10	7	7	0	24	23	14	0	1	17	9	0	0	130	130
09:30 PM	0	9	2	0	3	6	7	0	11	27	6	0	1	5	6	0	0	83	83
09:45 PM	2	3	1	0	3	12	4	0	11	13	6	0	2	9	8	0	0	74	74
Total	10	36	4	0	21	53	24	0	74	106	35	0	8	45	31	0	0	447	447
Grand Total	514	2737	245	23	1330	2343	821	7	1447	3050	1239	0	165	2050	1777	1	31	17718	17749
Apprch %	14.7	78.3	7		29.6	52.1	18.3		25.2	53.2	21.6		4.1	51.4	44.5				
Total %	2.9	15.4	1.4		7.5	13.2	4.6		8.2	17.2	7		0.9	11.6	10		0.2	99.8	
Passenger Vehicles	500	2696	240		1302	2229	804		1412	3018	1218		160	1926	1729		0	0	17234
% Passenger Vehicles	97.3	98.5	98	0	97.9	95.1	97.9	0	97.6	99	98.3	0	97	94	97.3	0	0	0	97.1
Buses	0	2	1		0	3	2		2	2	0		1	0	5		0	0	18
% Buses	0	0.1	0.4	0	0	0.1	0.2	0	0.1	0.1	0	0	0.6	0	0.3	0	0	0	0.1
Trucks	14	34	4		28	109	15		33	29	21		4	123	43		0	0	457
% Trucks	2.7	1.2	1.6	0	2.1	4.7	1.8	0	2.3	1	1.7	0	2.4	6	2.4	0	0	0	2.6
Bicycles on Road	0	5	0		0	2	0		0	1	0		0	1	0		0	0	9
% Bicycles on Road	0	0.2	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0		0	0	0		0	0	0		0	0	0		0	0	3
% Bicycles on Crosswalk	0	0	0	8.7	0	0	0	14.3	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	0	28
% Pedestrians	0	0	0	91.3	0	0	0	85.7	0	0	0	0	0	0	0	100	0	0	0.2

VHB Engineering NC, P.C.

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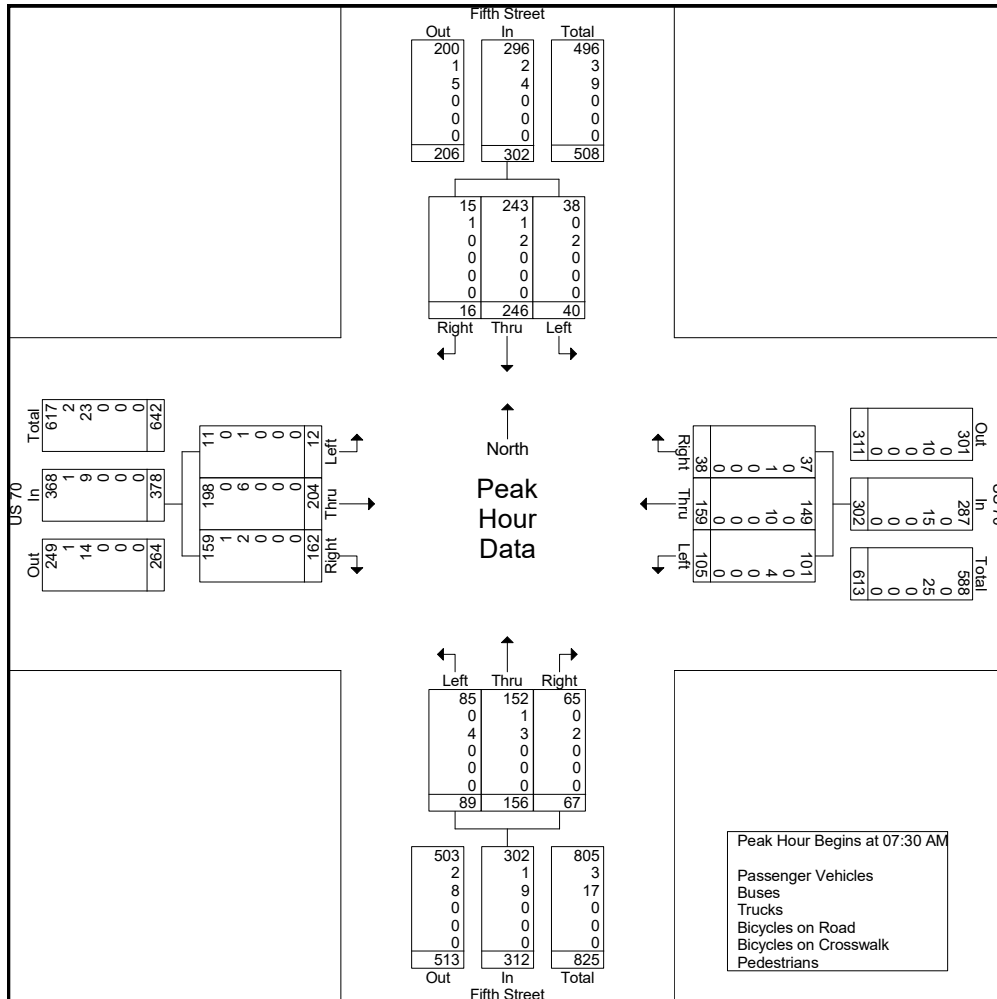


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File Name : US70@Fifth
 Site Code :
 Start Date : 9/20/2022
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Start Time	Fifth Street Southbound				US 70 Westbound				Fifth Street Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	75	5	86	28	37	9	74	17	30	15	62	2	51	43	96	318
07:45 AM	12	61	7	80	26	42	5	73	25	41	19	85	1	51	41	93	331
08:00 AM	3	50	0	53	23	36	10	69	17	41	16	74	4	58	41	103	299
08:15 AM	19	60	4	83	28	44	14	86	30	44	17	91	5	44	37	86	346
Total Volume	40	246	16	302	105	159	38	302	89	156	67	312	12	204	162	378	1294
% App. Total	13.2	81.5	5.3		34.8	52.6	12.6		28.5	50	21.5		3.2	54	42.9		
PHF	.526	.820	.571	.878	.938	.903	.679	.878	.742	.886	.882	.857	.600	.879	.942	.917	.935
Passenger Vehicles	38	243	15	296	101	149	37	287	85	152	65	302	11	198	159	368	1253
% Passenger Vehicles	95.0	98.8	93.8	98.0	96.2	93.7	97.4	95.0	95.5	97.4	97.0	96.8	91.7	97.1	98.1	97.4	96.8
Buses	0	1	1	2	0	0	0	0	0	1	0	1	0	0	1	1	4
% Buses	0	0.4	6.3	0.7	0	0	0	0	0	0.6	0	0.3	0	0	0.6	0.3	0.3
Trucks	2	2	0	4	4	10	1	15	4	3	2	9	1	6	2	9	37
% Trucks	5.0	0.8	0	1.3	3.8	6.3	2.6	5.0	4.5	1.9	3.0	2.9	8.3	2.9	1.2	2.4	2.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

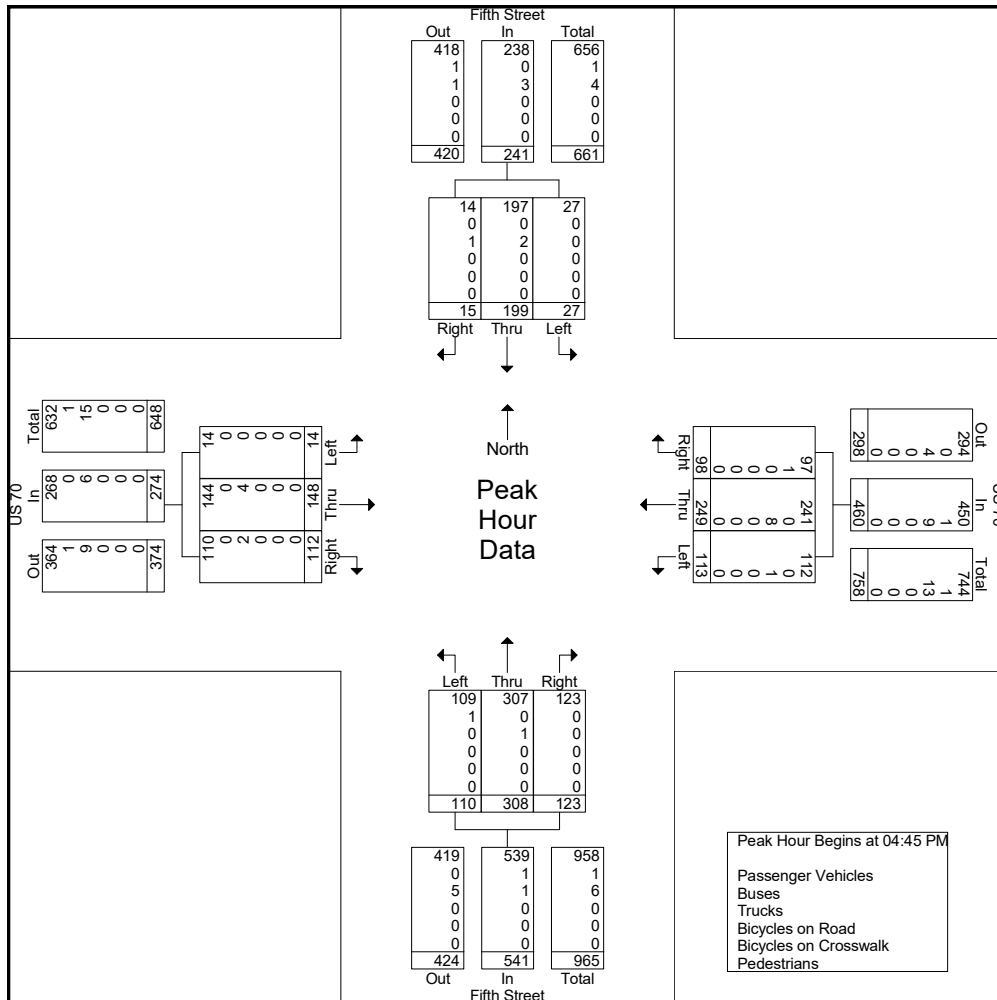


VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@Fifth
 Site Code :
 Start Date : 9/20/2022
 Page No : 5

Start Time	Fifth Street Southbound				US 70 Westbound				Fifth Street Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 09:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	7	49	3	59	28	64	26	118	26	62	25	113	2	34	34	70	360
05:00 PM	7	39	3	49	28	58	26	112	29	77	22	128	5	43	21	69	358
05:15 PM	6	49	3	58	26	66	19	111	29	80	29	138	0	29	24	53	360
05:30 PM	7	62	6	75	31	61	27	119	26	89	47	162	7	42	33	82	438
Total Volume	27	199	15	241	113	249	98	460	110	308	123	541	14	148	112	274	1516
% App. Total	11.2	82.6	6.2		24.6	54.1	21.3		20.3	56.9	22.7		5.1	54	40.9		
PHF	.964	.802	.625	.803	.911	.943	.907	.966	.948	.865	.654	.835	.500	.860	.824	.835	.865
Passenger Vehicles	27	197	14	238	112	241	97	450	109	307	123	539	14	144	110	268	1495
% Passenger Vehicles	100	99.0	93.3	98.8	99.1	96.8	99.0	97.8	99.1	99.7	100	99.6	100	97.3	98.2	97.8	98.6
Buses	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
% Buses	0	0	0	0	0	0	1.0	0.2	0.9	0	0	0.2	0	0	0	0	0.1
Trucks	0	2	1	3	1	8	0	9	0	1	0	1	0	4	2	6	19
% Trucks	0	1.0	6.7	1.2	0.9	3.2	0	2.0	0	0.3	0	0.2	0	2.7	1.8	2.2	1.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@RailroadCrossover
 Site Code :
 Start Date : 9/20/2022
 Page No : 1

Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	No Approach Southbound				US 70 Westbound				Railroad Crossover Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
06:00 AM	0	0	0	0	1	9	0	0	2	0	0	0	0	62	6	0	0	80	80
06:15 AM	0	0	0	0	1	14	0	0	0	0	3	0	0	94	9	0	0	121	121
06:30 AM	0	0	0	0	0	21	0	0	5	0	1	0	0	97	15	0	0	139	139
06:45 AM	0	0	0	0	1	35	0	0	9	0	6	0	0	108	13	0	0	172	172
Total	0	0	0	0	3	79	0	0	16	0	10	0	0	361	43	0	0	512	512
07:00 AM	0	0	0	0	1	23	0	0	3	0	5	0	0	141	11	0	0	184	184
07:15 AM	0	0	0	0	0	43	0	0	8	0	5	0	0	143	10	0	0	209	209
07:30 AM	0	0	0	0	5	53	0	0	5	0	10	0	0	155	34	0	0	262	262
07:45 AM	0	0	0	0	6	77	0	0	4	0	5	0	0	145	27	0	0	264	264
Total	0	0	0	0	12	196	0	0	20	0	25	0	0	584	82	0	0	919	919
08:00 AM	0	0	0	0	8	59	0	0	13	0	4	0	0	106	26	0	0	216	216
08:15 AM	0	0	0	0	7	83	0	0	12	0	3	0	0	88	27	0	0	220	220
08:30 AM	0	0	0	0	3	74	0	0	6	0	4	0	0	121	9	0	0	217	217
08:45 AM	0	0	0	0	2	44	0	0	13	0	6	0	0	71	11	0	0	147	147
Total	0	0	0	0	20	260	0	0	44	0	17	0	0	386	73	0	0	800	800
09:00 AM	0	0	0	0	1	32	0	0	9	0	6	0	0	60	7	0	0	115	115
09:15 AM	0	0	0	0	5	36	0	0	10	0	4	0	0	59	10	0	0	124	124
09:30 AM	0	0	0	0	6	49	0	0	19	0	4	0	0	61	11	0	0	150	150
09:45 AM	0	0	0	0	0	54	0	0	8	0	4	0	0	43	5	0	0	114	114
Total	0	0	0	0	12	171	0	0	46	0	18	0	0	223	33	0	0	503	503
10:00 AM	0	0	0	0	1	43	0	0	9	0	3	0	0	50	7	0	0	113	113
10:15 AM	0	0	0	0	2	47	0	0	13	0	1	0	0	55	7	0	0	125	125
10:30 AM	0	0	0	0	2	51	0	0	6	0	0	0	0	44	13	0	0	116	116
10:45 AM	0	0	0	0	4	53	0	0	5	0	2	0	0	47	10	0	0	121	121
Total	0	0	0	0	9	194	0	0	33	0	6	0	0	196	37	0	0	475	475
11:00 AM	0	0	0	0	2	49	0	0	14	0	4	0	0	53	11	0	0	133	133
11:15 AM	0	0	0	0	2	42	0	0	17	0	4	0	0	34	7	0	0	106	106
11:30 AM	0	0	0	0	1	44	0	0	14	0	4	0	0	44	18	0	0	125	125
11:45 AM	0	0	0	0	3	57	0	0	13	0	9	0	0	53	11	0	0	146	146
Total	0	0	0	0	8	192	0	0	58	0	21	0	0	184	47	0	0	510	510
12:00 PM	0	0	0	0	5	64	0	0	27	0	2	0	0	46	9	0	0	153	153
12:15 PM	0	0	0	0	3	43	0	0	8	0	2	0	0	73	6	0	0	135	135
12:30 PM	0	0	0	0	0	54	0	0	2	0	0	0	1	62	2	0	0	121	121
12:45 PM	0	0	0	0	2	69	0	0	21	0	0	0	0	50	22	0	0	164	164
Total	0	0	0	0	10	230	0	0	58	0	4	0	1	231	39	0	0	573	573
01:00 PM	0	0	0	0	4	50	0	0	42	0	7	0	0	57	9	0	0	169	169
01:15 PM	0	0	0	0	3	54	0	0	24	0	4	0	0	62	16	0	0	163	163
01:30 PM	0	0	0	0	3	51	0	0	11	0	4	0	0	50	9	0	0	128	128
01:45 PM	0	0	0	0	2	60	0	0	15	0	5	0	0	54	13	0	0	149	149
Total	0	0	0	0	12	215	0	0	92	0	20	0	0	223	47	0	0	609	609
02:00 PM	0	0	0	0	4	53	0	0	18	0	7	0	0	61	7	0	0	150	150
02:15 PM	0	0	0	0	7	75	0	0	14	0	6	0	0	46	12	0	0	160	160
02:30 PM	0	0	0	0	6	76	0	0	19	0	9	0	0	70	8	0	0	188	188
02:45 PM	0	0	0	0	7	106	0	0	16	0	7	0	0	57	12	0	0	205	205
Total	0	0	0	0	24	310	0	0	67	0	29	0	0	234	39	0	0	703	703

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@RailroadCrossover
 Site Code :
 Start Date : 9/20/2022
 Page No : 2

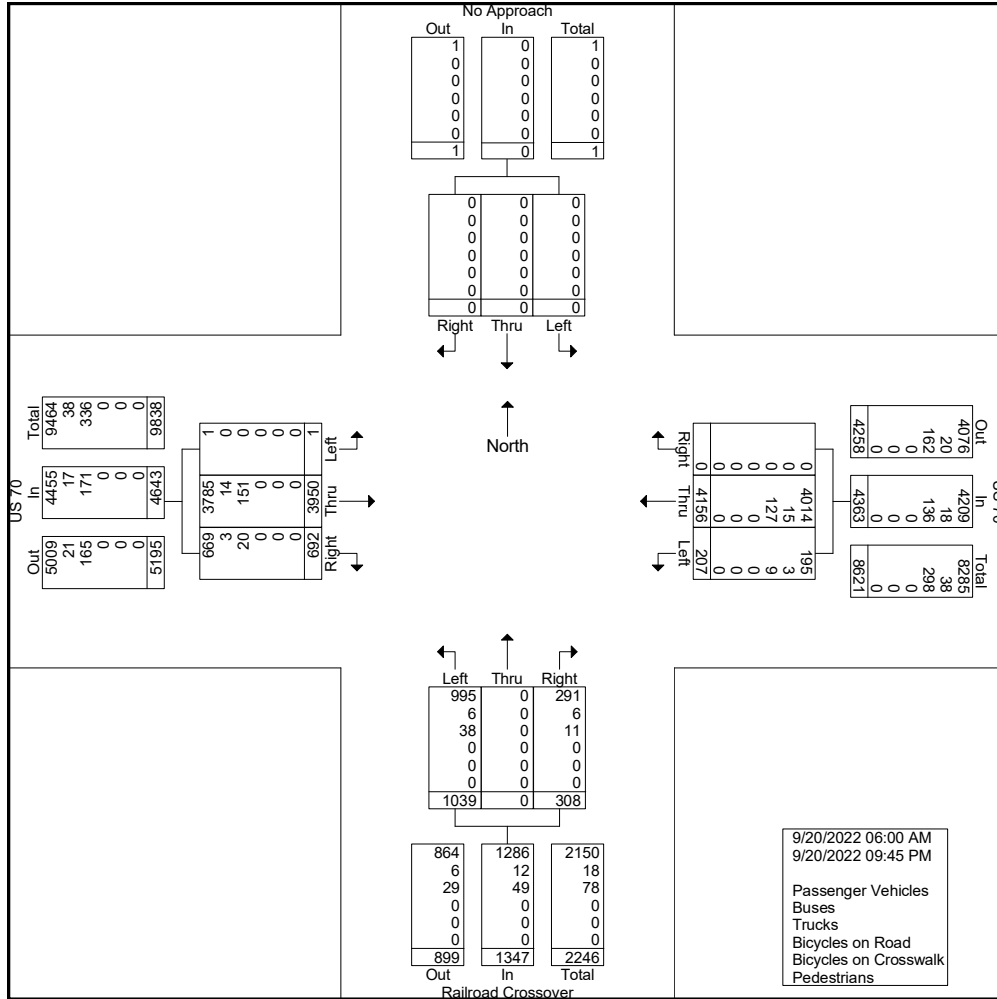
Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	No Approach Southbound				US 70 Westbound				Railroad Crossover Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
03:00 PM	0	0	0	0	3	77	0	0	36	0	10	0	0	62	10	0	0	198	198
03:15 PM	0	0	0	0	6	82	0	0	38	0	6	0	0	53	8	0	0	193	193
03:30 PM	0	0	0	0	4	110	0	0	48	0	4	0	0	66	14	0	0	246	246
03:45 PM	0	0	0	0	4	92	0	0	31	0	9	0	0	60	6	0	0	202	202
Total	0	0	0	0	17	361	0	0	153	0	29	0	0	241	38	0	0	839	839
04:00 PM	0	0	0	0	2	102	0	0	30	0	11	0	0	69	11	0	0	225	225
04:15 PM	0	0	0	0	6	125	0	0	27	0	10	0	0	59	11	0	0	238	238
04:30 PM	0	0	0	0	7	129	0	0	25	0	9	0	0	70	18	0	0	258	258
04:45 PM	0	0	0	0	6	135	0	0	26	0	4	0	0	70	9	0	0	250	250
Total	0	0	0	0	21	491	0	0	108	0	34	0	0	268	49	0	0	971	971
05:00 PM	0	0	0	0	4	120	0	0	36	0	8	0	0	60	7	0	0	235	235
05:15 PM	0	0	0	0	9	141	0	0	30	0	8	0	0	58	12	0	0	258	258
05:30 PM	0	0	0	0	3	145	0	0	17	0	8	0	0	72	12	0	0	257	257
05:45 PM	0	0	0	0	2	137	0	0	27	0	3	0	0	71	11	0	0	251	251
Total	0	0	0	0	18	543	0	0	110	0	27	0	0	261	42	0	0	1001	1001
06:00 PM	0	0	0	0	7	111	0	0	23	0	2	0	0	45	12	0	0	200	200
06:15 PM	0	0	0	0	4	108	0	0	14	0	5	0	0	50	8	0	0	189	189
06:30 PM	0	0	0	0	4	92	0	0	24	0	6	0	0	60	5	0	0	191	191
06:45 PM	0	0	0	0	2	81	0	0	17	0	5	0	0	40	11	0	0	156	156
Total	0	0	0	0	17	392	0	0	78	0	18	0	0	195	36	0	0	736	736
07:00 PM	0	0	0	0	3	74	0	0	22	0	8	0	0	51	10	0	0	168	168
07:15 PM	0	0	0	0	2	75	0	0	20	0	4	0	0	47	10	0	0	158	158
07:30 PM	0	0	0	0	3	75	0	0	11	0	3	0	0	46	9	0	0	147	147
07:45 PM	0	0	0	0	5	49	0	0	17	0	9	0	0	41	12	0	0	133	133
Total	0	0	0	0	13	273	0	0	70	0	24	0	0	185	41	0	0	606	606
08:00 PM	0	0	0	0	4	53	0	0	10	0	3	0	0	37	8	0	0	115	115
08:15 PM	0	0	0	0	0	44	0	0	17	0	2	0	0	26	7	0	0	96	96
08:30 PM	0	0	0	0	1	37	0	0	9	0	2	0	0	30	5	0	0	84	84
08:45 PM	0	0	0	0	1	35	0	0	10	0	4	0	0	20	7	0	0	77	77
Total	0	0	0	0	6	169	0	0	46	0	11	0	0	113	27	0	0	372	372
09:00 PM	0	0	0	0	4	23	0	0	18	0	9	0	0	19	8	0	0	81	81
09:15 PM	0	0	0	0	1	22	0	0	12	0	2	0	0	26	3	0	0	66	66
09:30 PM	0	0	0	0	0	18	0	0	7	0	2	0	0	8	6	0	0	41	41
09:45 PM	0	0	0	0	0	17	0	0	3	0	2	0	0	12	2	0	0	36	36
Total	0	0	0	0	5	80	0	0	40	0	15	0	0	65	19	0	0	224	224
Grand Total	0	0	0	0	207	4156	0	0	1039	0	308	0	1	3950	692	0	0	10353	10353
Apprch %	0	0	0	0	4.7	95.3	0	0	77.1	0	22.9	0	0	85.1	14.9	0			
Total %	0	0	0	0	2	40.1	0	0	10	0	3	0	0	38.2	6.7	0	0	100	
Passenger Vehicles	0	0	0	0	195	4014	0	0	995	0	291	0	1	3785	669	0	0	0	9950
% Passenger Vehicles	0	0	0	0	94.2	96.6	0	0	95.8	0	94.5	0	100	95.8	96.7	0	0	0	96.1
Buses	0	0	0	0	3	15	0	0	6	0	6	0	0	14	3	0	0	0	47
% Buses	0	0	0	0	1.4	0.4	0	0	0.6	0	1.9	0	0	0.4	0.4	0	0	0	0.5
Trucks	0	0	0	0	9	127	0	0	38	0	11	0	0	151	20	0	0	0	356
% Trucks	0	0	0	0	4.3	3.1	0	0	3.7	0	3.6	0	0	3.8	2.9	0	0	0	3.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@RailroadCrossover
 Site Code :
 Start Date : 9/20/2022
 Page No : 3

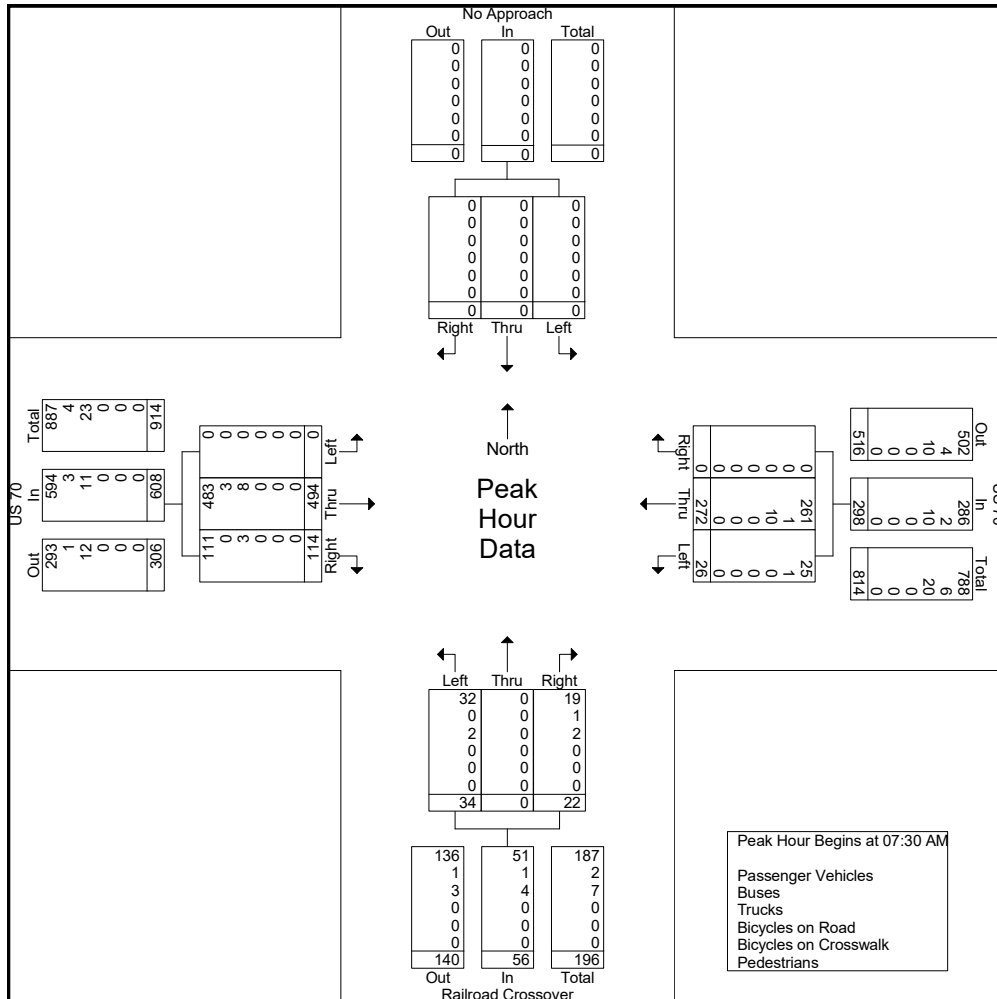


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Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@RailroadCrossover
 Site Code :
 Start Date : 9/20/2022
 Page No : 4

Start Time	No Approach Southbound				US 70 Westbound				Railroad Crossover Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	5	53	0	58	5	0	10	15	0	155	34	189	262
07:45 AM	0	0	0	0	6	77	0	83	4	0	5	9	0	145	27	172	264
08:00 AM	0	0	0	0	8	59	0	67	13	0	4	17	0	106	26	132	216
08:15 AM	0	0	0	0	7	83	0	90	12	0	3	15	0	88	27	115	220
Total Volume	0	0	0	0	26	272	0	298	34	0	22	56	0	494	114	608	962
% App. Total	0	0	0	0	8.7	91.3	0		60.7	0	39.3		0	81.2	18.8		
PHF	.000	.000	.000	.000	.813	.819	.000	.828	.654	.000	.550	.824	.000	.797	.838	.804	.911
Passenger Vehicles	0	0	0	0	25	261	0	286	32	0	19	51	0	483	111	594	931
% Passenger Vehicles	0	0	0	0	96.2	96.0	0	96.0	94.1	0	86.4	91.1	0	97.8	97.4	97.7	96.8
Buses	0	0	0	0	1	1	0	2	0	0	1	1	0	3	0	3	6
% Buses	0	0	0	0	3.8	0.4	0	0.7	0	0	4.5	1.8	0	0.6	0	0.5	0.6
Trucks	0	0	0	0	0	10	0	10	2	0	2	4	0	8	3	11	25
% Trucks	0	0	0	0	0	3.7	0	3.4	5.9	0	9.1	7.1	0	1.6	2.6	1.8	2.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

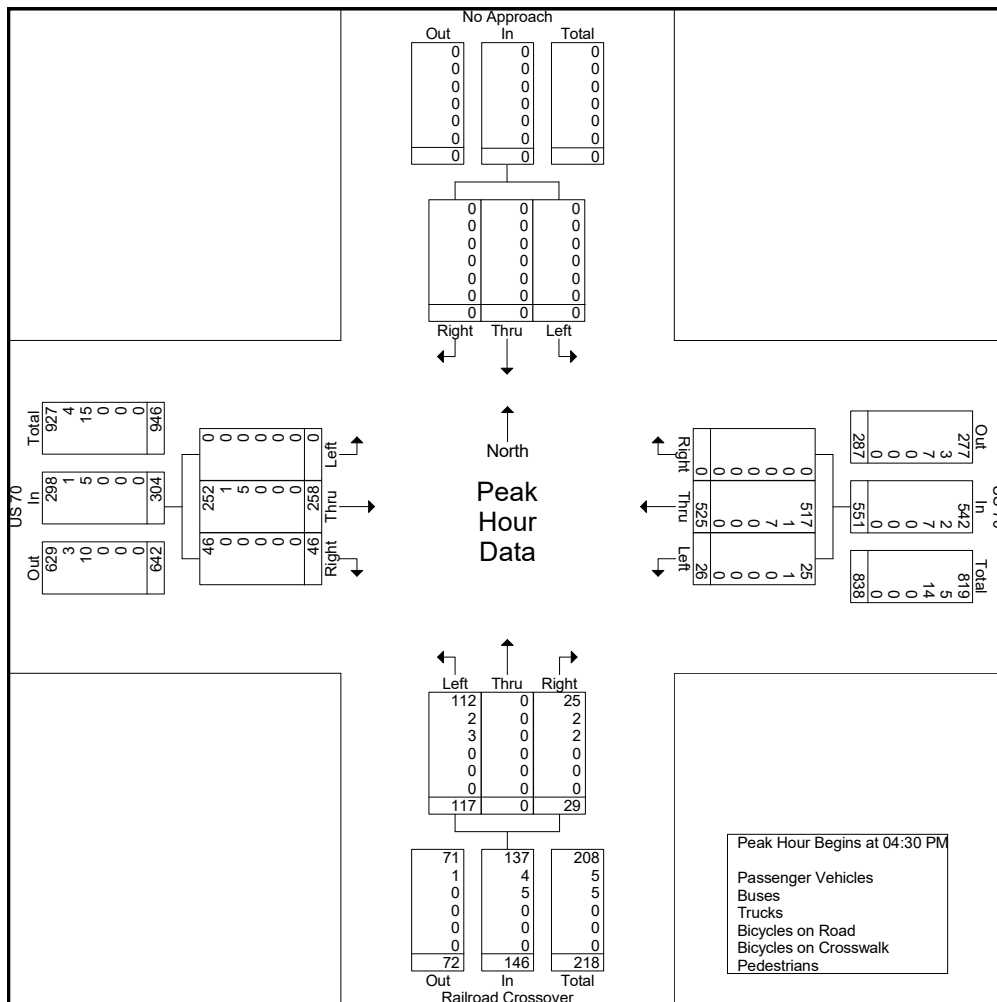


VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@RailroadCrossover
 Site Code :
 Start Date : 9/20/2022
 Page No : 5

Start Time	No Approach Southbound				US 70 Westbound				Railroad Crossover Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 09:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	7	129	0	136	25	0	9	34	0	70	18	88	258
04:45 PM	0	0	0	0	6	135	0	141	26	0	4	30	0	70	9	79	250
05:00 PM	0	0	0	0	4	120	0	124	36	0	8	44	0	60	7	67	235
05:15 PM	0	0	0	0	9	141	0	150	30	0	8	38	0	58	12	70	258
Total Volume	0	0	0	0	26	525	0	551	117	0	29	146	0	258	46	304	1001
% App. Total	0	0	0	0	4.7	95.3	0		80.1	0	19.9		0	84.9	15.1		
PHF	.000	.000	.000	.000	.722	.931	.000	.918	.813	.000	.806	.830	.000	.921	.639	.864	.970
Passenger Vehicles	0	0	0	0	25	517	0	542	112	0	25	137	0	252	46	298	977
% Passenger Vehicles	0	0	0	0	96.2	98.5	0	98.4	95.7	0	86.2	93.8	0	97.7	100	98.0	97.6
Buses	0	0	0	0	1	1	0	2	2	0	2	4	0	1	0	1	7
% Buses	0	0	0	0	3.8	0.2	0	0.4	1.7	0	6.9	2.7	0	0.4	0	0.3	0.7
Trucks	0	0	0	0	0	7	0	7	3	0	2	5	0	5	0	5	17
% Trucks	0	0	0	0	0	1.3	0	1.3	2.6	0	6.9	3.4	0	1.9	0	1.6	1.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@Buckhorn
 Site Code :
 Start Date : 9/20/2022
 Page No : 1

Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Driveway Southbound				US 70 Westbound				Buckhorn Road Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds				
12:00 AM	0	0	0	0	3	3	0	0	2	0	3	0	0	1	1	0	0	0	13	13
12:15 AM	0	0	0	0	1	1	0	0	1	0	3	0	0	2	3	0	0	0	11	11
12:30 AM	0	0	0	0	2	0	0	0	7	0	8	0	0	1	2	0	0	0	20	20
12:45 AM	0	0	0	0	1	3	0	0	5	0	2	0	0	0	1	0	0	0	12	12
Total	0	0	0	0	7	7	0	0	15	0	16	0	0	4	7	0	0	0	56	56
01:00 AM	0	0	0	0	3	0	0	0	6	0	1	0	0	0	1	0	0	0	11	11
01:15 AM	0	0	0	0	1	1	0	0	2	0	2	0	0	0	1	0	0	0	7	7
01:30 AM	0	0	0	0	2	1	0	0	6	0	1	0	0	1	1	0	0	0	12	12
01:45 AM	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	0	4	4
Total	0	0	0	0	7	2	0	0	15	0	6	0	0	1	3	0	0	0	34	34
02:00 AM	0	0	0	0	4	1	0	0	0	0	0	0	0	0	1	0	0	0	6	6
02:15 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	2	0	0	0	5	5
02:30 AM	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	0	0	0	5	5
02:45 AM	0	0	0	0	1	1	0	0	0	0	1	0	0	0	1	0	0	0	4	4
Total	0	0	0	0	7	4	0	0	1	0	2	0	0	1	5	0	0	0	20	20
03:00 AM	0	0	0	0	3	0	0	0	0	0	1	0	0	1	3	0	0	0	8	8
03:15 AM	0	0	0	0	1	1	0	0	1	0	2	0	0	1	1	0	0	0	7	7
03:30 AM	0	0	0	0	1	0	0	0	2	0	1	0	0	4	1	0	0	0	9	9
03:45 AM	0	0	0	0	2	0	0	0	1	0	2	0	0	1	4	0	0	0	10	10
Total	0	0	0	0	7	1	0	0	4	0	6	0	0	7	9	0	0	0	34	34
04:00 AM	0	0	0	0	1	3	0	0	0	0	1	0	0	3	6	0	0	0	14	14
04:15 AM	0	0	0	0	1	1	0	0	1	0	4	0	0	4	6	0	0	0	17	17
04:30 AM	0	0	0	0	6	2	0	0	1	0	3	0	0	2	16	0	0	0	30	30
04:45 AM	0	0	0	0	12	0	0	0	0	0	2	0	0	1	12	0	0	0	27	27
Total	0	0	0	0	20	6	0	0	2	0	10	0	0	10	40	0	0	0	88	88
05:00 AM	0	0	0	0	8	1	0	0	2	0	3	0	0	5	13	0	0	0	32	32
05:15 AM	0	0	0	0	12	3	0	0	2	0	3	0	0	6	19	0	0	0	45	45
05:30 AM	0	0	0	0	21	1	0	0	2	0	5	0	0	10	35	0	0	0	74	74
05:45 AM	0	0	0	0	27	6	0	0	7	0	13	0	0	15	34	0	0	0	102	102
Total	0	0	0	0	68	11	0	0	13	0	24	0	0	36	101	0	0	0	253	253
06:00 AM	0	1	0	0	19	4	0	0	4	0	4	0	0	12	52	0	0	0	96	96
06:15 AM	0	0	0	0	25	10	0	0	10	0	12	0	0	26	80	0	0	0	163	163
06:30 AM	0	0	0	0	30	20	0	0	12	0	10	0	0	24	77	0	0	0	173	173
06:45 AM	0	0	0	0	43	15	0	0	14	0	17	0	0	37	89	0	0	0	215	215
Total	0	1	0	0	117	49	0	0	40	0	43	0	0	99	298	0	0	0	647	647
07:00 AM	0	0	0	0	33	13	0	0	16	0	22	0	0	56	101	0	0	0	241	241
07:15 AM	0	0	0	0	44	27	0	0	23	0	38	0	0	64	93	0	0	0	289	289
07:30 AM	0	0	0	0	75	59	0	0	20	0	19	0	0	67	108	0	0	0	348	348
07:45 AM	0	0	0	0	57	54	0	0	24	0	44	0	0	51	104	0	0	0	334	334
Total	0	0	0	0	209	153	0	0	83	0	123	0	0	238	406	0	0	0	1212	1212
08:00 AM	0	0	0	0	54	48	0	0	28	0	58	0	0	59	74	0	0	0	321	321
08:15 AM	1	0	0	0	63	56	0	0	40	0	35	0	0	35	62	0	0	0	292	292
08:30 AM	0	0	0	0	44	34	0	0	29	0	16	0	0	57	80	0	0	0	260	260
08:45 AM	0	0	0	0	32	26	0	0	21	0	13	0	0	35	49	0	0	0	176	176
Total	1	0	0	0	193	164	0	0	118	0	122	0	0	186	265	0	0	0	1049	1049

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@Buckhorn
 Site Code :
 Start Date : 9/20/2022
 Page No : 2

Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Driveway Southbound				US 70 Westbound				Buckhorn Road Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
09:00 AM	0	0	0	0	34	25	0	0	18	0	24	0	0	31	43	0	0	175	175
09:15 AM	0	0	0	0	21	26	0	0	15	0	13	2	0	32	29	0	2	136	138
09:30 AM	0	0	0	0	32	36	0	0	22	0	18	0	0	33	34	0	0	175	175
09:45 AM	0	0	0	0	34	24	0	0	24	0	14	0	0	22	28	0	0	146	146
Total	0	0	0	0	121	111	0	0	79	0	69	2	0	118	134	0	2	632	634
10:00 AM	0	0	0	0	21	35	0	0	26	0	18	0	0	21	34	0	0	155	155
10:15 AM	0	0	0	0	25	28	0	0	20	0	13	0	0	29	27	0	0	142	142
10:30 AM	1	0	0	0	28	33	0	0	28	0	18	0	0	27	28	0	0	163	163
10:45 AM	0	0	0	0	21	28	0	0	31	0	14	0	0	24	24	0	0	142	142
Total	1	0	0	0	95	124	0	0	105	0	63	0	0	101	113	0	0	602	602
11:00 AM	0	0	0	0	21	33	0	0	10	0	25	0	0	30	28	0	0	147	147
11:15 AM	0	0	0	0	18	22	0	0	24	0	17	0	0	19	15	0	0	115	115
11:30 AM	0	0	0	0	31	27	0	0	16	0	20	0	0	31	23	0	0	148	148
11:45 AM	0	0	0	0	24	26	0	0	37	0	15	0	0	33	33	0	0	168	168
Total	0	0	0	0	94	108	0	0	87	0	77	0	0	113	99	0	0	578	578
12:00 PM	0	0	0	0	32	32	0	0	35	0	26	0	0	21	26	0	0	172	172
12:15 PM	0	0	0	0	22	31	0	0	19	0	29	0	0	36	40	0	0	177	177
12:30 PM	0	0	0	0	37	34	0	0	32	0	22	0	0	29	33	0	0	187	187
12:45 PM	0	0	0	1	26	40	0	0	35	0	29	0	0	33	26	0	1	189	190
Total	0	0	0	1	117	137	0	0	121	0	106	0	0	119	125	0	1	725	726
01:00 PM	0	0	0	0	28	33	0	0	19	0	28	0	0	33	31	0	0	172	172
01:15 PM	0	0	0	0	30	26	0	0	27	0	24	0	0	39	36	0	0	182	182
01:30 PM	0	0	0	0	30	26	0	0	22	0	26	0	0	24	24	0	0	152	152
01:45 PM	0	0	0	0	39	31	0	0	39	0	20	0	0	31	29	0	0	189	189
Total	0	0	0	0	127	116	0	0	107	0	98	0	0	127	120	0	0	695	695
02:00 PM	0	0	0	0	21	45	0	0	21	0	29	0	0	43	31	0	0	190	190
02:15 PM	0	0	0	0	23	48	0	0	37	0	34	0	0	31	24	0	0	197	197
02:30 PM	0	0	0	0	51	64	0	0	31	0	32	0	0	49	31	0	0	258	258
02:45 PM	0	0	0	0	49	60	0	0	49	0	30	0	0	40	24	0	0	252	252
Total	0	0	0	0	144	217	0	0	138	0	125	0	0	163	110	0	0	897	897
03:00 PM	0	0	0	0	21	47	0	0	44	0	31	0	0	51	29	0	0	223	223
03:15 PM	0	0	0	0	30	51	0	0	44	2	29	0	0	40	26	0	0	222	222
03:30 PM	1	0	0	0	31	55	0	0	68	0	43	0	0	42	25	0	0	265	265
03:45 PM	1	0	0	0	25	56	0	0	52	0	35	0	0	45	26	0	0	240	240
Total	2	0	0	0	107	209	0	0	208	2	138	0	0	178	106	0	0	950	950
04:00 PM	0	0	0	0	29	52	0	0	65	0	35	0	0	38	41	0	0	260	260
04:15 PM	0	0	0	0	35	73	0	0	82	0	18	0	0	37	39	0	0	284	284
04:30 PM	0	0	0	0	41	59	0	0	77	0	26	0	1	57	33	0	0	294	294
04:45 PM	0	0	0	0	29	69	0	0	76	0	38	0	0	45	33	0	0	290	290
Total	0	0	0	0	134	253	0	0	300	0	117	0	1	177	146	0	0	1128	1128
05:00 PM	0	0	0	0	56	59	0	0	69	0	36	0	0	43	32	0	0	295	295
05:15 PM	0	0	0	0	33	67	0	0	90	0	37	0	0	33	36	0	0	296	296
05:30 PM	0	0	0	0	28	72	0	0	96	0	43	0	0	46	33	0	0	318	318
05:45 PM	0	0	0	0	44	56	0	0	81	0	29	0	0	41	38	0	0	289	289
Total	0	0	0	0	161	254	0	0	336	0	145	0	0	163	139	0	0	1198	1198
06:00 PM	0	0	0	0	27	47	0	0	66	0	39	0	0	27	22	0	0	228	228
06:15 PM	0	0	0	0	31	43	0	0	72	0	33	0	0	25	25	0	0	229	229

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
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File Name : US70@Buckhorn
 Site Code :
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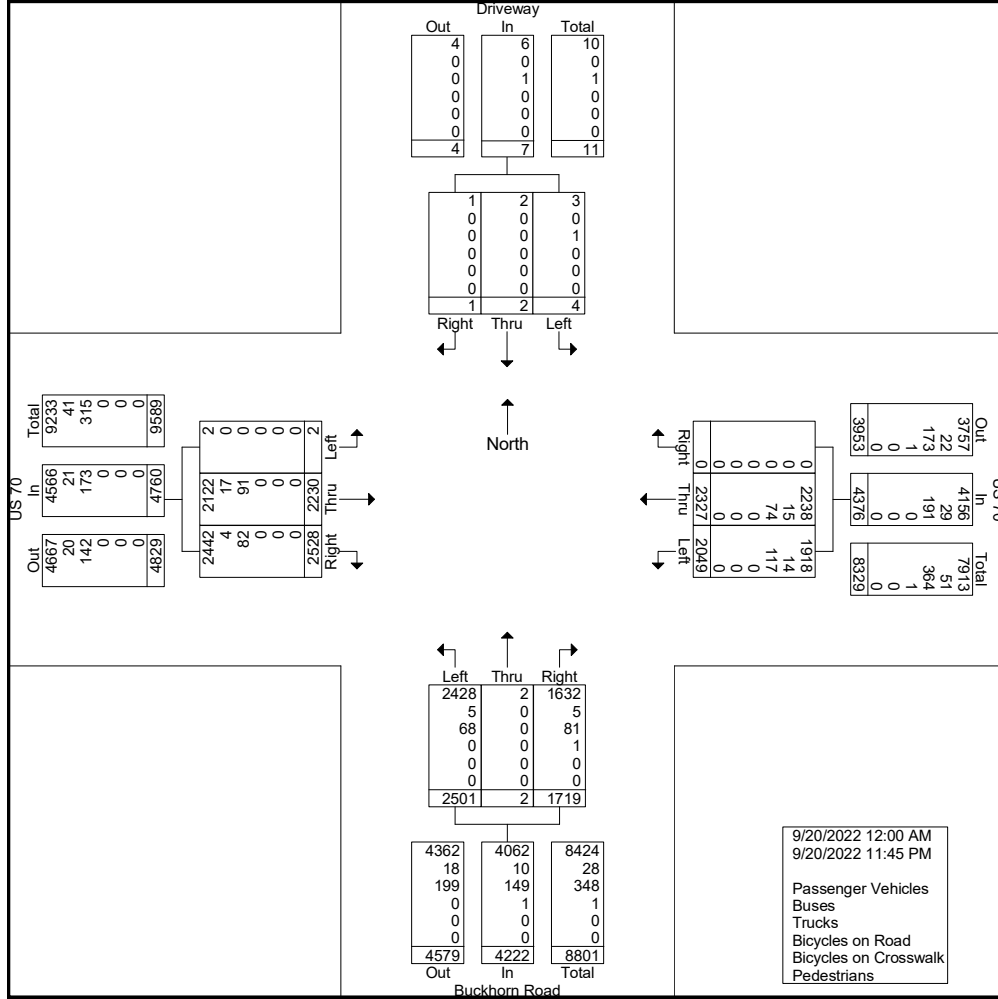
Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Driveway Southbound				US 70 Westbound				Buckhorn Road Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
06:30 PM	0	0	0	0	35	41	0	0	69	0	33	0	0	32	38	0	0	248	248
06:45 PM	0	0	1	0	20	25	0	0	56	0	18	0	0	24	19	0	0	163	163
Total	0	0	1	0	113	156	0	0	263	0	123	0	0	108	104	0	0	868	868
07:00 PM	0	0	0	0	21	30	0	0	46	0	23	0	0	47	23	0	0	190	190
07:15 PM	0	0	0	0	15	37	0	0	58	0	28	0	0	25	22	0	0	185	185
07:30 PM	0	0	0	0	17	34	0	0	31	0	24	0	0	30	20	0	0	156	156
07:45 PM	0	0	0	0	18	13	0	0	41	0	28	0	0	36	14	0	0	150	150
Total	0	0	0	0	71	114	0	0	176	0	103	0	0	138	79	0	0	681	681
08:00 PM	0	0	0	0	17	26	0	0	34	0	25	0	0	23	16	0	0	141	141
08:15 PM	0	0	0	0	17	13	0	0	42	0	31	0	0	19	9	0	0	131	131
08:30 PM	0	0	0	0	15	20	0	0	22	0	20	0	0	15	16	0	0	108	108
08:45 PM	0	0	0	0	15	10	0	0	26	0	8	0	0	18	7	0	0	84	84
Total	0	0	0	0	64	69	0	0	124	0	84	0	0	75	48	0	0	464	464
09:00 PM	0	1	0	0	4	8	0	0	24	0	18	0	0	20	7	0	0	82	82
09:15 PM	0	0	0	0	12	7	0	0	20	0	16	0	1	12	15	0	0	83	83
09:30 PM	0	0	0	0	7	11	0	0	12	0	13	0	0	6	3	0	0	52	52
09:45 PM	0	0	0	0	9	8	0	0	17	0	14	0	0	11	8	0	0	67	67
Total	0	1	0	0	32	34	0	0	73	0	61	0	1	49	33	0	0	284	284
10:00 PM	0	0	0	0	9	5	0	0	18	0	9	0	0	5	11	0	0	57	57
10:15 PM	0	0	0	0	3	7	0	0	22	0	6	0	0	5	5	0	0	48	48
10:30 PM	0	0	0	0	4	3	0	0	8	0	9	0	0	3	11	0	0	38	38
10:45 PM	0	0	0	0	4	4	0	0	9	0	7	0	0	1	2	0	0	27	27
Total	0	0	0	0	20	19	0	0	57	0	31	0	0	14	29	0	0	170	170
11:00 PM	0	0	0	0	5	1	0	0	5	0	8	0	0	3	3	0	0	25	25
11:15 PM	0	0	0	0	2	3	0	0	5	0	8	0	0	1	2	0	0	21	21
11:30 PM	0	0	0	0	4	2	0	0	12	0	5	0	0	0	3	0	0	26	26
11:45 PM	0	0	0	0	3	3	0	0	14	0	6	0	0	1	1	0	0	28	28
Total	0	0	0	0	14	9	0	0	36	0	27	0	0	5	9	0	0	100	100
Grand Total	4	2	1	1	2049	2327	0	0	2501	2	1719	2	2	2230	2528	0	3	13365	13368
Apprch %	57.1	28.6	14.3		46.8	53.2	0		59.2	0	40.7		0	46.8	53.1				
Total %	0	0	0		15.3	17.4	0		18.7	0	12.9		0	16.7	18.9		0	100	
Passenger Vehicles	3	2	1		1918	2238	0		2428	2	1632		2	2122	2442		0	0	12790
% Passenger Vehicles	75	100	100	0	93.6	96.2	0	0	97.1	100	94.9	0	100	95.2	96.6	0	0	0	95.7
Buses	0	0	0		14	15	0		5	0	5		0	17	4		0	0	60
% Buses	0	0	0	0	0.7	0.6	0	0	0.2	0	0.3	0	0	0.8	0.2	0	0	0	0.4
Trucks	1	0	0		117	74	0		68	0	81		0	91	82		0	0	514
% Trucks	25	0	0	0	5.7	3.2	0	0	2.7	0	4.7	0	0	4.1	3.2	0	0	0	3.8
Bicycles on Road	0	0	0		0	0	0		0	0	1		0	0	0		0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	0	3
% Pedestrians	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@Buckhorn
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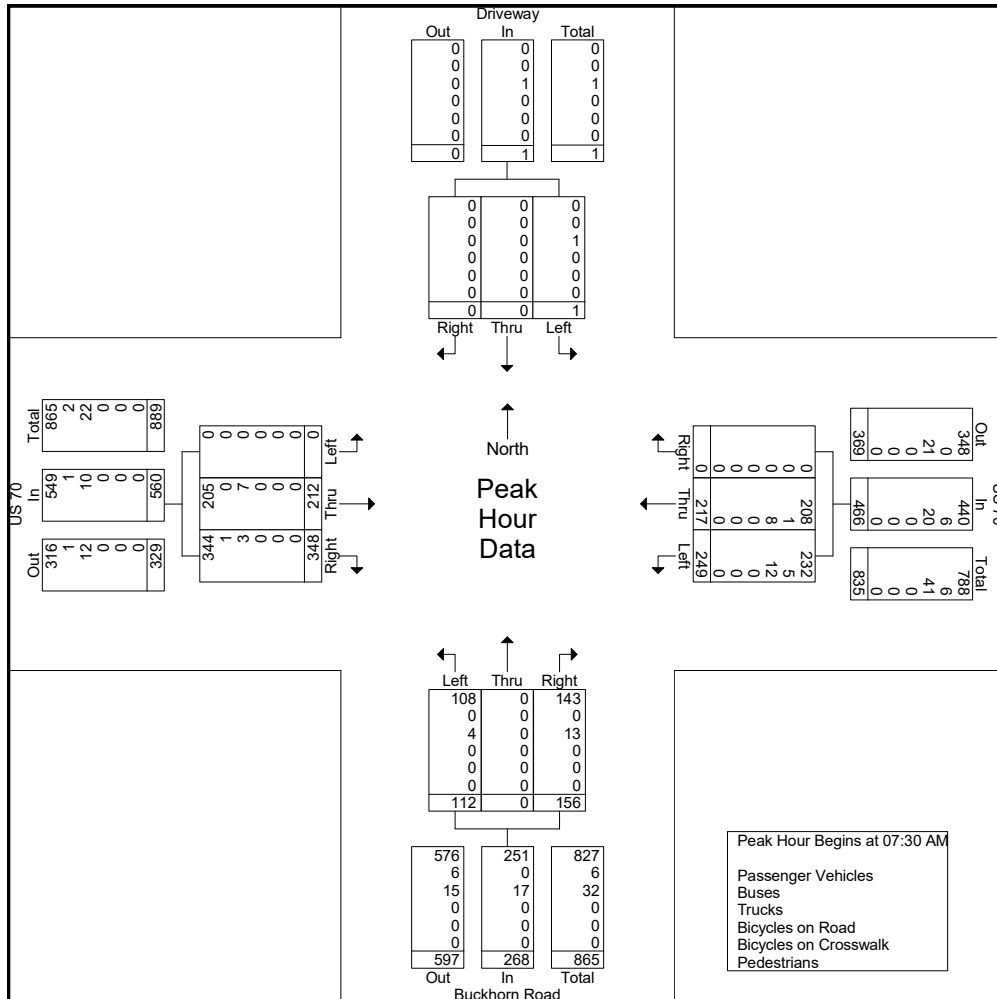


VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@Buckhorn
 Site Code :
 Start Date : 9/20/2022
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Start Time	Driveway Southbound				US 70 Westbound				Buckhorn Road Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	75	59	0	134	20	0	19	39	0	67	108	175	348
07:45 AM	0	0	0	0	57	54	0	111	24	0	44	68	0	51	104	155	334
08:00 AM	0	0	0	0	54	48	0	102	28	0	58	86	0	59	74	133	321
08:15 AM	1	0	0	1	63	56	0	119	40	0	35	75	0	35	62	97	292
Total Volume	1	0	0	1	249	217	0	466	112	0	156	268	0	212	348	560	1295
% App. Total	100	0	0		53.4	46.6	0		41.8	0	58.2		0	37.9	62.1		
PHF	.250	.000	.000	.250	.830	.919	.000	.869	.700	.000	.672	.779	.000	.791	.806	.800	.930
Passenger Vehicles	0	0	0	0	232	208	0	440	108	0	143	251	0	205	344	549	1240
% Passenger Vehicles	0	0	0	0	93.2	95.9	0	94.4	96.4	0	91.7	93.7	0	96.7	98.9	98.0	95.8
Buses	0	0	0	0	5	1	0	6	0	0	0	0	0	0	1	1	7
% Buses	0	0	0	0	2.0	0.5	0	1.3	0	0	0	0	0	0	0.3	0.2	0.5
Trucks	1	0	0	1	12	8	0	20	4	0	13	17	0	7	3	10	48
% Trucks	100	0	0	100	4.8	3.7	0	4.3	3.6	0	8.3	6.3	0	3.3	0.9	1.8	3.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

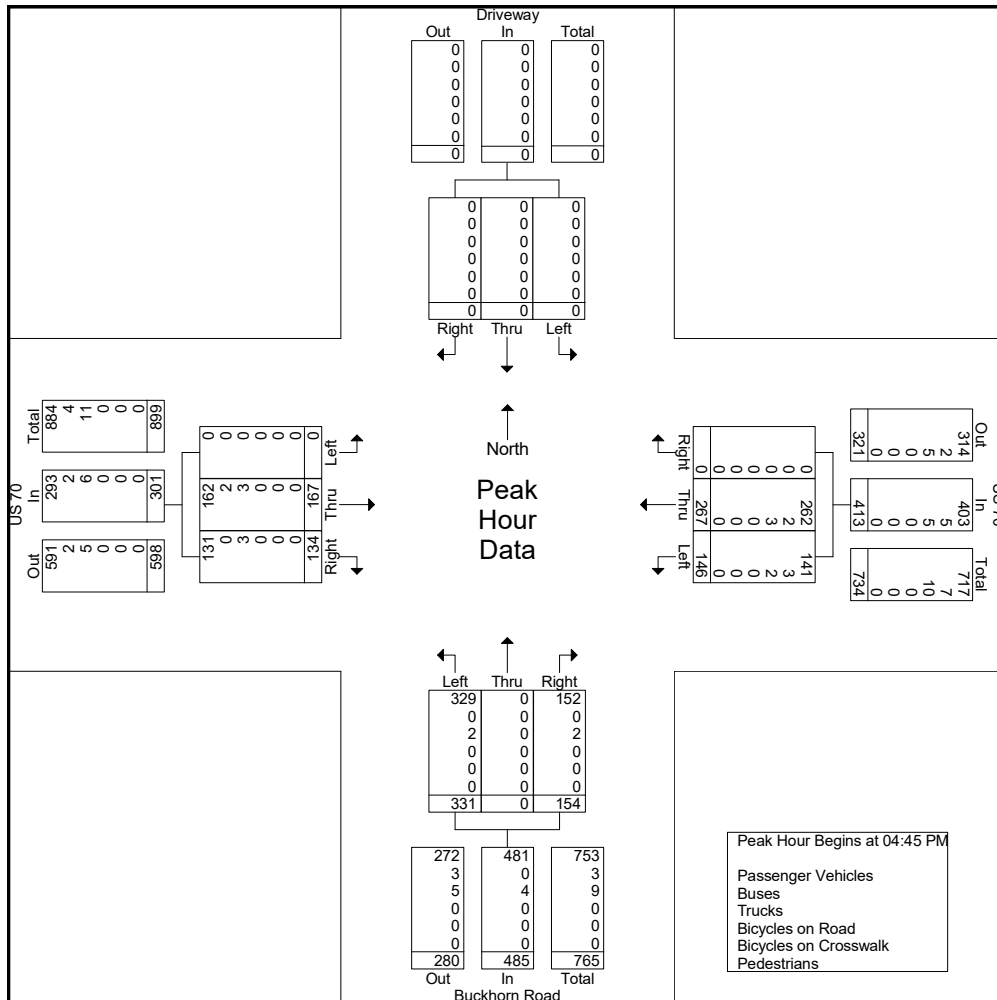


VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@Buckhorn
 Site Code :
 Start Date : 9/20/2022
 Page No : 6

Start Time	Driveway Southbound				US 70 Westbound				Buckhorn Road Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 11:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	29	69	0	98	76	0	38	114	0	45	33	78	290
05:00 PM	0	0	0	0	56	59	0	115	69	0	36	105	0	43	32	75	295
05:15 PM	0	0	0	0	33	67	0	100	90	0	37	127	0	33	36	69	296
05:30 PM	0	0	0	0	28	72	0	100	96	0	43	139	0	46	33	79	318
Total Volume	0	0	0	0	146	267	0	413	331	0	154	485	0	167	134	301	1199
% App. Total	0	0	0	0	35.4	64.6	0		68.2	0	31.8		0	55.5	44.5		
PHF	.000	.000	.000	.000	.652	.927	.000	.898	.862	.000	.895	.872	.000	.908	.931	.953	.943
Passenger Vehicles	0	0	0	0	141	262	0	403	329	0	152	481	0	162	131	293	1177
% Passenger Vehicles	0	0	0	0	96.6	98.1	0	97.6	99.4	0	98.7	99.2	0	97.0	97.8	97.3	98.2
Buses	0	0	0	0	3	2	0	5	0	0	0	0	0	2	0	2	7
% Buses	0	0	0	0	2.1	0.7	0	1.2	0	0	0	0	0	1.2	0	0.7	0.6
Trucks	0	0	0	0	2	3	0	5	2	0	2	4	0	3	3	6	15
% Trucks	0	0	0	0	1.4	1.1	0	1.2	0.6	0	1.3	0.8	0	1.8	2.2	2.0	1.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@FaucetteMill-Revere
 Site Code :
 Start Date : 9/20/2022
 Page No : 1

Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Faucette Mill Road Southbound					US 70 Westbound					Revere Road Northbound					Short Street Northeastbound					US 70 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Bear Right	Right	Peds	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds			
06:00 AM	3	4	0	3	0	2	0	40	0	0	0	1	0	2	0	0	0	0	0	0	2	23	6	0	0	0	86	86
06:15 AM	4	1	0	3	0	2	0	38	0	0	0	2	0	2	0	0	0	0	0	0	0	28	2	0	0	0	82	82
06:30 AM	3	2	0	4	0	2	0	40	0	0	0	4	0	3	0	0	0	0	0	0	2	45	6	0	0	0	111	111
06:45 AM	5	3	0	9	0	5	0	38	3	0	0	5	0	0	0	0	0	0	0	0	4	62	18	0	0	0	152	152
Total	15	10	0	19	0	11	0	156	3	0	0	12	0	7	0	0	0	0	0	0	8	158	32	0	0	0	431	431
07:00 AM	5	6	0	5	0	3	0	46	4	0	0	8	1	5	0	0	0	0	0	0	3	82	19	0	0	0	187	187
07:15 AM	8	12	0	8	0	10	0	92	2	0	0	7	3	8	0	0	0	0	1	0	5	122	31	0	0	0	309	309
07:30 AM	6	21	0	10	0	25	0	98	3	0	0	21	2	29	0	0	0	0	0	0	5	168	35	0	0	0	423	423
07:45 AM	7	19	0	11	0	17	0	123	1	0	0	17	5	13	0	0	0	0	0	0	5	118	23	0	0	0	359	359
Total	26	58	0	34	0	55	0	359	10	0	0	53	11	55	0	0	0	0	1	0	18	490	108	0	0	0	1278	1278
08:00 AM	5	5	0	4	0	15	0	118	2	0	0	13	6	10	0	0	0	0	1	0	3	124	15	0	0	0	321	321
08:15 AM	12	12	0	5	0	14	0	99	8	0	0	10	4	12	0	0	0	0	0	0	2	129	27	0	0	0	334	334
08:30 AM	8	5	0	7	0	10	0	92	5	0	0	12	2	7	0	0	0	0	0	0	1	115	13	0	0	0	277	277
08:45 AM	8	4	0	3	0	6	0	93	6	0	0	9	4	7	0	0	0	0	0	0	1	89	19	0	0	0	249	249
Total	33	26	0	19	0	45	0	402	21	0	0	44	16	36	0	0	0	0	1	0	7	457	74	0	0	0	1181	1181
09:00 AM	3	9	0	7	0	3	0	80	4	1	0	4	8	6	0	0	0	0	0	0	5	55	10	0	0	1	194	195
09:15 AM	4	7	0	6	0	7	0	61	3	0	0	6	6	12	0	0	0	0	0	0	1	58	9	0	0	0	180	180
09:30 AM	5	9	0	3	0	7	0	50	2	0	0	12	3	8	0	0	0	0	1	0	1	57	9	0	0	0	167	167
09:45 AM	7	2	0	4	0	7	1	68	3	0	0	12	4	4	0	0	0	0	0	2	6	63	14	1	0	2	196	198
Total	19	27	0	20	0	24	1	259	12	1	0	34	21	30	0	0	0	0	1	2	13	233	42	1	0	3	737	740
10:00 AM	3	5	0	3	0	5	0	58	3	0	0	10	6	1	0	0	0	0	0	2	4	48	11	0	0	2	157	159
10:15 AM	3	11	0	0	0	7	0	52	5	0	0	5	4	9	0	0	0	0	1	0	5	47	9	0	0	0	158	158
10:30 AM	6	5	0	2	0	5	0	58	4	0	0	5	2	8	0	0	0	0	0	0	5	41	10	0	0	0	151	151
10:45 AM	5	4	0	2	0	9	0	58	6	0	0	5	2	4	0	0	0	0	0	0	4	41	14	0	0	0	154	154
Total	17	25	0	7	0	26	0	226	18	0	0	25	14	22	0	0	0	0	1	2	18	177	44	0	0	2	620	622
11:00 AM	7	8	0	3	0	8	0	54	6	0	0	10	6	8	0	0	0	0	0	0	4	49	9	0	0	0	172	172
11:15 AM	5	8	0	6	0	2	0	61	1	0	0	6	4	4	0	0	0	0	0	0	7	45	11	0	0	0	160	160
11:30 AM	5	1	0	4	0	4	0	74	9	0	0	7	3	4	0	0	0	0	0	0	1	31	7	0	0	0	150	150
11:45 AM	3	2	0	3	0	8	1	59	4	1	0	4	2	9	0	0	0	0	0	2	2	50	20	0	1	4	167	171
Total	20	19	0	16	0	22	1	248	20	1	0	27	15	25	0	0	0	0	0	2	14	175	47	0	1	4	649	653
12:00 PM	2	3	0	4	0	10	0	81	6	0	0	11	2	2	0	0	0	0	0	1	1	59	14	0	1	2	195	197
12:15 PM	5	2	0	7	0	11	0	60	6	0	0	17	3	8	0	0	0	0	0	0	4	58	4	0	0	0	185	185
12:30 PM	5	4	0	2	0	15	0	66	4	1	0	12	4	9	0	0	0	0	1	1	7	56	9	0	0	2	194	196
12:45 PM	6	7	0	1	0	9	1	75	5	0	0	6	3	5	0	0	0	0	1	1	2	50	10	0	0	1	181	182
Total	18	16	0	14	0	45	1	282	21	1	0	46	12	24	0	0	0	0	2	3	14	223	37	0	1	5	755	760
01:00 PM	7	1	0	4	0	4	0	58	3	0	0	8	3	11	0	0	0	0	0	0	1	49	12	0	0	0	161	161
01:15 PM	12	4	0	6	0	7	0	72	11	0	0	6	9	10	0	0	0	0	0	0	3	48	10	0	0	0	198	198
01:30 PM	4	7	0	2	0	9	0	69	7	0	0	11	5	6	0	0	0	0	1	0	2	64	15	1	0	0	203	203
01:45 PM	9	11	0	2	0	6	0	86	5	0	0	9	5	6	0	0	0	0	0	0	6	66	10	0	0	0	221	221
Total	32	23	0	14	0	26	0	285	26	0	0	34	22	33	0	0	0	0	1	0	12	227	47	1	0	0	783	783
02:00 PM	5	14	0	6	0	13	0	76	7	0	0	11	4	4	0	0	0	0	0	0	6	67	12	0	0	0	225	225
02:15 PM	8	2	0	4	0	11	0	85	5	0	0	11	4	12	0	0	0	0	0	0	1	73	17	0	0	0	233	233
02:30 PM	7	8	0	5	0	8	0	86	8	0	1	13	7	18	0	0	0	0	2	0	3	90	10	0	0	0	266	266
02:45 PM	4	10	0	6	0	12	0	94	9	1	0	16	8	12	0	0	0	0	0	0	12	88	10	0	2	3	281	284
Total	24	34	0	21	0	44	0	341	29	1	1	51	23	46	0	0	0	0	2	0	22	318	49	0	2	3	1005	1008

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@FaucetteMill-Revere
 Site Code :
 Start Date : 9/20/2022
 Page No : 2

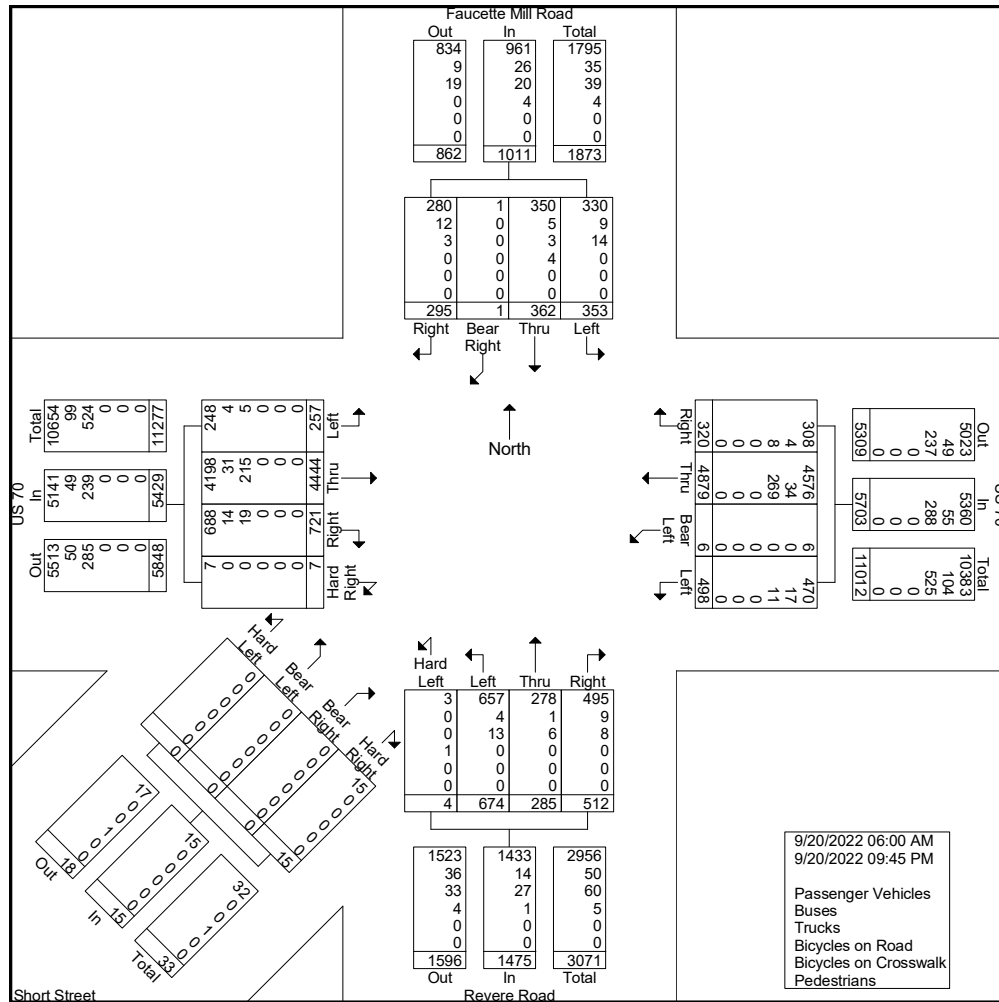
Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Faucette Mill Road Southbound					US 70 Westbound					Revere Road Northbound					Short Street Northeastbound					US 70 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Bear Right	Right	Peds	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds			
03:00 PM	7	4	0	4	0	14	0	106	7	0	0	11	3	7	0	0	0	0	0	0	5	84	11	0	0	0	263	263
03:15 PM	8	8	0	6	0	11	0	85	6	0	0	12	3	14	0	0	0	0	0	0	3	96	17	0	0	0	269	269
03:30 PM	11	4	1	5	0	8	0	123	7	0	0	11	3	22	0	0	0	0	1	0	5	93	11	0	0	0	305	305
03:45 PM	5	3	0	3	0	9	0	131	8	0	0	15	8	13	0	0	0	0	0	0	3	85	12	0	0	0	295	295
Total	31	19	1	18	0	42	0	445	28	0	0	49	17	56	0	0	0	0	1	0	16	358	51	0	0	0	1132	1132
04:00 PM	2	7	0	5	0	7	0	119	5	0	0	22	9	8	0	0	0	0	0	0	9	84	10	0	0	0	287	287
04:15 PM	5	7	0	6	0	7	0	126	7	0	1	9	10	10	0	0	0	0	0	0	3	95	9	0	0	0	295	295
04:30 PM	7	6	0	8	1	3	0	114	7	0	0	25	9	7	0	0	0	0	0	0	2	92	12	0	0	1	292	293
04:45 PM	7	5	0	8	1	17	0	134	6	0	0	30	10	18	0	0	0	0	0	2	4	77	17	0	0	3	333	336
Total	21	25	0	27	2	34	0	493	25	0	1	86	38	43	0	0	0	0	0	2	18	348	48	0	0	4	1207	1211
05:00 PM	6	3	0	2	0	17	0	127	8	0	1	38	7	22	0	0	0	0	1	1	5	88	16	0	1	2	341	343
05:15 PM	11	11	0	9	0	7	0	133	6	0	0	26	10	12	0	0	0	0	0	1	9	104	14	1	0	1	353	354
05:30 PM	3	5	0	7	0	16	0	137	4	0	0	22	8	16	0	0	0	0	0	0	5	97	11	0	0	0	331	331
05:45 PM	6	4	0	5	0	6	0	120	10	0	0	18	8	15	0	0	0	0	1	0	9	99	8	0	0	0	309	309
Total	26	23	0	23	0	46	0	517	28	0	1	104	33	65	0	0	0	0	2	2	28	388	49	1	1	3	1334	1337
06:00 PM	7	1	0	9	0	10	0	105	6	0	0	12	8	9	0	0	0	0	1	1	5	89	10	0	0	1	272	273
06:15 PM	8	8	0	5	0	7	0	80	5	0	0	12	7	8	0	0	0	0	0	0	5	82	10	0	0	0	237	237
06:30 PM	2	6	0	11	0	4	0	80	9	0	0	13	4	4	0	0	0	0	0	0	7	79	11	1	0	0	231	231
06:45 PM	7	2	0	3	0	6	0	88	9	0	0	8	3	5	0	0	0	0	0	0	5	63	11	0	2	2	210	212
Total	24	17	0	28	0	27	0	353	29	0	0	45	22	26	0	0	0	0	1	1	22	313	42	1	2	3	950	953
07:00 PM	9	7	0	9	0	9	0	77	6	0	0	10	4	10	0	0	0	0	0	0	4	72	8	0	0	0	225	225
07:15 PM	6	7	0	1	0	7	0	87	9	0	0	6	4	4	0	0	0	0	0	0	7	104	7	1	0	0	250	250
07:30 PM	6	3	0	5	0	6	0	54	5	0	0	11	6	4	0	0	0	0	0	0	1	47	1	0	0	0	149	149
07:45 PM	10	4	0	0	0	6	2	66	9	0	0	8	3	2	0	0	0	0	1	0	4	59	5	0	1	1	179	180
Total	31	21	0	15	0	28	2	284	29	0	0	35	17	20	0	0	0	0	1	0	16	282	21	1	1	1	803	804
08:00 PM	2	3	0	6	0	1	0	43	9	0	1	4	4	6	0	0	0	0	0	1	3	50	6	0	0	1	138	139
08:15 PM	1	3	0	3	0	4	0	31	1	0	0	8	3	1	0	0	0	0	0	1	5	95	6	0	0	1	161	162
08:30 PM	4	4	0	2	0	5	1	34	1	0	0	3	3	3	0	0	0	0	0	0	7	31	3	0	0	0	101	101
08:45 PM	4	0	0	0	0	1	0	29	0	0	0	4	3	3	0	0	0	0	0	0	5	24	4	0	0	0	77	77
Total	11	10	0	11	0	11	1	137	11	0	1	19	13	13	0	0	0	0	0	2	20	200	19	0	0	2	477	479
09:00 PM	2	1	0	1	0	1	0	31	4	0	0	3	3	5	0	0	0	0	0	0	4	23	2	0	0	0	80	80
09:15 PM	0	3	0	2	0	2	0	17	4	0	0	5	2	1	0	0	0	0	0	0	5	34	5	1	0	0	81	81
09:30 PM	1	4	0	3	0	4	0	23	2	0	0	1	2	2	0	0	0	0	0	0	1	21	1	0	0	0	65	65
09:45 PM	2	1	0	3	0	5	0	21	0	0	0	1	4	3	0	0	0	0	1	0	1	19	3	1	0	0	65	65
Total	5	9	0	9	0	12	0	92	10	0	0	10	11	11	0	0	0	0	1	0	11	97	11	2	0	0	291	291
Grand Total	353	362	1	295	2	498	6	4879	320	4	4	674	285	512	0	0	0	0	15	16	257	4444	721	7	8	30	13633	13663
Apprch %	34.9	35.8	0.1	29.2		8.7	0.1	85.6	5.6		0.3	45.7	19.3	34.7		0	0	0	100		4.7	81.9	13.3	0.1				
Total %	2.6	2.7	0	2.2		3.7	0	35.8	2.3		0	4.9	2.1	3.8		0	0	0	0.1		1.9	32.6	5.3	0.1		0.2	99.8	
Passenger Vehicles	330	350	1	280		470	6	4576	308		3	657	278	495		0	0	0	15		248	4198	688	7		0	0	12910
% Passenger Vehicles	93.5	96.7	100	94.9	0	94.4	100	93.8	96.2	0	75	97.5	97.5	96.7	0	0	0	0	100	0	96.5	94.5	95.4	100	0	0	0	94.5
Buses	9	5	0	12		17	0	34	4		0	4	1	9		0	0	0	0		4	31	14	0		0	0	144
% Buses	2.5	1.4	0	4.1	0	3.4	0	0.7	1.2	0	0	0.6	0.4	1.8	0	0	0	0	0	0	1.6	0.7	1.9	0	0	0	0	1.1
Trucks	14	3	0	3		11	0	269	8		0	13	6	8		0	0	0	0		5	215	19	0		0	0	574
% Trucks	4	0.8	0	1	0	2.2	0	5.5	2.5	0	0	1.9	2.1	1.6	0	0	0	0	0	0	1.9	4.8	2.6	0	0	0	0	4.2
Bicycles on Road	0	4	0	0		0	0	0	0		1	0	0	0		0	0	0	0		0	0	0	0		0	0	5
% Bicycles on Road	0	1.1	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	9
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	0	0	0	0	37.5	0	0	0	0	25	0	0	0.1
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	21
% Pedestrians	0	0	0	0	100	0	0	0	0	75	0	0	0	0	0	0	0	0	0	62.5	0	0	0	0	75	0	0	0.2

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@FaucetteMill-Revere
 Site Code :
 Start Date : 9/20/2022
 Page No : 3

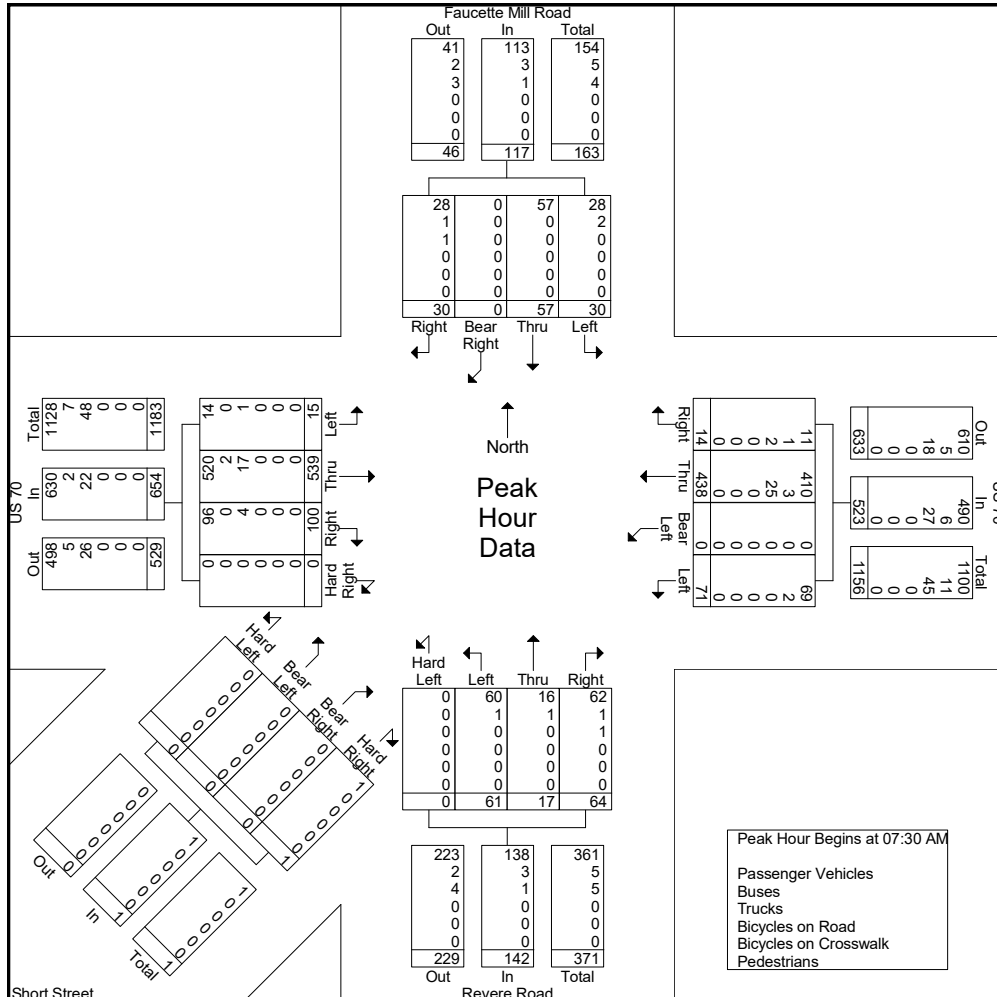


VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@FaucetteMill-Revere
 Site Code :
 Start Date : 9/20/2022
 Page No : 4

Start Time	Faucette Mill Road Southbound					US 70 Westbound					Revere Road Northbound					Short Street Northeastbound					US 70 Eastbound					Int. Total
	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	6	21	0	10	37	25	0	98	3	126	0	21	2	29	52	0	0	0	0	0	5	168	35	0	208	423
07:45 AM	7	19	0	11	37	17	0	123	1	141	0	17	5	13	35	0	0	0	0	0	5	118	23	0	146	359
08:00 AM	5	5	0	4	14	15	0	118	2	135	0	13	6	10	29	0	0	0	1	1	3	124	15	0	142	321
08:15 AM	12	12	0	5	29	14	0	99	8	121	0	10	4	12	26	0	0	0	0	0	2	129	27	0	158	334
Total Volume	30	57	0	30	117	71	0	438	14	523	0	61	17	64	142	0	0	0	1	1	15	539	100	0	654	1437
% App. Total	25.6	48.7	0	25.6		13.6	0	83.7	2.7		0	43	12	45.1		0	0	0	100		2.3	82.4	15.3	0		
PHF	.625	.679	.000	.682	.791	.710	.000	.890	.438	.927	.000	.726	.708	.552	.683	.000	.000	.000	.250	.250	.750	.802	.714	.000	.786	.849
Passenger Vehicles	28	57	0	28	113	69	0	410	11	490	0	60	16	62	138	0	0	0	1	1	14	520	96	0	630	1372
% Passenger Vehicles	93.3	100	0	93.3	96.6	97.2	0	93.6	78.6	93.7	0	98.4	94.1	96.9	97.2	0	0	0	100	100	93.3	96.5	96.0	0	96.3	95.5
Buses	2	0	0	1	3	2	0	3	1	6	0	1	1	1	3	0	0	0	0	0	0	2	0	0	2	14
% Buses	6.7	0	0	3.3	2.6	2.8	0	0.7	7.1	1.1	0	1.6	5.9	1.6	2.1	0	0	0	0	0	0	0.4	0	0	0.3	1.0
Trucks	0	0	0	1	1	0	0	25	2	27	0	0	0	1	1	0	0	0	0	0	1	17	4	0	22	51
% Trucks	0	0	0	3.3	0.9	0	0	5.7	14.3	5.2	0	0	0	1.6	0.7	0	0	0	0	0	6.7	3.2	4.0	0	3.4	3.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

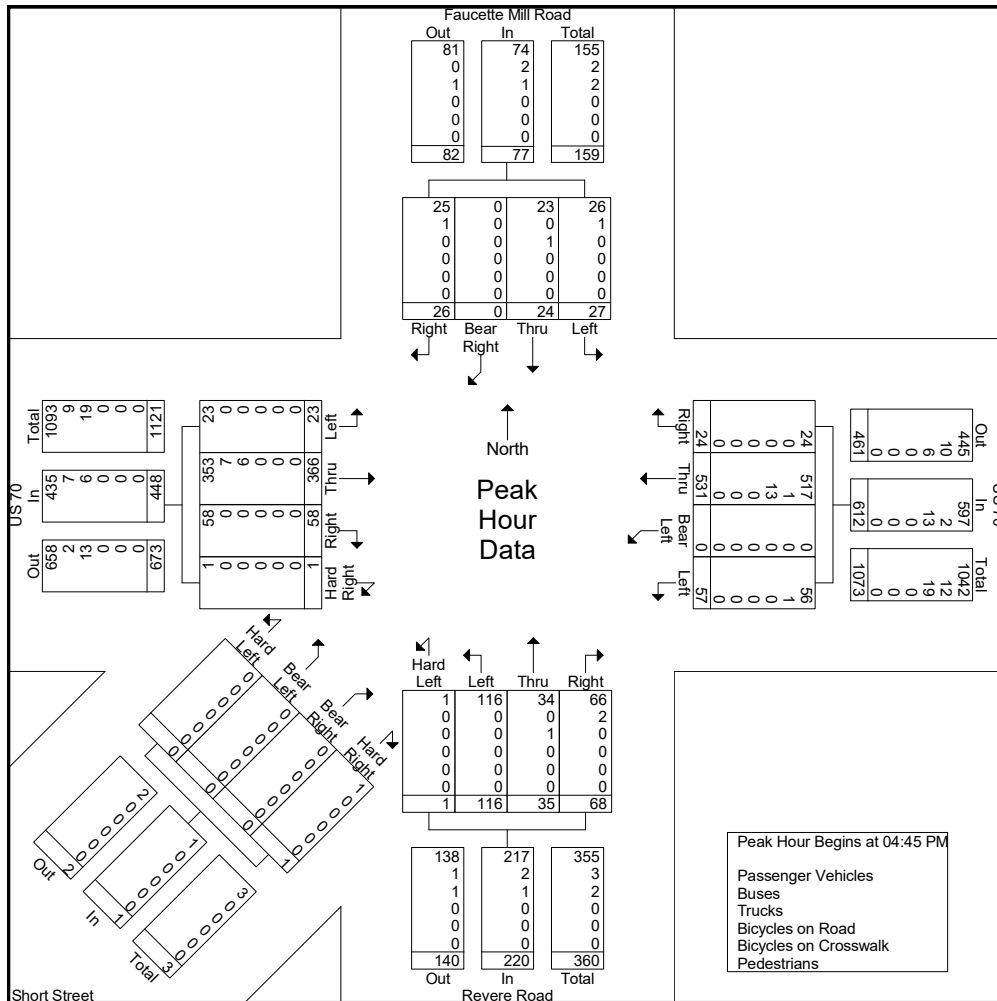


VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@FaucetteMill-Revere
 Site Code :
 Start Date : 9/20/2022
 Page No : 5

Start Time	Faucette Mill Road Southbound					US 70 Westbound					Revere Road Northbound					Short Street Northeastbound					US 70 Eastbound					Int. Total
	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	
Peak Hour Analysis From 12:00 PM to 09:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	7	5	0	8	20	17	0	134	6	157	0	30	10	18	58	0	0	0	0	0	4	77	17	0	98	333
05:00 PM	6	3	0	2	11	17	0	127	8	152	1	38	7	22	68	0	0	0	1	1	5	88	16	0	109	341
05:15 PM	11	11	0	9	31	7	0	133	6	146	0	26	10	12	48	0	0	0	0	0	9	104	14	1	128	353
05:30 PM	3	5	0	7	15	16	0	137	4	157	0	22	8	16	46	0	0	0	0	0	5	97	11	0	113	331
Total Volume	27	24	0	26	77	57	0	531	24	612	1	116	35	68	220	0	0	0	1	1	23	366	58	1	448	1358
% App. Total	35.1	31.2	0	33.8		9.3	0	86.8	3.9		0.5	52.7	15.9	30.9		0	0	0	100		5.1	81.7	12.9	0.2		
PHF	.614	.545	.000	.722	.621	.838	.000	.969	.750	.975	.250	.763	.875	.773	.809	.000	.000	.000	.250	.250	.639	.880	.853	.250	.875	.962
Passenger Vehicles	26	23	0	25	74	56	0	517	24	597	1	116	34	66	217	0	0	0	1	1	23	353	58	1	435	1324
% Passenger Vehicles	96.3	95.8	0	96.2	96.1	98.2	0	97.4	100	97.5	100	100	97.1	97.1	98.6	0	0	0	100	100	100	96.4	100	100	97.1	97.5
Buses	1	0	0	1	2	1	0	1	0	2	0	0	0	2	2	0	0	0	0	0	0	7	0	0	7	13
% Buses	3.7	0	0	3.8	2.6	1.8	0	0.2	0	0.3	0	0	0	2.9	0.9	0	0	0	0	0	0	1.9	0	0	1.6	1.0
Trucks	0	1	0	0	1	0	0	13	0	13	0	0	1	0	1	0	0	0	0	0	0	6	0	0	6	21
% Trucks	0	4.2	0	0	1.3	0	0	2.4	0	2.1	0	0	2.9	0	0.5	0	0	0	0	0	0	1.6	0	0	1.3	1.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@NC86-US70Bus
 Site Code :
 Start Date : 9/20/2022
 Page No : 1

Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	NC 86 Southbound				US 70 Westbound				US 70 Business/NC 86 Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
06:00 AM	47	44	22	0	2	17	12	0	1	11	7	0	10	17	2	0	0	192	192
06:15 AM	55	53	19	0	5	18	15	0	3	13	4	0	17	21	3	0	0	226	226
06:30 AM	57	56	22	0	4	21	15	0	0	20	2	0	20	37	7	0	0	261	261
06:45 AM	63	75	21	0	4	20	24	0	4	29	5	0	15	45	5	0	0	310	310
Total	222	228	84	0	15	76	66	0	8	73	18	0	62	120	17	0	0	989	989
07:00 AM	52	88	28	0	4	24	44	0	2	36	6	0	33	48	13	0	0	378	378
07:15 AM	45	110	46	0	13	55	37	0	7	53	7	0	68	46	14	0	0	501	501
07:30 AM	54	113	57	0	37	54	58	0	9	86	21	0	81	64	11	0	0	645	645
07:45 AM	52	117	68	0	25	80	78	0	16	79	32	0	72	80	5	0	0	704	704
Total	203	428	199	0	79	213	217	0	34	254	66	0	254	238	43	0	0	2228	2228
08:00 AM	46	114	54	0	26	81	66	0	11	63	14	0	84	93	15	0	0	667	667
08:15 AM	61	113	43	0	22	59	56	0	11	55	23	0	46	91	14	0	0	594	594
08:30 AM	56	77	24	0	40	80	44	0	13	39	19	0	26	102	8	0	0	528	528
08:45 AM	36	74	28	0	34	75	34	0	13	52	22	0	34	97	10	0	0	509	509
Total	199	378	149	0	122	295	200	0	48	209	78	0	190	383	47	0	0	2298	2298
09:00 AM	33	57	25	0	23	59	34	0	7	41	22	0	19	37	9	0	0	366	366
09:15 AM	58	52	21	0	21	56	33	0	10	35	15	0	25	38	10	0	0	374	374
09:30 AM	44	72	15	0	15	30	29	0	12	50	15	0	19	48	10	0	0	359	359
09:45 AM	41	65	23	0	15	42	35	0	21	42	17	0	30	40	11	0	0	382	382
Total	176	246	84	0	74	187	131	0	50	168	69	0	93	163	40	0	0	1481	1481
10:00 AM	42	63	18	0	22	50	35	0	14	35	22	0	19	30	9	0	0	359	359
10:15 AM	38	64	30	0	18	31	50	0	11	45	17	0	19	37	8	0	0	368	368
10:30 AM	51	49	19	0	17	33	33	0	19	41	14	0	19	28	13	0	0	336	336
10:45 AM	36	54	23	0	23	50	45	0	14	49	23	0	14	39	8	0	0	378	378
Total	167	230	90	0	80	164	163	0	58	170	76	0	71	134	38	0	0	1441	1441
11:00 AM	44	49	19	0	20	42	43	0	21	39	22	0	11	47	15	0	0	372	372
11:15 AM	30	45	24	0	16	38	55	0	6	56	24	0	21	34	7	0	0	356	356
11:30 AM	43	57	30	0	15	44	34	0	17	56	15	0	17	27	10	0	0	365	365
11:45 AM	32	59	27	0	24	39	40	0	21	43	21	0	23	35	19	0	0	383	383
Total	149	210	100	0	75	163	172	0	65	194	82	0	72	143	51	0	0	1476	1476
12:00 PM	31	61	21	0	20	58	51	0	28	47	32	0	21	45	12	0	0	427	427
12:15 PM	37	83	33	0	8	45	55	0	9	57	30	0	23	51	14	0	0	445	445
12:30 PM	34	62	28	0	22	42	50	0	17	59	21	0	25	29	8	0	0	397	397
12:45 PM	43	54	22	0	18	48	47	0	21	43	20	0	23	40	11	0	0	390	390
Total	145	260	104	0	68	193	203	0	75	206	103	0	92	165	45	0	0	1659	1659
01:00 PM	39	61	18	0	19	54	41	0	12	40	24	0	27	35	11	0	0	381	381
01:15 PM	30	46	24	0	22	65	49	0	18	57	17	0	18	46	15	0	0	407	407
01:30 PM	37	64	27	0	19	53	35	0	14	56	10	0	21	44	21	0	0	401	401
01:45 PM	33	53	36	0	22	61	42	0	19	62	24	0	22	55	16	0	0	445	445
Total	139	224	105	0	82	233	167	0	63	215	75	0	88	180	63	0	0	1634	1634
02:00 PM	34	51	40	0	26	66	50	0	15	56	24	0	26	58	13	0	0	459	459
02:15 PM	46	49	30	0	23	65	63	0	12	62	25	0	42	55	13	0	0	485	485
02:30 PM	50	61	32	0	27	88	52	0	18	65	40	0	48	61	12	0	0	554	554
02:45 PM	48	59	41	0	34	73	62	0	10	64	32	0	53	63	19	0	0	558	558
Total	178	220	143	0	110	292	227	0	55	247	121	0	169	237	57	0	0	2056	2056

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@NC86-US70Bus
 Site Code :
 Start Date : 9/20/2022
 Page No : 2

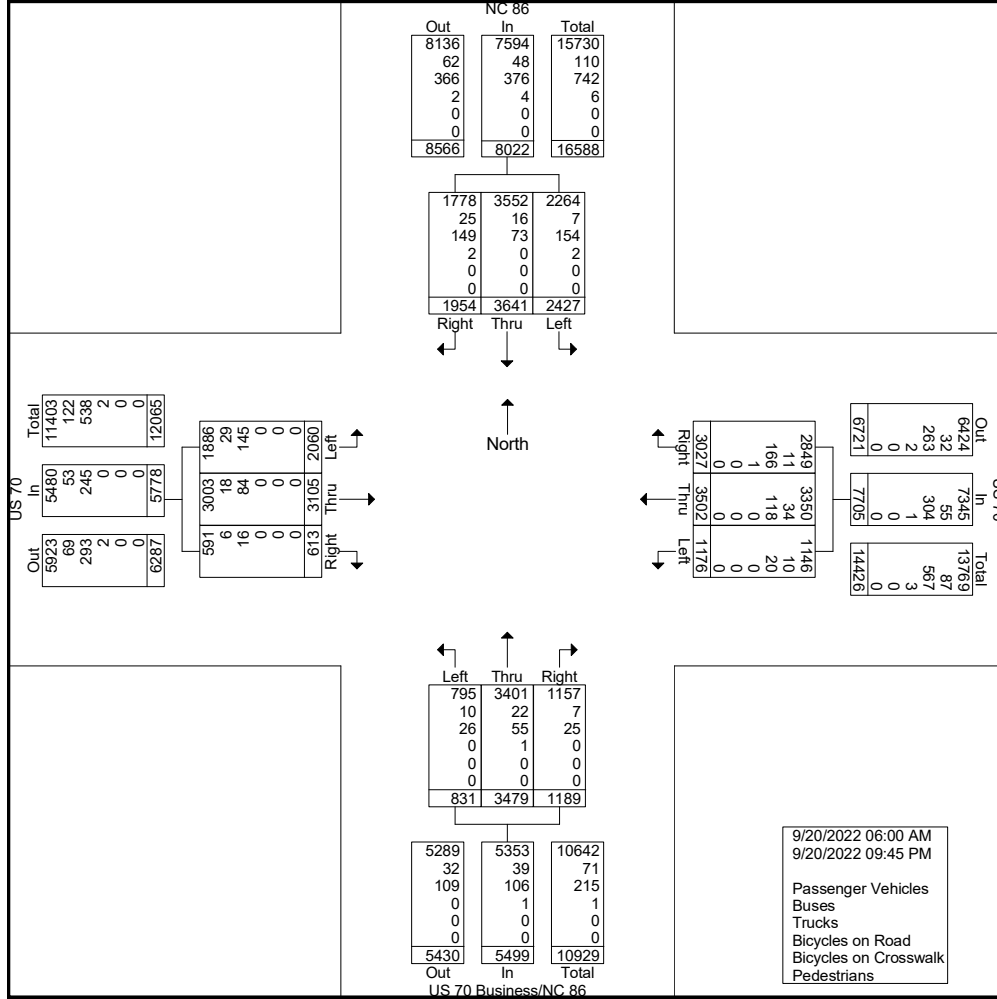
Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	NC 86 Southbound				US 70 Westbound				US 70 Business/NC 86 Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
03:00 PM	38	84	46	1	24	72	66	1	22	63	35	1	38	54	6	0	3	548	551
03:15 PM	38	76	44	0	20	54	78	0	18	77	21	0	49	65	8	0	0	548	548
03:30 PM	49	83	66	2	36	70	89	2	13	74	27	2	57	53	9	0	6	626	632
03:45 PM	46	78	49	0	25	88	70	0	18	71	33	0	40	68	12	0	0	598	598
Total	171	321	205	3	105	284	303	3	71	285	116	3	184	240	35	0	9	2320	2329
04:00 PM	40	52	45	0	31	85	61	0	18	71	28	0	39	56	4	0	0	530	530
04:15 PM	35	54	43	0	32	95	42	0	14	78	28	0	45	64	5	0	0	535	535
04:30 PM	34	63	33	0	14	86	83	0	16	98	28	0	46	44	10	0	0	555	555
04:45 PM	39	35	44	0	26	105	67	0	17	98	29	0	53	61	13	0	0	587	587
Total	148	204	165	0	103	371	253	0	65	345	113	0	183	225	32	0	0	2207	2207
05:00 PM	35	66	53	0	16	83	71	0	19	95	20	0	40	64	9	0	0	571	571
05:15 PM	49	71	46	0	19	100	64	0	21	85	22	0	49	78	12	0	0	616	616
05:30 PM	32	62	63	0	15	86	98	0	23	88	31	0	43	70	14	0	0	625	625
05:45 PM	48	41	42	1	25	94	88	1	14	83	20	0	70	54	8	0	2	587	589
Total	164	240	204	1	75	363	321	1	77	351	93	0	202	266	43	0	2	2399	2401
06:00 PM	47	57	46	0	20	69	68	0	16	77	17	0	50	58	8	0	0	533	533
06:15 PM	60	64	27	0	21	68	54	0	13	72	12	0	35	63	8	0	0	497	497
06:30 PM	29	39	24	0	17	72	73	0	14	71	21	0	31	57	8	0	0	456	456
06:45 PM	23	51	31	0	17	65	56	0	17	59	24	0	31	49	12	0	0	435	435
Total	159	211	128	0	75	274	251	0	60	279	74	0	147	227	36	0	0	1921	1921
07:00 PM	29	30	26	0	16	70	48	0	14	65	17	0	32	58	12	0	0	417	417
07:15 PM	33	40	32	0	19	53	40	0	16	63	8	0	40	60	11	0	0	415	415
07:30 PM	19	23	28	0	16	41	36	0	12	61	15	0	19	32	9	0	0	311	311
07:45 PM	18	30	20	0	15	52	35	0	12	52	18	0	27	39	5	0	0	323	323
Total	99	123	106	0	66	216	159	0	54	241	58	0	118	189	37	0	0	1466	1466
08:00 PM	23	33	14	0	8	28	35	0	5	46	15	0	23	35	10	0	0	275	275
08:15 PM	17	24	14	0	10	30	31	0	10	35	6	0	32	61	8	0	0	278	278
08:30 PM	20	12	19	0	11	22	32	0	8	42	10	0	18	19	2	0	0	215	215
08:45 PM	11	12	11	0	6	22	20	0	5	31	4	0	12	20	2	0	0	156	156
Total	71	81	58	0	35	102	118	0	28	154	35	0	85	135	22	0	0	924	924
09:00 PM	10	11	10	0	2	22	25	0	6	26	4	0	13	16	3	0	0	148	148
09:15 PM	15	9	5	0	6	12	18	0	8	25	2	0	13	24	0	0	0	137	137
09:30 PM	7	6	12	0	1	21	17	0	3	19	4	0	15	12	3	0	0	120	120
09:45 PM	5	11	3	0	3	21	16	0	3	18	2	0	9	8	1	0	0	100	100
Total	37	37	30	0	12	76	76	0	20	88	12	0	50	60	7	0	0	505	505
Grand Total	2427	3641	1954	4	1176	3502	3027	4	831	3479	1189	3	2060	3105	613	0	11	27004	27015
Apprch %	30.3	45.4	24.4		15.3	45.5	39.3		15.1	63.3	21.6		35.7	53.7	10.6				
Total %	9	13.5	7.2		4.4	13	11.2		3.1	12.9	4.4		7.6	11.5	2.3		0	100	
Passenger Vehicles	2264	3552	1778		1146	3350	2849		795	3401	1157		1886	3003	591		0	0	25772
% Passenger Vehicles	93.3	97.6	91	0	97.4	95.7	94.1	0	95.7	97.8	97.3	0	91.6	96.7	96.4	0	0	0	95.4
Buses	7	16	25		10	34	11		10	22	7		29	18	6		0	0	195
% Buses	0.3	0.4	1.3	0	0.9	1	0.4	0	1.2	0.6	0.6	0	1.4	0.6	1	0	0	0	0.7
Trucks	154	73	149		20	118	166		26	55	25		145	84	16		0	0	1031
% Trucks	6.3	2	7.6	0	1.7	3.4	5.5	0	3.1	1.6	2.1	0	7	2.7	2.6	0	0	0	3.8
Bicycles on Road	2	0	2		0	0	1		0	1	0		0	0	0		0	0	6
% Bicycles on Road	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	0	11
% Pedestrians	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@NC86-US70Bus
 Site Code :
 Start Date : 9/20/2022
 Page No : 3

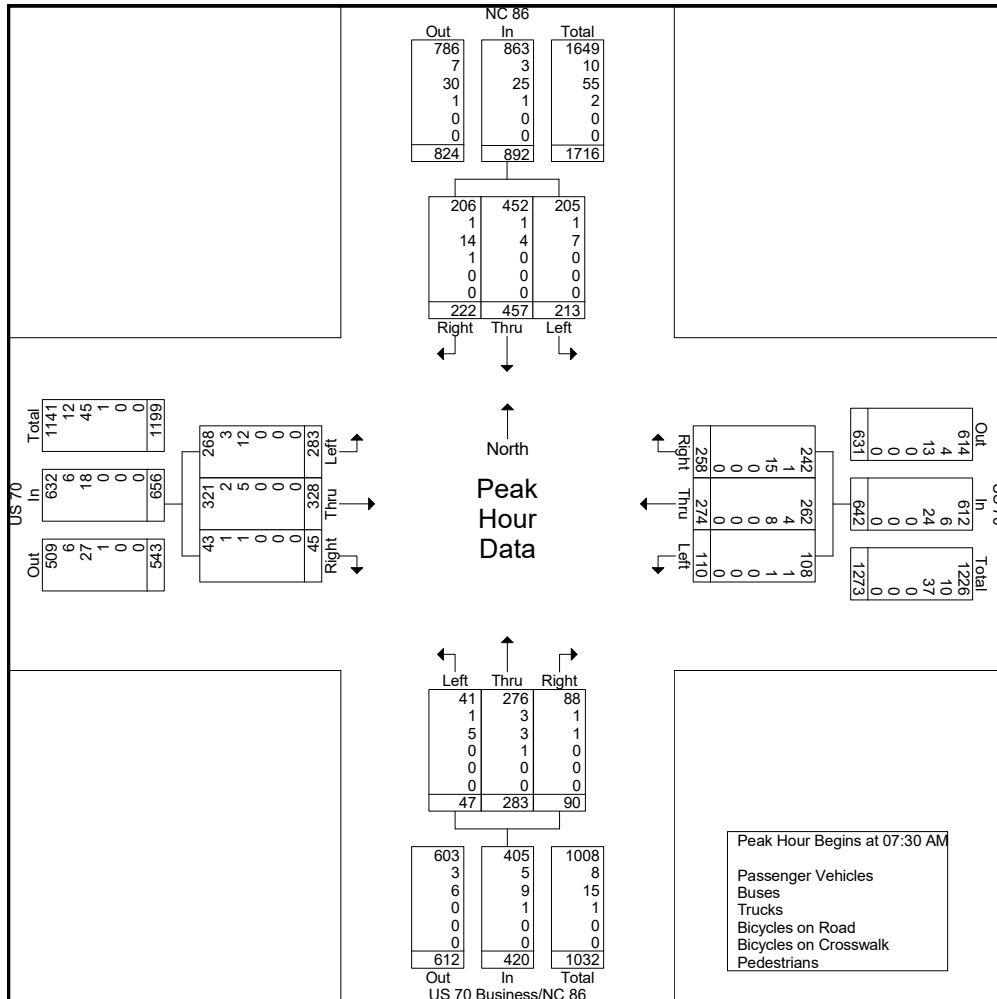


VHB Engineering NC, P.C.

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 940 Main Campus Drive, Suite 500
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File Name : US70@NC86-US70Bus
 Site Code :
 Start Date : 9/20/2022
 Page No : 4

Start Time	NC 86 Southbound				US 70 Westbound				US 70 Business/NC 86 Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	54	113	57	224	37	54	58	149	9	86	21	116	81	64	11	156	645
07:45 AM	52	117	68	237	25	80	78	183	16	79	32	127	72	80	5	157	704
08:00 AM	46	114	54	214	26	81	66	173	11	63	14	88	84	93	15	192	667
08:15 AM	61	113	43	217	22	59	56	137	11	55	23	89	46	91	14	151	594
Total Volume	213	457	222	892	110	274	258	642	47	283	90	420	283	328	45	656	2610
% App. Total	23.9	51.2	24.9		17.1	42.7	40.2		11.2	67.4	21.4		43.1	50	6.9		
PHF	.873	.976	.816	.941	.743	.846	.827	.877	.734	.823	.703	.827	.842	.882	.750	.854	.927
Passenger Vehicles	205	452	206	863	108	262	242	612	41	276	88	405	268	321	43	632	2512
% Passenger Vehicles	96.2	98.9	92.8	96.7	98.2	95.6	93.8	95.3	87.2	97.5	97.8	96.4	94.7	97.9	95.6	96.3	96.2
Buses	1	1	1	3	1	4	1	6	1	3	1	5	3	2	1	6	20
% Buses	0.5	0.2	0.5	0.3	0.9	1.5	0.4	0.9	2.1	1.1	1.1	1.2	1.1	0.6	2.2	0.9	0.8
Trucks	7	4	14	25	1	8	15	24	5	3	1	9	12	5	1	18	76
% Trucks	3.3	0.9	6.3	2.8	0.9	2.9	5.8	3.7	10.6	1.1	1.1	2.1	4.2	1.5	2.2	2.7	2.9
Bicycles on Road	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% Bicycles on Road	0	0	0.5	0.1	0	0	0	0	0	0.4	0	0.2	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

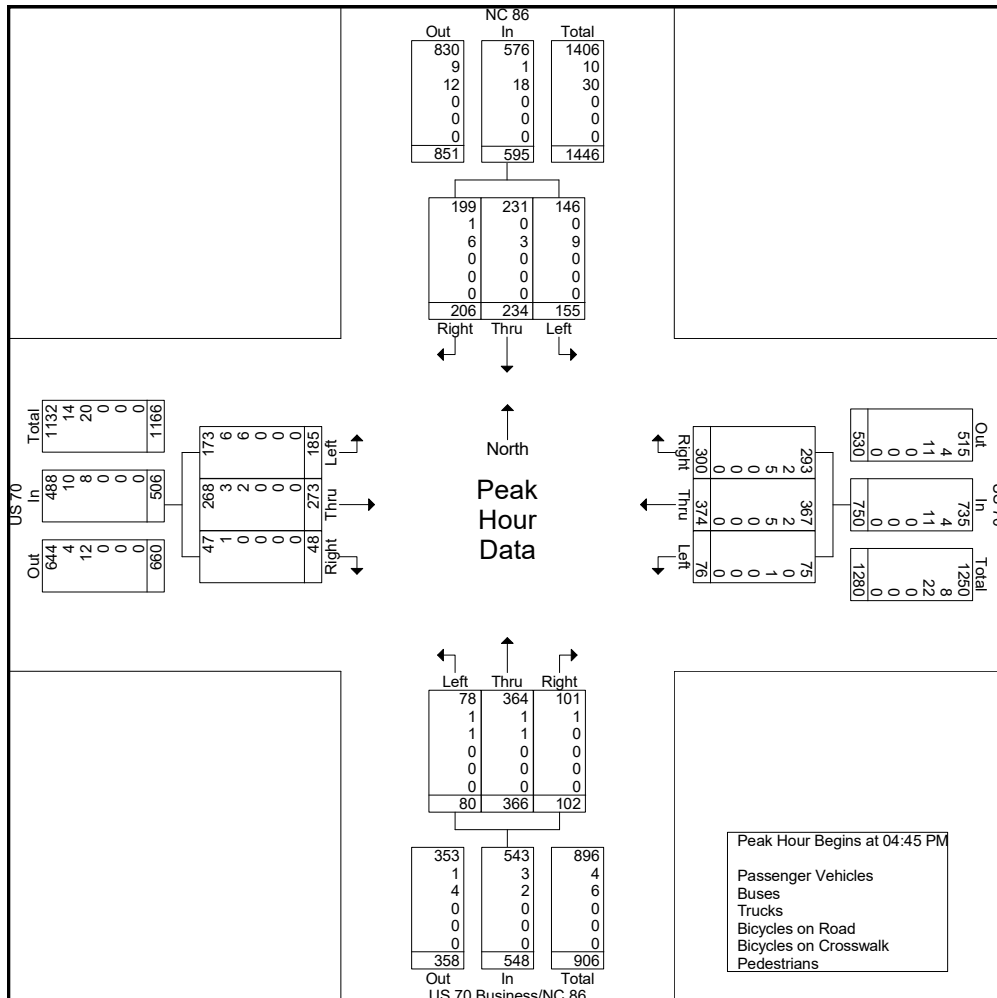


VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@NC86-US70Bus
 Site Code :
 Start Date : 9/20/2022
 Page No : 5

Start Time	NC 86 Southbound				US 70 Westbound				US 70 Business/NC 86 Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 09:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	39	35	44	118	26	105	67	198	17	98	29	144	53	61	13	127	587
05:00 PM	35	66	53	154	16	83	71	170	19	95	20	134	40	64	9	113	571
05:15 PM	49	71	46	166	19	100	64	183	21	85	22	128	49	78	12	139	616
05:30 PM	32	62	63	157	15	86	98	199	23	88	31	142	43	70	14	127	625
Total Volume	155	234	206	595	76	374	300	750	80	366	102	548	185	273	48	506	2399
% App. Total	26.1	39.3	34.6		10.1	49.9	40		14.6	66.8	18.6		36.6	54	9.5		
PHF	.791	.824	.817	.896	.731	.890	.765	.942	.870	.934	.823	.951	.873	.875	.857	.910	.960
Passenger Vehicles	146	231	199	576	75	367	293	735	78	364	101	543	173	268	47	488	2342
% Passenger Vehicles	94.2	98.7	96.6	96.8	98.7	98.1	97.7	98.0	97.5	99.5	99.0	99.1	93.5	98.2	97.9	96.4	97.6
Buses	0	0	1	1	0	2	2	4	1	1	1	3	6	3	1	10	18
% Buses	0	0	0.5	0.2	0	0.5	0.7	0.5	1.3	0.3	1.0	0.5	3.2	1.1	2.1	2.0	0.8
Trucks	9	3	6	18	1	5	5	11	1	1	0	2	6	2	0	8	39
% Trucks	5.8	1.3	2.9	3.0	1.3	1.3	1.7	1.5	1.3	0.3	0	0.4	3.2	0.7	0	1.6	1.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



VHB Engineering NC, P.C.

Venture I

940 Main Campus Drive, Suite 500

Raleigh, NC 27606

p: 919.829.0328 f: 919.833.0034

File Name : US70@OrangeHighSchool

Site Code :

Start Date : 9/20/2022

Page No : 1

Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Orange High School Road Southbound				US 70 Westbound				No Approach Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
12:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	7	0	0	0	10	10
12:15 AM	1	0	0	0	0	8	0	0	0	0	0	0	0	5	0	0	0	14	14
12:30 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	7	7
12:45 AM	1	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	8	8
Total	3	0	0	0	0	18	0	0	0	0	0	0	0	18	0	0	0	39	39
01:00 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	5	0	0	0	13	13
01:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	7	7
01:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	4	4
01:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	9	9
Total	0	0	0	0	0	13	0	0	0	0	0	0	0	20	0	0	0	33	33
02:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
02:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	6	6
02:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	7	0	0	0	11	11
02:45 AM	2	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	10	10
Total	2	0	0	0	0	13	0	0	0	0	0	0	0	13	0	0	0	28	28
03:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	5	5
03:15 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	7	7
03:30 AM	0	0	1	0	0	3	0	0	0	0	0	0	0	5	0	0	0	9	9
03:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	6	6
Total	0	0	1	0	0	12	0	0	0	0	0	0	0	14	0	0	0	27	27
04:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	8	0	0	0	10	10
04:15 AM	1	0	0	0	0	7	0	0	0	0	0	0	0	5	0	0	0	13	13
04:30 AM	0	0	0	0	0	14	1	0	0	0	0	0	0	16	0	0	0	31	31
04:45 AM	2	0	0	0	0	9	0	0	0	0	0	0	0	12	0	0	0	23	23
Total	4	0	0	0	0	31	1	0	0	0	0	0	0	41	0	0	0	77	77
05:00 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	20	0	0	0	28	28
05:15 AM	0	0	1	0	0	20	1	0	0	0	0	0	1	26	0	0	0	49	49
05:30 AM	0	0	1	0	0	20	2	0	0	0	0	0	4	34	0	0	0	61	61
05:45 AM	2	0	2	0	0	25	1	0	0	0	0	0	7	61	0	0	0	98	98
Total	2	0	4	0	0	73	4	0	0	0	0	0	12	141	0	0	0	236	236
06:00 AM	5	0	4	0	0	28	1	0	0	0	0	0	6	64	0	0	0	108	108
06:15 AM	4	0	5	0	0	31	1	0	0	0	0	0	4	76	0	0	0	121	121
06:30 AM	2	0	3	0	0	37	1	0	0	0	0	0	1	91	0	0	0	135	135
06:45 AM	5	0	2	0	0	49	2	0	0	0	0	0	4	102	0	0	0	164	164
Total	16	0	14	0	0	145	5	0	0	0	0	0	15	333	0	0	0	528	528
07:00 AM	7	0	3	0	0	68	1	0	0	0	0	0	6	90	0	0	0	175	175
07:15 AM	7	0	5	0	0	100	10	0	0	0	0	0	5	97	0	0	0	224	224
07:30 AM	22	0	30	0	0	126	20	0	0	0	0	1	20	112	0	0	1	330	331
07:45 AM	33	0	40	0	0	127	28	0	0	0	0	0	37	115	0	0	0	380	380
Total	69	0	78	0	0	421	59	0	0	0	0	1	68	414	0	0	1	1109	1110
08:00 AM	70	0	70	0	0	94	20	0	0	0	0	0	27	135	0	0	0	416	416
08:15 AM	47	0	37	0	0	101	21	0	0	0	0	0	47	121	0	0	0	374	374
08:30 AM	32	0	58	0	0	102	24	0	0	0	0	0	67	106	0	0	0	389	389
08:45 AM	48	0	59	0	0	89	37	0	0	0	0	0	63	92	0	0	0	388	388
Total	197	0	224	0	0	386	102	0	0	0	0	0	204	454	0	0	0	1567	1567

VHB Engineering NC, P.C.

Venture I

940 Main Campus Drive, Suite 500

Raleigh, NC 27606

p: 919.829.0328 f: 919.833.0034

File Name : US70@OrangeHighSchool

Site Code :

Start Date : 9/20/2022

Page No : 2

Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Orange High School Road Southbound				US 70 Westbound				No Approach Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
09:00 AM	27	0	46	0	0	61	14	0	0	0	0	0	20	66	0	0	0	234	234
09:15 AM	9	0	15	0	0	93	4	0	0	0	0	0	17	78	0	0	0	216	216
09:30 AM	4	0	6	0	0	72	7	0	0	0	0	0	11	93	0	0	0	193	193
09:45 AM	3	0	6	0	0	89	5	0	0	0	0	0	2	87	0	0	0	192	192
Total	43	0	73	0	0	315	30	0	0	0	0	0	50	324	0	0	0	835	835
10:00 AM	7	0	11	0	0	93	6	0	0	0	0	0	16	68	0	0	0	201	201
10:15 AM	5	0	11	0	0	87	11	0	0	0	0	0	12	75	0	0	0	201	201
10:30 AM	9	0	9	0	0	66	4	0	0	0	0	0	6	78	0	0	0	172	172
10:45 AM	9	0	10	0	0	109	5	0	0	0	0	0	10	83	0	0	0	226	226
Total	30	0	41	0	0	355	26	0	0	0	0	0	44	304	0	0	0	800	800
11:00 AM	5	0	7	0	0	100	4	0	0	0	0	0	6	93	0	0	0	215	215
11:15 AM	3	0	5	0	0	106	6	0	0	0	0	0	9	82	0	0	0	211	211
11:30 AM	5	0	6	0	0	86	6	0	0	0	0	0	4	80	0	0	0	187	187
11:45 AM	12	0	14	0	0	91	10	0	0	0	0	0	21	76	0	0	0	224	224
Total	25	0	32	0	0	383	26	0	0	0	0	0	40	331	0	0	0	837	837
12:00 PM	8	0	18	0	0	99	6	0	0	0	0	0	11	91	0	0	0	233	233
12:15 PM	9	0	4	0	0	103	6	0	0	0	0	0	14	92	0	0	0	228	228
12:30 PM	7	0	10	0	0	102	7	0	0	0	0	0	12	80	0	0	0	218	218
12:45 PM	7	0	11	0	0	110	10	0	0	0	0	0	14	82	0	0	0	234	234
Total	31	0	43	0	0	414	29	0	0	0	0	0	51	345	0	0	0	913	913
01:00 PM	9	0	12	0	0	92	5	0	0	0	0	0	12	72	0	0	0	202	202
01:15 PM	4	0	10	0	0	117	5	0	0	0	0	0	10	90	0	0	0	236	236
01:30 PM	10	0	10	0	0	100	2	0	0	0	0	0	8	85	0	0	0	215	215
01:45 PM	2	0	13	0	0	107	7	0	0	0	0	0	10	97	0	0	0	236	236
Total	25	0	45	0	0	416	19	0	0	0	0	0	40	344	0	0	0	889	889
02:00 PM	8	0	18	0	0	127	8	0	0	0	0	0	11	93	0	0	0	265	265
02:15 PM	3	0	10	0	0	140	6	0	0	0	0	0	9	111	0	0	0	279	279
02:30 PM	22	0	30	0	0	123	11	0	0	0	0	0	12	126	0	0	0	324	324
02:45 PM	13	0	11	0	0	139	12	0	0	0	0	0	20	122	0	0	0	317	317
Total	46	0	69	0	0	529	37	0	0	0	0	0	52	452	0	0	0	1185	1185
03:00 PM	21	0	34	0	0	130	7	0	0	0	0	0	18	115	0	0	0	325	325
03:15 PM	17	0	17	0	0	127	17	0	0	0	0	0	15	100	0	0	0	293	293
03:30 PM	39	0	48	0	0	147	18	0	0	0	0	0	21	101	0	0	0	374	374
03:45 PM	12	0	22	0	0	145	21	0	0	0	0	0	27	115	0	0	0	342	342
Total	89	0	121	0	0	549	63	0	0	0	0	0	81	431	0	0	0	1334	1334
04:00 PM	66	0	93	0	0	131	13	0	0	0	0	0	28	107	0	0	0	438	438
04:15 PM	39	0	61	0	0	111	12	0	0	0	0	0	12	102	0	0	0	337	337
04:30 PM	16	0	23	0	0	161	20	0	0	0	0	0	16	93	0	0	0	329	329
04:45 PM	8	0	18	0	0	143	23	0	0	0	0	0	18	97	0	0	0	307	307
Total	129	0	195	0	0	546	68	0	0	0	0	0	74	399	0	0	0	1411	1411
05:00 PM	22	0	21	0	0	167	15	0	0	0	0	0	12	101	0	0	0	338	338
05:15 PM	12	0	14	0	0	161	15	0	0	0	0	0	14	118	0	0	0	334	334
05:30 PM	6	0	20	0	0	183	27	0	0	0	0	0	14	123	0	0	0	373	373
05:45 PM	18	0	29	0	0	165	17	0	0	0	0	0	13	95	0	0	0	337	337
Total	58	0	84	0	0	676	74	0	0	0	0	0	53	437	0	0	0	1382	1382

VHB Engineering NC, P.C.

Venture I

940 Main Campus Drive, Suite 500

Raleigh, NC 27606

p: 919.829.0328 f: 919.833.0034

File Name : US70@OrangeHighSchool

Site Code :

Start Date : 9/20/2022

Page No : 3

Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Orange High School Road Southbound				US 70 Westbound				No Approach Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
06:00 PM	27	0	18	0	0	127	11	0	0	0	0	0	14	109	0	0	0	306	306
06:15 PM	19	0	11	0	0	124	11	0	0	0	0	0	14	120	0	0	0	299	299
06:30 PM	12	0	14	0	0	144	4	0	0	0	0	0	9	95	0	0	0	278	278
06:45 PM	2	0	8	0	0	129	7	0	0	0	0	0	9	86	0	0	0	241	241
Total	60	0	51	0	0	524	33	0	0	0	0	0	46	410	0	0	0	1124	1124
07:00 PM	13	0	31	0	0	96	6	0	0	0	0	0	13	80	0	0	0	239	239
07:15 PM	15	0	21	0	0	81	1	0	0	0	0	0	15	82	0	0	0	215	215
07:30 PM	4	0	10	0	0	80	4	0	0	0	0	0	6	64	0	0	0	168	168
07:45 PM	4	0	13	0	0	80	8	0	0	0	0	0	4	66	0	0	0	175	175
Total	36	0	75	0	0	337	19	0	0	0	0	0	38	292	0	0	0	797	797
08:00 PM	9	0	10	0	0	55	4	0	0	0	0	0	5	63	0	0	0	146	146
08:15 PM	0	0	2	0	0	61	0	0	0	0	0	0	5	79	0	0	0	147	147
08:30 PM	1	0	2	0	0	61	2	0	0	0	0	0	1	45	0	0	0	112	112
08:45 PM	3	0	1	0	0	47	2	0	0	0	0	0	3	37	0	0	0	93	93
Total	13	0	15	0	0	224	8	0	0	0	0	0	14	224	0	0	0	498	498
09:00 PM	1	0	0	0	0	49	3	0	0	0	0	0	1	31	1	0	0	86	86
09:15 PM	0	0	3	0	0	32	0	0	0	0	0	0	2	39	0	0	0	76	76
09:30 PM	0	0	0	0	0	38	3	0	0	0	0	0	1	25	0	0	0	67	67
09:45 PM	0	0	3	0	0	37	1	0	0	0	0	0	2	14	0	0	0	57	57
Total	1	0	6	0	0	156	7	0	0	0	0	0	6	109	1	0	0	286	286
10:00 PM	1	0	0	0	0	20	1	0	0	0	0	0	1	25	0	0	0	48	48
10:15 PM	0	0	0	0	0	31	0	0	0	0	0	0	0	12	0	0	0	43	43
10:30 PM	0	0	1	0	0	22	0	0	0	0	0	0	1	14	0	0	0	38	38
10:45 PM	0	0	1	0	0	14	0	0	0	0	0	0	1	13	0	0	0	29	29
Total	1	0	2	0	0	87	1	0	0	0	0	0	3	64	0	0	0	158	158
11:00 PM	0	0	0	0	0	11	2	0	0	0	0	0	0	16	0	0	0	29	29
11:15 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	8	0	0	0	15	15
11:30 PM	0	0	1	0	0	12	0	0	0	0	0	0	0	7	0	0	0	20	20
11:45 PM	0	0	0	0	0	9	0	0	0	0	0	0	0	11	0	0	0	20	20
Total	0	0	1	0	0	39	2	0	0	0	0	0	0	42	0	0	0	84	84
Grand Total	880	0	1174	0	0	6662	613	0	0	0	0	1	891	5956	1	0	1	16177	16178
Apprch %	42.8	0	57.2		0	91.6	8.4		0	0	0		13	87	0				
Total %	5.4	0	7.3		0	41.2	3.8		0	0	0		5.5	36.8	0		0	100	
Passenger Vehicles	852	0	1131	0	0	6311	589	0	0	0	0	0	860	5669	1	0	0	0	15413
% Passenger Vehicles	96.8	0	96.3	0	0	94.7	96.1	0	0	0	0	0	96.5	95.2	100	0	0	0	95.3
Buses	23	0	33	0	0	26	19	0	0	0	0	0	17	12	0	0	0	0	130
% Buses	2.6	0	2.8	0	0	0.4	3.1	0	0	0	0	0	1.9	0.2	0	0	0	0	0.8
Trucks	5	0	10	0	0	325	5	0	0	0	0	0	13	274	0	0	0	0	632
% Trucks	0.6	0	0.9	0	0	4.9	0.8	0	0	0	0	0	1.5	4.6	0	0	0	0	3.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0

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Venture I

940 Main Campus Drive, Suite 500

Raleigh, NC 27606

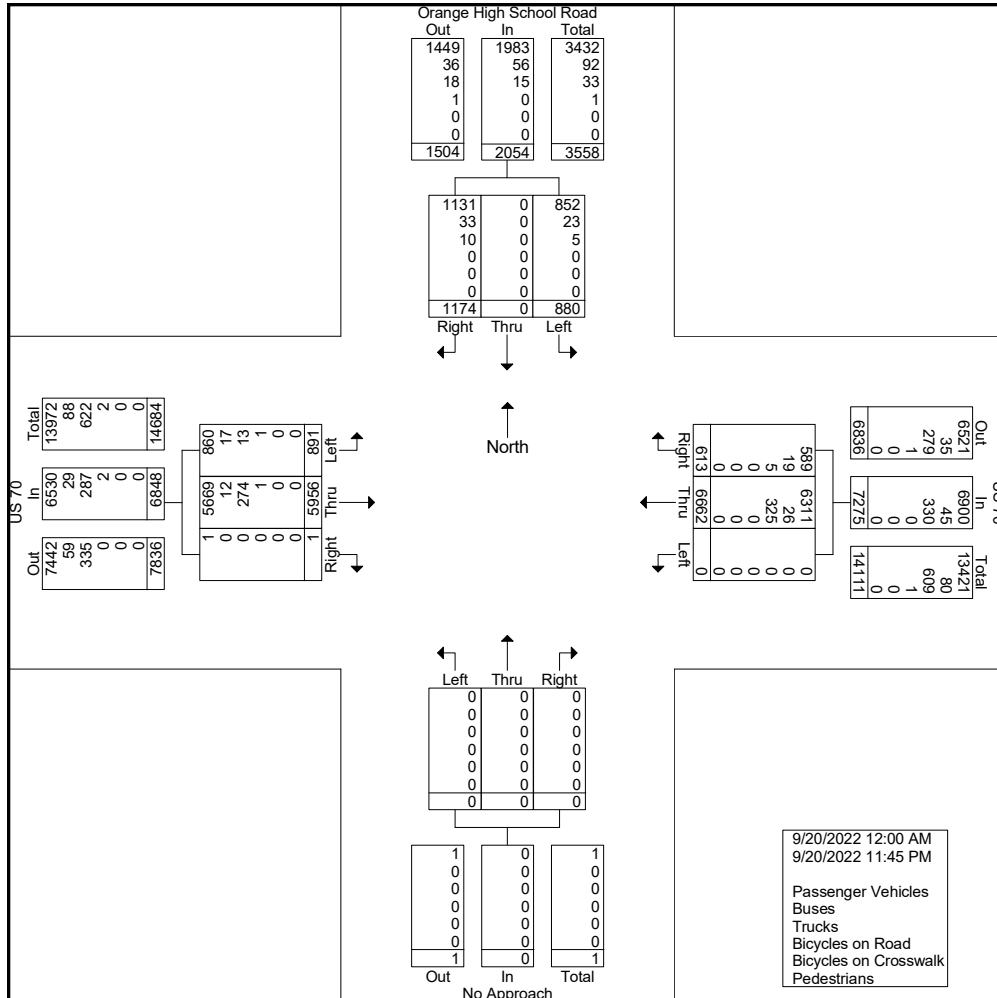
p: 919.829.0328 f: 919.833.0034

File Name : US70@OrangeHighSchool

Site Code :

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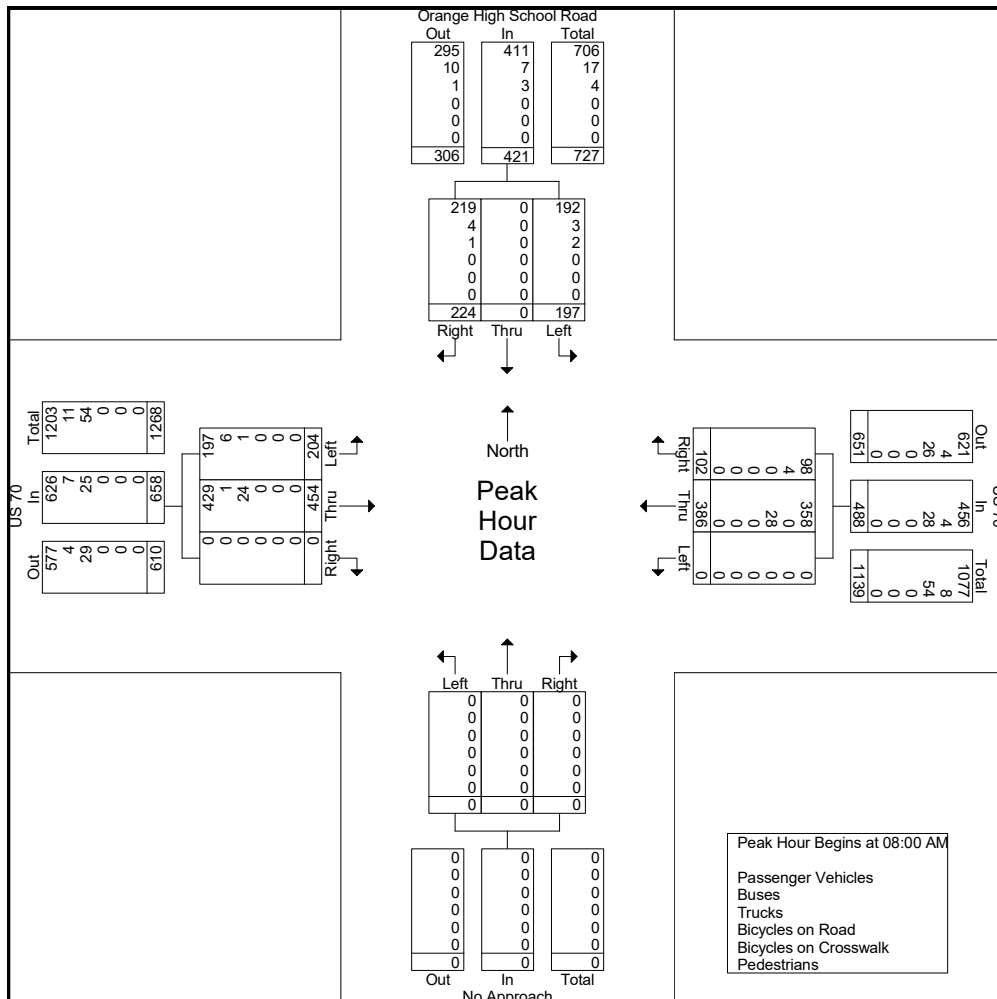
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Venture I

940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@OrangeHighSchool
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Start Time	Orange High School Road Southbound				US 70 Westbound				No Approach Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 AM to 12:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	70	0	70	140	0	94	20	114	0	0	0	0	27	135	0	162	416
08:15 AM	47	0	37	84	0	101	21	122	0	0	0	0	47	121	0	168	374
08:30 AM	32	0	58	90	0	102	24	126	0	0	0	0	67	106	0	173	389
08:45 AM	48	0	59	107	0	89	37	126	0	0	0	0	63	92	0	155	388
Total Volume	197	0	224	421	0	386	102	488	0	0	0	0	204	454	0	658	1567
% App. Total	46.8	0	53.2		0	79.1	20.9		0	0	0		31	69	0		
PHF	.704	.000	.800	.752	.000	.946	.689	.968	.000	.000	.000	.000	.761	.841	.000	.951	.942
Passenger Vehicles	192	0	219	411	0	358	98	456	0	0	0	0	197	429	0	626	1493
% Passenger Vehicles	97.5	0	97.8	97.6	0	92.7	96.1	93.4	0	0	0	0	96.6	94.5	0	95.1	95.3
Buses	3	0	4	7	0	0	4	4	0	0	0	0	6	1	0	7	18
% Buses	1.5	0	1.8	1.7	0	0	3.9	0.8	0	0	0	0	2.9	0.2	0	1.1	1.1
Trucks	2	0	1	3	0	28	0	28	0	0	0	0	1	24	0	25	56
% Trucks	1.0	0	0.4	0.7	0	7.3	0	5.7	0	0	0	0	0.5	5.3	0	3.8	3.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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Venture I

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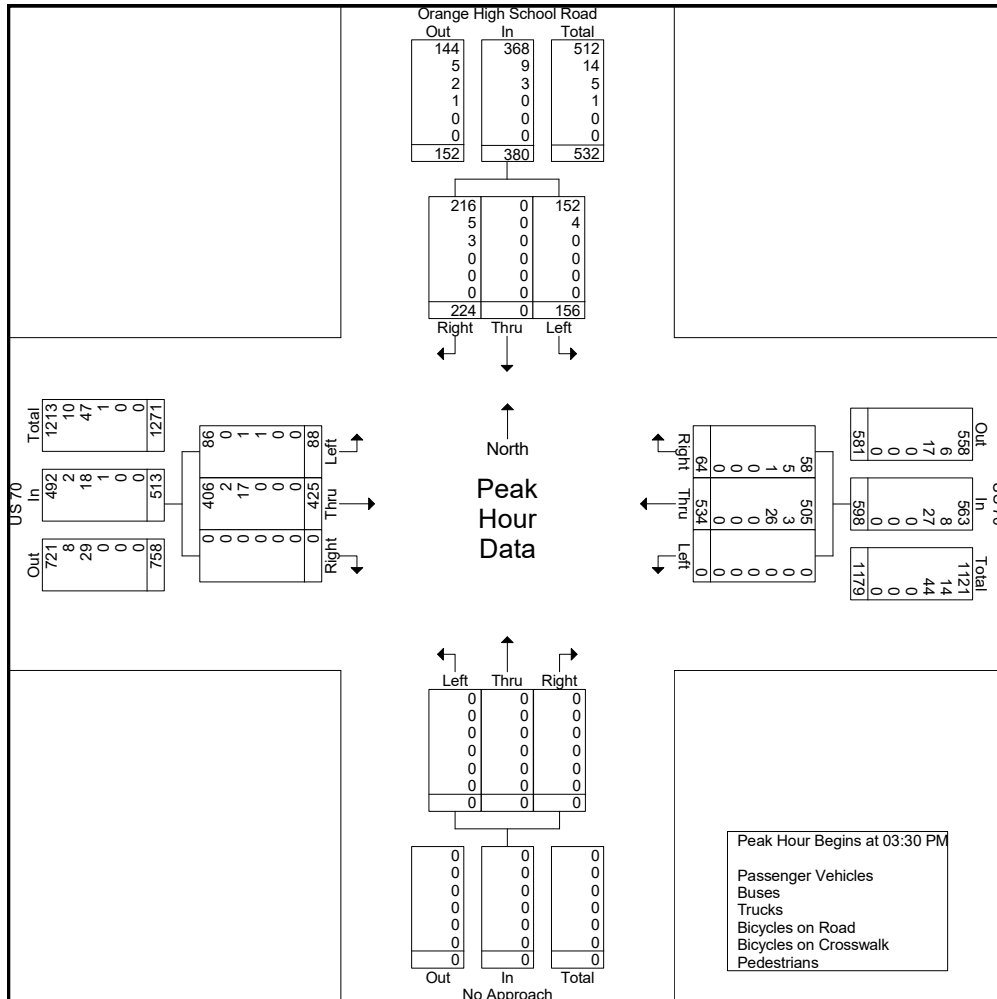
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Start Time	Orange High School Road Southbound				US 70 Westbound				No Approach Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:15 PM to 11:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	39	0	48	87	0	147	18	165	0	0	0	0	21	101	0	122	374
03:45 PM	12	0	22	34	0	145	21	166	0	0	0	0	27	115	0	142	342
04:00 PM	66	0	93	159	0	131	13	144	0	0	0	0	28	107	0	135	438
04:15 PM	39	0	61	100	0	111	12	123	0	0	0	0	12	102	0	114	337
Total Volume	156	0	224	380	0	534	64	598	0	0	0	0	88	425	0	513	1491
% App. Total	41.1	0	58.9		0	89.3	10.7		0	0	0		17.2	82.8	0		
PHF	.591	.000	.602	.597	.000	.908	.762	.901	.000	.000	.000	.000	.786	.924	.000	.903	.851
Passenger Vehicles	152	0	216	368	0	505	58	563	0	0	0	0	86	406	0	492	1423
% Passenger Vehicles	97.4	0	96.4	96.8	0	94.6	90.6	94.1	0	0	0	0	97.7	95.5	0	95.9	95.4
Buses	4	0	5	9	0	3	5	8	0	0	0	0	0	2	0	2	19
% Buses	2.6	0	2.2	2.4	0	0.6	7.8	1.3	0	0	0	0	0	0.5	0	0.4	1.3
Trucks	0	0	3	3	0	26	1	27	0	0	0	0	1	17	0	18	48
% Trucks	0	0	1.3	0.8	0	4.9	1.6	4.5	0	0	0	0	1.1	4.0	0	3.5	3.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	1.1	0	0	0.2	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
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File Name : US70@StMary's
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 Start Date : 9/20/2022
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Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	St. Mary's Road Southbound				US 70 Westbound				St. Mary's Road Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
06:00 AM	1	2	12	0	2	18	0	0	0	1	1	0	8	66	0	0	0	111	111
06:15 AM	1	4	10	0	4	25	0	0	0	1	4	0	2	82	1	0	0	134	134
06:30 AM	6	7	10	0	2	25	1	0	1	2	6	0	11	99	0	0	0	170	170
06:45 AM	3	12	14	0	8	45	5	0	0	6	6	0	16	100	0	0	0	215	215
Total	11	25	46	0	16	113	6	0	1	10	17	0	37	347	1	0	0	630	630
07:00 AM	4	17	17	0	14	57	4	0	1	5	5	0	10	93	1	0	0	228	228
07:15 AM	7	30	29	0	25	71	1	0	0	16	25	0	18	105	0	0	0	327	327
07:30 AM	14	27	52	0	24	90	2	0	3	30	30	0	15	142	1	0	0	430	430
07:45 AM	8	13	38	0	15	132	2	1	5	13	27	1	22	168	0	0	2	443	445
Total	33	87	136	0	78	350	9	1	9	64	87	1	65	508	2	0	2	1428	1430
08:00 AM	6	16	17	0	11	85	3	0	0	20	12	0	37	188	0	0	0	395	395
08:15 AM	4	17	28	0	7	106	5	0	1	8	6	0	24	151	1	0	0	358	358
08:30 AM	5	23	41	0	9	93	1	0	0	7	7	0	19	133	1	0	0	339	339
08:45 AM	10	13	27	0	6	89	6	0	1	20	10	0	33	114	0	0	0	329	329
Total	25	69	113	0	33	373	15	0	2	55	35	0	113	586	2	0	0	1421	1421
09:00 AM	8	23	12	0	11	75	3	1	2	10	13	0	13	79	1	0	1	250	251
09:15 AM	11	15	20	0	8	71	3	0	1	17	9	0	16	79	0	0	0	250	250
09:30 AM	9	13	20	0	14	58	2	0	1	11	5	0	10	86	0	0	0	229	229
09:45 AM	5	20	16	0	11	80	0	0	3	8	9	0	21	89	0	0	0	262	262
Total	33	71	68	0	44	284	8	1	7	46	36	0	60	333	1	0	1	991	992
10:00 AM	4	13	21	0	5	90	2	0	1	10	6	0	11	70	0	0	0	233	233
10:15 AM	4	13	21	0	14	87	4	0	5	14	7	0	13	83	0	0	0	265	265
10:30 AM	3	10	18	0	6	62	5	0	0	10	7	0	10	85	1	0	0	217	217
10:45 AM	3	9	23	1	7	93	3	0	2	13	7	0	13	75	2	0	1	250	251
Total	14	45	83	1	32	332	14	0	8	47	27	0	47	313	3	0	1	965	966
11:00 AM	5	12	15	0	14	83	4	0	2	16	9	0	13	76	1	0	0	250	250
11:15 AM	7	12	19	0	10	106	2	0	3	11	9	0	15	72	2	0	0	268	268
11:30 AM	4	11	14	0	3	72	4	0	3	11	12	0	11	78	0	0	0	223	223
11:45 AM	3	18	21	0	14	89	3	0	3	14	9	0	15	62	0	0	0	251	251
Total	19	53	69	0	41	350	13	0	11	52	39	0	54	288	3	0	0	992	992
12:00 PM	3	15	16	0	7	92	4	0	3	16	5	0	24	71	0	0	0	256	256
12:15 PM	7	17	21	0	10	110	7	0	2	16	10	0	23	72	1	0	0	296	296
12:30 PM	11	14	28	0	10	104	3	0	4	11	12	0	13	81	1	0	0	292	292
12:45 PM	4	15	17	0	12	106	6	0	0	17	5	0	14	77	2	0	0	275	275
Total	25	61	82	0	39	412	20	0	9	60	32	0	74	301	4	0	0	1119	1119
01:00 PM	1	11	17	0	10	82	7	0	2	19	12	0	16	61	1	0	0	239	239
01:15 PM	2	12	19	1	8	103	5	0	3	15	9	0	20	86	1	0	1	283	284
01:30 PM	2	19	12	0	12	89	6	0	3	18	8	0	23	80	2	0	0	274	274
01:45 PM	2	14	15	0	9	100	1	0	4	11	8	0	18	68	0	0	0	250	250
Total	7	56	63	1	39	374	19	0	12	63	37	0	77	295	4	0	1	1046	1047
02:00 PM	3	12	22	0	14	130	3	0	4	13	10	0	11	74	1	0	0	297	297
02:15 PM	4	21	19	0	21	130	6	0	1	10	12	0	16	79	0	0	0	319	319
02:30 PM	5	14	29	0	19	108	2	0	3	16	23	0	27	97	0	0	0	343	343
02:45 PM	2	16	29	1	8	141	9	0	3	15	31	0	30	102	0	0	1	386	387
Total	14	63	99	1	62	509	20	0	11	54	76	0	84	352	1	0	1	1345	1346

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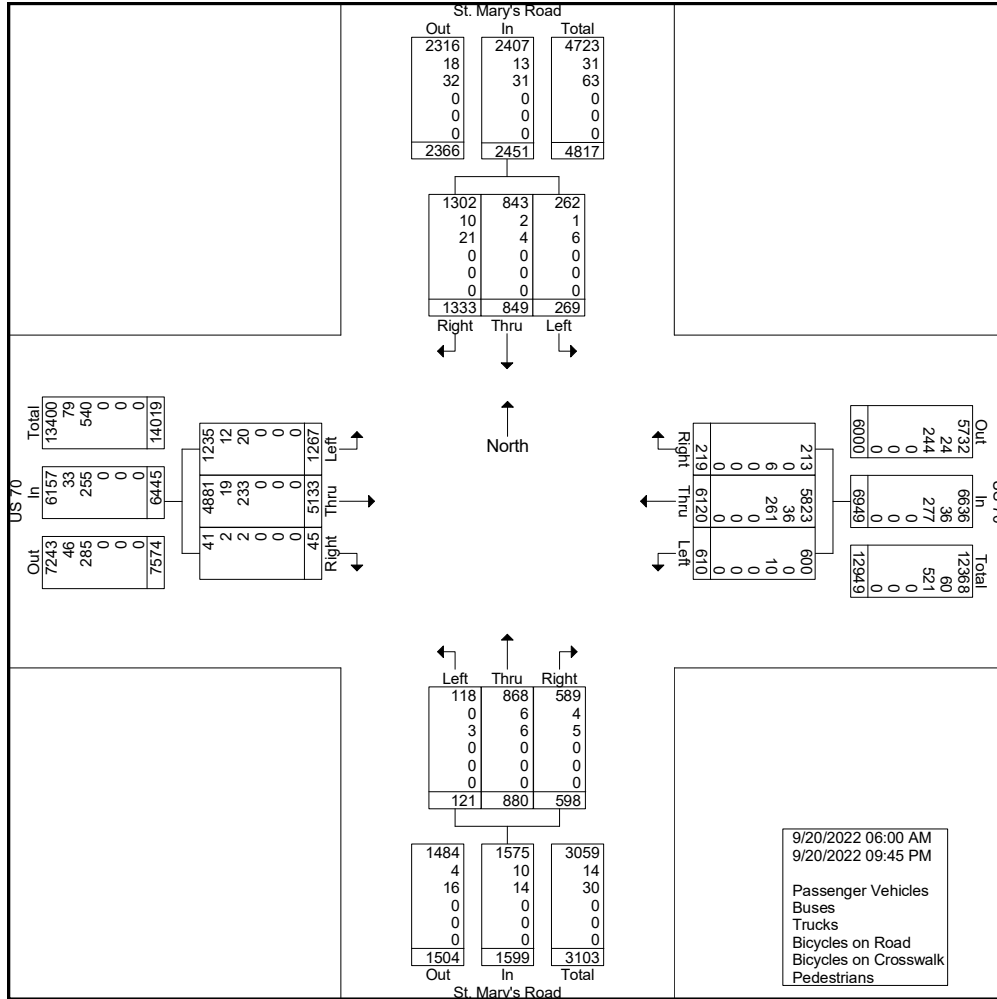
Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	St. Mary's Road Southbound				US 70 Westbound				St. Mary's Road Northbound				US 70 Eastbound				Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
03:00 PM	8	16	30	1	15	130	9	0	3	14	12	0	30	88	1	0	1	356	357
03:15 PM	2	21	22	0	12	142	3	0	2	20	7	0	17	83	0	0	0	331	331
03:30 PM	3	11	30	0	10	138	3	0	3	28	10	0	37	91	3	0	0	367	367
03:45 PM	7	17	34	0	10	177	4	0	1	23	15	0	22	103	0	0	0	413	413
Total	20	65	116	1	47	587	19	0	9	85	44	0	106	365	4	0	1	1467	1468
04:00 PM	5	19	33	0	12	119	0	0	3	23	17	0	39	121	1	0	0	392	392
04:15 PM	6	19	30	0	12	147	8	0	1	25	6	0	40	102	3	0	0	399	399
04:30 PM	7	17	19	0	15	159	4	0	6	13	9	0	26	76	1	0	0	352	352
04:45 PM	3	17	47	0	17	126	4	0	5	24	8	0	29	75	1	0	0	356	356
Total	21	72	129	0	56	551	16	0	15	85	40	0	134	374	6	0	0	1499	1499
05:00 PM	6	13	29	0	15	174	4	0	7	27	19	0	29	85	2	0	0	410	410
05:15 PM	5	29	44	0	10	162	5	0	3	9	11	0	32	89	2	0	0	401	401
05:30 PM	8	24	29	0	15	169	5	0	2	19	12	0	30	93	1	0	0	407	407
05:45 PM	6	15	31	0	6	184	7	0	3	11	9	0	15	78	2	0	0	367	367
Total	25	81	133	0	46	689	21	0	15	66	51	0	106	345	7	0	0	1585	1585
06:00 PM	3	9	25	0	12	128	5	0	3	24	10	0	37	90	1	0	0	347	347
06:15 PM	1	9	28	0	4	112	5	0	2	17	5	0	33	84	1	0	0	301	301
06:30 PM	4	11	30	0	7	128	3	0	1	19	7	0	27	71	2	0	0	310	310
06:45 PM	0	11	18	0	8	119	2	0	3	15	4	0	20	58	1	0	0	259	259
Total	8	40	101	0	31	487	15	0	9	75	26	0	117	303	5	0	0	1217	1217
07:00 PM	3	16	10	0	5	90	5	0	1	15	4	0	35	60	0	0	0	244	244
07:15 PM	3	5	12	0	10	77	2	0	0	16	6	0	23	69	1	0	0	224	224
07:30 PM	3	6	8	0	6	78	3	0	0	15	8	0	19	35	0	0	0	181	181
07:45 PM	0	8	11	0	5	78	3	0	0	11	5	0	23	45	0	0	0	189	189
Total	9	35	41	0	26	323	13	0	1	57	23	0	100	209	1	0	0	838	838
08:00 PM	2	2	5	0	4	60	1	0	1	10	5	0	13	41	0	0	0	144	144
08:15 PM	0	8	11	0	3	53	0	0	0	6	3	0	23	38	1	0	0	146	146
08:30 PM	0	4	8	0	3	60	4	0	1	16	4	0	16	22	0	0	0	138	138
08:45 PM	0	2	8	0	2	42	2	0	0	4	6	0	8	30	0	0	0	104	104
Total	2	16	32	0	12	215	7	0	2	36	18	0	60	131	1	0	0	532	532
09:00 PM	0	2	4	0	2	53	0	0	0	7	2	0	10	23	0	0	0	103	103
09:15 PM	0	4	4	0	3	41	1	0	0	5	1	0	15	24	0	0	0	98	98
09:30 PM	2	3	8	0	2	37	2	0	0	8	2	0	4	22	0	0	0	90	90
09:45 PM	1	1	6	0	1	40	1	0	0	5	5	0	4	14	0	0	0	78	78
Total	3	10	22	0	8	171	4	0	0	25	10	0	33	83	0	0	0	369	369
Grand Total	269	849	1333	4	610	6120	219	2	121	880	598	1	1267	5133	45	0	7	17444	17451
Apprch %	11	34.6	54.4		8.8	88.1	3.2		7.6	55	37.4		19.7	79.6	0.7				
Total %	1.5	4.9	7.6		3.5	35.1	1.3		0.7	5	3.4		7.3	29.4	0.3		0	100	
Passenger Vehicles	262	843	1302		600	5823	213		118	868	589		1235	4881	41		0	0	16775
% Passenger Vehicles	97.4	99.3	97.7	0	98.4	95.1	97.3	0	97.5	98.6	98.5	0	97.5	95.1	91.1	0	0	0	96.1
Buses	1	2	10		0	36	0		0	6	4		12	19	2		0	0	92
% Buses	0.4	0.2	0.8	0	0	0.6	0	0	0	0.7	0.7	0	0.9	0.4	4.4	0	0	0	0.5
Trucks	6	4	21		10	261	6		3	6	5		20	233	2		0	0	577
% Trucks	2.2	0.5	1.6	0	1.6	4.3	2.7	0	2.5	0.7	0.8	0	1.6	4.5	4.4	0	0	0	3.3
Bicycles on Road	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0		0	0	0		0	0	0		0	0	0		0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	0	7
% Pedestrians	0	0	0	100	0	0	0	100	0	0	0	100	0	0	0	0	0	0	0

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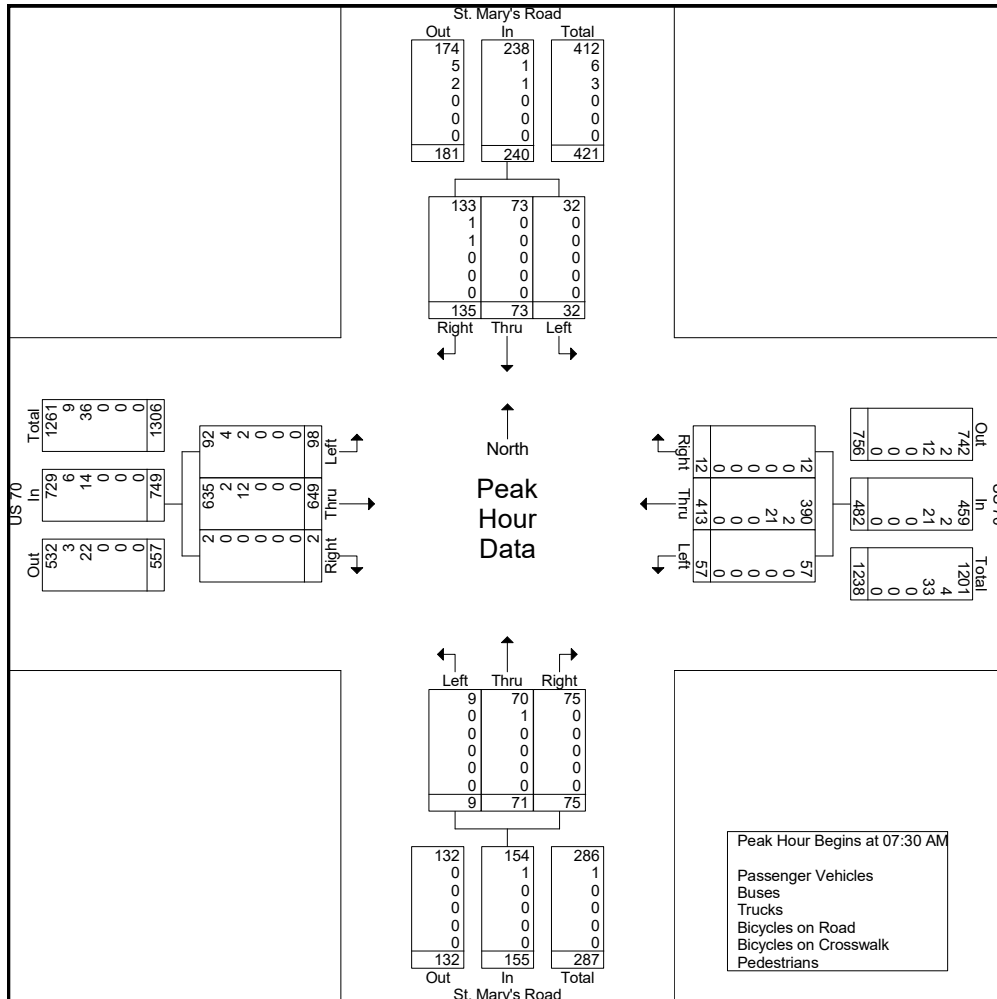


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 p: 919.829.0328 f: 919.833.0034

File Name : US70@StMary's
 Site Code :
 Start Date : 9/20/2022
 Page No : 4

Start Time	St. Mary's Road Southbound				US 70 Westbound				St. Mary's Road Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	14	27	52	93	24	90	2	116	3	30	30	63	15	142	1	158	430
07:45 AM	8	13	38	59	15	132	2	149	5	13	27	45	22	168	0	190	443
08:00 AM	6	16	17	39	11	85	3	99	0	20	12	32	37	188	0	225	395
08:15 AM	4	17	28	49	7	106	5	118	1	8	6	15	24	151	1	176	358
Total Volume	32	73	135	240	57	413	12	482	9	71	75	155	98	649	2	749	1626
% App. Total	13.3	30.4	56.2		11.8	85.7	2.5		5.8	45.8	48.4		13.1	86.6	0.3		
PHF	.571	.676	.649	.645	.594	.782	.600	.809	.450	.592	.625	.615	.662	.863	.500	.832	.918
Passenger Vehicles	32	73	133	238	57	390	12	459	9	70	75	154	92	635	2	729	1580
% Passenger Vehicles	100	100	98.5	99.2	100	94.4	100	95.2	100	98.6	100	99.4	93.9	97.8	100	97.3	97.2
Buses	0	0	1	1	0	2	0	2	0	1	0	1	4	2	0	6	10
% Buses	0	0	0.7	0.4	0	0.5	0	0.4	0	1.4	0	0.6	4.1	0.3	0	0.8	0.6
Trucks	0	0	1	1	0	21	0	21	0	0	0	0	2	12	0	14	36
% Trucks	0	0	0.7	0.4	0	5.1	0	4.4	0	0	0	0	2.0	1.8	0	1.9	2.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

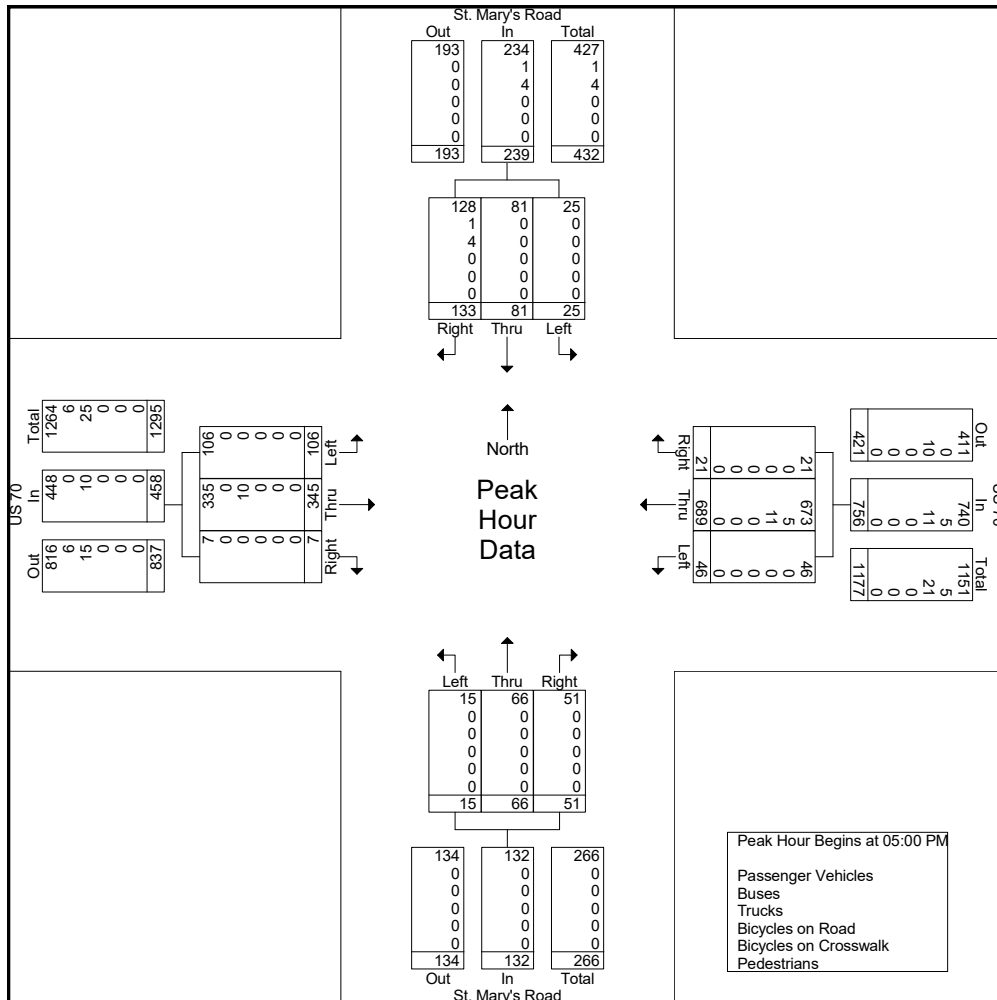


VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@StMary's
 Site Code :
 Start Date : 9/20/2022
 Page No : 5

Start Time	St. Mary's Road Southbound				US 70 Westbound				St. Mary's Road Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 09:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	13	29	48	15	174	4	193	7	27	19	53	29	85	2	116	410
05:15 PM	5	29	44	78	10	162	5	177	3	9	11	23	32	89	2	123	401
05:30 PM	8	24	29	61	15	169	5	189	2	19	12	33	30	93	1	124	407
05:45 PM	6	15	31	52	6	184	7	197	3	11	9	23	15	78	2	95	367
Total Volume	25	81	133	239	46	689	21	756	15	66	51	132	106	345	7	458	1585
% App. Total	10.5	33.9	55.6		6.1	91.1	2.8		11.4	50	38.6		23.1	75.3	1.5		
PHF	.781	.698	.756	.766	.767	.936	.750	.959	.536	.611	.671	.623	.828	.927	.875	.923	.966
Passenger Vehicles	25	81	128	234	46	673	21	740	15	66	51	132	106	335	7	448	1554
% Passenger Vehicles	100	100	96.2	97.9	100	97.7	100	97.9	100	100	100	100	100	97.1	100	97.8	98.0
Buses	0	0	1	1	0	5	0	5	0	0	0	0	0	0	0	0	6
% Buses	0	0	0.8	0.4	0	0.7	0	0.7	0	0	0	0	0	0	0	0	0.4
Trucks	0	0	4	4	0	11	0	11	0	0	0	0	0	10	0	10	25
% Trucks	0	0	3.0	1.7	0	1.6	0	1.5	0	0	0	0	0	2.9	0	2.2	1.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@PleasantGreen-MtHermon(u-turn)
 Site Code :
 Start Date : 9/20/2022
 Page No : 1

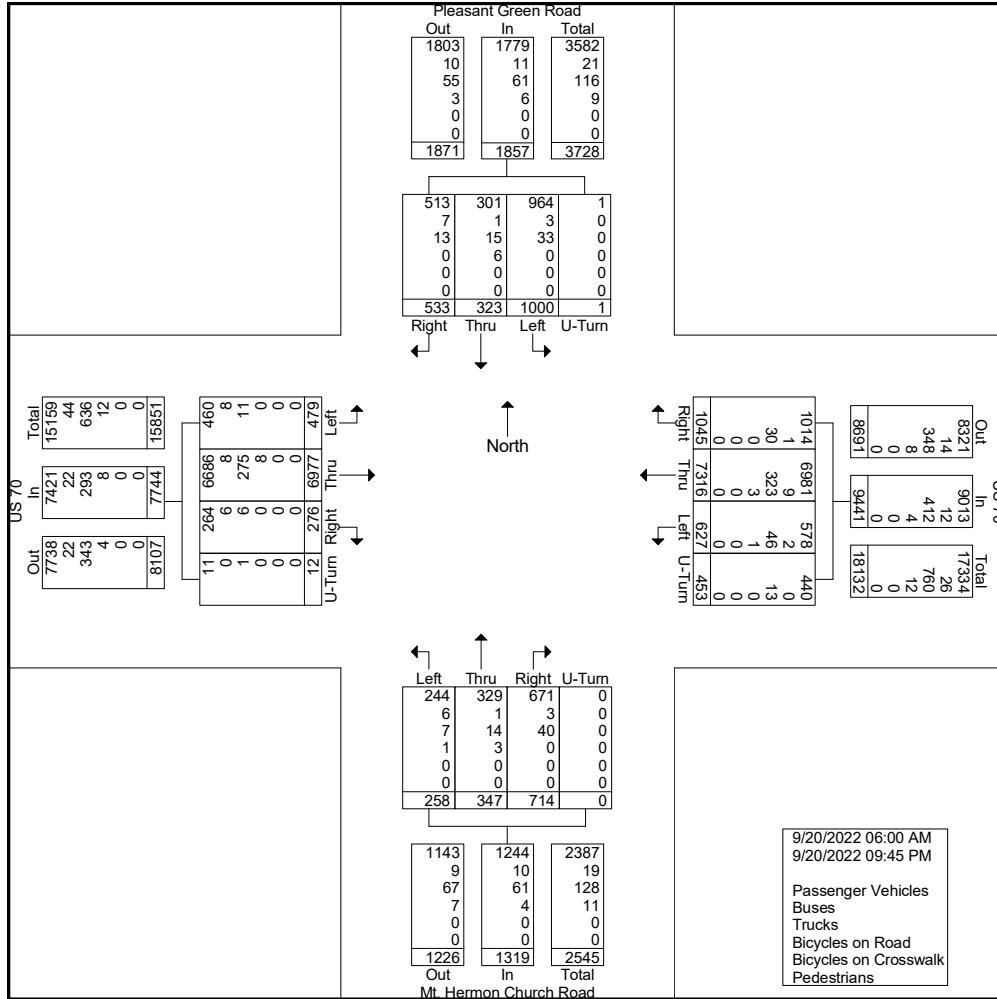
Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Pleasant Green Road Southbound				US 70 Westbound				Mt. Hermon Church Road Northbound				US 70 Eastbound				Int. Total
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	
06:00 AM	9	1	5	0	3	22	1	7	2	0	9	0	1	105	0	0	165
06:15 AM	13	1	1	0	2	11	0	8	0	0	11	0	3	117	1	0	168
06:30 AM	15	4	3	0	7	38	4	4	1	1	10	0	1	169	2	0	259
06:45 AM	22	8	6	0	12	75	11	10	0	2	7	0	5	138	2	0	298
Total	59	14	15	0	24	146	16	29	3	3	37	0	10	529	5	0	890
07:00 AM	20	12	5	0	11	76	6	5	1	1	15	0	2	156	8	0	318
07:15 AM	29	10	13	0	5	77	13	3	3	2	22	0	5	197	11	0	390
07:30 AM	38	13	13	0	9	122	11	3	6	3	20	0	5	213	8	0	464
07:45 AM	42	9	10	0	6	132	12	5	4	2	21	0	5	205	12	0	465
Total	129	44	41	0	31	407	42	16	14	8	78	0	17	771	39	0	1637
08:00 AM	25	18	6	0	16	96	15	5	2	2	14	0	8	214	16	1	438
08:15 AM	26	19	19	0	25	95	16	7	6	7	16	0	11	177	15	0	439
08:30 AM	37	9	9	0	12	93	9	3	15	10	24	0	8	194	8	0	431
08:45 AM	27	4	11	0	14	95	15	6	3	5	15	0	5	189	2	0	391
Total	115	50	45	0	67	379	55	21	26	24	69	0	32	774	41	1	1699
09:00 AM	20	4	12	0	13	77	17	5	2	4	14	0	7	131	4	0	310
09:15 AM	30	2	11	0	6	84	11	10	2	5	9	0	5	131	5	0	311
09:30 AM	19	6	9	0	14	80	13	7	2	6	13	0	10	129	3	0	311
09:45 AM	19	3	6	0	6	91	16	9	2	3	11	0	9	121	5	0	301
Total	88	15	38	0	39	332	57	31	8	18	47	0	31	512	17	0	1233
10:00 AM	7	4	7	0	6	95	12	9	3	1	5	0	11	105	1	1	267
10:15 AM	18	6	7	0	7	89	14	7	2	3	5	0	6	99	2	0	265
10:30 AM	19	6	9	0	8	68	19	8	2	6	10	0	11	83	3	1	253
10:45 AM	18	5	6	0	7	99	8	8	2	5	11	0	3	105	5	0	282
Total	62	21	29	0	28	351	53	32	9	15	31	0	31	392	11	2	1067
11:00 AM	10	3	12	0	6	105	8	7	3	1	8	0	6	100	4	0	273
11:15 AM	7	3	12	0	11	101	6	10	1	6	10	0	6	114	2	0	289
11:30 AM	19	3	10	0	5	105	9	11	2	4	7	0	8	103	4	0	290
11:45 AM	15	1	6	0	5	94	24	14	4	4	10	0	5	104	5	0	291
Total	51	10	40	0	27	405	47	42	10	15	35	0	25	421	15	0	1143
12:00 PM	17	7	8	0	8	103	22	9	2	6	15	0	6	87	4	0	294
12:15 PM	16	4	8	0	9	114	15	9	2	9	10	0	5	104	3	1	309
12:30 PM	21	1	8	0	14	115	16	8	5	4	11	0	6	100	1	0	310
12:45 PM	16	5	6	0	9	117	13	5	4	5	8	0	5	95	5	0	293
Total	70	17	30	0	40	449	66	31	13	24	44	0	22	386	13	1	1206
01:00 PM	5	3	6	0	12	129	13	14	4	7	14	0	5	96	7	0	315
01:15 PM	15	6	11	0	9	115	17	4	3	0	9	0	5	94	5	2	295
01:30 PM	18	0	7	0	9	89	18	5	2	12	5	0	9	103	5	0	282
01:45 PM	23	5	10	0	12	120	15	7	4	3	8	0	11	99	5	0	322
Total	61	14	34	0	42	453	63	30	13	22	36	0	30	392	22	2	1214
02:00 PM	15	6	11	0	12	130	12	8	6	2	10	0	7	94	4	1	318
02:15 PM	19	5	6	0	15	152	25	11	4	3	9	0	7	111	5	0	372
02:30 PM	12	5	6	0	7	148	19	8	5	6	9	0	14	100	7	0	346
02:45 PM	16	11	7	0	9	152	16	2	7	4	8	0	8	100	9	1	350
Total	62	27	30	0	43	582	72	29	22	15	36	0	36	405	25	2	1386

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Venture I
 940 Main Campus Drive, Suite 500
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File Name : US70@PleasantGreen-MtHermon(u-turn)
 Site Code :
 Start Date : 9/20/2022
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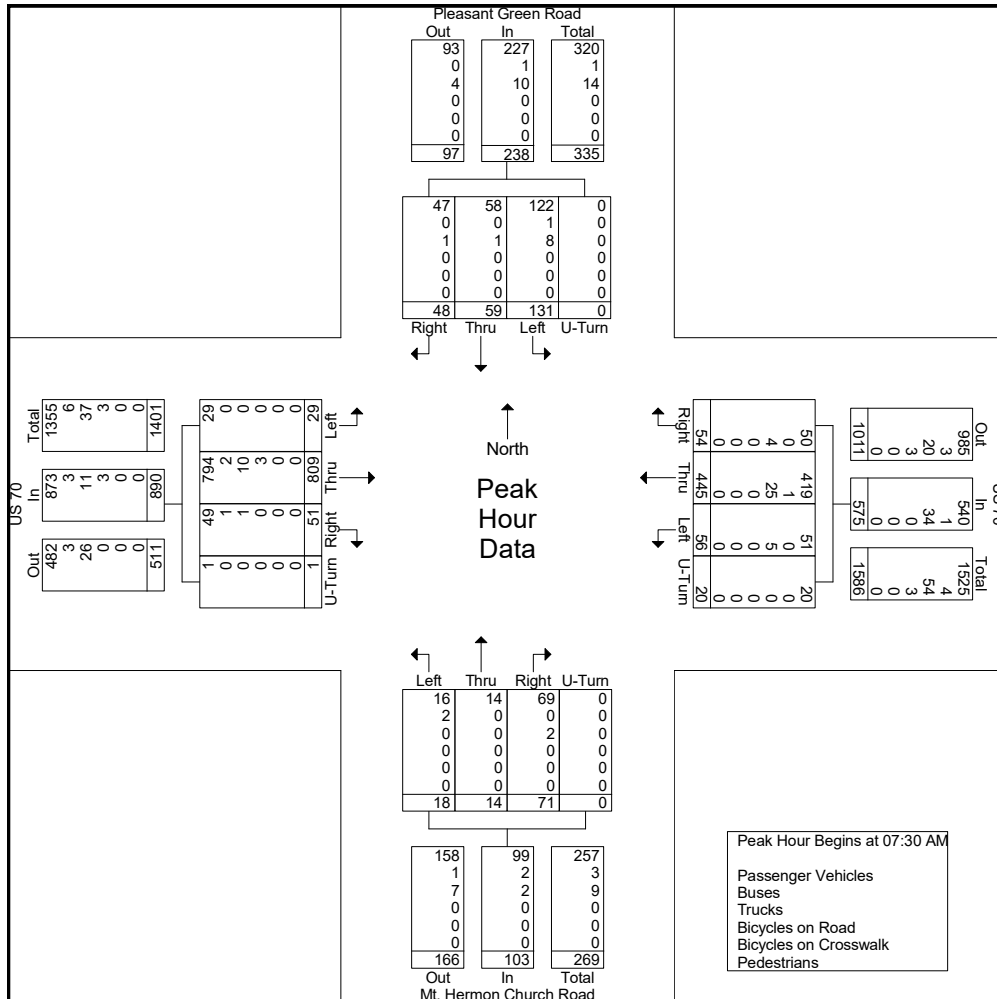


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Venture I
 940 Main Campus Drive, Suite 500
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 p: 919.829.0328 f: 919.833.0034

File Name : US70@PleasantGreen-MtHermon(u-turn)
 Site Code :
 Start Date : 9/20/2022
 Page No : 4

Start Time	Pleasant Green Road Southbound					US 70 Westbound					Mt. Hermon Church Road Northbound					US 70 Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	38	13	13	0	64	9	122	11	3	145	6	3	20	0	29	5	213	8	0	226	464
07:45 AM	42	9	10	0	61	6	132	12	5	155	4	2	21	0	27	5	205	12	0	222	465
08:00 AM	25	18	6	0	49	16	96	15	5	132	2	2	14	0	18	8	214	16	1	239	438
08:15 AM	26	19	19	0	64	25	95	16	7	143	6	7	16	0	29	11	177	15	0	203	439
Total Volume	131	59	48	0	238	56	445	54	20	575	18	14	71	0	103	29	809	51	1	890	1806
% App. Total	55	24.8	20.2	0		9.7	77.4	9.4	3.5		17.5	13.6	68.9	0		3.3	90.9	5.7	0.1		
PHF	.780	.776	.632	.000	.930	.560	.843	.844	.714	.927	.750	.500	.845	.000	.888	.659	.945	.797	.250	.931	.971
Passenger Vehicles	122	58	47	0	227	51	419	50	20	540	16	14	69	0	99	29	794	49	1	873	1739
% Passenger Vehicles	93.1	98.3	97.9	0	95.4	91.1	94.2	92.6	100	93.9	88.9	100	97.2	0	96.1	100	98.1	96.1	100	98.1	96.3
Buses	1	0	0	0	1	0	1	0	0	1	2	0	0	0	2	0	2	1	0	0	3
% Buses	0.8	0	0	0	0.4	0	0.2	0	0	0.2	11.1	0	0	0	1.9	0	0.2	2.0	0	0.3	0.4
Trucks	8	1	1	0	10	5	25	4	0	34	0	0	2	0	2	0	10	1	0	11	57
% Trucks	6.1	1.7	2.1	0	4.2	8.9	5.6	7.4	0	5.9	0	0	2.8	0	1.9	0	1.2	2.0	0	1.2	3.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.3	0.2
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

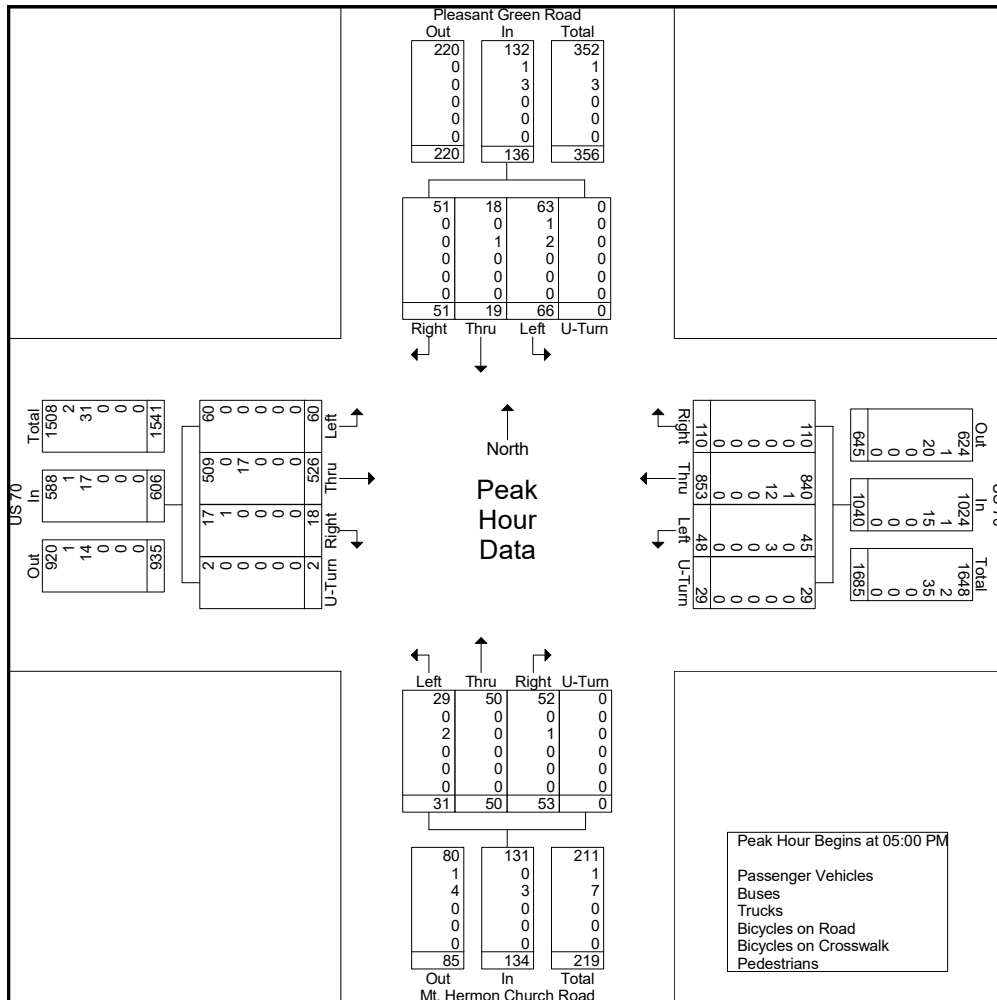


VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@PleasantGreen-MtHermon(u-turn)
 Site Code :
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Start Time	Pleasant Green Road Southbound					US 70 Westbound					Mt. Hermon Church Road Northbound					US 70 Eastbound					Int. Total
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	
Peak Hour Analysis From 12:00 PM to 09:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	12	5	15	0	32	14	219	30	8	271	10	12	23	0	45	12	132	6	1	151	499
05:15 PM	20	4	11	0	35	11	203	30	7	251	10	16	5	0	31	18	154	4	1	177	494
05:30 PM	19	6	14	0	39	11	219	25	8	263	6	16	15	0	37	14	141	3	0	158	497
05:45 PM	15	4	11	0	30	12	212	25	6	255	5	6	10	0	21	16	99	5	0	120	426
Total Volume	66	19	51	0	136	48	853	110	29	1040	31	50	53	0	134	60	526	18	2	606	1916
% App. Total	48.5	14	37.5	0		4.6	82	10.6	2.8		23.1	37.3	39.6	0		9.9	86.8	3	0.3		
PHF	.825	.792	.850	.000	.872	.857	.974	.917	.906	.959	.775	.781	.576	.000	.744	.833	.854	.750	.500	.856	.960
Passenger Vehicles	63	18	51	0	132	45	840	110	29	1024	29	50	52	0	131	60	509	17	2	588	1875
% Passenger Vehicles	95.5	94.7	100	0	97.1	93.8	98.5	100	100	98.5	93.5	100	98.1	0	97.8	100	96.8	94.4	100	97.0	97.9
Buses	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
% Buses	1.5	0	0	0	0.7	0	0.1	0	0	0.1	0	0	0	0	0	0	0	5.6	0	0.2	0.2
Trucks	2	1	0	0	3	3	12	0	0	15	2	0	1	0	3	0	17	0	0	17	38
% Trucks	3.0	5.3	0	0	2.2	6.3	1.4	0	0	1.4	6.5	0	1.9	0	2.2	0	3.2	0	0	2.8	2.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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Venture I
 940 Main Campus Drive, Suite 500
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 p: 919.829.0328 f: 919.833.0034

File Name : US70@NC751
 Site Code :
 Start Date : 9/20/2022
 Page No : 1

Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Driveway Southbound					US 70 Business (Hillsborough Road) Westbound					NC 751 Northbound					Driveway Northeastbound					US 70 Business (Hillsborough Road) Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Bear Right	Right	Peds	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds			
06:00 AM	0	0	0	0	0	9	0	13	0	0	0	2	0	1	0	0	0	0	0	0	0	42	11	0	0	0	78	78
06:15 AM	0	0	0	0	0	8	0	26	0	0	0	6	0	1	0	0	0	1	0	0	0	53	22	0	0	0	117	117
06:30 AM	0	0	0	0	0	12	0	32	0	0	0	8	0	2	0	0	0	0	0	0	0	55	25	0	0	0	134	134
06:45 AM	0	0	0	0	0	13	0	28	0	0	0	11	0	3	0	0	0	0	0	0	0	98	42	0	0	0	195	195
Total	0	0	0	0	0	42	0	99	0	0	0	27	0	7	0	0	0	1	0	0	0	248	100	0	0	0	524	524
07:00 AM	0	0	0	0	0	32	0	43	0	0	0	10	0	11	0	0	0	0	0	0	0	89	46	0	0	0	231	231
07:15 AM	0	0	0	0	0	30	0	49	0	0	0	7	0	6	0	0	0	0	0	0	0	86	46	0	0	0	224	224
07:30 AM	0	0	0	0	0	35	0	67	0	0	0	27	0	17	0	0	0	0	0	0	0	104	64	0	0	0	314	314
07:45 AM	0	0	0	0	0	55	0	59	0	0	0	20	0	15	0	0	0	0	0	0	0	112	79	0	0	0	340	340
Total	0	0	0	0	0	152	0	218	0	0	0	64	0	49	0	0	0	0	0	0	0	391	235	0	0	0	1109	1109
08:00 AM	0	0	0	0	0	40	0	62	0	0	0	22	0	28	0	0	0	0	0	0	0	90	68	0	0	0	310	310
08:15 AM	0	0	0	0	0	34	0	69	0	0	0	15	0	12	0	0	0	0	0	0	0	82	54	0	0	0	266	266
08:30 AM	0	0	0	0	0	34	0	53	0	0	0	15	0	9	0	0	0	0	1	0	0	73	62	0	0	0	247	247
08:45 AM	0	0	0	0	0	38	0	34	0	0	0	10	0	25	0	0	0	0	0	0	0	52	59	0	0	0	218	218
Total	0	0	0	0	0	146	0	218	0	0	0	62	0	74	0	0	0	0	1	0	0	297	243	0	0	0	1041	1041
09:00 AM	1	0	0	0	0	20	0	35	0	0	0	16	0	10	0	0	0	0	0	0	0	54	34	0	0	0	170	170
09:15 AM	1	0	0	0	0	26	0	35	1	0	0	15	0	14	0	0	0	0	0	0	0	52	32	0	0	0	176	176
09:30 AM	0	0	0	0	0	25	0	41	0	0	0	10	0	15	0	0	0	0	0	0	0	50	33	0	0	0	174	174
09:45 AM	0	0	0	0	0	24	0	36	0	0	0	15	0	15	0	0	0	0	0	0	0	45	27	0	0	0	162	162
Total	2	0	0	0	0	95	0	147	1	0	0	56	0	54	0	0	0	0	0	0	0	201	126	0	0	0	682	682
10:00 AM	0	0	0	0	0	26	0	41	0	0	0	15	0	13	0	0	0	1	0	0	0	50	18	0	0	0	164	164
10:15 AM	0	0	0	0	0	18	0	45	0	0	0	8	0	18	0	0	0	1	0	0	0	46	13	0	0	0	149	149
10:30 AM	0	0	0	0	0	12	0	46	0	0	0	16	0	15	0	0	0	0	0	0	0	47	21	0	0	0	157	157
10:45 AM	0	0	0	0	0	19	0	41	1	0	0	9	0	20	0	0	0	0	0	0	0	51	19	0	0	0	160	160
Total	0	0	0	0	0	75	0	173	1	0	0	48	0	66	0	0	0	2	0	0	0	194	71	0	0	0	630	630
11:00 AM	0	0	0	0	0	13	1	46	0	0	0	23	0	12	0	0	0	0	0	0	0	58	27	0	0	0	180	180
11:15 AM	0	0	0	0	0	22	0	60	0	0	0	24	0	17	0	0	0	1	0	0	0	56	18	0	0	0	198	198
11:30 AM	0	0	0	0	0	13	0	49	0	0	0	20	0	17	0	0	0	0	0	0	0	56	23	0	0	0	178	178
11:45 AM	0	0	0	0	0	21	0	57	0	0	0	32	0	27	0	0	0	0	0	0	0	60	22	0	0	0	219	219
Total	0	0	0	0	0	69	1	212	0	0	0	99	0	73	0	0	0	1	0	0	0	230	90	0	0	0	775	775
12:00 PM	0	0	0	0	0	14	0	58	0	0	0	18	0	20	0	0	0	0	1	0	0	48	21	0	0	0	180	180
12:15 PM	0	0	0	0	0	15	1	52	0	0	0	27	0	19	0	0	0	0	0	0	0	53	25	0	0	0	192	192
12:30 PM	1	0	0	0	0	21	0	60	1	0	0	24	0	25	0	0	0	1	0	0	0	61	25	0	0	0	219	219
12:45 PM	0	0	0	0	0	27	1	47	0	0	0	17	0	20	0	0	0	0	0	0	0	43	27	0	0	0	182	182
Total	1	0	0	0	0	77	2	217	1	0	0	86	0	84	0	0	0	1	1	0	0	205	98	0	0	0	773	773
01:00 PM	0	0	0	0	0	18	0	58	0	0	0	26	0	25	0	0	0	0	0	0	0	47	21	0	0	0	195	195
01:15 PM	0	0	0	0	0	23	0	55	0	0	0	18	0	19	0	0	0	0	0	0	0	47	21	0	0	0	183	183
01:30 PM	0	0	0	0	0	30	0	53	1	0	0	23	0	17	0	0	0	0	0	0	0	54	22	0	0	0	200	200
01:45 PM	0	0	0	0	0	18	0	63	0	0	0	23	0	26	0	0	0	0	0	0	0	63	9	0	0	0	202	202
Total	0	0	0	0	0	89	0	229	1	0	0	90	0	87	0	0	0	0	0	0	0	211	73	0	0	0	780	780
02:00 PM	0	0	0	0	0	18	0	64	0	0	0	15	0	20	0	0	0	0	0	0	1	51	21	0	0	0	190	190
02:15 PM	0	0	0	0	0	25	1	74	0	0	0	25	0	24	0	0	0	1	0	0	0	45	22	0	0	0	217	217
02:30 PM	0	0	0	0	0	26	0	56	0	0	0	32	0	33	0	0	0	0	0	0	0	60	26	0	0	0	233	233
02:45 PM	0	0	0	0	0	19	0	84	0	0	0	32	0	31	0	0	0	0	0	0	0	50	22	0	0	0	238	238
Total	0	0	0	0	0	88	1	278	0	0	0	104	0	108	0	0	0	1	0	0	1	206	91	0	0	0	878	878

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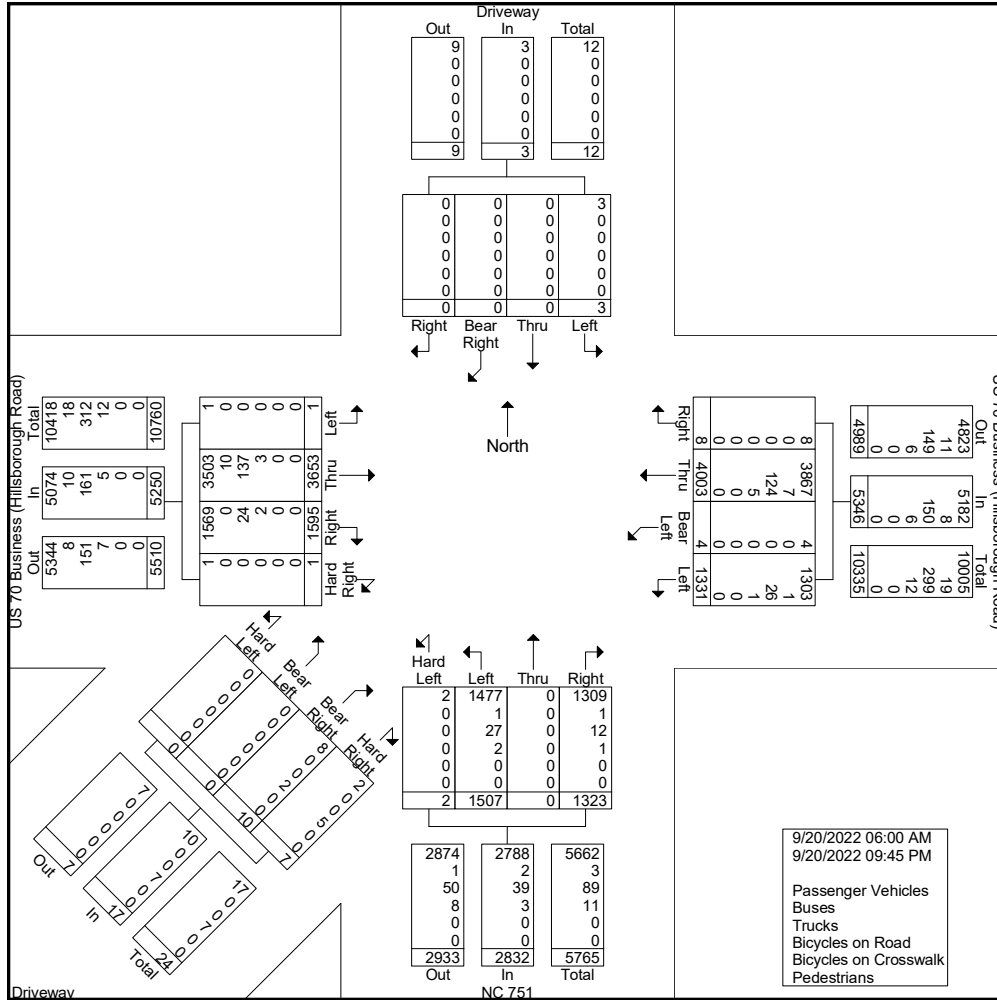
File Name : US70@NC751
 Site Code :
 Start Date : 9/20/2022
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Groups Printed- Passenger Vehicles - Buses - Trucks - Bicycles on Road - Bicycles on Crosswalk - Pedestrians

Start Time	Driveway Southbound					US 70 Business (Hillsborough Road) Westbound					NC 751 Northbound					Driveway Northeastbound					US 70 Business (Hillsborough Road) Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Bear Right	Right	Peds	Left	Bear Left	Thru	Right	Peds	Hard Left	Left	Thru	Right	Peds	Hard Left	Bear Left	Bear Right	Hard Right	Peds	Left	Thru	Right	Hard Right	Peds			
03:00 PM	0	0	0	0	0	22	0	80	0	0	0	29	0	28	0	0	0	0	0	0	0	62	23	0	0	0	244	244
03:15 PM	0	0	0	0	0	24	0	82	0	0	0	30	0	27	0	0	0	0	0	0	0	63	18	0	0	0	244	244
03:30 PM	0	0	0	0	0	17	0	101	0	0	0	53	0	44	0	0	0	0	0	0	0	68	14	0	0	0	297	297
03:45 PM	0	0	0	0	0	24	0	97	0	0	0	34	0	43	0	0	0	0	0	0	0	77	20	1	0	0	296	296
Total	0	0	0	0	0	87	0	360	0	0	0	146	0	142	0	0	0	0	0	0	0	270	75	1	0	0	1081	1081
04:00 PM	0	0	0	0	0	27	0	110	1	0	1	48	0	43	0	0	0	0	1	0	0	71	27	0	0	0	329	329
04:15 PM	0	0	0	0	0	18	0	104	0	0	0	52	0	36	0	0	0	0	0	0	0	73	30	0	0	0	313	313
04:30 PM	0	0	0	0	2	26	0	125	0	0	0	58	0	27	0	0	0	0	0	0	0	61	32	0	0	2	329	331
04:45 PM	0	0	0	0	0	19	0	114	0	0	0	78	0	33	0	0	0	0	0	0	0	81	31	0	0	0	356	356
Total	0	0	0	0	2	90	0	453	1	0	1	236	0	139	0	0	0	0	1	0	0	286	120	0	0	2	1327	1329
05:00 PM	0	0	0	0	0	24	0	145	0	0	0	69	0	41	0	0	0	0	0	0	0	77	27	0	0	0	383	383
05:15 PM	0	0	0	0	0	31	0	165	0	0	0	56	0	47	0	0	0	0	0	0	0	85	24	0	0	0	408	408
05:30 PM	0	0	0	0	0	48	0	162	1	0	0	59	0	46	1	0	0	0	0	0	0	73	22	0	0	1	411	412
05:45 PM	0	0	0	0	0	20	0	127	0	0	0	59	0	33	0	0	0	2	0	0	0	61	20	0	0	0	322	322
Total	0	0	0	0	0	123	0	599	1	0	0	243	0	167	1	0	0	2	0	0	0	296	93	0	0	1	1524	1525
06:00 PM	0	0	0	0	0	26	0	102	0	0	0	24	0	33	0	0	0	0	0	0	0	77	16	0	0	0	278	278
06:15 PM	0	0	0	0	0	20	0	77	0	0	0	28	0	36	1	0	0	0	0	1	0	75	26	0	0	2	262	264
06:30 PM	0	0	0	0	0	20	0	73	0	0	0	23	0	23	0	0	0	0	0	0	0	56	25	0	0	0	220	220
06:45 PM	0	0	0	0	0	19	0	79	0	0	0	21	0	25	0	0	0	1	4	1	0	48	16	0	0	1	213	214
Total	0	0	0	0	0	85	0	331	0	0	0	96	0	117	1	0	0	1	4	2	0	256	83	0	0	3	973	976
07:00 PM	0	0	0	0	0	21	0	74	0	0	0	24	0	16	0	0	0	0	0	0	0	40	21	0	0	0	196	196
07:15 PM	0	0	0	0	0	17	0	42	1	0	0	21	0	23	0	0	0	0	0	0	0	41	10	0	0	0	155	155
07:30 PM	0	0	0	0	0	12	0	57	0	0	0	17	0	12	0	0	0	0	0	0	0	50	10	0	0	0	158	158
07:45 PM	0	0	0	0	0	12	0	45	1	0	1	18	0	22	0	0	0	0	0	0	0	26	7	0	0	0	132	132
Total	0	0	0	0	0	62	0	218	2	0	1	80	0	73	0	0	0	0	0	0	0	157	48	0	0	0	641	641
08:00 PM	0	0	0	0	0	9	0	47	0	0	0	20	0	15	0	0	0	1	0	0	0	44	7	0	0	0	143	143
08:15 PM	0	0	0	0	0	4	0	31	0	0	0	8	0	19	0	0	0	0	0	0	0	42	9	0	0	0	113	113
08:30 PM	0	0	0	0	0	18	0	49	0	0	0	9	0	10	0	0	0	0	0	0	0	32	8	0	0	0	126	126
08:45 PM	0	0	0	0	0	6	0	34	0	0	0	10	0	7	0	0	0	0	0	0	0	18	15	0	0	0	90	90
Total	0	0	0	0	0	37	0	161	0	0	0	47	0	51	0	0	0	1	0	0	0	136	39	0	0	0	472	472
09:00 PM	0	0	0	0	0	5	0	33	0	0	0	9	0	12	0	0	0	0	0	0	0	28	3	0	0	0	90	90
09:15 PM	0	0	0	0	0	3	0	22	0	0	0	4	0	7	0	0	0	0	0	0	0	17	3	0	0	0	56	56
09:30 PM	0	0	0	0	0	1	0	23	0	0	0	7	0	10	0	0	0	0	0	0	0	12	1	0	0	0	54	54
09:45 PM	0	0	0	0	0	5	0	12	0	0	0	3	0	3	0	0	0	0	0	0	0	12	3	0	0	0	38	38
Total	0	0	0	0	0	14	0	90	0	0	0	23	0	32	0	0	0	0	0	0	0	69	10	0	0	0	238	238
Grand Total	3	0	0	0	2	1331	4	4003	8	0	2	1507	0	1323	2	0	0	10	7	2	1	3653	1595	1	0	6	13448	13454
Apprch %	100	0	0	0		24.9	0.1	74.9	0.1		0.1	53.2	0	46.7		0	0	58.8	41.2		0	69.6	30.4	0				
Total %	0	0	0	0		9.9	0	29.8	0.1		0	11.2	0	9.8		0	0	0.1	0.1		0	27.2	11.9	0		0	100	
Passenger Vehicles	3	0	0	0		1303	4	3867	8		2	1477	0	1309		0	0	8	2		1	3503	1569	1		0	0	13057
% Passenger Vehicles	100	0	0	0	0	97.9	100	96.6	100	0	100	98	0	98.9	0	0	0	80	28.6	0	100	95.9	98.4	100	0	0	0	97
Buses	0	0	0	0		1	0	7	0		0	1	0	1		0	0	0	0		0	10	0	0		0	0	20
% Buses	0	0	0	0	0	0.1	0	0.2	0	0	0	0.1	0	0.1	0	0	0	0	0	0	0	0.3	0	0	0	0	0	0.1
Trucks	0	0	0	0		26	0	124	0		0	27	0	12		0	0	0	0		0	137	24	0		0	0	350
% Trucks	0	0	0	0	0	2	0	3.1	0	0	0	1.8	0	0.9	0	0	0	0	0	0	0	3.8	1.5	0	0	0	0	2.6
Bicycles on Road	0	0	0	0		1	0	5	0		0	2	0	1		0	0	2	5		0	3	2	0		0	0	21
% Bicycles on Road	0	0	0	0	0	0.1	0	0.1	0	0	0	0.1	0	0.1	0	0	0	20	71.4	0	0	0.1	0.1	0	0	0	0	0.2
Bicycles on Crosswalk	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	3
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	100	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	3
% Pedestrians	0	0	0	0	100	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034



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Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@NC751
 Site Code :
 Start Date : 9/20/2022
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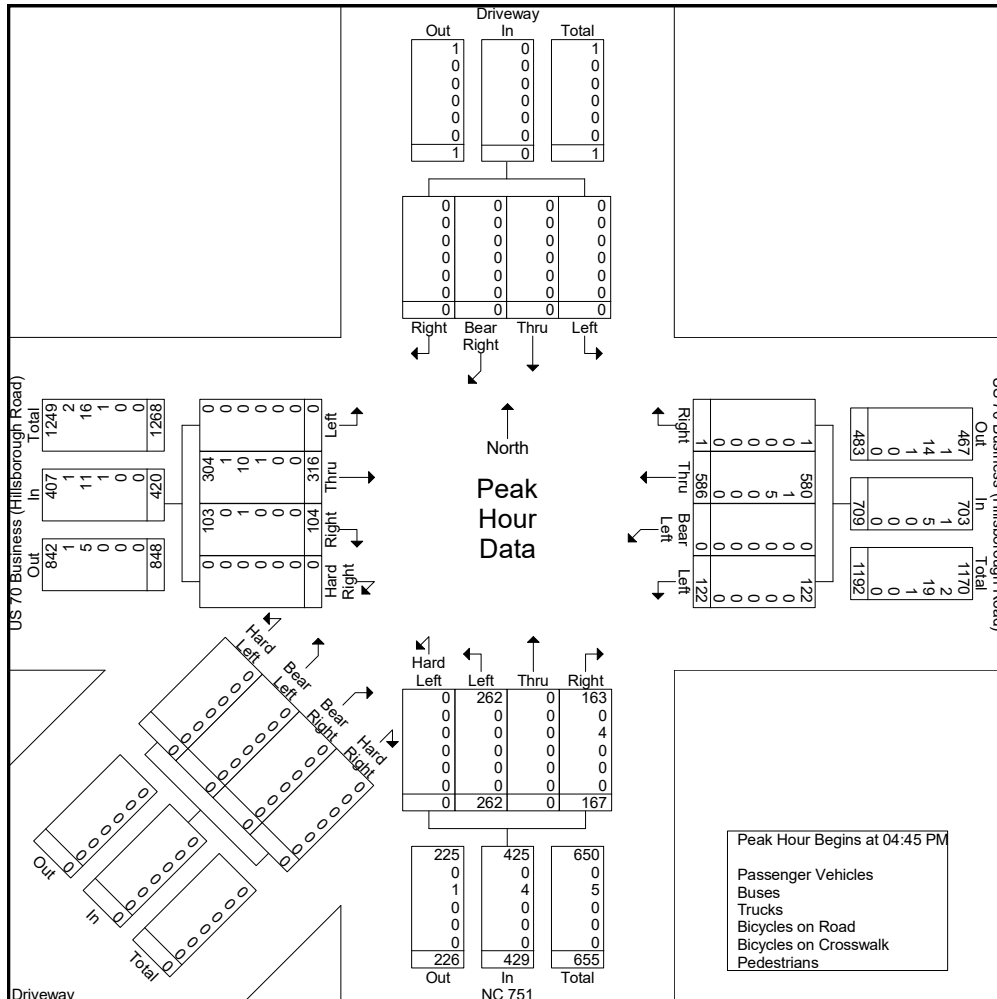
Start Time	Driveway Southbound					US 70 Business (Hillsborough Road) Westbound					NC 751 Northbound					Driveway Northeastbound					US 70 Business (Hillsborough Road) Eastbound					Int. Total
	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	35	0	67	0	102	0	27	0	17	44	0	0	0	0	0	0	104	64	0	168	314
07:45 AM	0	0	0	0	0	55	0	59	0	114	0	20	0	15	35	0	0	0	0	0	0	112	79	0	191	340
08:00 AM	0	0	0	0	0	40	0	62	0	102	0	22	0	28	50	0	0	0	0	0	0	90	68	0	158	310
08:15 AM	0	0	0	0	0	34	0	69	0	103	0	15	0	12	27	0	0	0	0	0	0	82	54	0	136	266
Total Volume	0	0	0	0	0	164	0	257	0	421	0	84	0	72	156	0	0	0	0	0	0	388	265	0	653	1230
% App. Total	0	0	0	0	0	39	0	61	0	0	0	53.8	0	46.2	0	0	0	0	0	0	0	59.4	40.6	0	0	0
PHF	.000	.000	.000	.000	.000	.745	.000	.931	.000	.923	.000	.778	.000	.643	.780	.000	.000	.000	.000	.000	.000	.866	.839	.000	.855	.904
Passenger Vehicles	0	0	0	0	0	156	0	249	0	405	0	83	0	72	155	0	0	0	0	0	0	376	263	0	639	1199
% Passenger Vehicles	0	0	0	0	0	95.1	0	96.9	0	96.2	0	98.8	0	100	99.4	0	0	0	0	0	0	96.9	99.2	0	97.9	97.5
Buses	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	0	0.8	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0.2
Trucks	0	0	0	0	0	8	0	6	0	14	0	0	0	0	0	0	0	0	0	0	0	11	2	0	13	27
% Trucks	0	0	0	0	0	4.9	0	2.3	0	3.3	0	0	0	0	0	0	0	0	0	0	0	2.8	0.8	0	2.0	2.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	1.2	0	0	0.6	0	0	0	0	0	0	0	0	0	0	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

VHB Engineering NC, P.C.

Venture I
 940 Main Campus Drive, Suite 500
 Raleigh, NC 27606
 p: 919.829.0328 f: 919.833.0034

File Name : US70@NC751
 Site Code :
 Start Date : 9/20/2022
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Start Time	Driveway Southbound					US 70 Business (Hillsborough Road) Westbound					NC 751 Northbound					Driveway Northeastbound					US 70 Business (Hillsborough Road) Eastbound					
	Left	Thru	Bear Right	Right	App. Total	Left	Bear Left	Thru	Right	App. Total	Hard Left	Left	Thru	Right	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 09:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	0	0	0	0	0	19	0	114	0	133	0	78	0	33	111	0	0	0	0	0	0	81	31	0	112	356
05:00 PM	0	0	0	0	0	24	0	145	0	169	0	69	0	41	110	0	0	0	0	0	0	77	27	0	104	383
05:15 PM	0	0	0	0	0	31	0	165	0	196	0	56	0	47	103	0	0	0	0	0	0	85	24	0	109	408
05:30 PM	0	0	0	0	0	48	0	162	1	211	0	59	0	46	105	0	0	0	0	0	0	73	22	0	95	411
Total Volume	0	0	0	0	0	122	0	586	1	709	0	262	0	167	429	0	0	0	0	0	0	316	104	0	420	1558
% App. Total	0	0	0	0	0	17.2	0	82.7	0.1		0	61.1	0	38.9		0	0	0	0	0	0	75.2	24.8	0		
PHF	.000	.000	.000	.000	.000	.635	.000	.888	.250	.840	.000	.840	.000	.888	.966	.000	.000	.000	.000	.000	.000	.929	.839	.000	.938	.948
Passenger Vehicles	0	0	0	0	0	122	0	580	1	703	0	262	0	163	425	0	0	0	0	0	0	304	103	0	407	1535
% Passenger Vehicles	0	0	0	0	0	100	0	99.0	100	99.2	0	100	0	97.6	99.1	0	0	0	0	0	0	96.2	99.0	0	96.9	98.5
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0	0.2	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0.1
Trucks	0	0	0	0	0	0	0	5	0	5	0	0	0	4	4	0	0	0	0	0	0	10	1	0	11	20
% Trucks	0	0	0	0	0	0	0	0.9	0	0.7	0	0	0	2.4	0.9	0	0	0	0	0	0	3.2	1.0	0	2.6	1.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	0.1
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Level of Service (LOS) Analysis Reports

US 70 West Corridor Study
 1: Third Street & US 70 (Center Street)

Existing (2022)
 AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	333	94	12	238	8	109	33	41	18	47	11
Future Volume (vph)	8	333	94	12	238	8	109	33	41	18	47	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			-5%			-1%	
Storage Length (ft)	100		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.967			0.995			0.970			0.981	
Fl _t Protected	0.950			0.950				0.971			0.988	
Satd. Flow (prot)	1770	1801	0	1787	1872	0	0	1798	0	0	1814	0
Fl _t Permitted	0.571			0.367				0.780			0.900	
Satd. Flow (perm)	1064	1801	0	690	1872	0	0	1445	0	0	1653	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		666			543			111			756	
Travel Time (s)		18.2			14.8			2.2			14.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	9	370	104	13	264	9	121	37	46	20	52	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	474	0	13	273	0	0	204	0	0	84	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8 9			4	
Permitted Phases	2			6			8 9			4		
Detector Phase	2	2		6	6		8 9	8 9		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0					7.0	7.0	
Minimum Split (s)	18.8	18.8		16.8	16.8					19.5	19.5	
Total Split (s)	21.0	21.0		21.0	21.0					21.8	21.8	
Total Split (%)	35.0%	35.0%		35.0%	35.0%					36.3%	36.3%	
Maximum Green (s)	15.2	15.2		15.2	15.2					16.3	16.3	
Yellow Time (s)	4.0	4.0		4.0	4.0					3.9	3.9	
All-Red Time (s)	1.8	1.8		1.8	1.8					1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8		-0.8	-0.8						-0.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2					1.0	1.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max					None	None	
Walk Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
Flash Dont Walk (s)	9.0	9.0		7.0	7.0					10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0					0	0	
Act Effct Green (s)	26.9	26.9		26.9	26.9			23.1			10.9	
Actuated g/C Ratio	0.45	0.45		0.45	0.45			0.38			0.18	
v/c Ratio	0.02	0.59		0.04	0.33			0.37			0.28	
Control Delay	11.1	17.2		12.9	13.9			14.7			22.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	

Lane Group	Ø8	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Fr _t		
Fl _t Protected		
Satd. Flow (prot)		
Fl _t Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	8	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	21.8	17.2
Total Split (s)	21.8	17.2
Total Split (%)	36%	29%
Maximum Green (s)	17.0	12.0
Yellow Time (s)	3.8	4.0
All-Red Time (s)	1.0	1.2
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)	4.0	4.0
Flash Dont Walk (s)	13.0	8.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		

US 70 West Corridor Study
 1: Third Street & US 70 (Center Street)

Existing (2022)
 AM Peak Hour

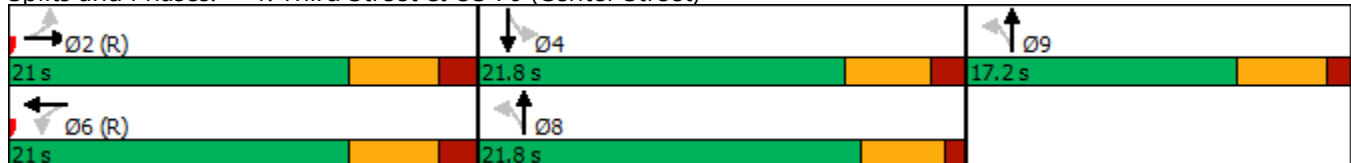


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	11.1	17.2		12.9	13.9			14.7			22.5	
LOS	B	B		B	B			B			C	
Approach Delay		17.1			13.9			14.7			22.5	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	2	120		3	67			52			27	
Queue Length 95th (ft)	10	236		12	96			84			55	
Internal Link Dist (ft)		586			463			31			676	
Turn Bay Length (ft)	100			50								
Base Capacity (vph)	477	808		309	839			656			462	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.02	0.59		0.04	0.33			0.31			0.18	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 16.2
 Intersection LOS: B
 Intersection Capacity Utilization 48.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 1: Third Street & US 70 (Center Street)



Lane Group	Ø8	Ø9
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM 6th Edition methodology does not support non-NEMA phasing.

US 70 West Corridor Study
 2: Fourth Street & US 70 (Center Street)

Existing (2022)
 AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	374	9	8	232	2	21	9	12	0	0	0
Future Volume (vph)	5	374	9	8	232	2	21	9	12	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			2%			-2%			0%	
Storage Length (ft)	75		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.996			0.999			0.962				
Fl _t Protected	0.950			0.950				0.976				
Satd. Flow (prot)	1796	1883	0	1752	1842	0	0	1766	0	0	0	0
Fl _t Permitted	0.599			0.483				0.976				
Satd. Flow (perm)	1133	1883	0	891	1842	0	0	1766	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		543			437			156			690	
Travel Time (s)		14.8			11.9			3.0			13.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	416	10	9	258	2	23	10	13	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	426	0	9	260	0	0	46	0	0	0	0
Turn Type	D.Pm	NA		D.Pm	NA		Perm	NA				
Protected Phases		2			6			3 4 8				
Permitted Phases	6			2			3 4 8					
Detector Phase	6	2		2	6		3 4 8	3 4 8				
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0							
Minimum Split (s)	19.1	19.1		19.1	19.1							
Total Split (s)	25.4	25.4		25.4	25.4							
Total Split (%)	42.3%	42.3%		42.3%	42.3%							
Maximum Green (s)	20.3	20.3		20.3	20.3							
Yellow Time (s)	3.3	3.3		3.3	3.3							
All-Red Time (s)	1.8	1.8		1.8	1.8							
Lost Time Adjust (s)	-0.1	-0.1		-0.1	-0.1							
Total Lost Time (s)	5.0	5.0		5.0	5.0							
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2							
Recall Mode	C-Max	C-Max		C-Max	C-Max							
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	7.0	7.0		7.0	7.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)	42.7	42.7		42.7	42.7			16.1				
Actuated g/C Ratio	0.71	0.71		0.71	0.71			0.27				
v/c Ratio	0.01	0.32		0.01	0.20			0.10				
Control Delay	7.8	6.4		6.6	5.6			14.4				
Queue Delay	0.0	0.0		0.0	0.0			0.0				

Lane Group	Ø3	Ø4	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Fr _t			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	3	4	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	20.0	14.6	11.8
Total Split (s)	20.0	14.6	14.6
Total Split (%)	33%	24%	24%
Maximum Green (s)	15.0	10.0	9.8
Yellow Time (s)	4.0	3.2	3.1
All-Red Time (s)	1.0	1.4	1.7
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	2.0	2.0	2.0
Recall Mode	None	None	None
Walk Time (s)	4.0	4.0	
Flash Dont Walk (s)	11.0	6.0	
Pedestrian Calls (#/hr)	0	0	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			

Lane Group	Ø3	Ø4	Ø8
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

HCM 6th Edition methodology expects standard NEMA quad ring-barrier structure. Does not support multiple barriers.

US 70 West Corridor Study
3: Fifth Street & US 70 (Center Street)

Existing (2022)
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	204	162	105	159	38	89	156	67	40	246	16
Future Volume (vph)	12	204	162	105	159	38	89	156	67	40	246	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			3%	
Storage Length (ft)	100		125	125		0	0		0	50		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.971				0.850		0.991	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1663	1835	1575	1701	1715	0	1728	1854	1576	1693	1814	0
Fl _t Permitted	0.616			0.605			0.423			0.648		
Satd. Flow (perm)	1078	1835	1575	1083	1715	0	769	1854	1576	1155	1814	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			35			30	
Link Distance (ft)		437			1801			191			818	
Travel Time (s)		11.9			35.1			3.7			18.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	8%	3%	2%	4%	6%	3%	5%	3%	3%	5%	2%	6%
Adj. Flow (vph)	13	227	180	117	177	42	99	173	74	44	273	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	227	180	117	219	0	99	173	74	44	291	0
Turn Type	D.Pm	NA pm+ov		D.Pm	NA		D.P+P	NA	Perm	D.Pm	NA	
Protected Phases		2	3		6		3	8			4	
Permitted Phases	6		2	2			4		8	8		
Detector Phase	6	2	3	2	6		3	8	8	8	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	7.0	10.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	20.4	16.4	13.4	16.4	20.4		13.4	13.4	13.4	13.4	13.4	
Total Split (s)	23.0	23.0	14.0	23.0	23.0		14.0	37.0	37.0	37.0	23.0	
Total Split (%)	38.3%	38.3%	23.3%	38.3%	38.3%		23.3%	61.7%	61.7%	61.7%	38.3%	
Maximum Green (s)	16.6	16.6	7.6	16.6	16.6		7.6	30.6	30.6	30.6	16.6	
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6		3.0	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.8	2.8	3.4	2.8	2.8		3.4	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-1.4		-1.4	-1.4	-1.4	-1.4	-1.4	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag			Lead				Lead				Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0		2.0	2.0	2.0	2.0	1.0	
Recall Mode	C-Min	C-Min	None	C-Min	C-Min		None	None	None	None	None	
Walk Time (s)	4.0				4.0							
Flash Dont Walk (s)	10.0				10.0							
Pedestrian Calls (#/hr)	0				0							
Act Effct Green (s)	22.4	22.4	35.9	22.4	22.4		22.6	27.6	27.6	27.6	14.1	
Actuated q/C Ratio	0.37	0.37	0.60	0.37	0.37		0.38	0.46	0.46	0.46	0.24	
v/c Ratio	0.03	0.33	0.19	0.29	0.34		0.23	0.20	0.10	0.08	0.68	
Control Delay	19.4	22.9	3.6	17.5	16.8		9.8	9.4	8.4	8.2	29.1	

US 70 West Corridor Study
 3: Fifth Street & US 70 (Center Street)

Existing (2022)
 AM Peak Hour

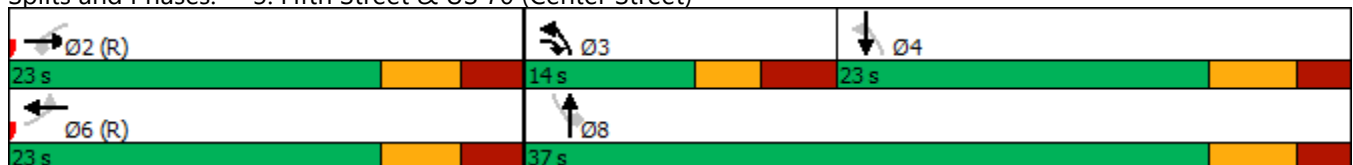


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	22.9	3.6	17.5	16.8		9.8	9.4	8.4	8.2	29.1	
LOS	B	C	A	B	B		A	A	A	A	C	
Approach Delay		14.5			17.1			9.3			26.4	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)	4	68	12	29	56		19	35	14	8	95	
Queue Length 95th (ft)	m9	81	10	73	117		35	56	28	20	153	
Internal Link Dist (ft)		357			1721			111			738	
Turn Bay Length (ft)	100		125	125						50		
Base Capacity (vph)	402	685	955	404	640		439	988	840	616	544	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.03	0.33	0.19	0.29	0.34		0.23	0.18	0.09	0.07	0.53	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 16.6 Intersection LOS: B
 Intersection Capacity Utilization 55.5% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Fifth Street & US 70 (Center Street)



US 70 West Corridor Study
3: Fifth Street & US 70 (Center Street)

Existing (2022)
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	204	162	105	159	38	89	156	67	40	246	16
Future Volume (veh/h)	12	204	162	105	159	38	89	156	67	40	246	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1776	1850	1864	1746	1717	1761	1864	1894	1894	1773	1817	1758
Adj Flow Rate, veh/h	13	227	180	117	177	42	99	173	74	44	273	18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	8	3	2	4	6	3	5	3	3	5	2	6
Cap, veh/h	441	5132	4569	436	3721	883	329	363	307	356	360	24
Arrive On Green	0.38	1.00	1.00	0.19	1.00	1.00	0.12	0.19	0.19	0.14	0.21	0.22
Sat Flow, veh/h	1691	1850	1580	1663	1341	318	1776	1894	1605	1688	1686	111
Grp Volume(v), veh/h	13	227	180	117	0	219	99	173	74	44	0	291
Grp Sat Flow(s),veh/h/ln	1691	1850	1580	1663	0	1660	1776	1894	1605	1688	0	1797
Q Serve(q_s), s	0.8	0.0	0.0	7.7	0.0	0.0	1.2	4.9	2.3	2.4	0.0	9.1
Cycle Q Clear(g_c), s	0.8	0.0	0.0	7.7	0.0	0.0	1.2	4.9	2.3	2.4	0.0	9.1
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	0	5132	4569	0	0	4604	329	363	307	0	0	384
V/C Ratio(X)	0.00	0.04	0.04	0.00	0.00	0.05	0.30	0.48	0.24	0.00	0.00	0.76
Avail Cap(c_a), veh/h	0	5132	4569	0	0	4604	386	1010	856	0	0	539
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.96	0.96	0.96	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	12.4	21.6	20.6	0.0	0.0	22.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.4	0.1	0.0	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.6	2.0	0.8	0.0	0.0	3.8
Unsiq. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	12.6	21.9	20.7	0.0	0.0	24.3
LnGrp LOS	A	A	A	A	A	A	B	C	C	A	A	C
Approach Vol, veh/h		420			336			346			335	
Approach Delay, s/veh		0.0			0.0			19.0			21.1	
Approach LOS		A			A			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	174.1	12.1	17.8	16.4	174.1	13.4	16.5				
Change Period (Y+Rc), s	* 6.4	* 6.4	6.4	6.4	* 6.4	* 6.4	6.4	6.4				
Max Green Setting (Gmax)*s17	* 17	* 17	7.6	16.6	* 17	* 17	30.6	30.6				
Max Q Clear Time (q_c+11), s	9.7	2.0	3.2	11.1	2.8	2.0	4.4	6.9				
Green Ext Time (p_c), s	0.1	1.7	0.0	0.3	0.0	1.0	0.0	0.7				

Intersection Summary

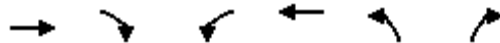
HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A

Notes

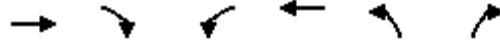
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

US 70 West Corridor Study
4: SR 1114 (Buckhorn Road) & US 70

Existing (2022)
AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻	↻	
Traffic Volume (vph)	212	348	249	217	112	156
Future Volume (vph)	212	348	249	217	112	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	-1%	
Storage Length (ft)		0	175		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.916				0.921	
Flt Protected			0.950		0.980	
Satd. Flow (prot)	1700	0	1704	1845	1621	0
Flt Permitted			0.172		0.980	
Satd. Flow (perm)	1700	0	308	1845	1621	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	35	
Link Distance (ft)	1365			1294	508	
Travel Time (s)	20.7			19.6	9.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	7%	4%	4%	8%
Adj. Flow (vph)	236	387	277	241	124	173
Shared Lane Traffic (%)						
Lane Group Flow (vph)	623	0	277	241	297	0
Turn Type	NA		D.P+P	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases			2			
Detector Phase	2		1	6	8	
Switch Phase						
Minimum Initial (s)	12.0		7.0	12.0	7.0	
Minimum Split (s)	19.0		14.0	19.0	14.0	
Total Split (s)	29.0		14.0	43.0	17.0	
Total Split (%)	48.3%		23.3%	71.7%	28.3%	
Maximum Green (s)	22.0		7.0	36.0	10.0	
Yellow Time (s)	5.0		5.0	5.0	5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	0.2		0.2	0.2	0.2	
Recall Mode	Min		None	Min	None	
Act Effct Green (s)	23.2		32.2	37.2	12.0	
Actuated g/C Ratio	0.39		0.54	0.63	0.20	
v/c Ratio	0.94		0.73	0.21	0.91	
Control Delay	42.4		23.6	5.2	58.1	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	42.4		23.6	5.2	58.1	
LOS	D		C	A	E	

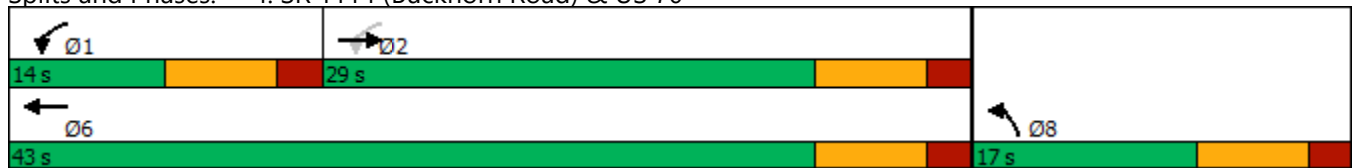


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	42.4			15.1	58.1	
Approach LOS	D			B	E	
Queue Length 50th (ft)	205		41	31	106	
Queue Length 95th (ft)	#395		#145	56	#236	
Internal Link Dist (ft)	1285			1214	428	
Turn Bay Length (ft)			175			
Base Capacity (vph)	689		379	1184	328	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.90		0.73	0.20	0.91	

Intersection Summary

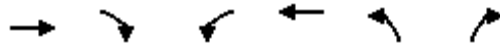
Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 59.2
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 35.8 Intersection LOS: D
 Intersection Capacity Utilization 74.6% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: SR 1114 (Buckhorn Road) & US 70



US 70 West Corridor Study
4: SR 1114 (Buckhorn Road) & US 70

Existing (2022)
AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻	↻	
Traffic Volume (veh/h)	212	348	249	217	112	156
Future Volume (veh/h)	212	348	249	217	112	156
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1874	1919	1879	1819
Adj Flow Rate, veh/h	236	387	277	241	124	173
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	2	7	4	4	8
Cap, veh/h	253	415	421	1214	139	194
Arrive On Green	0.40	0.40	0.15	0.63	0.20	0.20
Sat Flow, veh/h	632	1037	1784	1919	695	970
Grp Volume(v), veh/h	0	623	277	241	298	0
Grp Sat Flow(s),veh/h/ln	0	1669	1784	1919	1670	0
Q Serve(q_s), s	0.0	21.4	5.0	3.2	10.4	0.0
Cycle Q Clear(g_c), s	0.0	21.4	5.0	3.2	10.4	0.0
Prop In Lane		0.62	1.00		0.42	0.58
Lane Grp Cap(c), veh/h	0	668	421	1214	334	0
V/C Ratio(X)	0.00	0.93	0.66	0.20	0.89	0.00
Avail Cap(c_a), veh/h	0	668	423	1217	334	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.2	11.8	4.6	23.3	0.0
Incr Delay (d2), s/veh	0.0	19.7	3.0	0.0	23.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	10.0	1.6	0.7	5.9	0.0
Unsiq. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	36.9	14.8	4.6	47.1	0.0
LnGrp LOS	A	D	B	A	D	A
Approach Vol, veh/h	623			518	298	
Approach Delay, s/veh	36.9			10.1	47.1	
Approach LOS	D			B	D	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.9	29.0			42.9	17.0
Change Period (Y+Rc), s	7.0	7.0			7.0	7.0
Max Green Setting (Gmax), s	7.0	22.0			36.0	10.0
Max Q Clear Time (q_c+1), s	7.0	23.4			5.2	12.4
Green Ext Time (p_c), s	0.0	0.0			0.2	0.0
Intersection Summary						
HCM 6th Ctrl Delay			29.3			
HCM 6th LOS			C			

US 70 West Corridor Study
 5: SR 1004 (Efland-Cedar Grove Road) & US 70

Existing (2022)
 AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	9	206	113	8	100	37	42	89	6	133	328	15
Future Volume (vph)	9	206	113	8	100	37	42	89	6	133	328	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			2%			-1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frts		0.953			0.966			0.994			0.996	
Flt Protected		0.999			0.997			0.985			0.986	
Satd. Flow (prot)	0	1779	0	0	1764	0	0	1817	0	0	1810	0
Flt Permitted		0.990			0.968			0.802			0.853	
Satd. Flow (perm)	0	1763	0	0	1713	0	0	1479	0	0	1566	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1945			1719			427			946	
Travel Time (s)		29.5			26.0			8.3			14.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	2%	3%	2%	5%	2%	2%	2%	2%	3%
Adj. Flow (vph)	10	229	126	9	111	41	47	99	7	148	364	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	365	0	0	161	0	0	153	0	0	529	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	19.0	19.0		19.0	19.0		14.0	14.0		14.0	14.0	
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		56.7%	56.7%		56.7%	56.7%	
Maximum Green (s)	19.0	19.0		19.0	19.0		27.0	27.0		27.0	27.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		16.6			16.6			20.0			20.0	
Actuated q/C Ratio		0.35			0.35			0.43			0.43	
v/c Ratio		0.59			0.27			0.24			0.79	
Control Delay		18.6			14.2			9.7			21.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.6			14.2			9.7			21.6	
LOS		B			B			A			C	
Approach Delay		18.6			14.2			9.7			21.6	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)		77			30			22			102	

US 70 West Corridor Study
 5: SR 1004 (Efland-Cedar Grove Road) & US 70

Existing (2022)
 AM Peak Hour

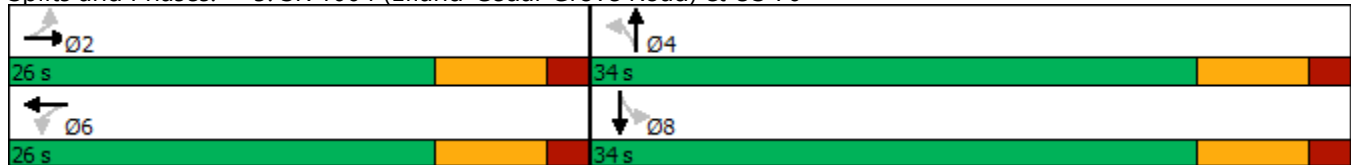


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		182			80			60			244	
Internal Link Dist (ft)		1865			1639			347			866	
Turn Bay Length (ft)												
Base Capacity (vph)		819			796			949			1005	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.45			0.20			0.16			0.53	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 47
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 18.2
 Intersection LOS: B
 Intersection Capacity Utilization 61.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 5: SR 1004 (Efland-Cedar Grove Road) & US 70



US 70 West Corridor Study
 5: SR 1004 (Efland-Cedar Grove Road) & US 70

Existing (2022)
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	9	206	113	8	100	37	42	89	6	133	328	15
Future Volume (veh/h)	9	206	113	8	100	37	42	89	6	133	328	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1949	1949	1919	1847	1832	1847	1864	1909	1909	1847	1847	1832
Adj Flow Rate, veh/h	10	229	126	9	111	41	47	99	7	148	364	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	4	2	3	2	5	2	2	2	2	3
Cap, veh/h	102	415	223	111	440	155	255	480	30	270	477	21
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	22	1172	630	41	1240	438	346	1224	75	391	1215	53
Grp Volume(v), veh/h	365	0	0	161	0	0	153	0	0	529	0	0
Grp Sat Flow(s),veh/h/ln	1824	0	0	1719	0	0	1646	0	0	1660	0	0
Q Serve(q_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.9	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	0.0	2.6	0.0	0.0	2.1	0.0	0.0	11.1	0.0	0.0
Prop In Lane	0.03		0.35	0.06		0.25	0.31		0.05	0.28		0.03
Lane Grp Cap(c), veh/h	740	0	0	706	0	0	765	0	0	768	0	0
V/C Ratio(X)	0.49	0.00	0.00	0.23	0.00	0.00	0.20	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	1061	0	0	1003	0	0	1277	0	0	1326	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	0.0	9.1	0.0	0.0	7.9	0.0	0.0	10.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.0	2.5	0.0	0.0
Unsiq. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.5	0.0	0.0	9.1	0.0	0.0	8.0	0.0	0.0	11.0	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		365			161			153			529	
Approach Delay, s/veh		10.5			9.1			8.0			11.0	
Approach LOS		B			A			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		20.5		19.0		20.5				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		19.0		27.0		19.0		27.0				
Max Q Clear Time (q_c+I1), s		8.3		4.1		4.6		13.1				
Green Ext Time (p_c), s		0.3		0.2		0.1		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				10.2								
HCM 6th LOS				B								



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	539	100	71	438	14	61	17	64	30	57	30
Future Volume (vph)	15	539	100	71	438	14	61	17	64	30	57	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			1%			2%			0%	
Storage Length (ft)	125		50	50		0	50		75	0		50
Storage Lanes	1		1	1		0	1		1	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.995				0.850			0.850
Fl _t Protected	0.950			0.950			0.950				0.983	
Satd. Flow (prot)	1662	1800	1530	1744	1767	0	1752	1775	1552	0	1801	1509
Fl _t Permitted	0.439			0.365			0.695				0.878	
Satd. Flow (perm)	768	1800	1530	670	1767	0	1282	1775	1552	0	1608	1509
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1721			2289			1549			654	
Travel Time (s)		26.1			34.7			30.2			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	7%	4%	4%	3%	6%	21%	2%	6%	3%	7%	2%	7%
Adj. Flow (vph)	17	599	111	79	487	16	68	19	71	33	63	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	599	111	79	503	0	68	19	71	0	96	33
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	2	2	2	6	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	34.0	34.0		14.0	14.0	14.0	31.0	31.0	31.0
Total Split (s)	58.0	58.0	58.0	58.0	58.0		32.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	64.4%	64.4%	64.4%	64.4%	64.4%		35.6%	35.6%	35.6%	35.6%	35.6%	35.6%
Maximum Green (s)	51.0	51.0	51.0	51.0	51.0		25.0	25.0	25.0	25.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	-2.0		-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Min	Min	Min	Min	Min		None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	20.0	20.0					17.0	17.0	17.0
Pedestrian Calls (#/hr)	0	0	0	0	0					0	0	0
Act Effct Green (s)	25.0	25.0	25.0	25.0	25.0		9.8	9.8	9.8		9.8	9.8
Actuated q/C Ratio	0.62	0.62	0.62	0.62	0.62		0.24	0.24	0.24		0.24	0.24
v/c Ratio	0.04	0.54	0.12	0.19	0.46		0.22	0.04	0.19		0.25	0.09
Control Delay	5.0	8.8	5.4	6.7	7.8		16.6	14.7	15.8		16.3	15.1

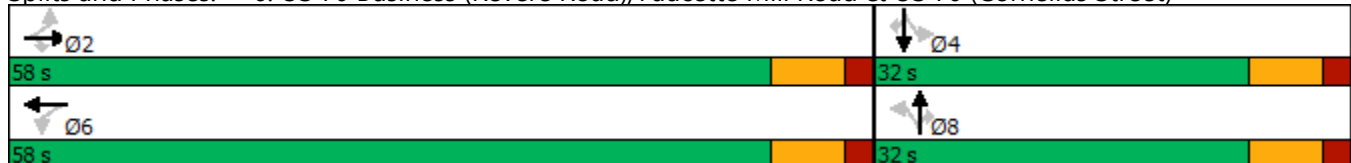


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	5.0	8.8	5.4	6.7	7.8		16.6	14.7	15.8		16.3	15.1
LOS	A	A	A	A	A		B	B	B		B	B
Approach Delay		8.2			7.7			16.0			16.0	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)	2	81	11	8	64		12	3	12		17	6
Queue Length 95th (ft)	8	175	30	28	138		45	18	45		57	26
Internal Link Dist (ft)		1641			2209			1469			574	
Turn Bay Length (ft)	125		50	50			50		75			50
Base Capacity (vph)	768	1800	1530	670	1767		876	1213	1061		1099	1031
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.02	0.33	0.07	0.12	0.28		0.08	0.02	0.07		0.09	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 40.5
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 9.4
 Intersection LOS: A
 Intersection Capacity Utilization 62.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 6: US 70 Business (Revere Road)/Faucette Mill Road & US 70 (Cornelius Street)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗	↘		↖	↗
Traffic Volume (veh/h)	15	539	100	71	438	14	61	17	64	30	57	30
Future Volume (veh/h)	15	539	100	71	438	14	61	17	64	30	57	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1743	1788	1788	1850	1805	1583	1847	1788	1832	1796	1870	1796
Adj Flow Rate, veh/h	17	599	111	79	487	16	68	19	0	33	63	33
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	4	4	3	6	21	2	6	3	7	2	7
Cap, veh/h	458	908	769	384	882	29	426	398		225	289	339
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.22	0.22	0.00	0.22	0.22	0.22
Sat Flow, veh/h	835	1788	1515	731	1738	57	1283	1788	1553	425	1300	1522
Grp Volume(v), veh/h	17	599	111	79	0	503	68	19	0	96	0	33
Grp Sat Flow(s),veh/h/ln	835	1788	1515	731	0	1795	1283	1788	1553	1725	0	1522
Q Serve(q_s), s	0.5	9.2	1.4	3.3	0.0	7.1	1.7	0.3	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	7.6	9.2	1.4	12.5	0.0	7.1	3.3	0.3	0.0	1.6	0.0	0.6
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	0.34		1.00
Lane Grp Cap(c), veh/h	458	908	769	384	0	911	426	398		514	0	339
V/C Ratio(X)	0.04	0.66	0.14	0.21	0.00	0.55	0.16	0.05		0.19	0.00	0.10
Avail Cap(c_a), veh/h	1228	2557	2167	1059	0	2567	1075	1302		1361	0	1109
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	6.8	4.8	11.4	0.0	6.2	13.1	11.3	0.0	11.8	0.0	11.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.1	0.0	0.2	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.4	0.2	0.4	0.0	1.1	0.4	0.1	0.0	0.5	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.9	7.1	4.9	11.5	0.0	6.4	13.2	11.3	0.0	11.9	0.0	11.5
LnGrp LOS	A	A	A	B	A	A	B	B		B	A	B
Approach Vol, veh/h		727			582			87			129	
Approach Delay, s/veh		6.8			7.1			12.8			11.8	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.8		13.2		23.8		13.2				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		51.0		25.0		51.0		25.0				
Max Q Clear Time (q_c+I1), s		11.2		3.6		14.5		5.3				
Green Ext Time (p_c), s		2.5		0.2		2.3		0.1				

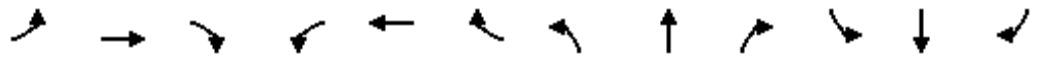
Intersection Summary

HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

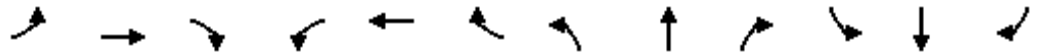
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

7: NC 86 (N. Churton Street)/NC 86 (Colonial Heritage Byway) & US 70 (Cornelius Street) - Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	283	328	45	110	274	258	47	283	90	213	457	222
Future Volume (vph)	283	328	45	110	274	258	47	283	90	213	457	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			4%				-3%
Storage Length (ft)	275		325	275		400	275		200	125		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850			0.850			0.850		0.951	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1728	1872	1561	1778	1854	1531	1565	1825	1552	1762	1770	0
Fl _t Permitted	0.248			0.234			0.114			0.433		
Satd. Flow (perm)	451	1872	1561	438	1854	1531	188	1825	1552	803	1770	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30			35	
Link Distance (ft)		1086			1726			918			1097	
Travel Time (s)		16.5			26.2			20.9			21.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	2%	4%	2%	3%	6%	13%	2%	2%	4%	2%	7%
Adj. Flow (vph)	314	364	50	122	304	287	52	314	100	237	508	247
Shared Lane Traffic (%)												
Lane Group Flow (vph)	314	364	50	122	304	287	52	314	100	237	755	0
Turn Type	D.P+P	NA pm+ov	D.P+P	NA pm+ov	D.P+P	NA pm+ov	D.P+P	NA pm+ov	D.P+P	NA		
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases	6		2	2		6	4		8	8		
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	14.0	19.0	14.0	14.0	19.0	14.0	14.0	14.0	14.0	14.0	14.0	
Total Split (s)	15.0	22.0	14.0	14.0	21.0	19.0	14.0	35.0	14.0	19.0	40.0	
Total Split (%)	16.7%	24.4%	15.6%	15.6%	23.3%	21.1%	15.6%	38.9%	15.6%	21.1%	44.4%	
Maximum Green (s)	8.0	15.0	7.0	7.0	14.0	12.0	7.0	28.0	7.0	12.0	33.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	6.0	2.0	2.0	6.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	0.2	3.0	0.2	0.2	3.0	0.2	0.2	0.2	0.2	0.2	0.2	
Time Before Reduce (s)	0.0	15.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	30.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	
Act Effct Green (s)	26.1	17.1	31.1	26.1	16.1	33.3	42.1	28.8	42.8	41.0	35.2	
Actuated q/C Ratio	0.30	0.20	0.36	0.30	0.18	0.38	0.48	0.33	0.49	0.47	0.40	
v/c Ratio	1.11	0.99	0.09	0.45	0.89	0.49	0.22	0.52	0.13	0.46	1.06	
Control Delay	115.1	84.0	20.7	26.5	65.3	24.4	12.3	27.4	12.9	14.4	78.7	

7: NC 86 (N. Churton Street)/NC 86 (Colonial Heritage Byway) & US 70 (Cornelius Street)/US 70

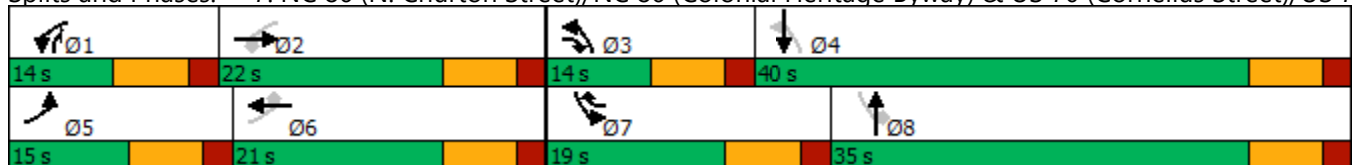


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.1	84.0	20.7	26.5	65.3	24.4	12.3	27.4	12.9	14.4	78.7	
LOS	F	F	C	C	E	C	B	C	B	B	E	
Approach Delay		93.1			42.2			22.6			63.4	
Approach LOS		F			D			C			E	
Queue Length 50th (ft)	~162	~224	19	48	172	123	13	139	29	67	~491	
Queue Length 95th (ft)	#320	#393	44	89	#325	195	30	223	58	109	#709	
Internal Link Dist (ft)		1006			1646			838			1017	
Turn Bay Length (ft)	275		325	275		400	275		200	125		
Base Capacity (vph)	282	366	557	270	341	617	233	646	762	549	713	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.99	0.09	0.45	0.89	0.47	0.22	0.49	0.13	0.43	1.06	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 87.2
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 59.1
 Intersection LOS: E
 Intersection Capacity Utilization 90.2%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: NC 86 (N. Churton Street)/NC 86 (Colonial Heritage Byway) & US 70 (Cornelius Street)/US 70



7: NC 86 (N. Churton Street)/NC 86 (Colonial Heritage Byway) & US 70 (Cornelius Street) US 70



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	283	328	45	110	274	258	47	283	90	213	457	222
Future Volume (veh/h)	283	328	45	110	274	258	47	283	90	213	457	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1909	1879	1909	1894	1849	1613	1776	1776	1958	1988	1913
Adj Flow Rate, veh/h	314	364	0	122	304	0	52	314	0	237	508	247
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	2	4	2	3	6	13	2	2	4	2	7
Cap, veh/h	311	376		269	344		205	630		552	502	244
Arrive On Green	0.11	0.20	0.00	0.10	0.18	0.00	0.08	0.35	0.00	0.12	0.40	0.38
Sat Flow, veh/h	1776	1909	1593	1818	1894	1567	1536	1776	1505	1865	1263	614
Grp Volume(v), veh/h	314	364	0	122	304	0	52	314	0	237	0	755
Grp Sat Flow(s),veh/h/ln	1776	1909	1593	1818	1894	1567	1536	1776	1505	1865	0	1877
Q Serve(q_s), s	10.0	16.6	0.0	4.5	13.8	0.0	1.6	12.2	0.0	6.7	0.0	35.0
Cycle Q Clear(g_c), s	10.0	16.6	0.0	4.5	13.8	0.0	1.6	12.2	0.0	6.7	0.0	35.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.33
Lane Grp Cap(c), veh/h	311	376		269	344		205	630		552	0	746
V/C Ratio(X)	1.01	0.97		0.45	0.88		0.25	0.50		0.43	0.00	1.01
Avail Cap(c_a), veh/h	311	376		276	344		239	630		620	0	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	35.1	0.0	25.1	35.1	0.0	19.4	22.2	0.0	14.8	0.0	26.8
Incr Delay (d2), s/veh	53.9	38.5	0.0	0.4	25.3	0.0	0.2	0.2	0.0	0.2	0.0	35.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	11.2	0.0	1.8	8.4	0.0	0.5	5.0	0.0	2.6	0.0	21.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.2	73.6	0.0	25.6	60.4	0.0	19.6	22.5	0.0	15.0	0.0	62.7
LnGrp LOS	F	E		C	E		B	C		B	A	F
Approach Vol, veh/h		678			426			366			992	
Approach Delay, s/veh		78.5			50.4			22.1			51.3	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.6	22.4	12.0	40.0	15.0	21.0	15.8	36.3				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	7.0	15.0	7.0	33.0	8.0	14.0	12.0	28.0				
Max Q Clear Time (q_c+I1), s	6.5	18.6	3.6	37.0	12.0	15.8	8.7	14.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	1.0				

Intersection Summary

HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Notes

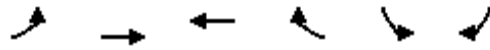
Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

US 70 West Corridor Study
 8: US 70 & SR 1588 (Orange High School Road)

Existing (2022)
 AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	204	454	386	102	197	224
Future Volume (vph)	204	454	386	102	197	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	2%		1%	
Storage Length (ft)	425			200	0	100
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1735	1775	1758	1537	1744	1575
Flt Permitted	0.286				0.950	
Satd. Flow (perm)	522	1775	1758	1537	1744	1575
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		40	
Link Distance (ft)		1043	2246		2635	
Travel Time (s)		15.8	34.0		44.9	
Peak Hour Factor	0.76	0.84	0.95	0.69	0.70	0.80
Heavy Vehicles (%)	3%	6%	7%	4%	3%	2%
Adj. Flow (vph)	268	540	406	148	281	280
Shared Lane Traffic (%)						
Lane Group Flow (vph)	268	540	406	148	281	280
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	7.0	12.0	12.0	12.0	7.0	7.0
Minimum Split (s)	14.0	19.0	19.0	19.0	14.0	14.0
Total Split (s)	14.0	41.0	27.0	27.0	19.0	14.0
Total Split (%)	23.3%	68.3%	45.0%	45.0%	31.7%	23.3%
Maximum Green (s)	7.0	34.0	20.0	20.0	12.0	7.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Vehicle Extension (s)	1.0	2.0	2.0	2.0	1.0	1.0
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	32.6	32.6	18.5	18.5	12.5	26.7
Actuated g/C Ratio	0.59	0.59	0.34	0.34	0.23	0.48
v/c Ratio	0.53	0.52	0.69	0.29	0.71	0.37
Control Delay	9.8	9.0	23.1	15.4	32.2	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	9.0	23.1	15.4	32.2	11.4
LOS	A	A	C	B	C	B

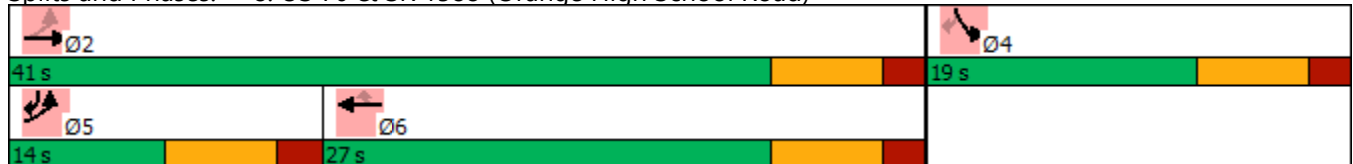


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach Delay		9.3	21.1		21.8	
Approach LOS		A	C		C	
Queue Length 50th (ft)	40	97	117	36	87	55
Queue Length 95th (ft)	57	146	201	54	120	95
Internal Link Dist (ft)		963	2166		2555	
Turn Bay Length (ft)	425			200		100
Base Capacity (vph)	507	1167	706	617	445	760
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.46	0.58	0.24	0.63	0.37

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	55.2
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	16.3
Intersection LOS:	B
Intersection Capacity Utilization	55.0%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 8: US 70 & SR 1588 (Orange High School Road)



US 70 West Corridor Study
 8: US 70 & SR 1588 (Orange High School Road)

Existing (2022)
 AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	204	454	386	102	197	224
Future Volume (veh/h)	204	454	386	102	197	224
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1832	1788	1773	1817	1850	1864
Adj Flow Rate, veh/h	268	540	406	148	281	280
Peak Hour Factor	0.76	0.84	0.95	0.69	0.70	0.80
Percent Heavy Veh, %	3	6	7	4	3	2
Cap, veh/h	526	1031	542	471	400	633
Arrive On Green	0.17	0.58	0.31	0.31	0.23	0.23
Sat Flow, veh/h	1745	1788	1773	1540	1762	1580
Grp Volume(v), veh/h	268	540	406	148	281	280
Grp Sat Flow(s),veh/h/ln	1745	1788	1773	1540	1762	1580
Q Serve(q_s), s	4.5	9.4	10.5	3.8	7.5	6.6
Cycle Q Clear(g_c), s	4.5	9.4	10.5	3.8	7.5	6.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	526	1031	542	471	400	633
V/C Ratio(X)	0.51	0.52	0.75	0.31	0.70	0.44
Avail Cap(c_a), veh/h	532	1260	764	663	483	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.3	6.6	16.0	13.6	18.1	11.2
Incr Delay (d2), s/veh	0.3	0.2	1.4	0.1	2.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.9	3.5	1.0	2.8	6.4
Unsiq. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.6	6.7	17.3	13.8	20.5	11.3
LnGrp LOS	A	A	B	B	C	B
Approach Vol, veh/h		808	554		561	
Approach Delay, s/veh		7.7	16.4		15.9	
Approach LOS		A	B		B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		34.5		16.6	13.8	20.6
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		34.0		12.0	7.0	20.0
Max Q Clear Time (q_c+I1), s		11.4		9.5	6.5	12.5
Green Ext Time (p_c), s		1.9		0.1	0.0	1.1
Intersection Summary						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			B			

US 70 West Corridor Study
9: SR 1002 (St. Mary's Road) & US 70

Existing (2022)
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	649	2	57	413	12	9	71	75	32	73	135
Future Volume (vph)	98	649	2	57	413	12	9	71	75	32	73	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%				-4%
Storage Length (ft)	275		0	125		250	200		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t						0.850		0.923				0.903
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1872	0	1761	1783	1575	1761	1711	0	1805	1716	0
Fl _t Permitted	0.376			0.159			0.498			0.654		
Satd. Flow (perm)	677	1872	0	295	1783	1575	923	1711	0	1243	1716	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35				35
Link Distance (ft)		1778			2644			1549				3167
Travel Time (s)		26.9			40.1			30.2				61.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	109	721	2	63	459	13	10	79	83	36	81	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	723	0	63	459	13	10	162	0	36	231	0
Turn Type	D.P+P	NA		D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2		6	4			8		
Detector Phase	5	2		1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	15.5	19.0		14.8	19.0	19.0	14.0	14.0		14.0	14.0	
Total Split (s)	15.5	31.2		14.8	30.5	30.5	14.0	14.0		14.0	14.0	
Total Split (%)	25.8%	52.0%		24.7%	50.8%	50.8%	23.3%	23.3%		23.3%	23.3%	
Maximum Green (s)	8.5	24.2		7.8	23.5	23.5	7.0	7.0		7.0	7.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min	Min	None	None		None	None	
Act Effct Green (s)	29.0	25.3		30.1	22.3	22.3	9.4	9.4		9.4	9.4	
Actuated g/C Ratio	0.55	0.48		0.57	0.42	0.42	0.18	0.18		0.18	0.18	
v/c Ratio	0.19	0.80		0.15	0.61	0.02	0.06	0.53		0.16	0.76	
Control Delay	4.5	22.7		4.3	16.6	9.5	22.8	31.2		23.9	44.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.5	22.7		4.3	16.6	9.5	22.8	31.2		23.9	44.3	
LOS	A	C		A	B	A	C	C		C	D	

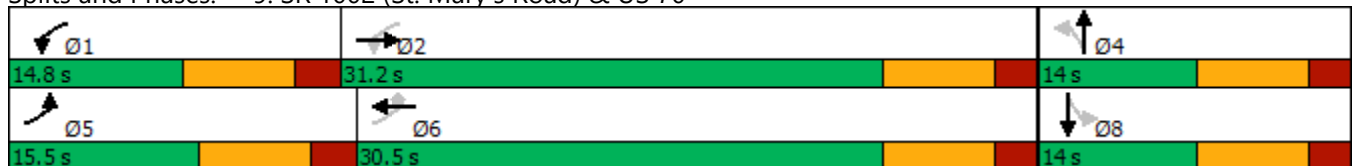


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		20.3			15.0			30.7				41.5
Approach LOS		C			B			C				D
Queue Length 50th (ft)	10	221		6	116	3	3	55		11		82
Queue Length 95th (ft)	23	#420		15	199	10	15	#125		34		#194
Internal Link Dist (ft)		1698			2564			1469				3087
Turn Bay Length (ft)	275			125		250	200			225		
Base Capacity (vph)	603	1001		456	911	805	164	305		221		305
Starvation Cap Reductn	0	0		0	0	0	0	0		0		0
Spillback Cap Reductn	0	0		0	0	0	0	0		0		0
Storage Cap Reductn	0	0		0	0	0	0	0		0		0
Reduced v/c Ratio	0.18	0.72		0.14	0.50	0.02	0.06	0.53		0.16		0.76

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	52.5
Natural Cycle:	60
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	22.9
Intersection LOS:	C
Intersection Capacity Utilization:	74.7%
ICU Level of Service:	D
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 9: SR 1002 (St. Mary's Road) & US 70



US 70 West Corridor Study
 9: SR 1002 (St. Mary's Road) & US 70

Existing (2022)
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↖	↖	↖	↗		↖	↗	
Traffic Volume (veh/h)	98	649	2	57	413	12	9	71	75	32	73	135
Future Volume (veh/h)	98	649	2	57	413	12	9	71	75	32	73	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1849	1909	1909	1864	1805	1864	1864	1864	1864	2027	2027	2027
Adj Flow Rate, veh/h	109	721	2	63	459	13	10	79	83	36	81	150
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	6	2	2	2	6	2	2	2	2	2	2	2
Cap, veh/h	577	834	2	410	745	652	186	139	146	239	106	197
Arrive On Green	0.14	0.44	0.44	0.12	0.41	0.41	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1761	1903	5	1776	1805	1580	1146	832	875	1327	636	1179
Grp Volume(v), veh/h	109	0	723	63	459	13	10	0	162	36	0	231
Grp Sat Flow(s),veh/h/ln	1761	0	1908	1776	1805	1580	1146	0	1707	1327	0	1815
Q Serve(q_s), s	1.6	0.0	18.5	0.9	10.8	0.3	0.5	0.0	4.7	1.4	0.0	6.5
Cycle Q Clear(g_c), s	1.6	0.0	18.5	0.9	10.8	0.3	7.0	0.0	4.7	6.1	0.0	6.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.51	1.00		0.65
Lane Grp Cap(c), veh/h	577	0	836	410	745	652	186	0	285	239	0	303
V/C Ratio(X)	0.19	0.00	0.86	0.15	0.62	0.02	0.05	0.00	0.57	0.15	0.00	0.76
Avail Cap(c_a), veh/h	671	0	928	526	855	748	186	0	285	239	0	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	0.0	13.7	9.0	12.5	9.4	24.8	0.0	20.6	23.4	0.0	21.4
Incr Delay (d2), s/veh	0.1	0.0	7.3	0.1	0.6	0.0	0.0	0.0	1.7	0.1	0.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	7.3	0.2	3.3	0.1	0.1	0.0	1.8	0.4	0.0	3.3
Unsiq. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	0.0	21.0	9.1	13.0	9.4	24.8	0.0	22.3	23.6	0.0	31.2
LnGrp LOS	A	A	C	A	B	A	C	A	C	C	A	C
Approach Vol, veh/h		832			535			172			267	
Approach Delay, s/veh		19.2			12.5			22.5			30.2	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	28.6		14.0	12.6	27.2		14.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.8	24.2		7.0	8.5	23.5		7.0				
Max Q Clear Time (q_c+1), s	8.9	20.5		9.0	3.6	12.8		8.5				
Green Ext Time (p_c), s	0.0	1.1		0.0	0.0	1.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

US 70 West Corridor Study
 10: SR 1561 (Lawrence Road) & US 70

Existing (2022)
 AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	527	178	3	317	18	78	49	0	115	193	19
Future Volume (vph)	6	527	178	3	317	18	78	49	0	115	193	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			4%			0%	
Storage Length (ft)	125		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.962			0.992							0.992
Fl _t Protected	0.950			0.950				0.970				0.983
Satd. Flow (prot)	1761	1771	0	1761	1822	0	0	1754	0	0	1816	0
Fl _t Permitted	0.456			0.114				0.970			0.983	
Satd. Flow (perm)	845	1771	0	211	1822	0	0	1754	0	0	1816	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			45				45
Link Distance (ft)		3881			2362			2207				2479
Travel Time (s)		48.1			29.3			33.4				37.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	4%	3%	2%	3%	2%	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	7	586	198	3	352	20	87	54	0	128	214	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	784	0	3	372	0	0	141	0	0	363	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		3	3		4	4	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		3	3		4	4	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	50.0	50.0		50.0	50.0		14.0	14.0		26.0	26.0	
Total Split (%)	55.6%	55.6%		55.6%	55.6%		15.6%	15.6%		28.9%	28.9%	
Maximum Green (s)	43.0	43.0		43.0	43.0		7.0	7.0		19.0	19.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0			-2.0			-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Time To Reduce (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	43.2	43.2		43.2	43.2			9.0			21.0	
Actuated q/C Ratio	0.49	0.49		0.49	0.49			0.10			0.24	
v/c Ratio	0.02	0.91		0.03	0.42			0.79			0.84	
Control Delay	11.7	36.6		12.7	16.1			70.2			51.8	

HCM 6th Edition methodology expects strict NEMA phasing.

US 70 West Corridor Study
 11: US 70 Business & US 70 & SR 1562 (Palmers Grove Road)

Existing (2022)
 AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↕	
Traffic Volume (vph)	98	273	5	0	800	8	12	25	0	19	10	9
Future Volume (vph)	98	273	5	0	800	8	12	25	0	19	10	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			4%			3%				-7%
Storage Length (ft)	100		0	100		0	0		0	0		100
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.998							0.968
Flt Protected	0.950							0.984				0.976
Satd. Flow (prot)	1753	1840	0	1790	1787	0	0	1771	0	0	1804	0
Flt Permitted	0.950							0.984				0.976
Satd. Flow (perm)	1753	1840	0	1790	1787	0	0	1771	0	0	1804	0
Link Speed (mph)		55			55			40				45
Link Distance (ft)		3885			437			146				1402
Travel Time (s)		48.2			5.4			2.5				21.2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	109	303	6	0	889	9	13	28	0	21	11	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	309	0	0	898	0	0	41	0	0	42	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.4%
ICU Level of Service	B
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↖			↕	↕
Traffic Vol, veh/h	98	273	5	0	800	8	12	25	0	19	10	9
Future Vol, veh/h	98	273	5	0	800	8	12	25	0	19	10	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	-4	-	-	4	-	-	3	-	-	-7	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	4	4	4	4	4	4	3	3	3
Mvmt Flow	109	303	6	0	889	9	13	28	0	21	11	10

Major/Minor	Major1		Major2		Minor1		Minor2				
Conflicting Flow All	898	0	0	309	0	0	1428	1422	-1432	1421	894
Stage 1	-	-	-	-	-	-	524	524	-	894	894
Stage 2	-	-	-	-	-	-	904	898	-	538	527
Critical Hdwy	4.15	-	-	4.14	-	-	7.74	7.14	-	5.73	5.13
Critical Hdwy Stg 1	-	-	-	-	-	-	6.74	6.14	-	4.73	4.13
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	6.14	-	4.73	4.13
Follow-up Hdwy	2.245	-	-	2.236	-	-	3.536	4.036	-	3.527	4.027
Pot Cap-1 Maneuver	744	-	-	1240	-	-	88	106	0	194	236
Stage 1	-	-	-	-	-	-	488	483	0	473	507
Stage 2	-	-	-	-	-	-	283	306	0	648	646
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	744	-	-	1240	-	-	73	90	-	132	201
Mov Cap-2 Maneuver	-	-	-	-	-	-	73	90	-	132	201
Stage 1	-	-	-	-	-	-	416	412	-	403	507
Stage 2	-	-	-	-	-	-	270	306	-	516	551

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0	83.4	31.8
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	84	744	-	-	1240	-	-	176
HCM Lane V/C Ratio	0.489	0.146	-	-	-	-	-	0.24
HCM Control Delay (s)	83.4	10.7	-	-	0	-	-	31.8
HCM Lane LOS	F	B	-	-	A	-	-	D
HCM 95th %tile Q(veh)	2.1	0.5	-	-	0	-	-	0.9

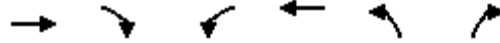


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	809	51	76	445	54	18	14	71	131	59	48
Future Volume (vph)	30	809	51	76	445	54	18	14	71	131	59	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			3%			-8%			3%	
Storage Length (ft)	175		225	0		225	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850			0.850		0.907			0.973	
Fl _t Protected	0.950			0.950				0.991			0.973	
Satd. Flow (prot)	1796	1891	1607	1662	1766	1487	0	1708	0	0	1691	0
Fl _t Permitted	0.950			0.950				0.991			0.973	
Satd. Flow (perm)	1796	1891	1607	1662	1766	1487	0	1708	0	0	1691	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			45	
Link Distance (ft)		3898			1509			1083			1394	
Travel Time (s)		59.1			22.9			18.5			21.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	7%	6%	7%	11%	0%	3%	7%	2%	2%
Adj. Flow (vph)	33	899	57	84	494	60	20	16	79	146	66	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	899	57	84	494	60	0	115	0	0	265	0
Turn Type	Prot	NA	Prot	Prot	NA	Prot	Split	NA		Split	NA	
Protected Phases	5	2	2	1	6	6	3	3		4	4	
Permitted Phases												
Detector Phase	5	2	2	1	6	6	3	3		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	19.0	19.0	14.0	19.0	19.0	14.0	14.0		14.0	14.0	
Total Split (s)	14.0	67.0	67.0	14.0	67.0	67.0	14.0	14.0		25.0	25.0	
Total Split (%)	11.7%	55.8%	55.8%	11.7%	55.8%	55.8%	11.7%	11.7%		20.8%	20.8%	
Maximum Green (s)	7.0	60.0	60.0	7.0	60.0	60.0	7.0	7.0		18.0	18.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0			-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	
Lead/Lag	Lead	Laq	Laq	Lead	Laq	Laq	Lead	Lead		Laq	Laq	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	6.0	6.0	1.0	6.0	6.0	1.0	1.0		1.0	1.0	
Minimum Gap (s)	0.0	3.0	3.0	0.2	3.0	3.0	0.2	0.2		0.0	0.0	
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0	0.0		0.0	0.0	
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	9.0	59.9	59.9	9.0	65.7	65.7		9.0			19.8	
Actuated q/C Ratio	0.08	0.51	0.51	0.08	0.56	0.56		0.08			0.17	
v/c Ratio	0.24	0.93	0.07	0.66	0.50	0.07		0.88			0.93	
Control Delay	57.0	44.9	14.9	78.8	19.5	14.2		107.0			88.1	

HCM 6th Edition methodology expects strict NEMA phasing.

US 70 West Corridor Study
 13: NC 751 & US 70 Business (Hillsborough Road)

Existing (2022)
 AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	388	265	164	257	84	72
Future Volume (vph)	388	265	164	257	84	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			-1%	3%	
Storage Length (ft)		100	150		0	75
Storage Lanes		1	1		1	1
Taper Length (ft)			100		100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				0.850
Fl _t Protected			0.950		0.950	
Satd. Flow (prot)	1835	1575	1728	1854	1743	1560
Fl _t Permitted			0.287		0.950	
Satd. Flow (perm)	1835	1575	522	1854	1743	1560
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	4434			2038	1581	
Travel Time (s)	67.2			30.9	24.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	5%	3%	2%	2%
Adj. Flow (vph)	431	294	182	286	93	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	431	294	182	286	93	80
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
Switch Phase						
Minimum Initial (s)	12.0	7.0	7.0	12.0	7.0	7.0
Minimum Split (s)	19.0	14.0	14.0	19.0	14.0	14.0
Total Split (s)	32.0	14.0	14.0	46.0	14.0	14.0
Total Split (%)	53.3%	23.3%	23.3%	76.7%	23.3%	23.3%
Maximum Green (s)	25.0	7.0	7.0	39.0	7.0	7.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	Min	None	None	Min	None	None
Act Effct Green (s)	17.7	33.6	28.1	28.1	9.3	23.8
Actuated g/C Ratio	0.37	0.70	0.59	0.59	0.19	0.50
v/c Ratio	0.64	0.27	0.34	0.26	0.27	0.10
Control Delay	18.2	4.8	5.7	4.9	22.1	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	4.8	5.7	4.9	22.1	9.8
LOS	B	A	A	A	C	A

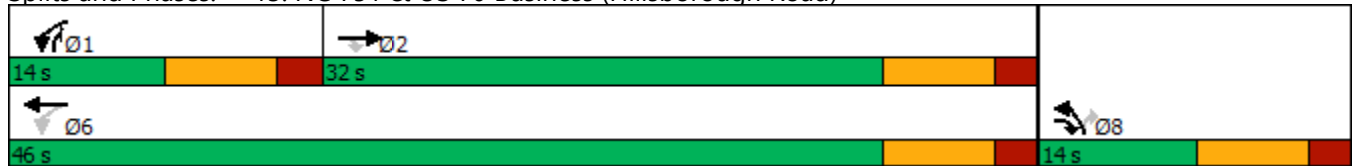


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	12.8			5.2	16.4	
Approach LOS	B			A	B	
Queue Length 50th (ft)	106	33	18	31	23	12
Queue Length 95th (ft)	180	60	36	55	65	39
Internal Link Dist (ft)	4354			1958	1501	
Turn Bay Length (ft)		100	150			75
Base Capacity (vph)	1074	1107	542	1558	339	777
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.27	0.34	0.18	0.27	0.10

Intersection Summary

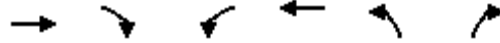
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	47.8
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	10.7
Intersection LOS:	B
Intersection Capacity Utilization	47.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 13: NC 751 & US 70 Business (Hillsborough Road)



US 70 West Corridor Study
 13: NC 751 & US 70 Business (Hillsborough Road)

Existing (2022)
 AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	388	265	164	257	84	72
Future Volume (veh/h)	388	265	164	257	84	72
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1850	1864	1864	1894	1817	1817
Adj Flow Rate, veh/h	431	294	182	286	93	80
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	2	5	3	2	2
Cap, veh/h	569	771	553	1136	312	559
Arrive On Green	0.31	0.31	0.18	0.60	0.18	0.18
Sat Flow, veh/h	1850	1580	1776	1894	1731	1540
Grp Volume(v), veh/h	431	294	182	286	93	80
Grp Sat Flow(s),veh/h/ln	1850	1580	1776	1894	1731	1540
Q Serve(q_s), s	9.6	5.3	2.4	3.2	2.1	1.6
Cycle Q Clear(g_c), s	9.6	5.3	2.4	3.2	2.1	1.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	569	771	553	1136	312	559
V/C Ratio(X)	0.76	0.38	0.33	0.25	0.30	0.14
Avail Cap(c_a), veh/h	1097	1223	580	1706	342	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	7.3	7.5	4.3	16.2	9.7
Incr Delay (d2), s/veh	0.8	0.1	0.1	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.9	0.5	0.5	0.7	0.4
Unsiq. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.0	7.4	7.6	4.3	16.3	9.8
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	725			468	173	
Approach Delay, s/veh	11.9			5.6	13.3	
Approach LOS	B			A	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.3	19.0			32.3	13.2
Change Period (Y+Rc), s	7.0	7.0			7.0	7.0
Max Green Setting (Gmax), s	7.0	25.0			39.0	7.0
Max Q Clear Time (q_c+I1), s	4.4	11.6			5.2	4.1
Green Ext Time (p_c), s	0.0	0.3			0.2	0.0
Intersection Summary						
HCM 6th Ctrl Delay			9.9			
HCM 6th LOS			A			



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		
Traffic Volume (vph)	37	5	0	15	0	0
Future Volume (vph)	37	5	0	15	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			-3%	1%	
Storage Length (ft)		50	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			100		100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				
Flt Protected						
Satd. Flow (prot)	1872	1591	0	1891	0	0
Flt Permitted						
Satd. Flow (perm)	1872	1591	0	1891	0	0
Link Speed (mph)	40			40	45	
Link Distance (ft)	7575			146	555	
Travel Time (s)	129.1			2.5	8.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	41	6	0	17	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	6	0	17	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	6.7%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (vph)	292	0	0	803	5	0
Future Volume (vph)	292	0	0	803	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-4%			4%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	1900	0	0	1825	1778	0
Flt Permitted					0.950	
Satd. Flow (perm)	1900	0	0	1825	1778	0
Link Speed (mph)	55			55	45	
Link Distance (ft)	437			2836	555	
Travel Time (s)	5.4			35.2	8.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	324	0	0	892	6	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	324	0	0	892	6	0
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.3%
ICU Level of Service	A
Analysis Period (min)	15

US 70 West Corridor Study
 1: Third Street & US 70 (Center Street)

Existing (2022)
 PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	254	87	31	368	7	69	36	24	21	51	12
Future Volume (vph)	9	254	87	31	368	7	69	36	24	21	51	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			-2%			-5%			-1%	
Storage Length (ft)	100		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.962			0.997			0.975			0.981	
Fl _t Protected	0.950			0.950				0.974			0.988	
Satd. Flow (prot)	1770	1792	0	1787	1876	0	0	1813	0	0	1814	0
Fl _t Permitted	0.459			0.492				0.803			0.905	
Satd. Flow (perm)	855	1792	0	926	1876	0	0	1495	0	0	1662	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		666			543			111			756	
Travel Time (s)		18.2			14.8			2.2			14.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	10	282	97	34	409	8	77	40	27	23	57	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	379	0	34	417	0	0	144	0	0	93	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8 9			4	
Permitted Phases	2			6			8 9	8 9		4		
Detector Phase	2	2		6	6		8 9	8 9		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0					7.0	7.0	
Minimum Split (s)	18.8	18.8		16.8	16.8					19.5	19.5	
Total Split (s)	21.0	21.0		21.0	21.0					21.8	21.8	
Total Split (%)	35.0%	35.0%		35.0%	35.0%					36.3%	36.3%	
Maximum Green (s)	15.2	15.2		15.2	15.2					16.3	16.3	
Yellow Time (s)	4.0	4.0		4.0	4.0					3.9	3.9	
All-Red Time (s)	1.8	1.8		1.8	1.8					1.6	1.6	
Lost Time Adjust (s)	-0.8	-0.8		-0.8	-0.8						-0.5	
Total Lost Time (s)	5.0	5.0		5.0	5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2					1.0	1.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max					None	None	
Walk Time (s)	4.0	4.0		4.0	4.0					4.0	4.0	
Flash Dont Walk (s)	9.0	9.0		7.0	7.0					10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0					0	0	
Act Effct Green (s)	34.7	34.7		34.7	34.7			18.8			9.1	
Actuated g/C Ratio	0.58	0.58		0.58	0.58			0.31			0.15	
v/c Ratio	0.02	0.37		0.06	0.38			0.31			0.37	
Control Delay	9.6	11.5		2.5	5.1			15.7			26.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	

Lane Group	Ø8	Ø9
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Grade (%)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Fr _t		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	8	9
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	7.0
Minimum Split (s)	21.8	17.2
Total Split (s)	21.8	17.2
Total Split (%)	36%	29%
Maximum Green (s)	17.0	12.0
Yellow Time (s)	3.8	4.0
All-Red Time (s)	1.0	1.2
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	2.0	2.0
Recall Mode	None	None
Walk Time (s)	4.0	4.0
Flash Dont Walk (s)	13.0	8.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		

Lane Group	Ø8	Ø9
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

HCM 6th Edition methodology does not support non-NEMA phasing.

US 70 West Corridor Study
 2: Fourth Street & US 70 (Center Street)

Existing (2022)
 PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	373	19	12	419	18	27	20	21	0	0	0
Future Volume (vph)	10	373	19	12	419	18	27	20	21	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			2%			-2%			0%	
Storage Length (ft)	75		0	50		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.994			0.959				
Flt Protected	0.950			0.950				0.980				
Satd. Flow (prot)	1796	1877	0	1752	1833	0	0	1768	0	0	0	0
Flt Permitted	0.437			0.475				0.980				
Satd. Flow (perm)	826	1877	0	876	1833	0	0	1768	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		543			437			156			690	
Travel Time (s)		14.8			11.9			3.0			13.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	414	21	13	466	20	30	22	23	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	435	0	13	486	0	0	75	0	0	0	0
Turn Type	D.Pm	NA		D.Pm	NA		Perm	NA				
Protected Phases		2			6			3 4 8				
Permitted Phases	6			2			3 4 8					
Detector Phase	6	2		2	6		3 4 8	3 4 8				
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0							
Minimum Split (s)	19.1	19.1		19.1	19.1							
Total Split (s)	25.4	25.4		25.4	25.4							
Total Split (%)	42.3%	42.3%		42.3%	42.3%							
Maximum Green (s)	20.3	20.3		20.3	20.3							
Yellow Time (s)	3.3	3.3		3.3	3.3							
All-Red Time (s)	1.8	1.8		1.8	1.8							
Lost Time Adjust (s)	-0.1	-0.1		-0.1	-0.1							
Total Lost Time (s)	5.0	5.0		5.0	5.0							
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2							
Recall Mode	C-Max	C-Max		C-Max	C-Max							
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	7.0	7.0		7.0	7.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)	42.4	42.4		42.4	42.4			16.4				
Actuated g/C Ratio	0.71	0.71		0.71	0.71			0.27				
v/c Ratio	0.02	0.33		0.02	0.38			0.16				
Control Delay	13.3	14.2		9.8	9.3			14.9				
Queue Delay	0.0	0.0		0.0	0.0			0.0				

Lane Group	Ø3	Ø4	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Grade (%)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Fr _t			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	3	4	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	7.0	7.0	7.0
Minimum Split (s)	20.0	14.6	11.8
Total Split (s)	20.0	14.6	14.6
Total Split (%)	33%	24%	24%
Maximum Green (s)	15.0	10.0	9.8
Yellow Time (s)	4.0	3.2	3.1
All-Red Time (s)	1.0	1.4	1.7
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	2.0	2.0	2.0
Recall Mode	None	None	None
Walk Time (s)	4.0	4.0	
Flash Dont Walk (s)	11.0	6.0	
Pedestrian Calls (#/hr)	0	0	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			

Lane Group	Ø3	Ø4	Ø8
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

HCM 6th Edition methodology expects standard NEMA quad ring-barrier structure. Does not support multiple barriers.

US 70 West Corridor Study
3: Fifth Street & US 70 (Center Street)

Existing (2022)
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	148	112	113	249	98	110	308	123	27	199	15
Future Volume (vph)	14	148	112	113	249	98	110	308	123	27	199	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		1%			4%			-1%			3%	
Storage Length (ft)	100		125	125		0	0		0	50		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850		0.958				0.850		0.989	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1761	1835	1575	1734	1737	0	1778	1872	1591	1743	1808	0
Fl _t Permitted	0.441			0.653			0.500			0.480		
Satd. Flow (perm)	817	1835	1575	1192	1737	0	936	1872	1591	881	1808	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		25			35			35			30	
Link Distance (ft)		437			1801			191			818	
Travel Time (s)		11.9			35.1			3.7			18.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	7%
Adj. Flow (vph)	16	164	124	126	277	109	122	342	137	30	221	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	164	124	126	386	0	122	342	137	30	238	0
Turn Type	D.Pm	NA pm+ov		D.Pm	NA		D.P+P	NA	Perm	D.Pm	NA	
Protected Phases		2	3		6		3	8			4	
Permitted Phases	6		2	2			4		8	8		
Detector Phase	6	2	3	2	6		3	8	8	8	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0	7.0	10.0	10.0		7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	20.4	16.4	13.4	16.4	20.4		13.4	13.4	13.4	13.4	13.4	
Total Split (s)	27.6	27.6	13.4	27.6	27.6		13.4	32.4	32.4	32.4	19.0	
Total Split (%)	46.0%	46.0%	22.3%	46.0%	46.0%		22.3%	54.0%	54.0%	54.0%	31.7%	
Maximum Green (s)	21.2	21.2	7.0	21.2	21.2		7.0	26.0	26.0	26.0	12.6	
Yellow Time (s)	3.6	3.6	3.0	3.6	3.6		3.0	3.9	3.9	3.9	3.9	
All-Red Time (s)	2.8	2.8	3.4	2.8	2.8		3.4	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	-1.4	-1.4	-1.4	-1.4	-1.4		-1.4	-1.4	-1.4	-1.4	-1.4	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag			Lead				Lead				Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	2.0	3.0	3.0		2.0	2.0	2.0	2.0	1.0	
Recall Mode	C-Min	C-Min	None	C-Min	C-Min		None	None	None	None	None	
Walk Time (s)	4.0				4.0							
Flash Dont Walk (s)	10.0				10.0							
Pedestrian Calls (#/hr)	0				0							
Act Effct Green (s)	26.8	26.8	40.2	26.8	26.8		19.2	23.2	23.2	23.2	12.4	
Actuated q/C Ratio	0.45	0.45	0.67	0.45	0.45		0.32	0.39	0.39	0.39	0.21	
v/c Ratio	0.04	0.20	0.12	0.24	0.50		0.29	0.47	0.22	0.09	0.64	
Control Delay	2.8	4.1	1.9	14.1	16.5		12.4	15.0	11.6	10.2	29.8	

US 70 West Corridor Study
 3: Fifth Street & US 70 (Center Street)

Existing (2022)
 PM Peak Hour

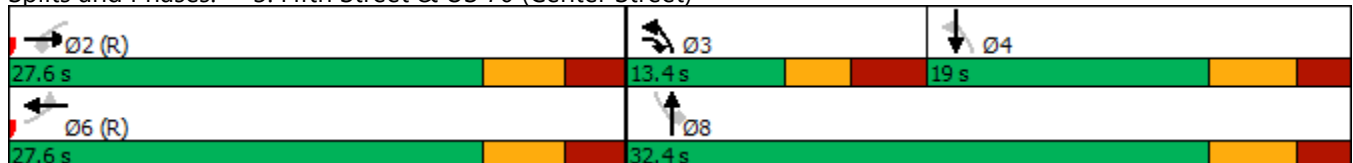


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.8	4.1	1.9	14.1	16.5		12.4	15.0	11.6	10.2	29.8	
LOS	A	A	A	B	B		B	B	B	B	C	
Approach Delay		3.1			15.9			13.7			27.6	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)	1	8	2	29	104		25	81	29	6	79	
Queue Length 95th (ft)	m2	12	5	66	186		51	133	57	19	139	
Internal Link Dist (ft)		357			1721			111			738	
Turn Bay Length (ft)	100		125	125						50		
Base Capacity (vph)	365	820	1056	532	776		419	857	728	403	421	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.20	0.12	0.24	0.50		0.29	0.40	0.19	0.07	0.57	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 14.7 Intersection LOS: B
 Intersection Capacity Utilization 66.1% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Fifth Street & US 70 (Center Street)



US 70 West Corridor Study
3: Fifth Street & US 70 (Center Street)

Existing (2022)
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	14	148	112	113	249	98	110	308	123	27	199	15
Future Volume (veh/h)	14	148	112	113	249	98	110	308	123	27	199	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1864	1850	1864	1776	1761	1776	1909	1909	1909	1817	1817	1743
Adj Flow Rate, veh/h	16	164	124	126	277	109	122	342	137	30	221	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	2	2	3	2	2	2	2	2	2	7
Cap, veh/h	457	8663	7597	443	5634	2217	347	465	394	362	431	33
Arrive On Green	0.38	1.00	1.00	0.19	1.00	1.00	0.12	0.24	0.24	0.14	0.26	0.27
Sat Flow, veh/h	1776	1850	1580	1692	1203	473	1818	1909	1618	1731	1666	128
Grp Volume(v), veh/h	16	164	124	126	0	386	122	342	137	30	0	238
Grp Sat Flow(s),veh/h/ln	1776	1850	1580	1692	0	1676	1818	1909	1618	1731	0	1794
Q Serve(q_s), s	0.9	0.0	0.0	7.8	0.0	0.0	1.8	9.9	4.2	1.6	0.0	6.8
Cycle Q Clear(g_c), s	0.9	0.0	0.0	7.8	0.0	0.0	1.8	9.9	4.2	1.6	0.0	6.8
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	0	8663	7597	0	0	7852	347	465	394	0	0	464
V/C Ratio(X)	0.00	0.02	0.02	0.00	0.00	0.05	0.35	0.74	0.35	0.00	0.00	0.51
Avail Cap(c_a), veh/h	0	8663	7597	0	0	7852	375	872	739	0	0	464
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.95	0.95	0.95	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	11.9	20.9	18.8	0.0	0.0	19.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.9	0.2	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.6	4.1	1.4	0.0	0.0	2.7
Unsiq. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	12.1	21.8	19.0	0.0	0.0	19.4
LnGrp LOS	A	A	A	A	A	A	B	C	B	A	A	B
Approach Vol, veh/h		304			512			601			268	
Approach Delay, s/veh		0.0			0.0			19.2			17.3	
Approach LOS		A			A			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	291.9	12.5	20.5	16.4	291.9	13.4	19.6				
Change Period (Y+Rc), s	* 6.4	* 6.4	6.4	6.4	* 6.4	* 6.4	6.4	6.4				
Max Green Setting (Gmax)*≤21	* 21	* 21	7.0	12.6	* 21	* 21	26.0	26.0				
Max Q Clear Time (q_c+11), s	9.8	2.0	3.8	8.8	2.9	2.0	3.6	11.9				
Green Ext Time (p_c), s	0.2	1.3	0.0	0.2	0.0	2.2	0.0	1.3				

Intersection Summary

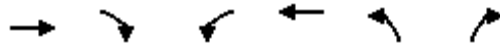
HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

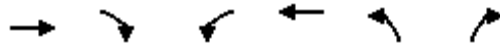
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

US 70 West Corridor Study
4: SR 1114 (Buckhorn Road) & US 70

Existing (2022)
PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	
Traffic Volume (vph)	167	134	146	267	331	154
Future Volume (vph)	167	134	146	267	331	154
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%			-2%	-1%	
Storage Length (ft)		0	175		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			100		100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.940				0.957	
Flt Protected			0.950		0.967	
Satd. Flow (prot)	1742	0	1753	1881	1732	0
Flt Permitted			0.390		0.967	
Satd. Flow (perm)	1742	0	720	1881	1732	0
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	35	
Link Distance (ft)	1365			1294	508	
Travel Time (s)	20.7			19.6	9.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	2%	4%	2%	2%	2%
Adj. Flow (vph)	186	149	162	297	368	171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	335	0	162	297	539	0
Turn Type	NA		D.P+P	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases			2			
Detector Phase	2		1	6	8	
Switch Phase						
Minimum Initial (s)	12.0		7.0	12.0	7.0	
Minimum Split (s)	19.0		14.0	19.0	14.0	
Total Split (s)	20.0		14.0	34.0	26.0	
Total Split (%)	33.3%		23.3%	56.7%	43.3%	
Maximum Green (s)	13.0		7.0	27.0	19.0	
Yellow Time (s)	5.0		5.0	5.0	5.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0		5.0	5.0	5.0	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	0.2		0.2	0.2	0.2	
Recall Mode	Min		None	Min	None	
Act Effct Green (s)	15.1		21.7	25.4	19.5	
Actuated g/C Ratio	0.27		0.39	0.46	0.35	
v/c Ratio	0.71		0.36	0.34	0.88	
Control Delay	31.1		11.6	10.9	37.4	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	31.1		11.6	10.9	37.4	
LOS	C		B	B	D	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻		↻	↻	↻	
Traffic Volume (veh/h)	167	134	146	267	331	154
Future Volume (veh/h)	167	134	146	267	331	154
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1870	1919	1949	1909	1909
Adj Flow Rate, veh/h	186	149	162	297	368	171
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	2	4	2	2	2
Cap, veh/h	238	191	456	930	422	196
Arrive On Green	0.25	0.25	0.14	0.48	0.35	0.35
Sat Flow, veh/h	954	764	1827	1949	1193	554
Grp Volume(v), veh/h	0	335	162	297	540	0
Grp Sat Flow(s),veh/h/ln	0	1718	1827	1949	1750	0
Q Serve(q_s), s	0.0	10.8	3.5	5.6	17.1	0.0
Cycle Q Clear(g_c), s	0.0	10.8	3.5	5.6	17.1	0.0
Prop In Lane		0.44	1.00		0.68	0.32
Lane Grp Cap(c), veh/h	0	429	456	930	620	0
V/C Ratio(X)	0.00	0.78	0.36	0.32	0.87	0.00
Avail Cap(c_a), veh/h	0	435	471	953	620	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	20.8	13.1	9.6	17.9	0.0
Incr Delay (d2), s/veh	0.0	8.0	0.2	0.1	12.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.6	1.2	1.8	8.0	0.0
Unsiq. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	28.8	13.3	9.6	30.3	0.0
LnGrp LOS	A	C	B	A	C	A
Approach Vol, veh/h	335			459	540	
Approach Delay, s/veh	28.8			10.9	30.3	
Approach LOS	C			B	C	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	13.5	19.8			33.3	26.0
Change Period (Y+Rc), s	7.0	7.0			7.0	7.0
Max Green Setting (Gmax), s	7.0	13.0			27.0	19.0
Max Q Clear Time (q_c+I1), s	5.5	12.8			7.6	19.1
Green Ext Time (p_c), s	0.0	0.0			0.2	0.0
Intersection Summary						
HCM 6th Ctrl Delay			23.3			
HCM 6th LOS			C			

US 70 West Corridor Study
 5: SR 1004 (Efland-Cedar Grove Road) & US 70

Existing (2022)
 PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	18	114	51	5	191	75	110	284	11	40	138	3
Future Volume (vph)	18	114	51	5	191	75	110	284	11	40	138	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-2%			2%			-1%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frts		0.962			0.963			0.996			0.998	
Flt Protected		0.995			0.999			0.987			0.989	
Satd. Flow (prot)	0	1791	0	0	1762	0	0	1826	0	0	1820	0
Flt Permitted		0.944			0.992			0.853			0.859	
Satd. Flow (perm)	0	1699	0	0	1750	0	0	1578	0	0	1581	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			45	
Link Distance (ft)		1945			1719			427			946	
Travel Time (s)		29.5			26.0			8.3			14.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	2%	3%	2%	5%	2%	2%	2%	2%	3%
Adj. Flow (vph)	20	127	57	6	212	83	122	316	12	44	153	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	0	0	301	0	0	450	0	0	200	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	19.0	19.0		19.0	19.0		14.0	14.0		14.0	14.0	
Total Split (s)	26.0	26.0		26.0	26.0		34.0	34.0		34.0	34.0	
Total Split (%)	43.3%	43.3%		43.3%	43.3%		56.7%	56.7%		56.7%	56.7%	
Maximum Green (s)	19.0	19.0		19.0	19.0		27.0	27.0		27.0	27.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		-2.0			-2.0			-2.0			-2.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	0.2	0.2		0.2	0.2		0.2	0.2		0.2	0.2	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		15.7			15.7			17.1			17.1	
Actuated q/C Ratio		0.36			0.36			0.40			0.40	
v/c Ratio		0.33			0.47			0.72			0.32	
Control Delay		13.7			15.3			18.1			10.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.7			15.3			18.1			10.2	
LOS		B			B			B			B	
Approach Delay		13.7			15.3			18.1			10.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		32			51			79			29	

US 70 West Corridor Study
 5: SR 1004 (Efland-Cedar Grove Road) & US 70

Existing (2022)
 PM Peak Hour

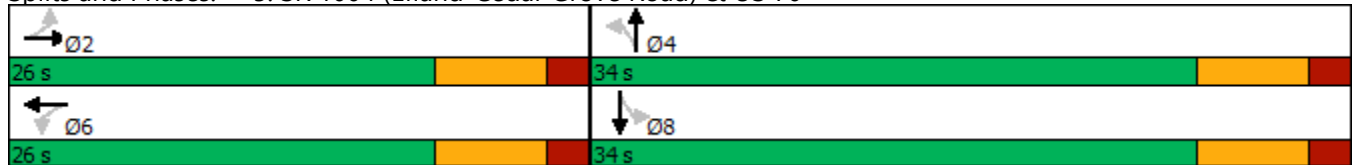


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		100			148			190			75	
Internal Link Dist (ft)		1865			1639			347			866	
Turn Bay Length (ft)												
Base Capacity (vph)		858			884			1101			1103	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.24			0.34			0.41			0.18	

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	43.2
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	15.2
Intersection LOS:	B
Intersection Capacity Utilization	59.2%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 5: SR 1004 (Efland-Cedar Grove Road) & US 70

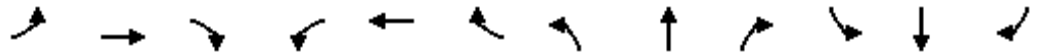


US 70 West Corridor Study
5: SR 1004 (Efland-Cedar Grove Road) & US 70

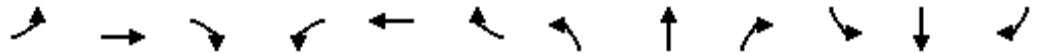
Existing (2022)
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	18	114	51	5	191	75	110	284	11	40	138	3
Future Volume (veh/h)	18	114	51	5	191	75	110	284	11	40	138	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1949	1949	1919	1847	1832	1847	1864	1909	1909	1847	1847	1832
Adj Flow Rate, veh/h	20	127	57	6	212	83	122	316	12	44	153	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	4	2	3	2	5	2	2	2	2	3
Cap, veh/h	141	459	191	105	474	183	258	447	16	204	511	9
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	88	1205	501	14	1245	479	385	1288	46	243	1471	26
Grp Volume(v), veh/h	204	0	0	301	0	0	450	0	0	200	0	0
Grp Sat Flow(s),veh/h/ln	1794	0	0	1738	0	0	1719	0	0	1741	0	0
Q Serve(q_s), s	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	0.0	4.7	0.0	0.0	8.3	0.0	0.0	2.9	0.0	0.0
Prop In Lane	0.10		0.28	0.02		0.28	0.27		0.03	0.22		0.01
Lane Grp Cap(c), veh/h	791	0	0	762	0	0	721	0	0	724	0	0
V/C Ratio(X)	0.26	0.00	0.00	0.40	0.00	0.00	0.62	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	1122	0	0	1091	0	0	1457	0	0	1419	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	0.0	0.0	8.5	0.0	0.0	10.4	0.0	0.0	8.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.0	0.0	0.0	2.2	0.0	0.0	0.7	0.0	0.0
Unsiq. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.0	0.0	0.0	8.6	0.0	0.0	10.8	0.0	0.0	8.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	A
Approach Vol, veh/h		204			301			450			200	
Approach Delay, s/veh		8.0			8.6			10.8			8.9	
Approach LOS		A			A			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		17.8		19.0		17.8				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		19.0		27.0		19.0		27.0				
Max Q Clear Time (q_c+1), s		4.8		10.3		6.7		4.9				
Green Ext Time (p_c), s		0.1		0.4		0.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay				9.4								
HCM 6th LOS				A								



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	366	159	57	531	24	116	35	68	27	24	26
Future Volume (vph)	23	366	159	57	531	24	116	35	68	27	24	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		3%			1%			2%			0%	
Storage Length (ft)	125		50	50		0	50		75	0		50
Storage Lanes	1		1	1		0	1		1	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frts			0.850		0.993				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.974	
Satd. Flow (prot)	1743	1817	1560	1761	1823	0	1752	1826	1567	0	1779	1553
Flt Permitted	0.344			0.509			0.720				0.814	
Satd. Flow (perm)	631	1817	1560	943	1823	0	1328	1826	1567	0	1487	1553
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1721			2289			1549			654	
Travel Time (s)		26.1			34.7			30.2			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	2%	2%	3%	2%	2%	3%	2%	4%	4%	4%
Adj. Flow (vph)	26	407	177	63	590	27	129	39	76	30	27	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	407	177	63	617	0	129	39	76	0	57	29
Turn Type	Perm	NA	Perm	Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	2	2	2	6	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	25.0	25.0	25.0	34.0	34.0		14.0	14.0	14.0	31.0	31.0	31.0
Total Split (s)	57.0	57.0	57.0	57.0	57.0		33.0	33.0	33.0	33.0	33.0	33.0
Total Split (%)	63.3%	63.3%	63.3%	63.3%	63.3%		36.7%	36.7%	36.7%	36.7%	36.7%	36.7%
Maximum Green (s)	50.0	50.0	50.0	50.0	50.0		26.0	26.0	26.0	26.0	26.0	26.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	-2.0		-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0		5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	Min	Min	Min	Min	Min		None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	20.0	20.0					17.0	17.0	17.0
Pedestrian Calls (#/hr)	0	0	0	0	0					0	0	0
Act Effct Green (s)	27.0	27.0	27.0	27.0	27.0		11.4	11.4	11.4		11.4	11.4
Actuated q/C Ratio	0.62	0.62	0.62	0.62	0.62		0.26	0.26	0.26		0.26	0.26
v/c Ratio	0.07	0.36	0.18	0.11	0.55		0.38	0.08	0.19		0.15	0.07
Control Delay	6.3	7.6	6.6	6.5	9.9		19.1	15.1	16.1		15.8	15.3

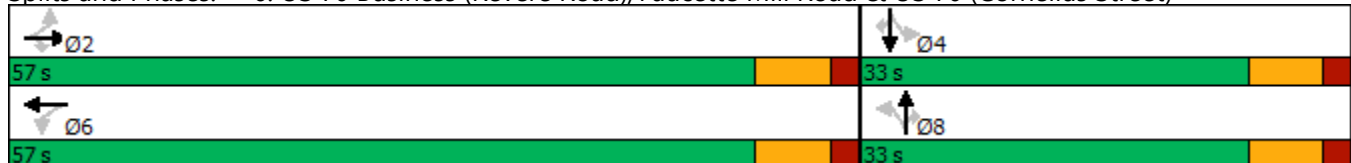


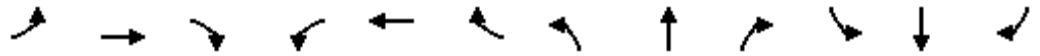
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Total Delay	6.3	7.6	6.6	6.5	9.9		19.1	15.1	16.1		15.8	15.3
LOS	A	A	A	A	A		B	B	B		B	B
Approach Delay		7.3			9.5			17.5			15.6	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)	3	51	20	7	91		24	7	14		10	5
Queue Length 95th (ft)	13	128	56	25	223		80	30	50		40	25
Internal Link Dist (ft)		1641			2209			1469			574	
Turn Bay Length (ft)	125		50	50			50		75			50
Base Capacity (vph)	612	1762	1513	915	1768		886	1219	1046		993	1037
Starvation Cap Reductn	0	0	0	0	0		0	0	0		0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.04	0.23	0.12	0.07	0.35		0.15	0.03	0.07		0.06	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 43.9
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 10.2
 Intersection LOS: B
 Intersection Capacity Utilization 65.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 6: US 70 Business (Revere Road)/Faucette Mill Road & US 70 (Cornelius Street)





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗		↖	↗	↘		↖	↗
Traffic Volume (veh/h)	23	366	159	57	531	24	116	35	68	27	24	26
Future Volume (veh/h)	23	366	159	57	531	24	116	35	68	27	24	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1817	1803	1817	1864	1850	1864	1847	1832	1847	1841	1841	1841
Adj Flow Rate, veh/h	26	407	177	63	590	27	129	39	0	30	27	29
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	2	2	3	2	2	3	2	4	4	4
Cap, veh/h	362	840	718	466	818	37	501	446		317	233	380
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.24	0.24	0.00	0.24	0.24	0.24
Sat Flow, veh/h	783	1803	1540	828	1755	80	1331	1832	1565	645	959	1560
Grp Volume(v), veh/h	26	407	177	63	0	617	129	39	0	57	0	29
Grp Sat Flow(s),veh/h/ln	783	1803	1540	828	0	1835	1331	1832	1565	1604	0	1560
Q Serve(q_s), s	1.0	5.4	2.4	2.0	0.0	9.3	2.9	0.6	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	10.3	5.4	2.4	7.3	0.0	9.3	3.7	0.6	0.0	0.8	0.0	0.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	0.53		1.00
Lane Grp Cap(c), veh/h	362	840	718	466	0	856	501	446		550	0	380
V/C Ratio(X)	0.07	0.48	0.25	0.14	0.00	0.72	0.26	0.09		0.10	0.00	0.08
Avail Cap(c_a), veh/h	1180	2722	2325	1331	0	2771	1259	1489		1429	0	1268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.5	6.3	5.5	8.9	0.0	7.4	11.6	10.1	0.0	10.2	0.0	10.0
Incr Delay (d2), s/veh	0.0	0.2	0.1	0.0	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.8	0.3	0.2	0.0	1.5	0.6	0.2	0.0	0.2	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.5	6.5	5.6	8.9	0.0	7.8	11.7	10.1	0.0	10.2	0.0	10.1
LnGrp LOS	B	A	A	A	A	A	B	B		B	A	B
Approach Vol, veh/h		610			680			168				86
Approach Delay, s/veh		6.5			7.9			11.3				10.2
Approach LOS		A			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.1		13.4		21.1		13.4				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		50.0		26.0		50.0		26.0				
Max Q Clear Time (q_c+I1), s		12.3		2.8		11.3		5.7				
Green Ext Time (p_c), s		1.8		0.1		2.7		0.1				

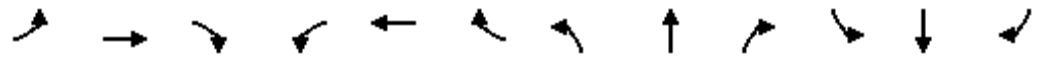
Intersection Summary

HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Notes

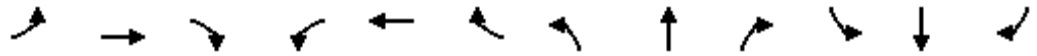
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

7: NC 86 (N. Churton Street)/NC 86 (Colonial Heritage Byway) & US 70 (Cornelius Street) - Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	273	48	76	374	300	80	366	102	155	234	206
Future Volume (vph)	185	273	48	76	374	300	80	366	102	155	234	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			-1%			4%				-3%
Storage Length (ft)	275		325	275		400	275		200	125		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt			0.850			0.850			0.850		0.930	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1711	1872	1591	1778	1872	1591	1717	1825	1552	1728	1750	0
Flt Permitted	0.196			0.374			0.193			0.273		
Satd. Flow (perm)	353	1872	1591	700	1872	1591	349	1825	1552	497	1750	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			30				35
Link Distance (ft)		1086			1726			918				1097
Travel Time (s)		16.5			26.2			20.9				21.4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	6%	2%	2%	2%	2%	2%	3%	2%	2%	6%	2%	3%
Adj. Flow (vph)	206	303	53	84	416	333	89	407	113	172	260	229
Shared Lane Traffic (%)												
Lane Group Flow (vph)	206	303	53	84	416	333	89	407	113	172	489	0
Turn Type	D.P+P	NA pm+ov	D.P+P	NA pm+ov	D.P+P	NA pm+ov	D.P+P	NA pm+ov	D.P+P	NA		
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	
Permitted Phases	6		2	2		6	4		8	8		
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	7.0	7.0	12.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.0	19.0	14.0	14.0	19.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Total Split (s)	14.0	29.0	14.0	14.0	29.0	14.0	14.0	33.0	14.0	14.0	33.0	
Total Split (%)	15.6%	32.2%	15.6%	15.6%	32.2%	15.6%	15.6%	36.7%	15.6%	15.6%	36.7%	
Maximum Green (s)	7.0	22.0	7.0	7.0	22.0	7.0	7.0	26.0	7.0	7.0	26.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	6.0	2.0	2.0	6.0	2.0	2.0	2.0	2.0	2.0	2.0	
Minimum Gap (s)	0.2	3.0	0.2	0.2	3.0	0.2	0.2	0.2	0.2	0.2	0.2	
Time Before Reduce (s)	0.0	15.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	30.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None	
Act Effct Green (s)	32.5	23.4	37.5	32.5	23.4	37.5	35.7	25.5	39.6	34.5	28.7	
Actuated q/C Ratio	0.37	0.27	0.43	0.37	0.27	0.43	0.41	0.29	0.45	0.40	0.33	
v/c Ratio	0.76	0.60	0.08	0.23	0.83	0.49	0.31	0.76	0.16	0.53	0.85	
Control Delay	37.5	34.3	16.0	17.6	46.3	21.6	16.9	38.4	14.6	20.9	44.5	

7: NC 86 (N. Churton Street)/NC 86 (Colonial Heritage Byway) & US 70 (Cornelius Street)/US 70

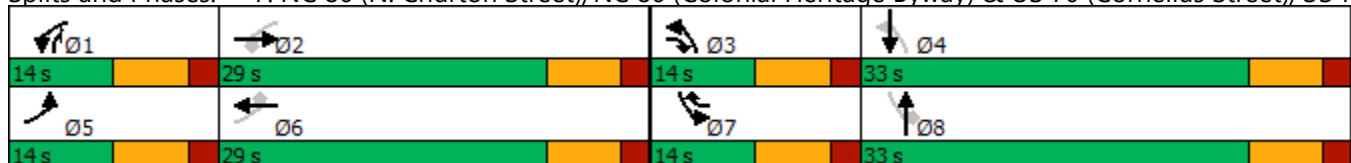


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	34.3	16.0	17.6	46.3	21.6	16.9	38.4	14.6	20.9	44.5	
LOS	D	C	B	B	D	C	B	D	B	C	D	
Approach Delay		33.8			33.5			30.9			38.4	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	75	151	18	28	223	134	27	204	36	56	264	
Queue Length 95th (ft)	#164	237	40	57	#377	214	54	310	68	96	#448	
Internal Link Dist (ft)		1006			1646			838			1017	
Turn Bay Length (ft)	275		325	275		400	275		200	125		
Base Capacity (vph)	272	518	684	372	518	684	285	589	705	325	577	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.58	0.08	0.23	0.80	0.49	0.31	0.69	0.16	0.53	0.85	

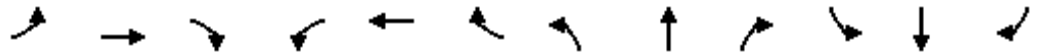
Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 87.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 34.2
 Intersection LOS: C
 Intersection Capacity Utilization 77.3%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: NC 86 (N. Churton Street)/NC 86 (Colonial Heritage Byway) & US 70 (Cornelius Street)/US 70



7: NC 86 (N. Churton Street)/NC 86 (Colonial Heritage Byway) & US 70 (Cornelius Street) US 70



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘	↖	↗	↘	↖	↗	↘
Traffic Volume (veh/h)	185	273	48	76	374	300	80	366	102	155	234	206
Future Volume (veh/h)	185	273	48	76	374	300	80	366	102	155	234	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1849	1909	1909	1909	1909	1909	1761	1776	1776	1928	1988	1973
Adj Flow Rate, veh/h	206	303	0	84	416	0	89	407	0	172	260	229
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	6	2	2	2	2	2	3	2	2	6	2	3
Cap, veh/h	323	523		404	502		287	525		363	298	262
Arrive On Green	0.10	0.27	0.00	0.09	0.26	0.00	0.09	0.30	0.00	0.10	0.31	0.28
Sat Flow, veh/h	1761	1909	1618	1818	1909	1618	1677	1776	1505	1836	975	859
Grp Volume(v), veh/h	206	303	0	84	416	0	89	407	0	172	0	489
Grp Sat Flow(s),veh/h/ln	1761	1909	1618	1818	1909	1618	1677	1776	1505	1836	0	1833
Q Serve(q_s), s	7.2	11.8	0.0	2.6	17.7	0.0	2.9	18.0	0.0	5.3	0.0	21.8
Cycle Q Clear(g_c), s	7.2	11.8	0.0	2.6	17.7	0.0	2.9	18.0	0.0	5.3	0.0	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	323	523		404	502		287	525		363	0	560
V/C Ratio(X)	0.64	0.58		0.21	0.83		0.31	0.77		0.47	0.00	0.87
Avail Cap(c_a), veh/h	323	532		424	532		303	577		363	0	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	27.0	0.0	18.9	29.9	0.0	19.4	27.7	0.0	19.4	0.0	28.8
Incr Delay (d2), s/veh	3.2	3.8	0.0	0.1	13.3	0.0	0.2	5.1	0.0	0.4	0.0	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	5.5	0.0	1.0	9.3	0.0	1.1	8.1	0.0	2.2	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.0	30.8	0.0	19.0	43.2	0.0	19.7	32.8	0.0	19.7	0.0	41.0
LnGrp LOS	C	C		B	D		B	C		B	A	D
Approach Vol, veh/h		509			500			496			661	
Approach Delay, s/veh		28.5			39.2			30.5			35.5	
Approach LOS		C			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	28.6	13.2	31.3	14.0	27.7	14.0	30.5				
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0				
Max Green Setting (Gmax), s	7.0	22.0	7.0	26.0	7.0	22.0	7.0	26.0				
Max Q Clear Time (q_c+I1), s	4.6	13.8	4.9	23.8	9.2	19.7	7.3	20.0				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.5	0.0	1.0	0.0	0.9				

Intersection Summary

HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

US 70 West Corridor Study
 8: US 70 & SR 1588 (Orange High School Road)

Existing (2022)
 PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	88	425	534	64	156	224
Future Volume (vph)	88	425	534	64	156	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)		2%	2%		1%	
Storage Length (ft)	425			200	0	100
Storage Lanes	1			1	1	1
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t				0.850		0.850
Fl _t Protected	0.950				0.950	
Satd. Flow (prot)	1752	1809	1775	1467	1744	1545
Fl _t Permitted	0.175				0.950	
Satd. Flow (perm)	323	1809	1775	1467	1744	1545
Right Turn on Red				No		No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		40	
Link Distance (ft)		1043	2246		2635	
Travel Time (s)		15.8	34.0		44.9	
Peak Hour Factor	0.79	0.92	0.91	0.76	0.59	0.60
Heavy Vehicles (%)	2%	4%	6%	9%	3%	4%
Adj. Flow (vph)	111	462	587	84	264	373
Shared Lane Traffic (%)						
Lane Group Flow (vph)	111	462	587	84	264	373
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	5	2	6		4	5
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	5
Switch Phase						
Minimum Initial (s)	7.0	12.0	12.0	12.0	7.0	7.0
Minimum Split (s)	14.0	19.0	19.0	19.0	14.0	14.0
Total Split (s)	14.0	44.0	30.0	30.0	16.0	14.0
Total Split (%)	23.3%	73.3%	50.0%	50.0%	26.7%	23.3%
Maximum Green (s)	7.0	37.0	23.0	23.0	9.0	7.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes		Yes
Vehicle Extension (s)	1.0	2.0	2.0	2.0	1.0	1.0
Recall Mode	None	Min	Min	Min	None	None
Act Effct Green (s)	36.8	36.8	22.7	22.7	10.8	24.8
Actuated g/C Ratio	0.64	0.64	0.39	0.39	0.19	0.43
v/c Ratio	0.26	0.40	0.84	0.15	0.81	0.56
Control Delay	5.5	6.2	28.7	11.8	46.0	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.5	6.2	28.7	11.8	46.0	17.1
LOS	A	A	C	B	D	B

US 70 West Corridor Study
 8: US 70 & SR 1588 (Orange High School Road)

Existing (2022)
 PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↑	↗	↖	↗
Traffic Volume (veh/h)	88	425	534	64	156	224
Future Volume (veh/h)	88	425	534	64	156	224
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1847	1817	1788	1743	1850	1835
Adj Flow Rate, veh/h	111	462	587	84	264	373
Peak Hour Factor	0.79	0.92	0.91	0.76	0.59	0.60
Percent Heavy Veh, %	2	4	6	9	3	4
Cap, veh/h	446	1127	698	576	350	526
Arrive On Green	0.14	0.62	0.39	0.39	0.20	0.20
Sat Flow, veh/h	1759	1817	1788	1477	1762	1555
Grp Volume(v), veh/h	111	462	587	84	264	373
Grp Sat Flow(s),veh/h/ln	1759	1817	1788	1477	1762	1555
Q Serve(q_s), s	1.6	7.2	16.5	2.0	7.8	11.0
Cycle Q Clear(g_c), s	1.6	7.2	16.5	2.0	7.8	11.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	446	1127	698	576	350	526
V/C Ratio(X)	0.25	0.41	0.84	0.15	0.75	0.71
Avail Cap(c_a), veh/h	486	1281	808	668	350	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.2	5.3	15.3	10.9	20.9	15.9
Incr Delay (d2), s/veh	0.1	0.1	6.3	0.0	8.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	1.4	6.3	0.5	3.6	0.5
Unsiq. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.3	5.4	21.6	10.9	28.9	19.7
LnGrp LOS	A	A	C	B	C	B
Approach Vol, veh/h		573	671		637	
Approach Delay, s/veh		6.2	20.2		23.5	
Approach LOS		A	C		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.3		16.0	12.7	26.6
Change Period (Y+Rc), s		7.0		7.0	7.0	7.0
Max Green Setting (Gmax), s		37.0		9.0	7.0	23.0
Max Q Clear Time (q_c+I1), s		9.2		13.0	3.6	18.5
Green Ext Time (p_c), s		1.6		0.0	0.0	1.1
Intersection Summary						
HCM 6th Ctrl Delay			17.1			
HCM 6th LOS			B			

US 70 West Corridor Study
 9: SR 1002 (St. Mary's Road) & US 70

Existing (2022)
 PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	345	7	46	689	21	15	66	51	25	81	133
Future Volume (vph)	106	345	7	46	689	21	15	66	51	25	81	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			1%				-4%
Storage Length (ft)	275		0	125		250	200		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.997				0.850		0.934			0.907	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1778	1849	0	1761	1853	1575	1761	1731	0	1770	1723	0
Fl _t Permitted	0.147			0.469			0.442			0.674		
Satd. Flow (perm)	275	1849	0	869	1853	1575	819	1731	0	1256	1723	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		1778			2644			1549			3167	
Travel Time (s)		26.9			40.1			30.2			61.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%
Adj. Flow (vph)	118	383	8	51	766	23	17	73	57	28	90	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	391	0	51	766	23	17	130	0	28	238	0
Turn Type	D.P+P	NA		D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2		6	4			8		
Detector Phase	5	2		1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	19.0		14.0	19.0	19.0	14.0	14.0		14.0	14.0	
Total Split (s)	14.0	32.0		14.0	32.0	32.0	14.0	14.0		14.0	14.0	
Total Split (%)	23.3%	53.3%		23.3%	53.3%	53.3%	23.3%	23.3%		23.3%	23.3%	
Maximum Green (s)	7.0	25.0		7.0	25.0	25.0	7.0	7.0		7.0	7.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	Min		None	Min	Min	None	None		None	None	
Act Effct Green (s)	32.8	28.7		33.7	26.0	26.0	9.2	9.2		9.2	9.2	
Actuated g/C Ratio	0.59	0.51		0.60	0.46	0.46	0.16	0.16		0.16	0.16	
v/c Ratio	0.29	0.41		0.08	0.89	0.03	0.13	0.46		0.14	0.84	
Control Delay	5.8	11.7		3.6	30.9	9.5	24.8	29.4		24.1	54.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	5.8	11.7		3.6	30.9	9.5	24.8	29.4		24.1	54.5	
LOS	A	B		A	C	A	C	C		C	D	

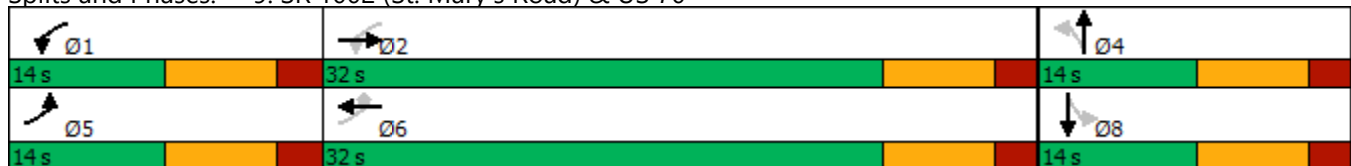


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		10.4			28.6			28.9			51.3	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)	11	93		5	246	4	5	44		9	86	
Queue Length 95th (ft)	24	158		13	#459	15	21	91		29	#205	
Internal Link Dist (ft)		1698			2564			1469			3087	
Turn Bay Length (ft)	275			125		250	200			225		
Base Capacity (vph)	408	1001		670	916	779	134	285		207	284	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.29	0.39		0.08	0.84	0.03	0.13	0.46		0.14	0.84	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 56
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 26.8 Intersection LOS: C
 Intersection Capacity Utilization 67.1% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 9: SR 1002 (St. Mary's Road) & US 70



US 70 West Corridor Study
 9: SR 1002 (St. Mary's Road) & US 70

Existing (2022)
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↗	↖	↗		↖	↗	
Traffic Volume (veh/h)	106	345	7	46	689	21	15	66	51	25	81	133
Future Volume (veh/h)	106	345	7	46	689	21	15	66	51	25	81	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1909	1894	1909	1864	1864	1864	1864	1864	1864	1997	2027	2027
Adj Flow Rate, veh/h	118	383	8	51	766	23	17	73	57	28	90	148
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	2	2	2	2	2	2	2	4	2	2
Cap, veh/h	422	903	19	655	846	717	153	149	116	237	106	174
Arrive On Green	0.14	0.49	0.49	0.10	0.45	0.45	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1818	1849	39	1776	1864	1580	1139	970	758	1346	689	1134
Grp Volume(v), veh/h	118	0	391	51	766	23	17	0	130	28	0	238
Grp Sat Flow(s),veh/h/ln	1818	0	1887	1776	1864	1580	1139	0	1728	1346	0	1823
Q Serve(q_s), s	1.7	0.0	7.8	0.7	22.3	0.5	0.9	0.0	4.0	1.1	0.0	7.4
Cycle Q Clear(g_c), s	1.7	0.0	7.8	0.7	22.3	0.5	8.3	0.0	4.0	5.2	0.0	7.4
Prop In Lane	1.00		0.02	1.00		1.00	1.00		0.44	1.00		0.62
Lane Grp Cap(c), veh/h	422	0	922	655	846	717	153	0	266	237	0	280
V/C Ratio(X)	0.28	0.00	0.42	0.08	0.91	0.03	0.11	0.00	0.49	0.12	0.00	0.85
Avail Cap(c_a), veh/h	454	0	922	747	860	729	153	0	266	237	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	9.7	5.6	14.8	8.9	28.2	0.0	22.7	25.0	0.0	24.1
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	12.5	0.0	0.1	0.0	0.5	0.1	0.0	20.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.4	0.2	9.8	0.1	0.2	0.0	1.5	0.3	0.0	4.5
Unsiq. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.5	0.0	9.8	5.6	27.4	8.9	28.3	0.0	23.2	25.1	0.0	44.3
LnGrp LOS	B	A	A	A	C	A	C	A	C	C	A	D
Approach Vol, veh/h		509			840			147			266	
Approach Delay, s/veh		9.9			25.5			23.8			42.3	
Approach LOS		A			C			C			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	33.6		14.0	13.0	31.6		14.0				
Change Period (Y+Rc), s	7.0	7.0		7.0	7.0	7.0		7.0				
Max Green Setting (Gmax), s	7.0	25.0		7.0	7.0	25.0		7.0				
Max Q Clear Time (q_c+I1), s	7.7	9.8		10.3	3.7	24.3		9.4				
Green Ext Time (p_c), s	0.0	1.2		0.0	0.0	0.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			23.4									
HCM 6th LOS			C									

US 70 West Corridor Study
 10: SR 1561 (Lawrence Road) & US 70

Existing (2022)
 PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	357	151	7	640	58	156	155	7	25	93	21
Future Volume (vph)	10	357	151	7	640	58	156	155	7	25	93	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-1%			1%			4%			0%	
Storage Length (ft)	125		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.955			0.988			0.997			0.980	
Fl _t Protected	0.950			0.950				0.976			0.991	
Satd. Flow (prot)	1761	1758	0	1761	1815	0	0	1759	0	0	1809	0
Fl _t Permitted	0.108			0.279				0.976			0.991	
Satd. Flow (perm)	200	1758	0	517	1815	0	0	1759	0	0	1809	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		55			55			45			45	
Link Distance (ft)		3881			2362			2207			2479	
Travel Time (s)		48.1			29.3			33.4			37.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	4%	3%	2%	3%	2%	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	11	397	168	8	711	64	173	172	8	28	103	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	565	0	8	775	0	0	353	0	0	154	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		3	3		4	4	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		3	3		4	4	
Switch Phase												
Minimum Initial (s)	14.0	14.0		14.0	14.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		14.0	14.0		14.0	14.0	
Total Split (s)	49.0	49.0		49.0	49.0		26.0	26.0		15.0	15.0	
Total Split (%)	54.4%	54.4%		54.4%	54.4%		28.9%	28.9%		16.7%	16.7%	
Maximum Green (s)	42.0	42.0		42.0	42.0		19.0	19.0		8.0	8.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0			-2.0			-2.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Time To Reduce (s)	30.0	30.0		30.0	30.0		20.0	20.0		20.0	20.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	42.0	42.0		42.0	42.0			20.9			10.0	
Actuated q/C Ratio	0.48	0.48		0.48	0.48			0.24			0.11	
v/c Ratio	0.12	0.67		0.03	0.89			0.84			0.75	
Control Delay	16.3	22.5		12.6	35.8			52.6			62.1	

HCM 6th Edition methodology expects strict NEMA phasing.

US 70 West Corridor Study
 11: US 70 Business & US 70 & SR 1562 (Palmers Grove Road)

Existing (2022)
 PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	715	31	4	290	3	29	27	0	11	21	3
Future Volume (vph)	180	715	31	4	290	3	29	27	0	11	21	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-4%			4%			3%			-7%	
Storage Length (ft)	100		0	100		0	0		0	0		100
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.994			0.999							0.989
Flt Protected	0.950			0.950				0.975				0.984
Satd. Flow (prot)	1753	1835	0	1701	1789	0	0	1755	0	0	1858	0
Flt Permitted	0.950			0.950				0.975				0.984
Satd. Flow (perm)	1753	1835	0	1701	1789	0	0	1755	0	0	1858	0
Link Speed (mph)		55			55			40				45
Link Distance (ft)		3885			437			146				1402
Travel Time (s)		48.2			5.4			2.5				21.2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	5%	5%	5%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	200	794	34	4	322	3	32	30	0	12	23	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	828	0	4	325	0	0	62	0	0	38	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

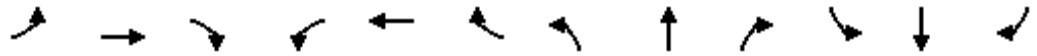
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.9%
ICU Level of Service	B
Analysis Period (min)	15

Intersection												
Int Delay, s/veh	11.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔			↔	↔
Traffic Vol, veh/h	180	715	31	4	290	3	29	27	0	11	21	3
Future Vol, veh/h	180	715	31	4	290	3	29	27	0	11	21	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	0	-	0	-
Grade, %	-	-4	-	-	4	-	-	3	-	-	-7	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	4	4	4	4	4	4	3	3	3
Mvmt Flow	200	794	34	4	322	3	32	30	0	12	23	3

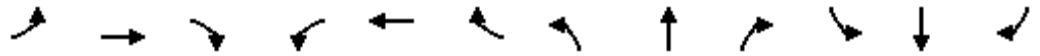
Major/Minor	Major1		Major2		Minor1		Minor2				
Conflicting Flow All	325	0	0	828	0	0	1556	1544	-1558	1560	324
Stage 1	-	-	-	-	-	-	1211	1211	-	332	332
Stage 2	-	-	-	-	-	-	345	333	-	1226	1228
Critical Hdwy	4.15	-	-	4.14	-	-	7.74	7.14	-	5.73	5.13
Critical Hdwy Stg 1	-	-	-	-	-	-	6.74	6.14	-	4.73	4.13
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	6.14	-	4.73	4.13
Follow-up Hdwy	2.245	-	-	2.236	-	-	3.536	4.036	-	3.527	4.027
Pot Cap-1 Maneuver	218	-	-	795	-	-	70	88	0	167	205
Stage 1	-	-	-	-	-	-	180	207	0	773	731
Stage 2	-	-	-	-	-	-	629	606	0	350	402
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	218	-	-	795	-	-	55	73	-	100	171
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	73	-	100	171
Stage 1	-	-	-	-	-	-	150	173	-	646	727
Stage 2	-	-	-	-	-	-	603	603	-	242	336

Approach	EB	WB	NB	SB
HCM Control Delay, s/1.7		0.1	225.8	37.8
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	62	1218	-	-	795	-	-	148
HCM Lane V/C Ratio	1.004	0.164	-	-	0.006	-	-	0.263
HCM Control Delay (s)	225.8	8.5	-	-	9.6	-	-	37.8
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	4.8	0.6	-	-	0	-	-	1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	526	18	77	853	110	31	50	53	66	19	51
Future Volume (vph)	62	526	18	77	853	110	31	50	53	66	19	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		-3%			3%			-8%			3%	
Storage Length (ft)	175		225	0		225	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850			0.850		0.947			0.949	
Fl _t Protected	0.950			0.950				0.989			0.976	
Satd. Flow (prot)	1796	1872	1546	1710	1835	1560	0	1794	0	0	1669	0
Fl _t Permitted	0.950			0.950				0.989			0.976	
Satd. Flow (perm)	1796	1872	1546	1710	1835	1560	0	1794	0	0	1669	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			40			45	
Link Distance (ft)		3898			1509			1083			1394	
Travel Time (s)		59.1			22.9			18.5			21.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	3%	6%	4%	2%	2%	7%	2%	2%	5%	5%	2%
Adj. Flow (vph)	69	584	20	86	948	122	34	56	59	73	21	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	584	20	86	948	122	0	149	0	0	151	0
Turn Type	Prot	NA	Prot	Prot	NA	Prot	Split	NA		Split	NA	
Protected Phases	5	2	2	1	6	6	3	3		4	4	
Permitted Phases												
Detector Phase	5	2	2	1	6	6	3	3		4	4	
Switch Phase												
Minimum Initial (s)	7.0	12.0	12.0	7.0	12.0	12.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	14.0	19.0	19.0	14.0	19.0	19.0	14.0	14.0		14.0	14.0	
Total Split (s)	14.0	70.0	70.0	17.0	73.0	73.0	16.0	16.0		17.0	17.0	
Total Split (%)	11.7%	58.3%	58.3%	14.2%	60.8%	60.8%	13.3%	13.3%		14.2%	14.2%	
Maximum Green (s)	7.0	63.0	63.0	10.0	66.0	66.0	9.0	9.0		10.0	10.0	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0		-2.0			-2.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	
Lead/Lag	Lead	Laq	Laq	Lead	Laq	Laq	Lead	Lead		Laq	Laq	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	6.0	6.0	1.0	6.0	6.0	1.0	1.0		1.0	1.0	
Minimum Gap (s)	0.0	3.0	3.0	0.2	3.0	3.0	0.2	0.2		0.0	0.0	
Time Before Reduce (s)	0.0	15.0	15.0	0.0	15.0	15.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0	0.0		0.0	0.0	
Recall Mode	None	Min	Min	None	Min	Min	None	None		None	None	
Act Effct Green (s)	9.2	61.6	61.6	10.9	63.3	63.3		11.2			12.2	
Actuated q/C Ratio	0.08	0.55	0.55	0.10	0.56	0.56		0.10			0.11	
v/c Ratio	0.47	0.57	0.02	0.52	0.92	0.14		0.83			0.84	
Control Delay	64.7	20.1	12.8	63.4	37.9	12.6		87.9			88.1	

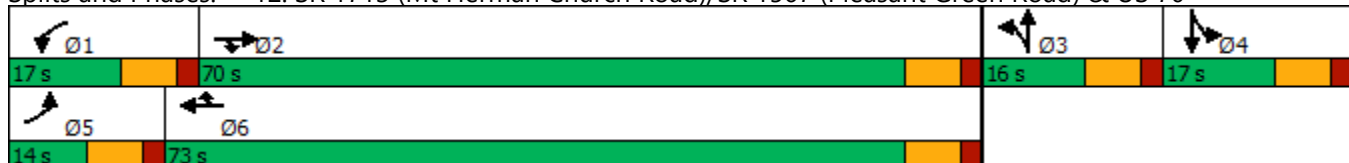


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0				0.0
Total Delay	64.7	20.1	12.8	63.4	37.9	12.6		87.9				88.1
LOS	E	C	B	E	D	B		F				F
Approach Delay		24.4			37.2			87.9				88.1
Approach LOS		C			D			F				F
Queue Length 50th (ft)	52	285	7	65	627	42		116				118
Queue Length 95th (ft)	102	400	19	119	#940	73		#243				#246
Internal Link Dist (ft)		3818			1429			1003				1314
Turn Bay Length (ft)	175		225			225						
Base Capacity (vph)	146	1114	920	186	1133	963		179				181
Starvation Cap Reductn	0	0	0	0	0	0		0				0
Spillback Cap Reductn	0	0	0	0	0	0		0				0
Storage Cap Reductn	0	0	0	0	0	0		0				0
Reduced v/c Ratio	0.47	0.52	0.02	0.46	0.84	0.13		0.83				0.83

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 112.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 40.3
 Intersection LOS: D
 Intersection Capacity Utilization 77.7%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

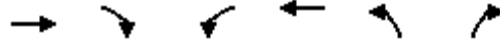
Splits and Phases: 12: SR 1713 (Mt Herman Church Road)/SR 1567 (Pleasant Green Road) & US 70



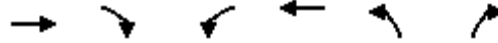
HCM 6th Edition methodology expects strict NEMA phasing.

US 70 West Corridor Study
 13: NC 751 & US 70 Business (Hillsborough Road)

Existing (2022)
 PM Peak Hour



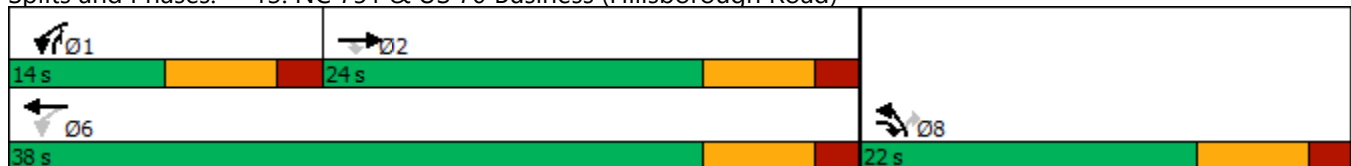
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	316	104	122	586	262	167
Future Volume (vph)	316	104	122	586	262	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	1%			-1%	3%	
Storage Length (ft)		100	150		0	75
Storage Lanes		1	1		1	1
Taper Length (ft)			100		100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				0.850
Fl _t Protected			0.950		0.950	
Satd. Flow (prot)	1818	1575	1778	1872	1743	1560
Fl _t Permitted			0.314		0.950	
Satd. Flow (perm)	1818	1575	588	1872	1743	1560
Right Turn on Red		No				No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	4434			2038	1581	
Travel Time (s)	67.2			30.9	24.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%
Adj. Flow (vph)	351	116	136	651	291	186
Shared Lane Traffic (%)						
Lane Group Flow (vph)	351	116	136	651	291	186
Turn Type	NA	pm+ov	pm+pt	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2	6			8
Detector Phase	2	8	1	6	8	1
Switch Phase						
Minimum Initial (s)	12.0	7.0	7.0	12.0	7.0	7.0
Minimum Split (s)	19.0	14.0	14.0	19.0	14.0	14.0
Total Split (s)	24.0	22.0	14.0	38.0	22.0	14.0
Total Split (%)	40.0%	36.7%	23.3%	63.3%	36.7%	23.3%
Maximum Green (s)	17.0	15.0	7.0	31.0	15.0	7.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Recall Mode	Min	None	None	Min	None	None
Act Effct Green (s)	16.1	34.4	30.2	30.2	13.3	27.4
Actuated g/C Ratio	0.30	0.64	0.56	0.56	0.25	0.51
v/c Ratio	0.65	0.11	0.26	0.62	0.67	0.23
Control Delay	23.2	3.8	7.5	11.6	27.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	3.8	7.5	11.6	27.0	8.5
LOS	C	A	A	B	C	A



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach Delay	18.4			10.9	19.8	
Approach LOS	B			B	B	
Queue Length 50th (ft)	95	11	18	122	80	28
Queue Length 95th (ft)	183	24	44	242	159	65
Internal Link Dist (ft)	4354			1958	1501	
Turn Bay Length (ft)		100	150			75
Base Capacity (vph)	651	1125	533	1164	558	798
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.10	0.26	0.56	0.52	0.23

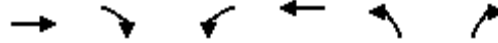
Intersection Summary	
Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	53.6
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.67
Intersection Signal Delay:	15.4
Intersection LOS:	B
Intersection Capacity Utilization	53.7%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 13: NC 751 & US 70 Business (Hillsborough Road)



US 70 West Corridor Study
 13: NC 751 & US 70 Business (Hillsborough Road)

Existing (2022)
 PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	316	104	122	586	262	167
Future Volume (veh/h)	316	104	122	586	262	167
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1835	1864	1909	1909	1817	1817
Adj Flow Rate, veh/h	351	116	136	651	291	186
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	2	2	2	2	2
Cap, veh/h	531	833	559	1060	412	617
Arrive On Green	0.29	0.29	0.16	0.56	0.24	0.24
Sat Flow, veh/h	1835	1580	1818	1909	1731	1540
Grp Volume(v), veh/h	351	116	136	651	291	186
Grp Sat Flow(s),veh/h/ln	1835	1580	1818	1909	1731	1540
Q Serve(q_s), s	8.1	1.8	2.0	11.1	7.5	4.0
Cycle Q Clear(g_c), s	8.1	1.8	2.0	11.1	7.5	4.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	531	833	559	1060	412	617
V/C Ratio(X)	0.66	0.14	0.24	0.61	0.71	0.30
Avail Cap(c_a), veh/h	720	996	601	1302	608	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	5.8	8.0	7.3	16.9	9.9
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.2	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.8	0.5	2.5	2.4	1.0
Unsiq. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.6	5.9	8.0	7.5	17.7	10.0
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	467			787	477	
Approach Delay, s/veh	13.2			7.6	14.7	
Approach LOS	B			A	B	
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.9	19.0			31.9	16.5
Change Period (Y+Rc), s	7.0	7.0			7.0	7.0
Max Green Setting (Gmax), s	7.0	17.0			31.0	15.0
Max Q Clear Time (q_c+I1), s	4.0	10.1			13.1	9.5
Green Ext Time (p_c), s	0.0	0.2			0.5	0.1
Intersection Summary						
HCM 6th Ctrl Delay			11.1			
HCM 6th LOS			B			



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑		↑		
Traffic Volume (vph)	56	3	0	56	0	0
Future Volume (vph)	56	3	0	56	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-1%			-3%	1%	
Storage Length (ft)		50	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			100		100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.850				
Flt Protected						
Satd. Flow (prot)	1872	1591	0	1891	0	0
Flt Permitted						
Satd. Flow (perm)	1872	1591	0	1891	0	0
Link Speed (mph)	40			40	45	
Link Distance (ft)	7575			146	555	
Travel Time (s)	129.1			2.5	8.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	62	3	0	62	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	3	0	62	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	6.7%
ICU Level of Service	A
Analysis Period (min)	15



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Volume (vph)	726	0	0	294	3	0
Future Volume (vph)	726	0	0	294	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	-4%			4%	-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	1900	0	0	1825	1778	0
Flt Permitted					0.950	
Satd. Flow (perm)	1900	0	0	1825	1778	0
Link Speed (mph)	55			55	45	
Link Distance (ft)	437			2836	555	
Travel Time (s)	5.4			35.2	8.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	807	0	0	327	3	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	807	0	0	327	3	0
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.2%
ICU Level of Service	A
Analysis Period (min)	15

Arterial Level of Service: EB US 70 #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 70 Business (Reve	II	48	29.7	6.8	36.5	0.33	32.1	B
NC 86 (N. Churton St	II	43	53.5	31.3	84.8	0.64	27.1	C
SR 1588 (Orange High	II	43	46.2	9.3	55.5	0.52	34.0	B
SR 1002 (St. Mary's	II	43	63.8	22.0	85.8	0.76	32.0	B
SR 1561 (Lawrence Ro	II	45	100.4	36.2	136.6	1.26	33.3	B
Total	II		293.6	105.6	399.2	3.52	31.7	B

Arterial Level of Service: WB US 70 #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 1561 (Lawrence Ro	I	50	131.1	16.0	147.1	1.80	44.1	A
SR 1002 (St. Mary's	I	45	100.4	16.8	117.2	1.26	38.8	B
SR 1588 (Orange High	I	43	63.8	23.5	87.3	0.76	31.4	C
NC 86 (Colonial Heri	I	43	46.2	37.9	84.1	0.52	22.4	D
Faucette Mill Road	I	43	53.5	6.1	59.6	0.64	38.6	B
Total	I		395.0	100.3	495.3	4.99	36.3	B

Arterial Level of Service: EB US 70 (Center Street)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Third Street	IV	25	22.7	17.2	39.9	0.13	11.4	D
Fourth Street	IV	25	22.6	5.7	28.3	0.10	13.1	C
Fifth Street	IV	25	18.2	6.4	24.6	0.08	12.1	D
Total	IV		63.5	29.3	92.8	0.31	12.1	D

Arterial Level of Service: WB US 70 (Center Street)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fifth Street	III	36	40.9	16.1	57.0	0.34	21.5	C
Fourth Street	III	25	18.2	5.5	23.7	0.08	12.6	E
Third Street	III	25	22.6	12.0	34.6	0.10	10.7	E
Total	III		81.7	33.6	115.3	0.53	16.4	D

Arterial Level of Service: EB US 70 #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 70 Business (Reve	II	48	29.7	7.5	37.2	0.33	31.5	B
NC 86 (N. Churton St	II	43	53.5	29.1	82.6	0.64	27.9	C
SR 1588 (Orange High	II	43	46.2	6.9	53.1	0.52	35.6	A
SR 1002 (St. Mary's	II	43	63.8	11.2	75.0	0.76	36.6	A
SR 1561 (Lawrence Ro	II	45	100.4	22.5	122.9	1.26	37.0	A
Total	II		293.6	77.2	370.8	3.52	34.1	B

Arterial Level of Service: WB US 70 #1

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 1561 (Lawrence Ro	I	50	131.1	36.2	167.3	1.80	38.8	B
SR 1002 (St. Mary's	I	45	100.4	30.1	130.5	1.26	34.9	B
SR 1588 (Orange High	I	43	63.8	29.2	93.0	0.76	29.5	C
NC 86 (Colonial Heri	I	43	46.2	38.8	85.0	0.52	22.2	D
Faucette Mill Road	I	43	53.5	9.7	63.2	0.64	36.4	B
Total	I		395.0	144.0	539.0	4.99	33.3	C

Arterial Level of Service: EB US 70 (Center Street)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Third Street	IV	25	22.7	11.5	34.2	0.13	13.3	C
Fourth Street	IV	25	22.6	5.7	28.3	0.10	13.1	C
Fifth Street	IV	25	18.2	12.6	30.8	0.08	9.7	D
Total	IV		63.5	29.8	93.3	0.31	12.0	D

Arterial Level of Service: WB US 70 (Center Street)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fifth Street	III	36	40.9	16.8	57.7	0.34	21.3	C
Fourth Street	III	25	18.2	9.4	27.6	0.08	10.8	E
Third Street	III	25	22.6	12.7	35.3	0.10	10.5	E
Total	III		81.7	38.9	120.6	0.53	15.7	D

HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	AM
Project Description	Segment A - EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7550
Measured FFS	Measured	Free-Flow Speed, mi/h	47.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	622	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	47.1
Speed Slope Coefficient	4.64532	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.37404	PF Power Coefficient	0.71580
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7550	-	-	43.6

Vehicle Results

Average Speed, mi/h	43.6	Percent Followers, %	62.4
Segment Travel Time, minutes	1.97	Follower Density, followers/mi/ln	8.9
Vehicle LOS	C		

Bicycle Results

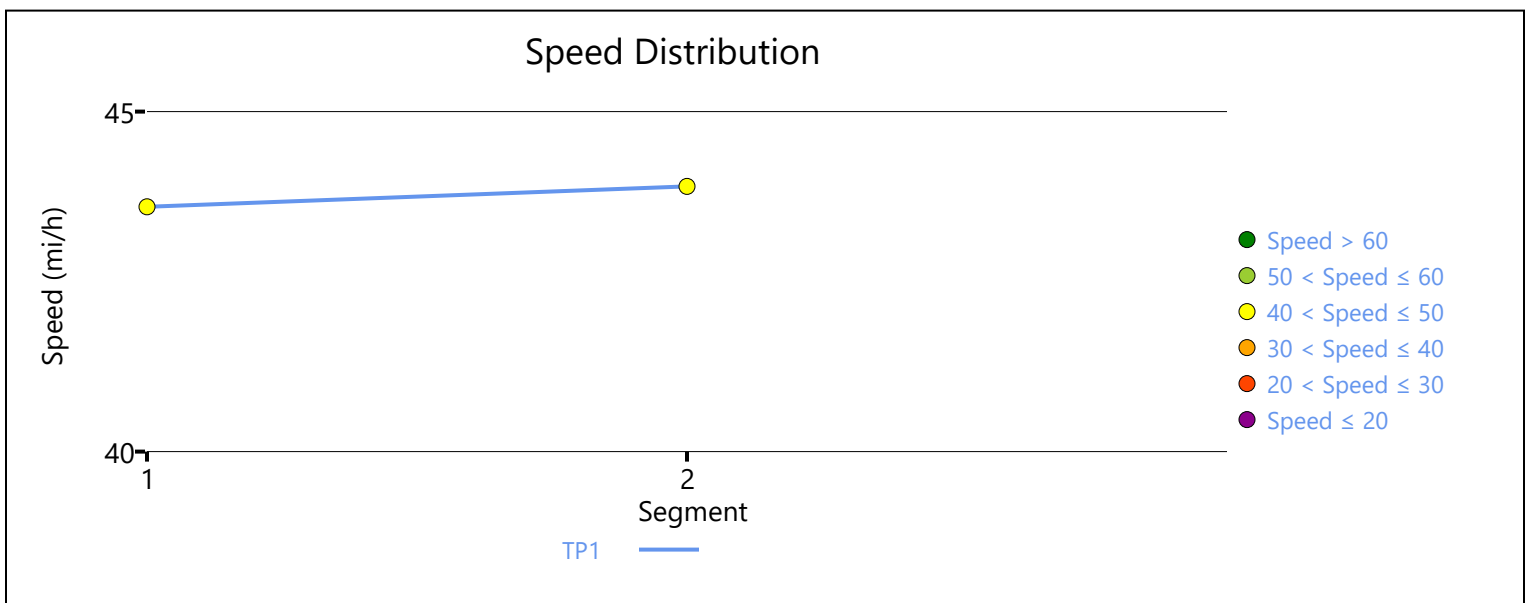
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	622	Bicycle Effective Width, ft	12
Bicycle LOS Score	5.61	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Segment 2

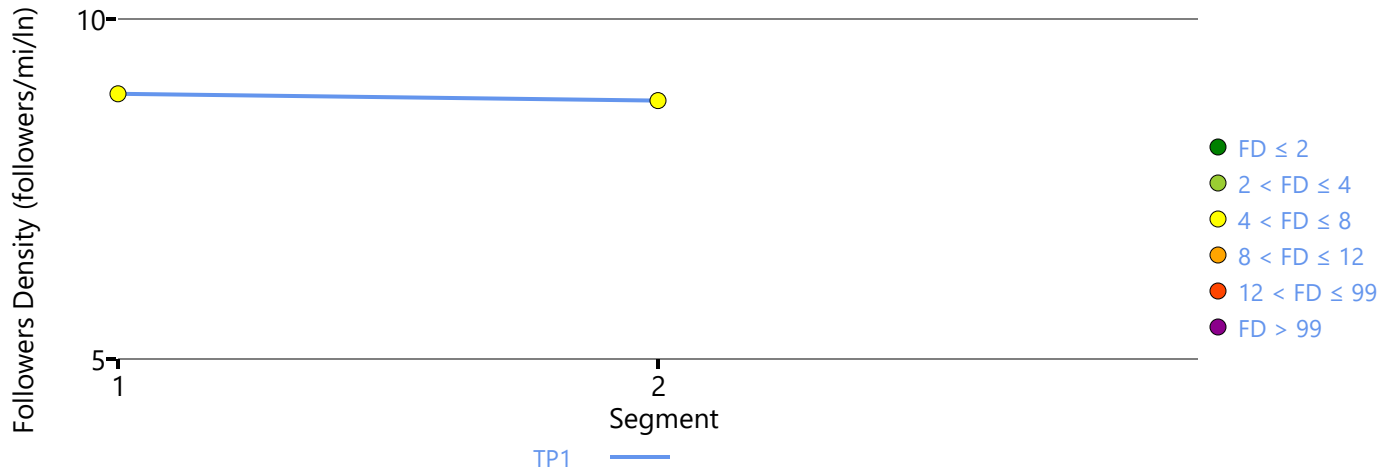
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1478
Measured FFS	Measured	Free-Flow Speed, mi/h	47.1

Demand and Capacity					
Directional Demand Flow Rate, veh/h	622	Opposing Demand Flow Rate, veh/h	366		
Peak Hour Factor	0.90	Total Trucks, %	3.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	47.1		
Speed Slope Coefficient	4.37343	Speed Power Coefficient	0.50268		
PF Slope Coefficient	-1.37242	PF Power Coefficient	0.73818		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.8		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1478	-	-	43.9
Vehicle Results					
Average Speed, mi/h	43.9	Percent Followers, %	62.0		
Segment Travel Time, minutes	0.38	Follower Density, followers/mi/ln	8.8		
Vehicle LOS	C				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	622	Bicycle Effective Width, ft	12		
Bicycle LOS Score	5.61	Bicycle Effective Speed Factor	4.42		
Bicycle LOS	F				
Facility Results					
T	Follower Density, followers/mi/ln	LOS			
1	8.9	C			



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	PM
Project Description	Segment A - EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7550
Measured FFS	Measured	Free-Flow Speed, mi/h	47.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	334	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	47.1
Speed Slope Coefficient	4.64532	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.37404	PF Power Coefficient	0.71580
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7814	-	-	44.6

Vehicle Results

Average Speed, mi/h	44.6	Percent Followers, %	46.6
Segment Travel Time, minutes	1.93	Follower Density, followers/mi/ln	3.5
Vehicle LOS	B		

Bicycle Results

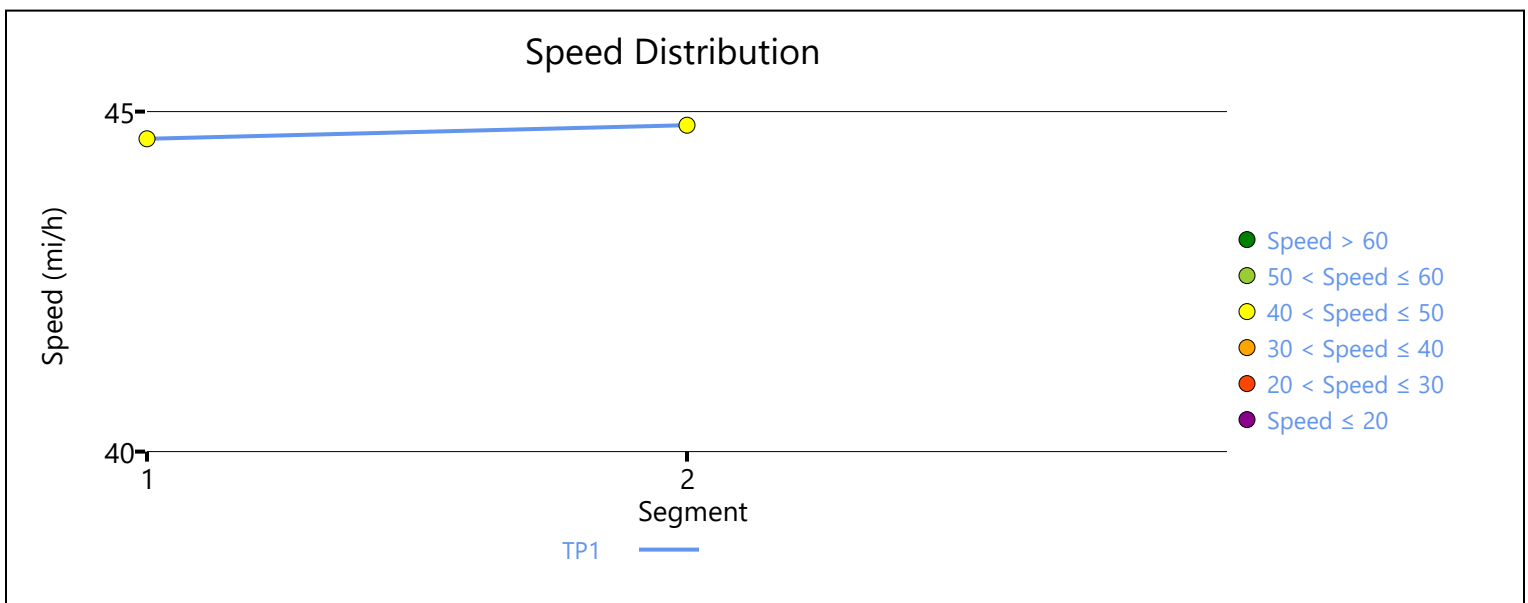
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	334	Bicycle Effective Width, ft	12
Bicycle LOS Score	5.29	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Segment 2

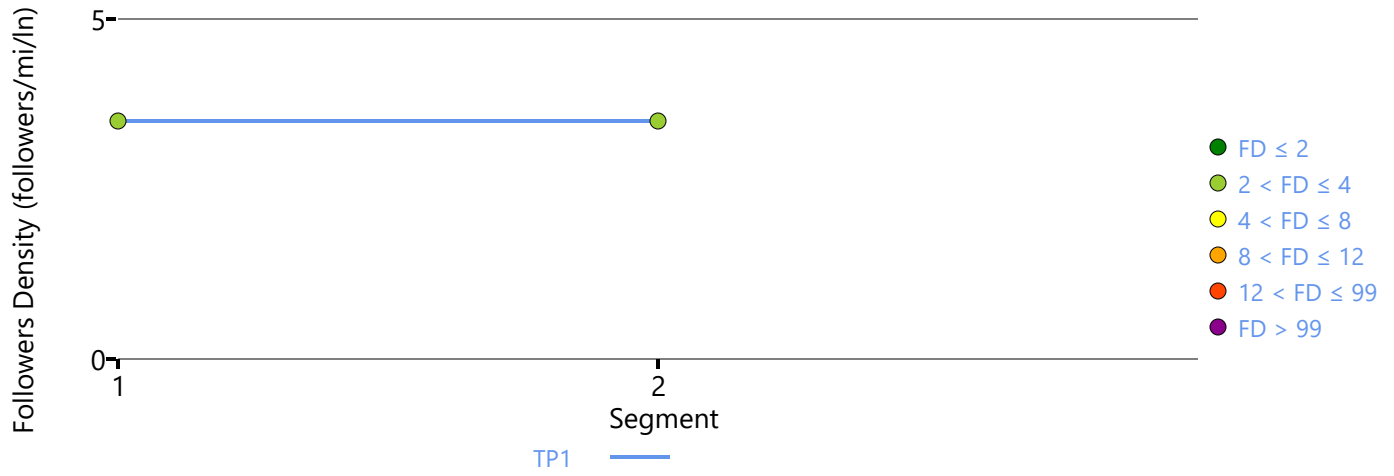
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1478
Measured FFS	Measured	Free-Flow Speed, mi/h	47.1

Demand and Capacity					
Directional Demand Flow Rate, veh/h	334	Opposing Demand Flow Rate, veh/h	664		
Peak Hour Factor	0.90	Total Trucks, %	3.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	47.1		
Speed Slope Coefficient	4.44244	Speed Power Coefficient	0.46310		
PF Slope Coefficient	-1.41882	PF Power Coefficient	0.72727		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.5		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1478	-	-	44.8
Vehicle Results					
Average Speed, mi/h	44.8	Percent Followers, %	47.3		
Segment Travel Time, minutes	0.37	Follower Density, followers/mi/ln	3.5		
Vehicle LOS	B				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	334	Bicycle Effective Width, ft	12		
Bicycle LOS Score	5.29	Bicycle Effective Speed Factor	4.42		
Bicycle LOS	E				
Facility Results					
T	Follower Density, followers/mi/ln		LOS		
1	3.5		B		



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	AM
Project Description	Segment A - WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7550
Measured FFS	Measured	Free-Flow Speed, mi/h	47.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	366	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	47.1
Speed Slope Coefficient	4.64532	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.37391	PF Power Coefficient	0.71594
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	9293	-	-	44.4

Vehicle Results

Average Speed, mi/h	44.4	Percent Followers, %	48.7
Segment Travel Time, minutes	1.93	Follower Density, followers/mi/ln	4.0
Vehicle LOS	B		

Bicycle Results

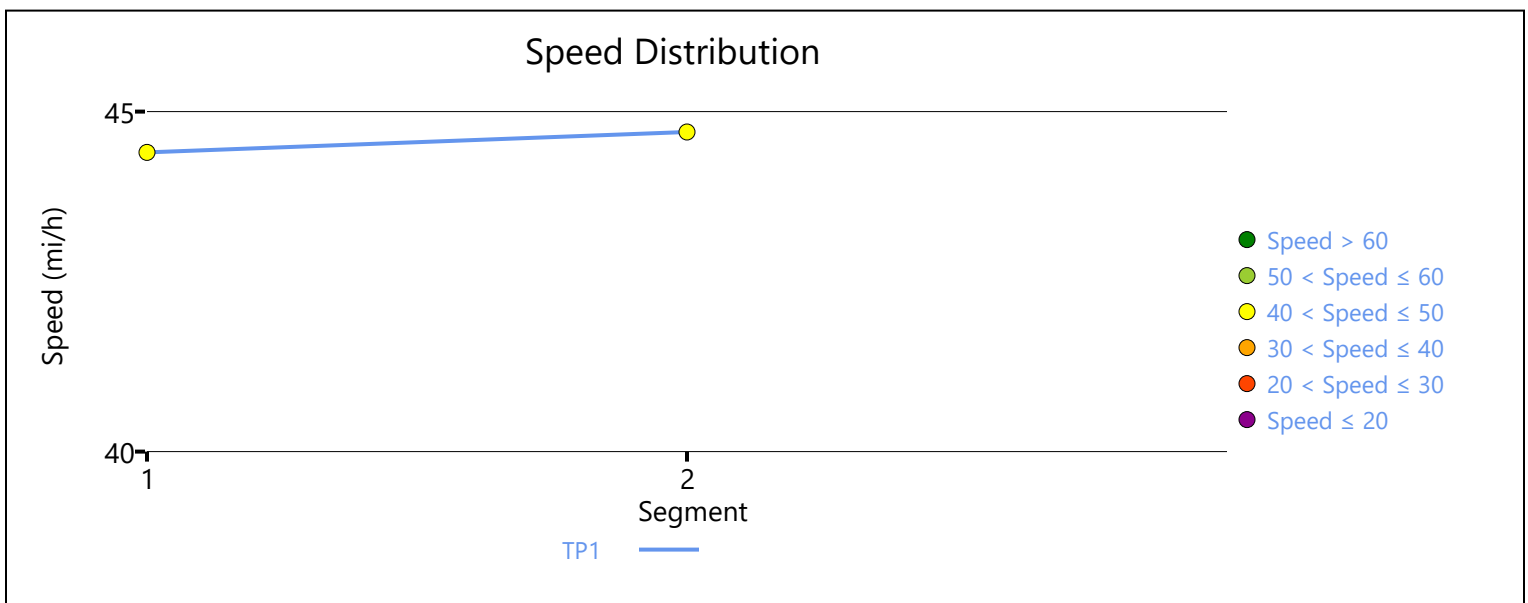
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	366	Bicycle Effective Width, ft	12
Bicycle LOS Score	5.59	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Segment 2

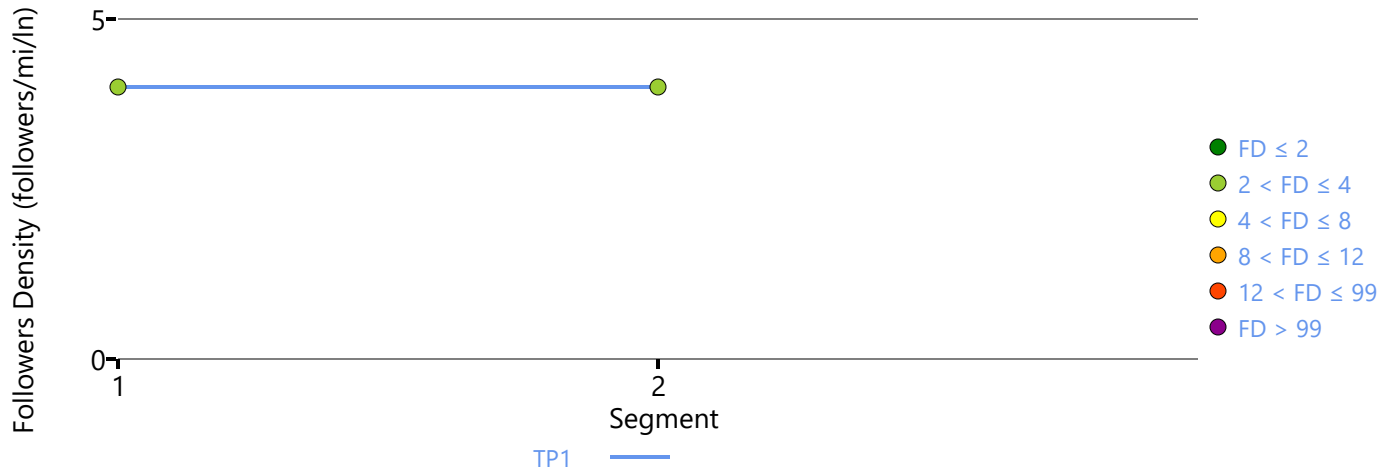
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1478
Measured FFS	Measured	Free-Flow Speed, mi/h	47.1

Demand and Capacity					
Directional Demand Flow Rate, veh/h	366	Opposing Demand Flow Rate, veh/h	622		
Peak Hour Factor	0.90	Total Trucks, %	4.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	47.1		
Speed Slope Coefficient	4.43381	Speed Power Coefficient	0.46747		
PF Slope Coefficient	-1.41343	PF Power Coefficient	0.72877		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	4.0		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1478	-	-	44.7
Vehicle Results					
Average Speed, mi/h	44.7	Percent Followers, %	49.3		
Segment Travel Time, minutes	0.38	Follower Density, followers/mi/ln	4.0		
Vehicle LOS	B				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	366	Bicycle Effective Width, ft	12		
Bicycle LOS Score	5.59	Bicycle Effective Speed Factor	4.42		
Bicycle LOS	F				
Facility Results					
T	Follower Density, followers/mi/ln		LOS		
1	4.0		B		



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	PM
Project Description	Segment A - WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7550
Measured FFS	Measured	Free-Flow Speed, mi/h	47.1

Demand and Capacity

Directional Demand Flow Rate, veh/h	664	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	2.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	47.1
Speed Slope Coefficient	4.64532	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.37417	PF Power Coefficient	0.71566
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.8
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	9293	-	-	43.4

Vehicle Results

Average Speed, mi/h	43.4	Percent Followers, %	64.1
Segment Travel Time, minutes	1.98	Follower Density, followers/mi/ln	9.8
Vehicle LOS	C		

Bicycle Results

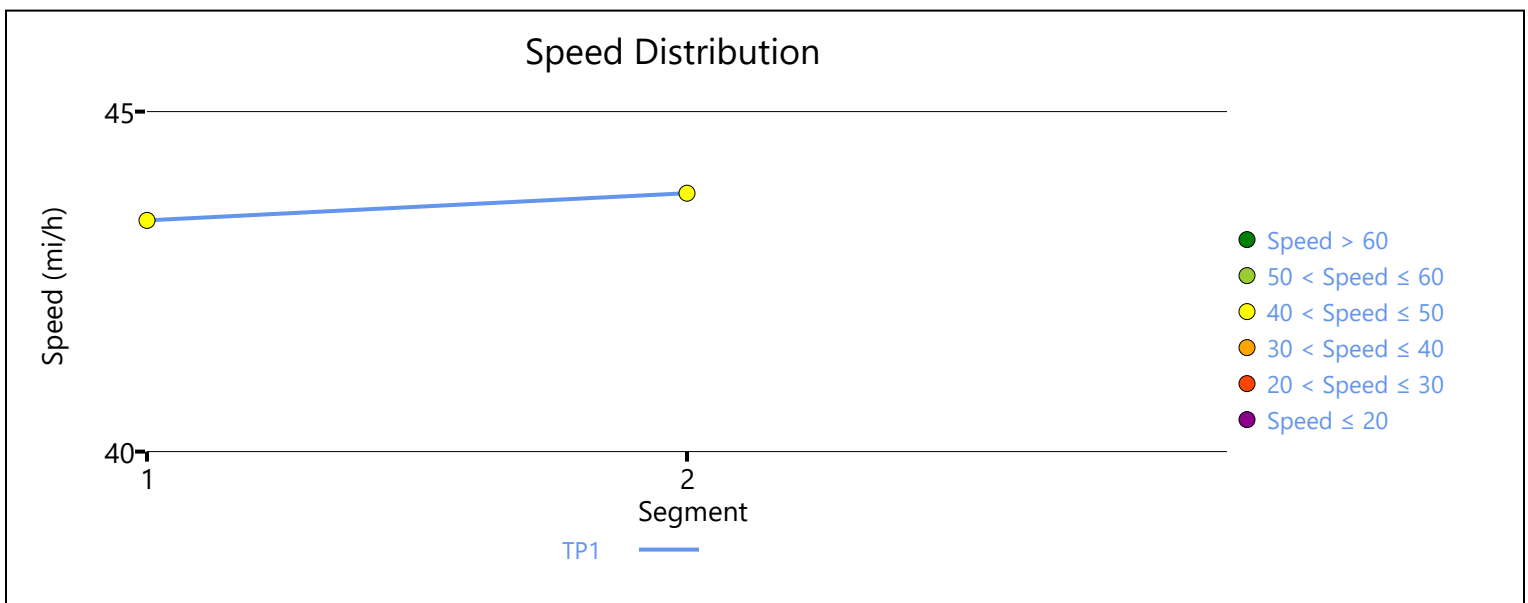
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	664	Bicycle Effective Width, ft	12
Bicycle LOS Score	5.41	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Segment 2

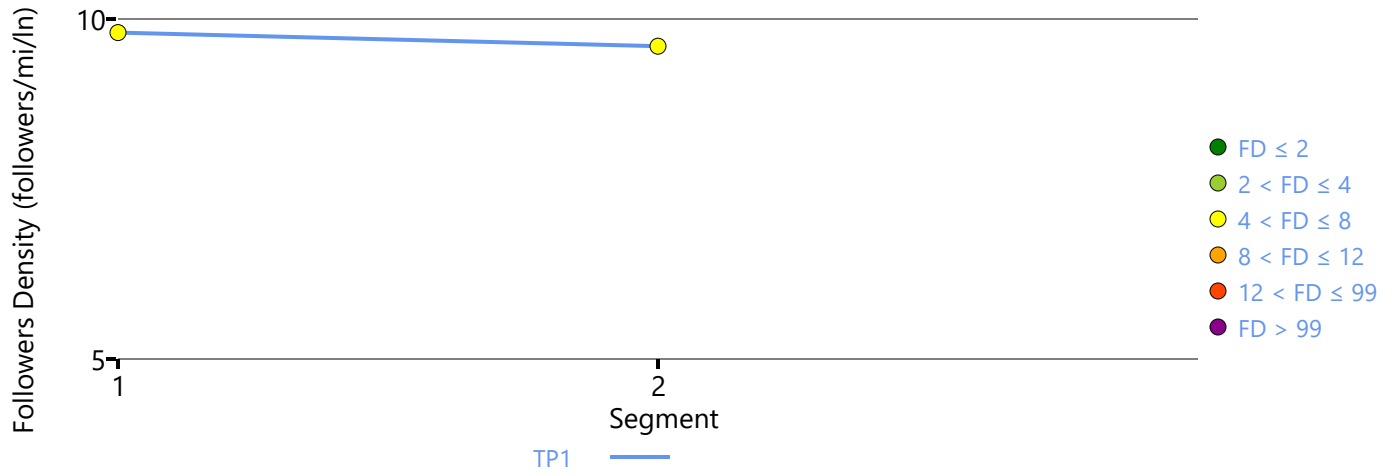
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1478
Measured FFS	Measured	Free-Flow Speed, mi/h	47.1

Demand and Capacity					
Directional Demand Flow Rate, veh/h	664	Opposing Demand Flow Rate, veh/h	334		
Peak Hour Factor	0.90	Total Trucks, %	2.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	47.1		
Speed Slope Coefficient	4.36481	Speed Power Coefficient	0.50837		
PF Slope Coefficient	-1.36609	PF Power Coefficient	0.73944		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	43.8
Vehicle Results					
Average Speed, mi/h	43.8	Percent Followers, %	63.6		
Segment Travel Time, minutes	0.38	Follower Density, followers/mi/ln	9.6		
Vehicle LOS	C				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	664	Bicycle Effective Width, ft	12		
Bicycle LOS Score	5.41	Bicycle Effective Speed Factor	4.42		
Bicycle LOS	E				
Facility Results					
T	Follower Density, followers/mi/ln		LOS		
1	9.8		C		



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	AM
Project Description	Segment B - EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	8765
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	364	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient	4.65485	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35261	PF Power Coefficient	0.72423
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	8765	-	-	49.3

Vehicle Results

Average Speed, mi/h	49.3	Percent Followers, %	47.9
Segment Travel Time, minutes	2.02	Follower Density, followers/mi/ln	3.5
Vehicle LOS	B		

Bicycle Results

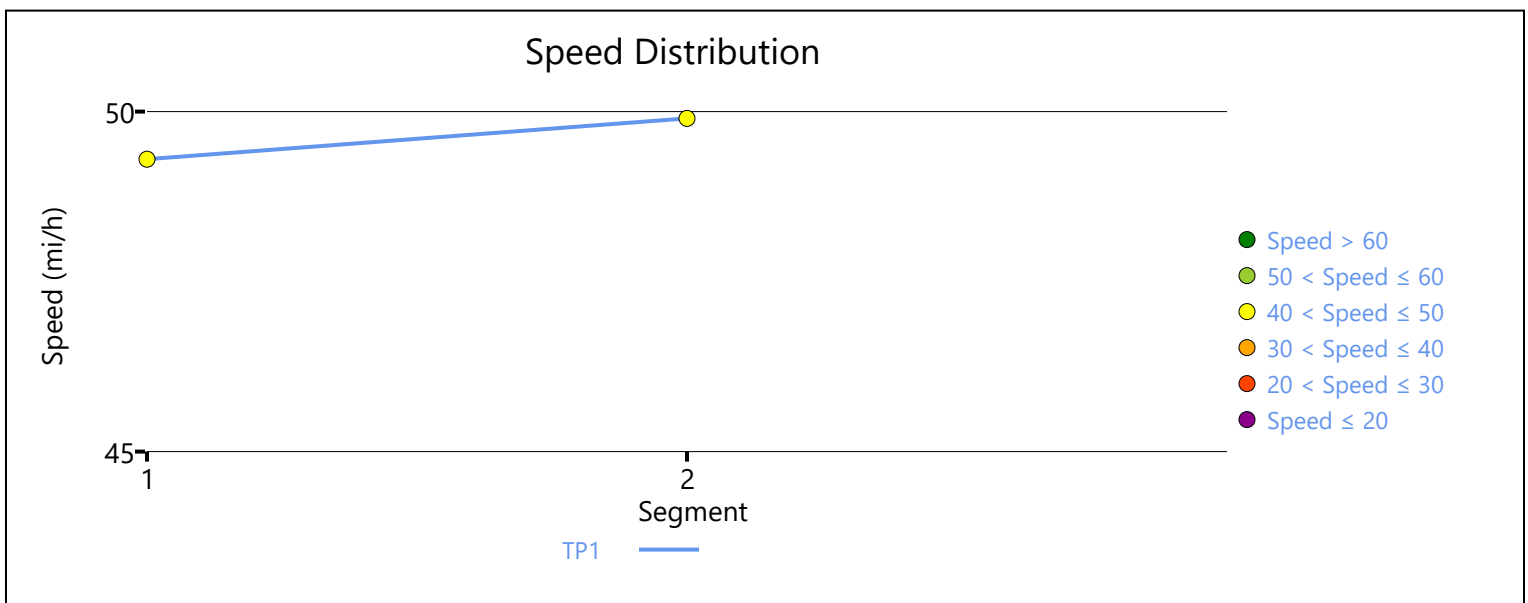
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	364	Bicycle Effective Width, ft	12
Bicycle LOS Score	5.58	Bicycle Effective Speed Factor	4.42
Bicycle LOS	F		

Segment 2

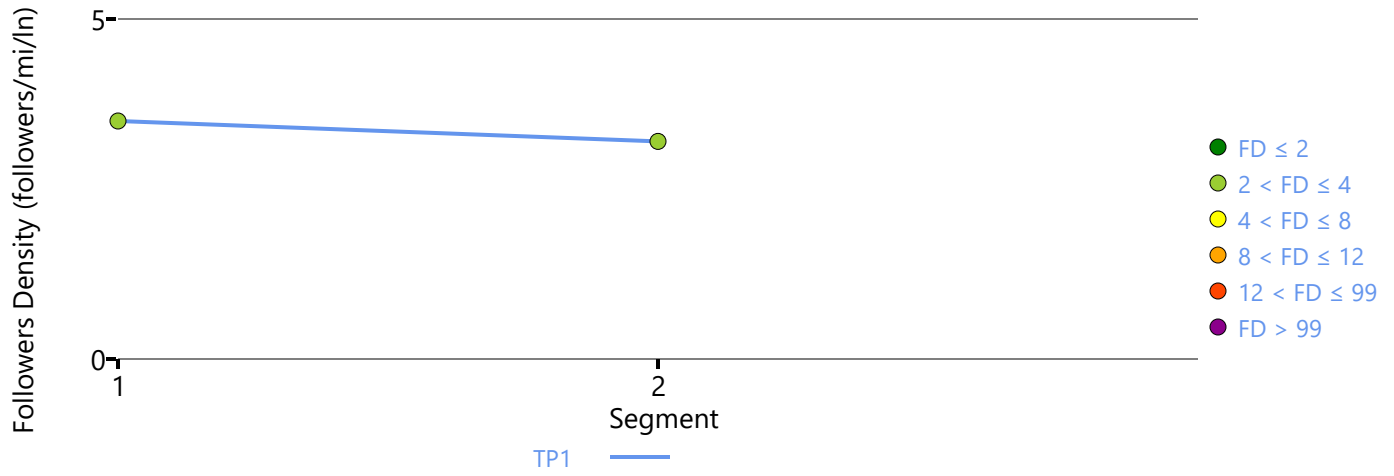
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	11827
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity					
Directional Demand Flow Rate, veh/h	364	Opposing Demand Flow Rate, veh/h	174		
Peak Hour Factor	0.90	Total Trucks, %	4.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	52.0		
Speed Slope Coefficient	4.40323	Speed Power Coefficient	0.54678		
PF Slope Coefficient	-1.24024	PF Power Coefficient	0.76051		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.2		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	11827	-	-	49.9
Vehicle Results					
Average Speed, mi/h	49.9	Percent Followers, %	43.8		
Segment Travel Time, minutes	2.69	Follower Density, followers/mi/ln	3.2		
Vehicle LOS	B				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	364	Bicycle Effective Width, ft	12		
Bicycle LOS Score	5.58	Bicycle Effective Speed Factor	4.42		
Bicycle LOS	F				
Facility Results					
T	Follower Density, followers/mi/ln	LOS			
1	3.3	B			



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	PM
Project Description	Segment B - EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	8765
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	203	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient	4.65485	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35261	PF Power Coefficient	0.72423
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	8765	-	-	50.2

Vehicle Results

Average Speed, mi/h	50.2	Percent Followers, %	34.7
Segment Travel Time, minutes	1.98	Follower Density, followers/mi/ln	1.4
Vehicle LOS	A		

Bicycle Results

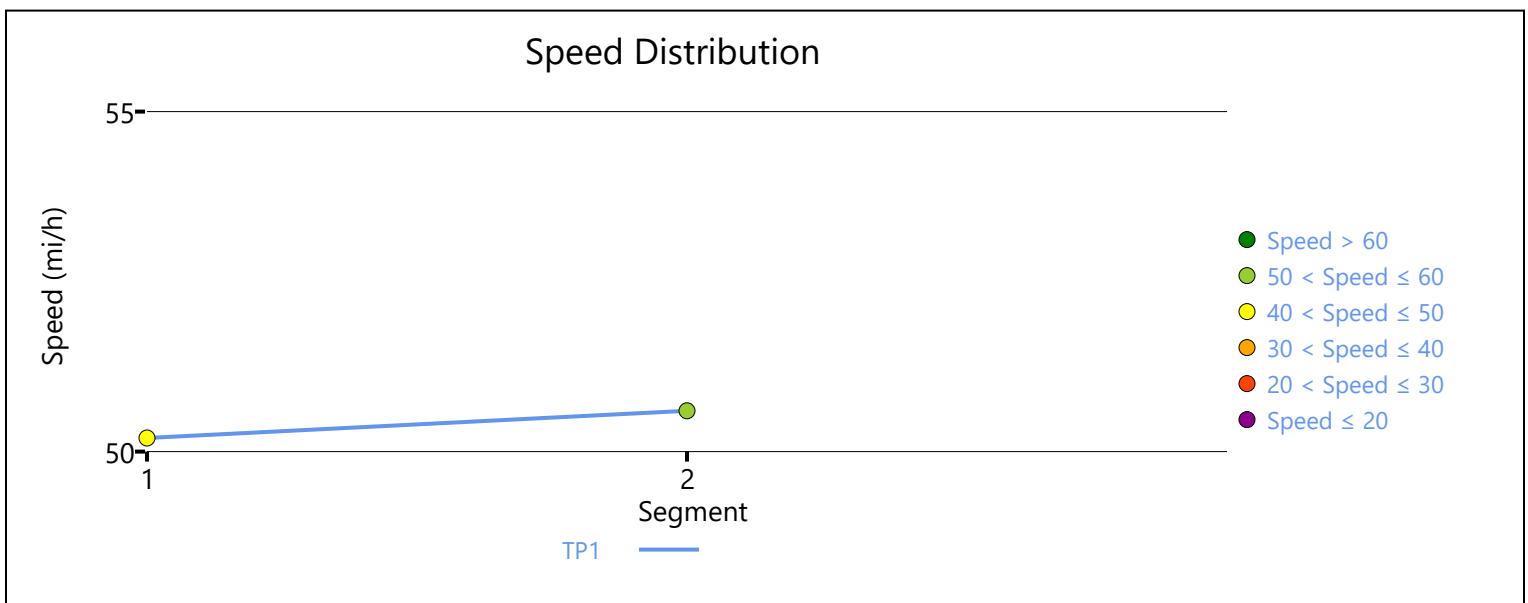
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	203	Bicycle Effective Width, ft	12
Bicycle LOS Score	5.29	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Segment 2

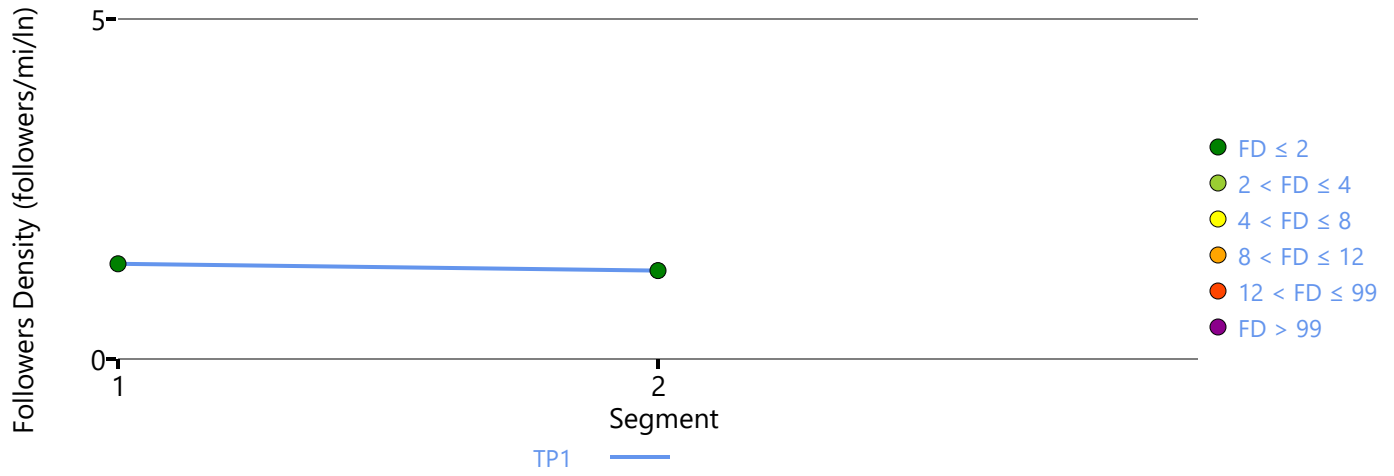
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	11827
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity					
Directional Demand Flow Rate, veh/h	203	Opposing Demand Flow Rate, veh/h	338		
Peak Hour Factor	0.90	Total Trucks, %	4.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	52.0		
Speed Slope Coefficient	4.45684	Speed Power Coefficient	0.50774		
PF Slope Coefficient	-1.27770	PF Power Coefficient	0.74977		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.3		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	11827	-	-	50.6
Vehicle Results					
Average Speed, mi/h	50.6	Percent Followers, %	32.1		
Segment Travel Time, minutes	2.66	Follower Density, followers/mi/ln	1.3		
Vehicle LOS	A				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	203	Bicycle Effective Width, ft	12		
Bicycle LOS Score	5.29	Bicycle Effective Speed Factor	4.42		
Bicycle LOS	E				
Facility Results					
T	Follower Density, followers/mi/ln	LOS			
1	1.3	A			



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	AM
Project Description	Segment B - WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	8765
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	174	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient	4.65485	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35273	PF Power Coefficient	0.72408
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.1
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	8765	-	-	50.4

Vehicle Results

Average Speed, mi/h	50.4	Percent Followers, %	31.8
Segment Travel Time, minutes	1.97	Follower Density, followers/mi/ln	1.1
Vehicle LOS	A		

Bicycle Results

Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	174	Bicycle Effective Width, ft	15
Bicycle LOS Score	4.56	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

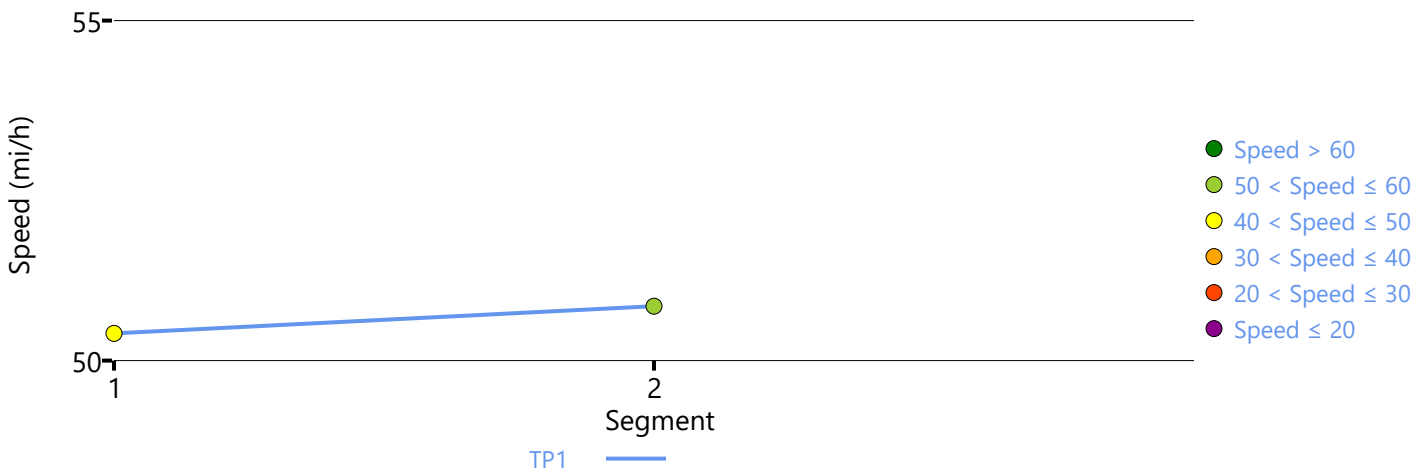
Segment 2

Vehicle Inputs

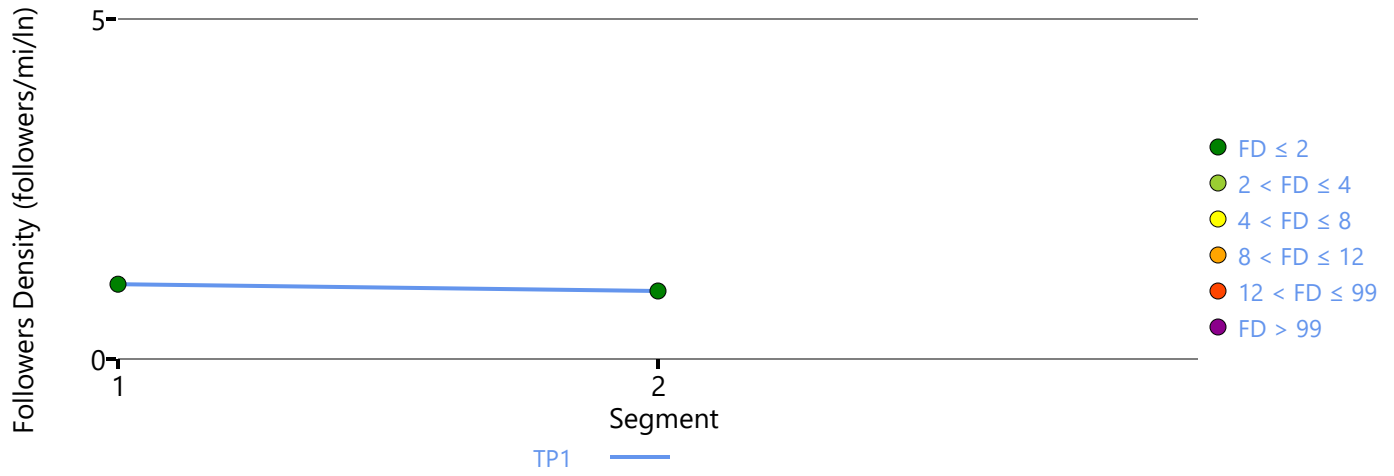
Segment Type	Passing Zone	Length, ft	11827
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity					
Directional Demand Flow Rate, veh/h	174	Opposing Demand Flow Rate, veh/h	364		
Peak Hour Factor	0.90	Total Trucks, %	3.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	52.0		
Speed Slope Coefficient	4.46421	Speed Power Coefficient	0.50287		
PF Slope Coefficient	-1.28254	PF Power Coefficient	0.74820		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.0		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	11827	-	-	50.8
Vehicle Results					
Average Speed, mi/h	50.8	Percent Followers, %	29.3		
Segment Travel Time, minutes	2.65	Follower Density, followers/mi/ln	1.0		
Vehicle LOS	A				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	174	Bicycle Effective Width, ft	15		
Bicycle LOS Score	4.56	Bicycle Effective Speed Factor	4.42		
Bicycle LOS	E				
Facility Results					
T	Follower Density, followers/mi/ln		LOS		
1	1.0		A		

Speed Distribution



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	PM
Project Description	Segment B - WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	8765
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	338	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient	4.65485	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.35273	PF Power Coefficient	0.72408
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.1
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	8765	-	-	49.5

Vehicle Results

Average Speed, mi/h	49.5	Percent Followers, %	46.0
Segment Travel Time, minutes	2.01	Follower Density, followers/mi/ln	3.1
Vehicle LOS	B		

Bicycle Results

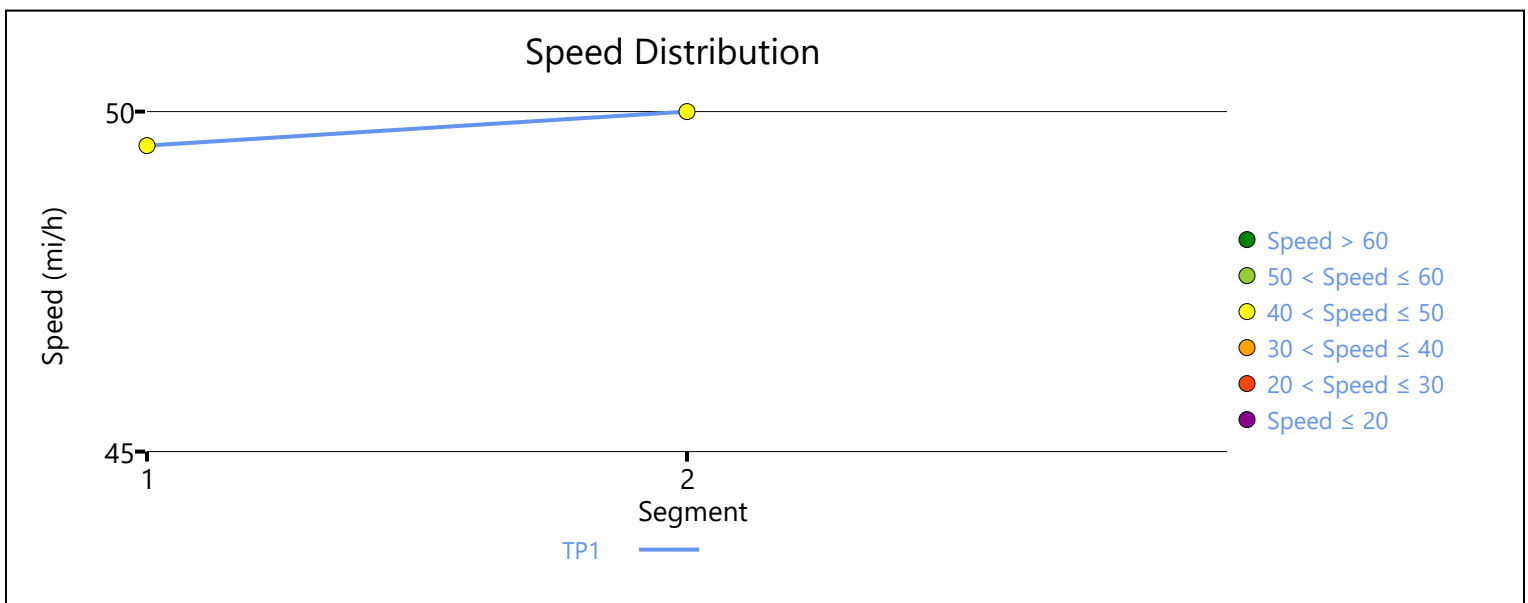
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	338	Bicycle Effective Width, ft	12
Bicycle LOS Score	5.30	Bicycle Effective Speed Factor	4.42
Bicycle LOS	E		

Segment 2

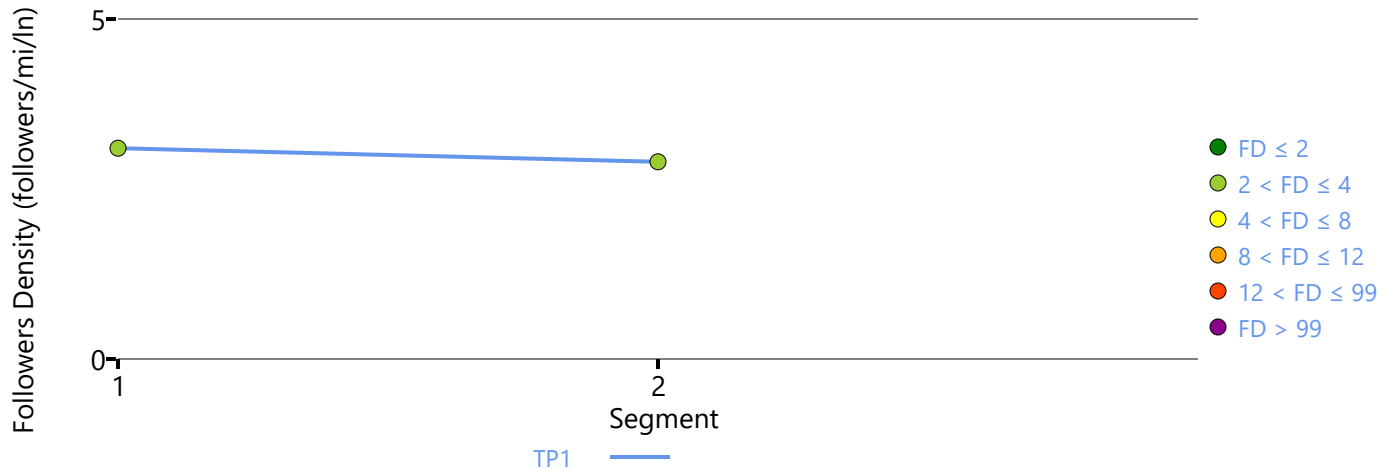
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	11827
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity					
Directional Demand Flow Rate, veh/h	338	Opposing Demand Flow Rate, veh/h	203		
Peak Hour Factor	0.90	Total Trucks, %	3.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	52.0		
Speed Slope Coefficient	4.41414	Speed Power Coefficient	0.53831		
PF Slope Coefficient	-1.24841	PF Power Coefficient	0.75811		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	11827	-	-	50.0
Vehicle Results					
Average Speed, mi/h	50.0	Percent Followers, %	42.2		
Segment Travel Time, minutes	2.69	Follower Density, followers/mi/ln	2.9		
Vehicle LOS	B				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	338	Bicycle Effective Width, ft	12		
Bicycle LOS Score	5.30	Bicycle Effective Speed Factor	4.42		
Bicycle LOS	E				
Facility Results					
T	Follower Density, followers/mi/ln		LOS		
1	3.0		B		



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	AM
Project Description	Segment C - EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7339
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	741	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient	8.24846	Speed Power Coefficient	0.55142
PF Slope Coefficient	-1.39848	PF Power Coefficient	0.71525
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	15787	-	-	45.6

Vehicle Results

Average Speed, mi/h	45.6	Percent Followers, %	67.7
Segment Travel Time, minutes	1.83	Follower Density, followers/mi/ln	11.0
Vehicle LOS	D		

Bicycle Results

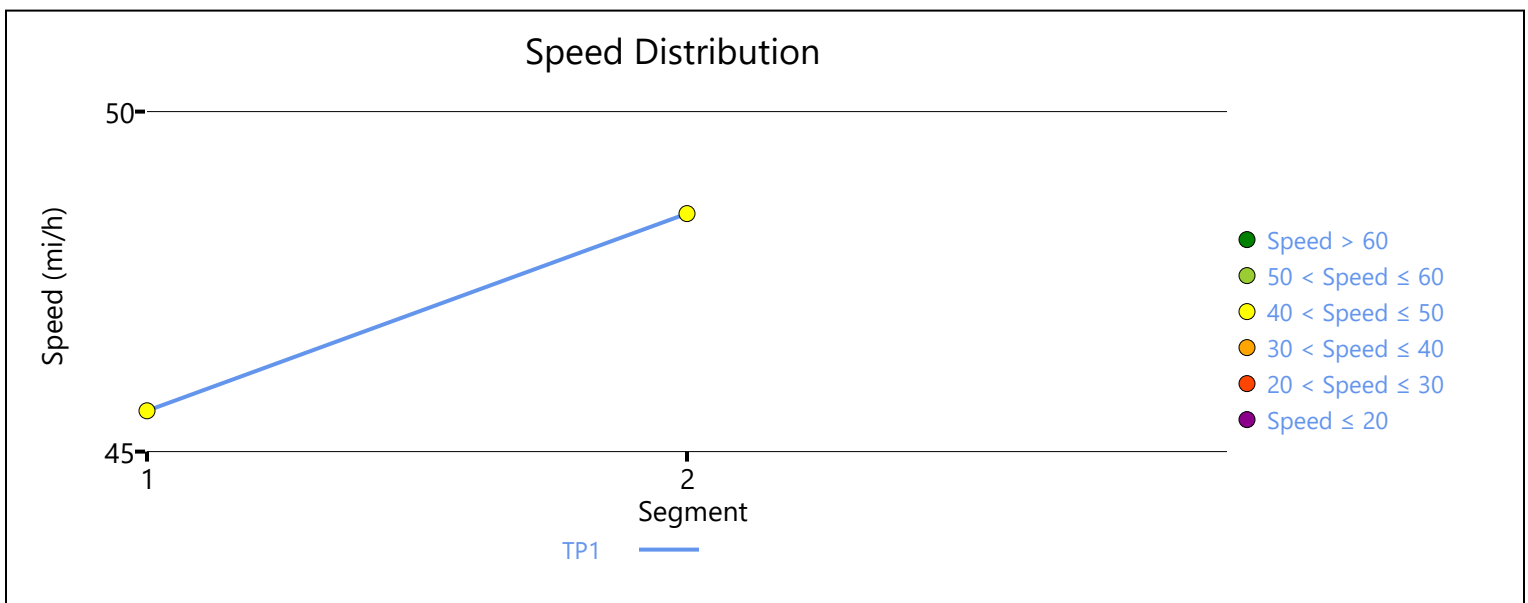
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	741	Bicycle Effective Width, ft	12
Bicycle LOS Score	6.03	Bicycle Effective Speed Factor	4.62
Bicycle LOS	F		

Segment 2

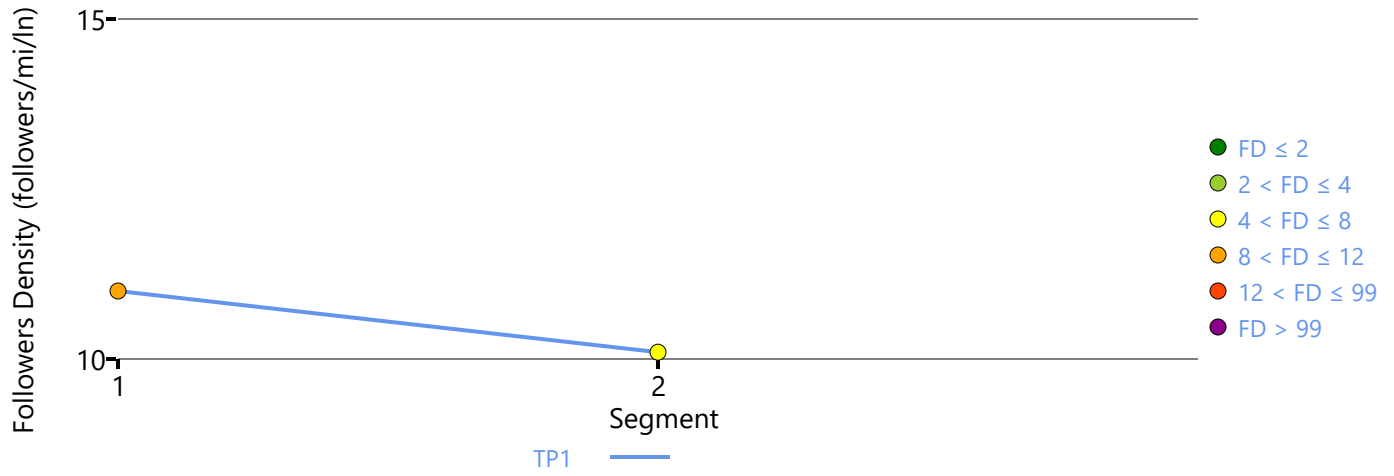
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1320
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity					
Directional Demand Flow Rate, veh/h	741	Opposing Demand Flow Rate, veh/h	301		
Peak Hour Factor	0.90	Total Trucks, %	4.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	52.0		
Speed Slope Coefficient	4.35213	Speed Power Coefficient	0.51497		
PF Slope Coefficient	-1.35907	PF Power Coefficient	0.75407		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.1		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1320	-	-	48.5
Vehicle Results					
Average Speed, mi/h	48.5	Percent Followers, %	66.2		
Segment Travel Time, minutes	0.31	Follower Density, followers/mi/ln	10.1		
Vehicle LOS	D				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	741	Bicycle Effective Width, ft	12		
Bicycle LOS Score	6.03	Bicycle Effective Speed Factor	4.62		
Bicycle LOS	F				
Facility Results					
T	Follower Density, followers/mi/ln		LOS		
1	10.9		D		



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	PM
Project Description	Segment C - EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7339
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	476	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient	7.93670	Speed Power Coefficient	0.54646
PF Slope Coefficient	-1.39948	PF Power Coefficient	0.71457
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	15787	-	-	47.4

Vehicle Results

Average Speed, mi/h	47.4	Percent Followers, %	56.1
Segment Travel Time, minutes	1.76	Follower Density, followers/mi/ln	5.6
Vehicle LOS	C		

Bicycle Results

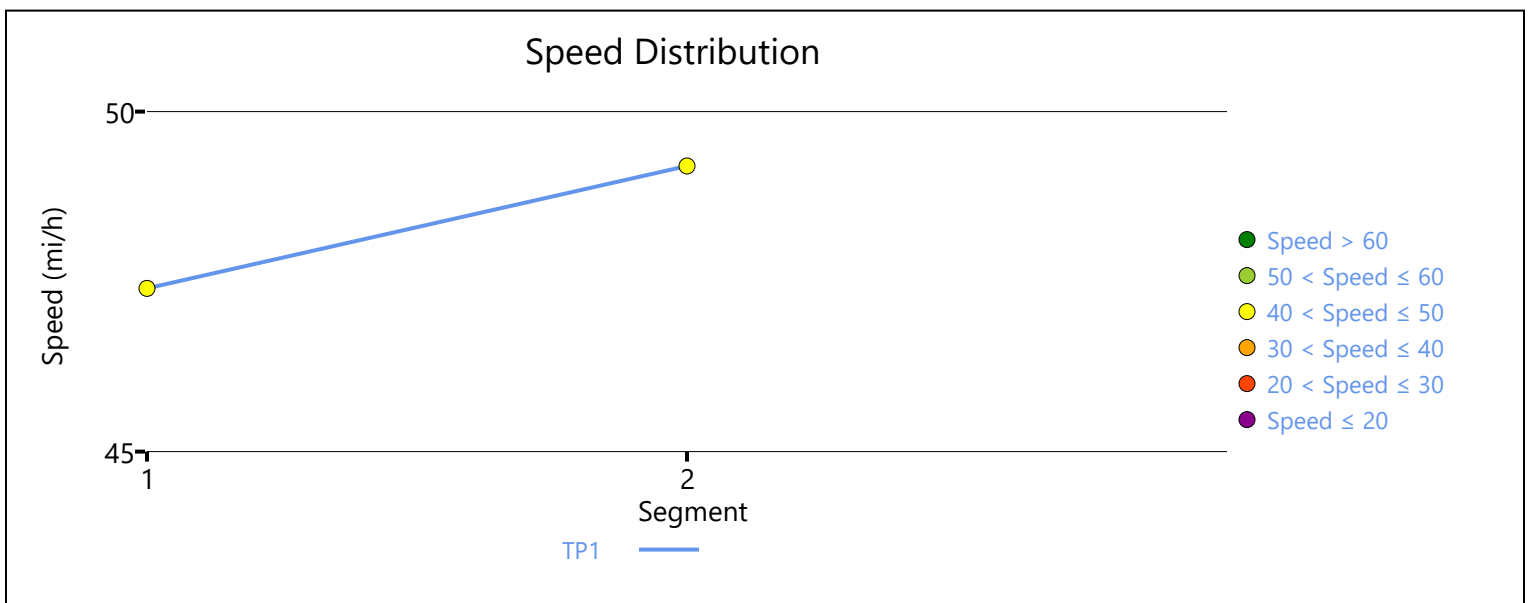
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	476	Bicycle Effective Width, ft	12
Bicycle LOS Score	5.54	Bicycle Effective Speed Factor	4.62
Bicycle LOS	F		

Segment 2

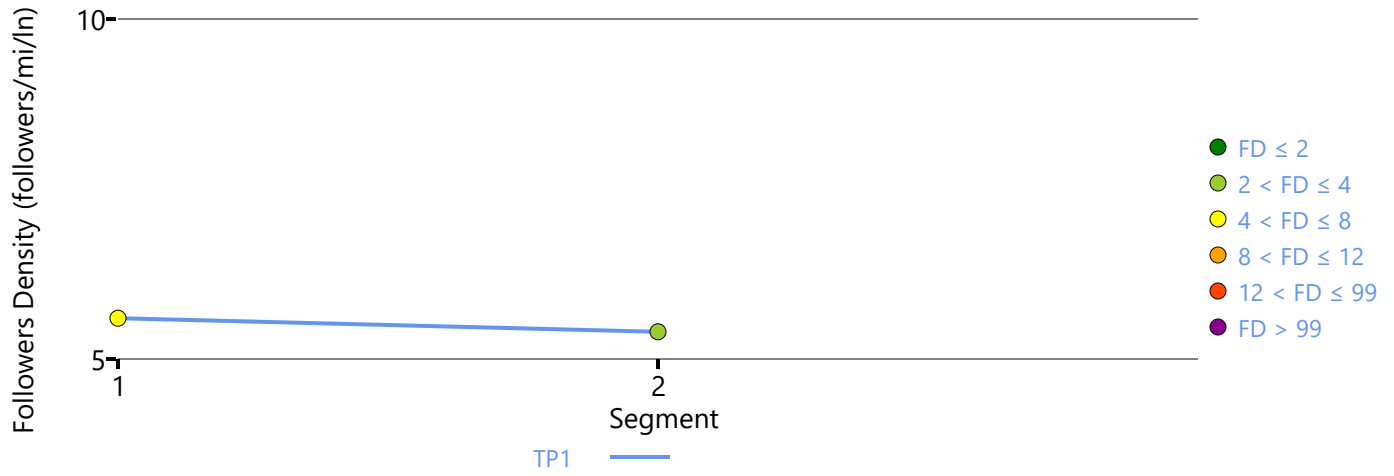
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1320
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity					
Directional Demand Flow Rate, veh/h	476	Opposing Demand Flow Rate, veh/h	672		
Peak Hour Factor	0.90	Total Trucks, %	3.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	52.0		
Speed Slope Coefficient	4.44101	Speed Power Coefficient	0.46233		
PF Slope Coefficient	-1.41537	PF Power Coefficient	0.73960		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.4		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1320	-	-	49.2
Vehicle Results					
Average Speed, mi/h	49.2	Percent Followers, %	55.8		
Segment Travel Time, minutes	0.31	Follower Density, followers/mi/ln	5.4		
Vehicle LOS	C				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	476	Bicycle Effective Width, ft	12		
Bicycle LOS Score	5.54	Bicycle Effective Speed Factor	4.62		
Bicycle LOS	F				
Facility Results					
T	Follower Density, followers/mi/ln		LOS		
1	5.6		C		



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	AM
Project Description	Segment C - WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7339
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	301	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	6.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient	8.77144	Speed Power Coefficient	0.55879
PF Slope Coefficient	-1.39650	PF Power Coefficient	0.71661
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.8
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10718	-	-	48.4

Vehicle Results

Average Speed, mi/h	48.4	Percent Followers, %	44.6
Segment Travel Time, minutes	1.72	Follower Density, followers/mi/ln	2.8
Vehicle LOS	B		

Bicycle Results

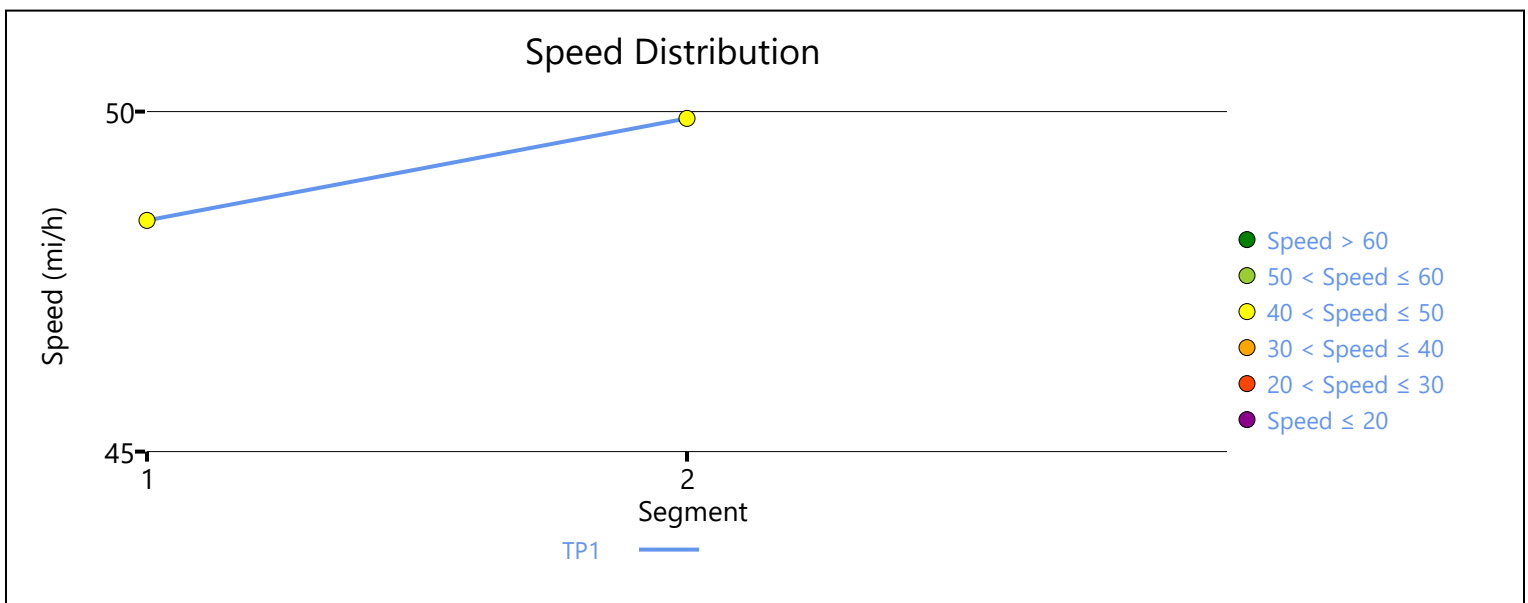
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	301	Bicycle Effective Width, ft	12
Bicycle LOS Score	6.15	Bicycle Effective Speed Factor	4.62
Bicycle LOS	F		

Segment 2

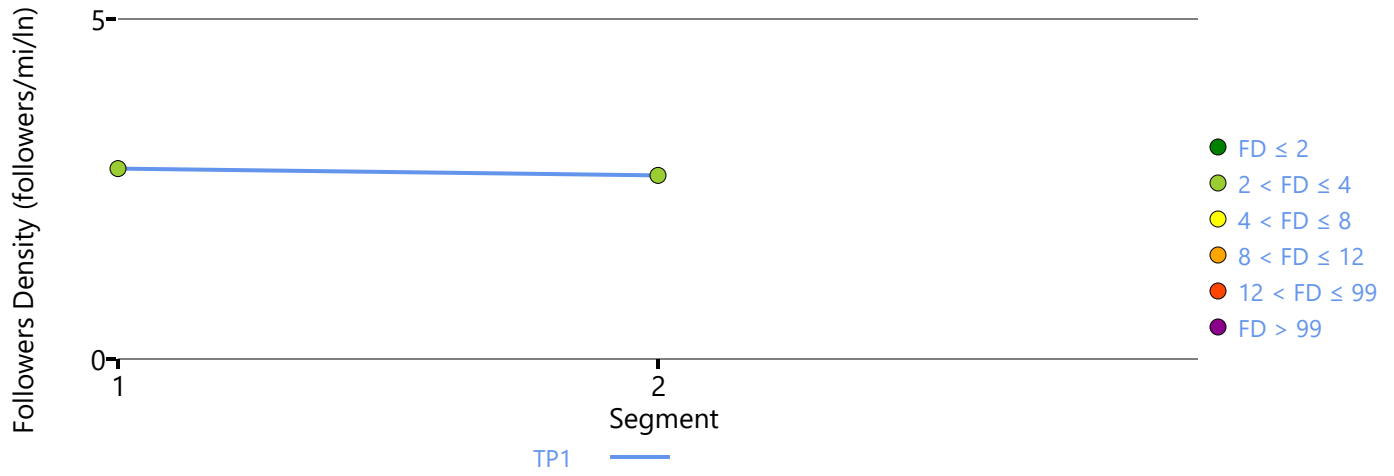
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1320
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity					
Directional Demand Flow Rate, veh/h	301	Opposing Demand Flow Rate, veh/h	741		
Peak Hour Factor	0.90	Total Trucks, %	6.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	52.0		
Speed Slope Coefficient	4.45445	Speed Power Coefficient	0.45592		
PF Slope Coefficient	-1.42180	PF Power Coefficient	0.73785		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.7		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1320	-	-	49.9
Vehicle Results					
Average Speed, mi/h	49.9	Percent Followers, %	44.4		
Segment Travel Time, minutes	0.30	Follower Density, followers/mi/ln	2.7		
Vehicle LOS	B				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	301	Bicycle Effective Width, ft	12		
Bicycle LOS Score	6.15	Bicycle Effective Speed Factor	4.62		
Bicycle LOS	F				
Facility Results					
T	Follower Density, followers/mi/ln		LOS		
1	2.8		B		



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	PM
Project Description	Segment C - WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7339
Measured FFS	Measured	Free-Flow Speed, mi/h	52.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	672	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	52.0
Speed Slope Coefficient	7.93670	Speed Power Coefficient	0.54646
PF Slope Coefficient	-1.39948	PF Power Coefficient	0.71457
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10718	-	-	46.2

Vehicle Results

Average Speed, mi/h	46.2	Percent Followers, %	65.1
Segment Travel Time, minutes	1.81	Follower Density, followers/mi/ln	9.5
Vehicle LOS	D		

Bicycle Results

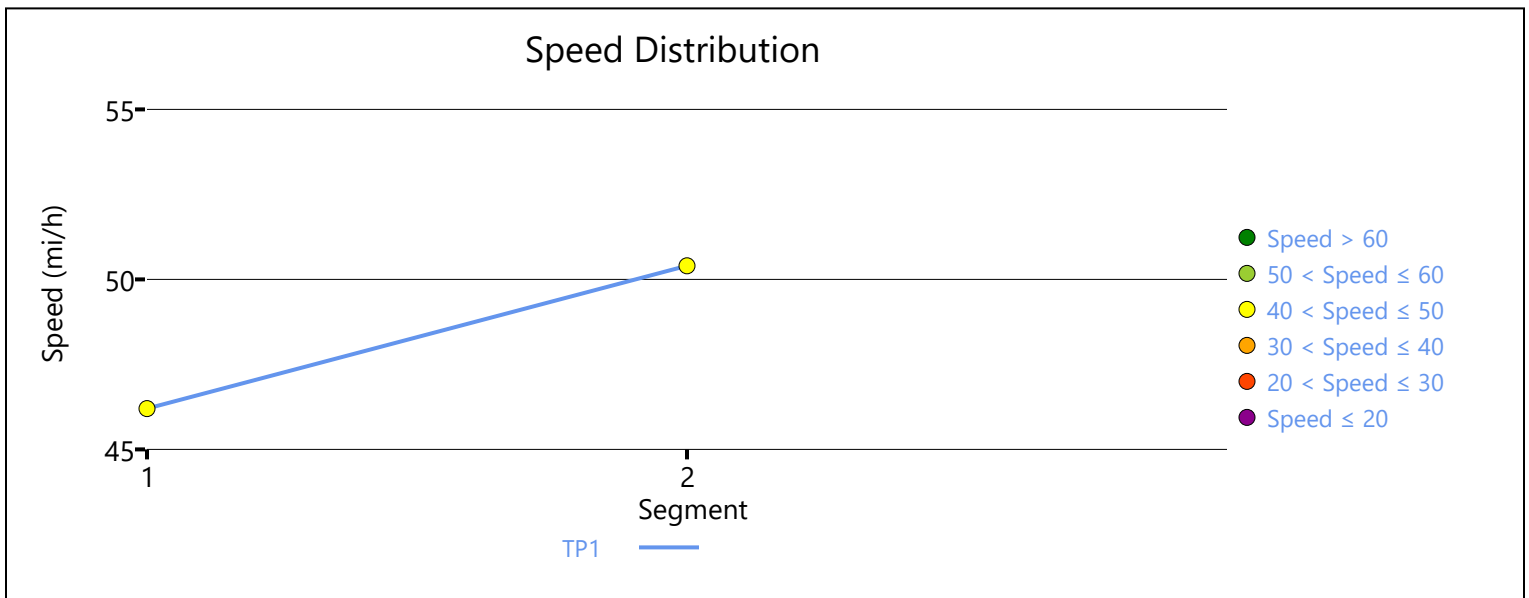
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	672	Bicycle Effective Width, ft	12
Bicycle LOS Score	5.71	Bicycle Effective Speed Factor	4.62
Bicycle LOS	F		

Segment 2

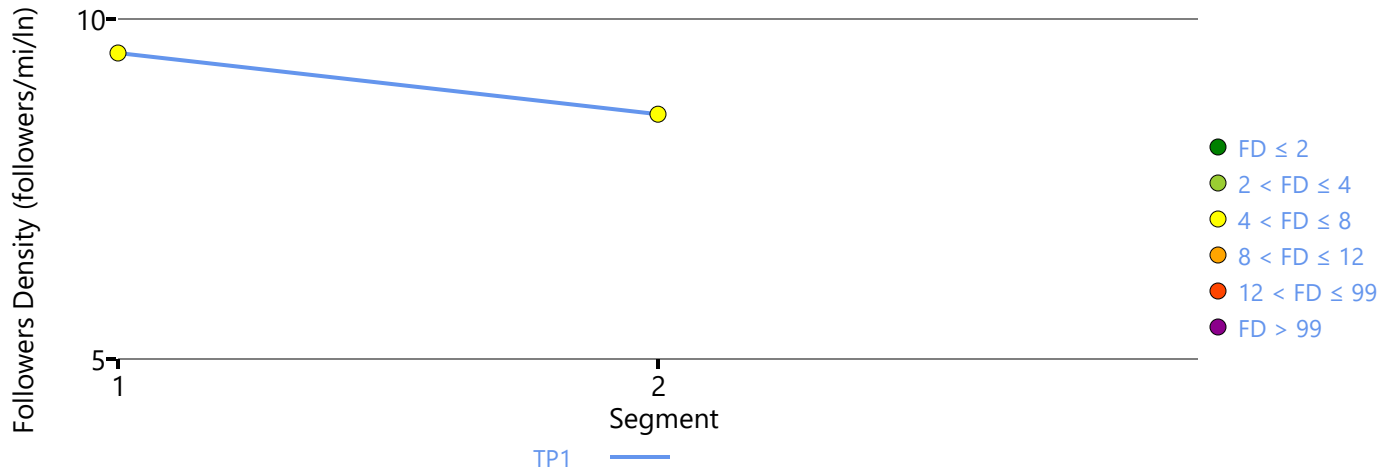
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1320
Lane Width, ft	11	Shoulder Width, ft	1

Speed Limit, mi/h	50	Access Point Density, pts/mi	0.0		
Demand and Capacity					
Directional Demand Flow Rate, veh/h	672	Opposing Demand Flow Rate, veh/h	476		
Peak Hour Factor	0.90	Total Trucks, %	3.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	52.8		
Speed Slope Coefficient	3.19507	Speed Power Coefficient	0.48541		
PF Slope Coefficient	-1.38788	PF Power Coefficient	0.74880		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.6		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1320	-	-	50.4
Vehicle Results					
Average Speed, mi/h	50.4	Percent Followers, %	64.3		
Segment Travel Time, minutes	0.30	Follower Density, followers/mi/ln	8.6		
Vehicle LOS	C				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	672	Bicycle Effective Width, ft	12		
Bicycle LOS Score	5.71	Bicycle Effective Speed Factor	4.62		
Bicycle LOS	F				
Facility Results					
T	Follower Density, followers/mi/ln	LOS			
1	9.3	C			



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	AM
Project Description	Segment E - EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5386
Measured FFS	Measured	Free-Flow Speed, mi/h	54.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	330	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	54.0
Speed Slope Coefficient	7.75573	Speed Power Coefficient	0.54793
PF Slope Coefficient	-1.39025	PF Power Coefficient	0.72653
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5386	-	-	50.5

Vehicle Results

Average Speed, mi/h	50.5	Percent Followers, %	46.3
Segment Travel Time, minutes	1.21	Follower Density, followers/mi/ln	3.0
Vehicle LOS	B		

Bicycle Results

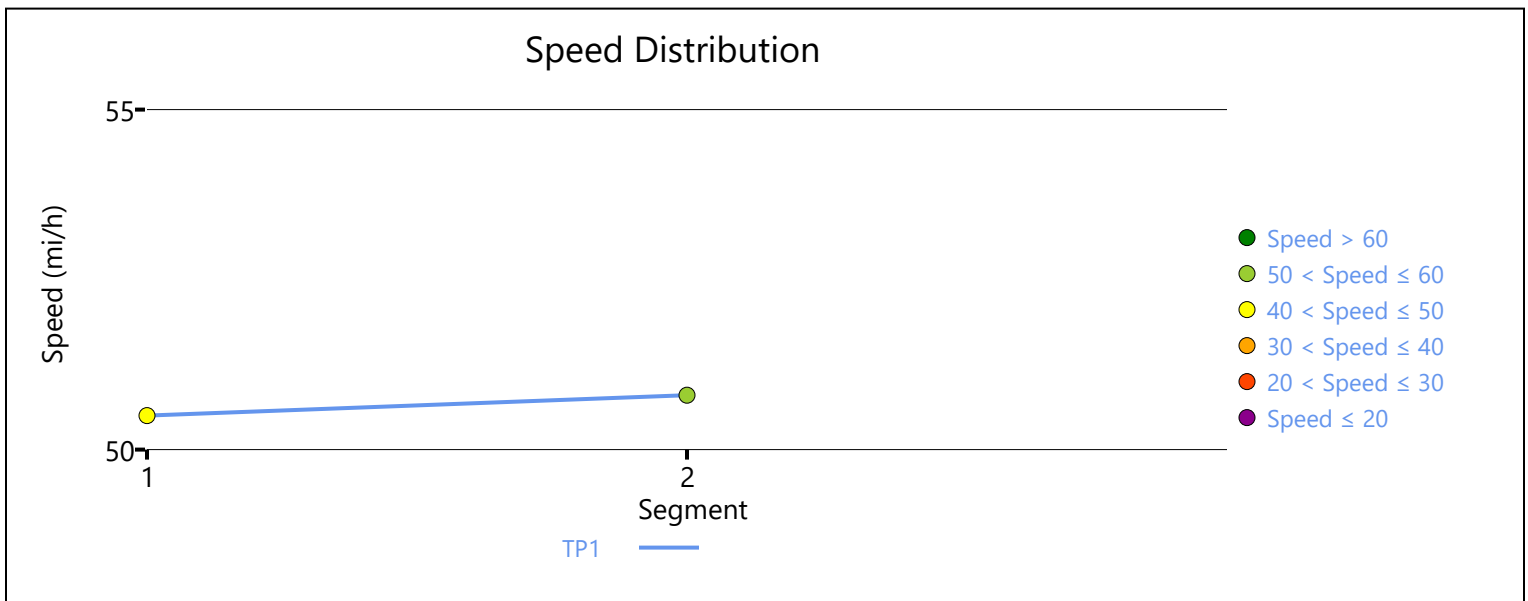
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	330	Bicycle Effective Width, ft	13
Bicycle LOS Score	5.85	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

Segment 2

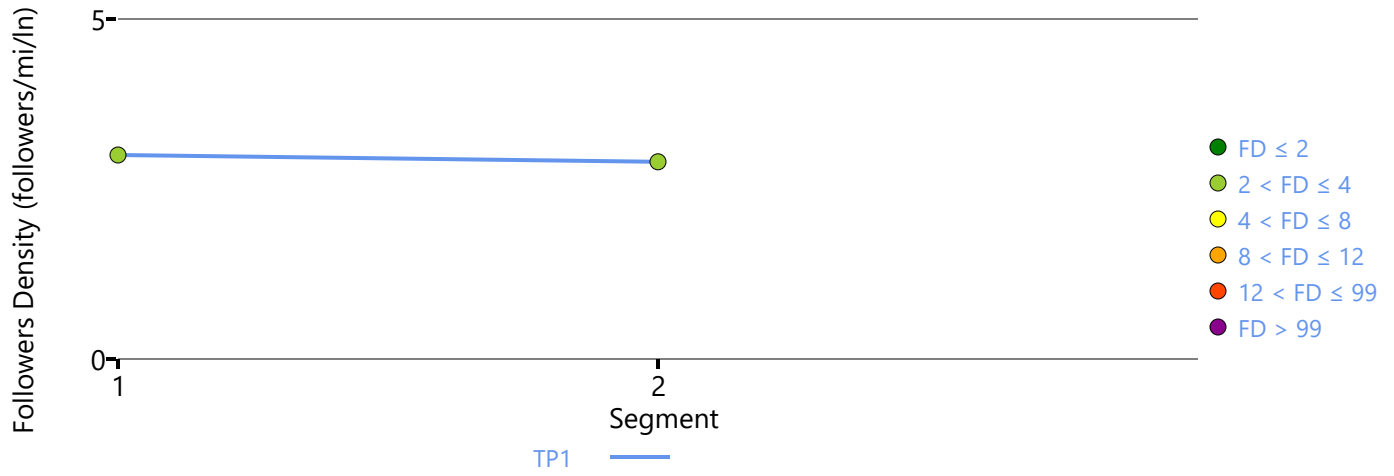
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5438
Measured FFS	Measured	Free-Flow Speed, mi/h	54.0

Demand and Capacity					
Directional Demand Flow Rate, veh/h	330	Opposing Demand Flow Rate, veh/h	898		
Peak Hour Factor	0.90	Total Trucks, %	5.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19		
Intermediate Results					
Segment Vertical Class	2	Free-Flow Speed, mi/h	54.0		
Speed Slope Coefficient	7.57255	Speed Power Coefficient	0.57972		
PF Slope Coefficient	-1.33417	PF Power Coefficient	0.74759		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5438	-	-	50.8
Vehicle Results					
Average Speed, mi/h	50.8	Percent Followers, %	44.1		
Segment Travel Time, minutes	1.22	Follower Density, followers/mi/ln	2.9		
Vehicle LOS	B				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	330	Bicycle Effective Width, ft	13		
Bicycle LOS Score	5.85	Bicycle Effective Speed Factor	4.79		
Bicycle LOS	F				
Facility Results					
T	Follower Density, followers/mi/ln	LOS			
1	2.9	B			



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	PM
Project Description	Segment E - EB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5386
Measured FFS	Measured	Free-Flow Speed, mi/h	54.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	810	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.48

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	54.0
Speed Slope Coefficient	7.75573	Speed Power Coefficient	0.54793
PF Slope Coefficient	-1.39025	PF Power Coefficient	0.72653
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5386	-	-	47.6

Vehicle Results

Average Speed, mi/h	47.6	Percent Followers, %	69.7
Segment Travel Time, minutes	1.29	Follower Density, followers/mi/ln	11.9
Vehicle LOS	D		

Bicycle Results

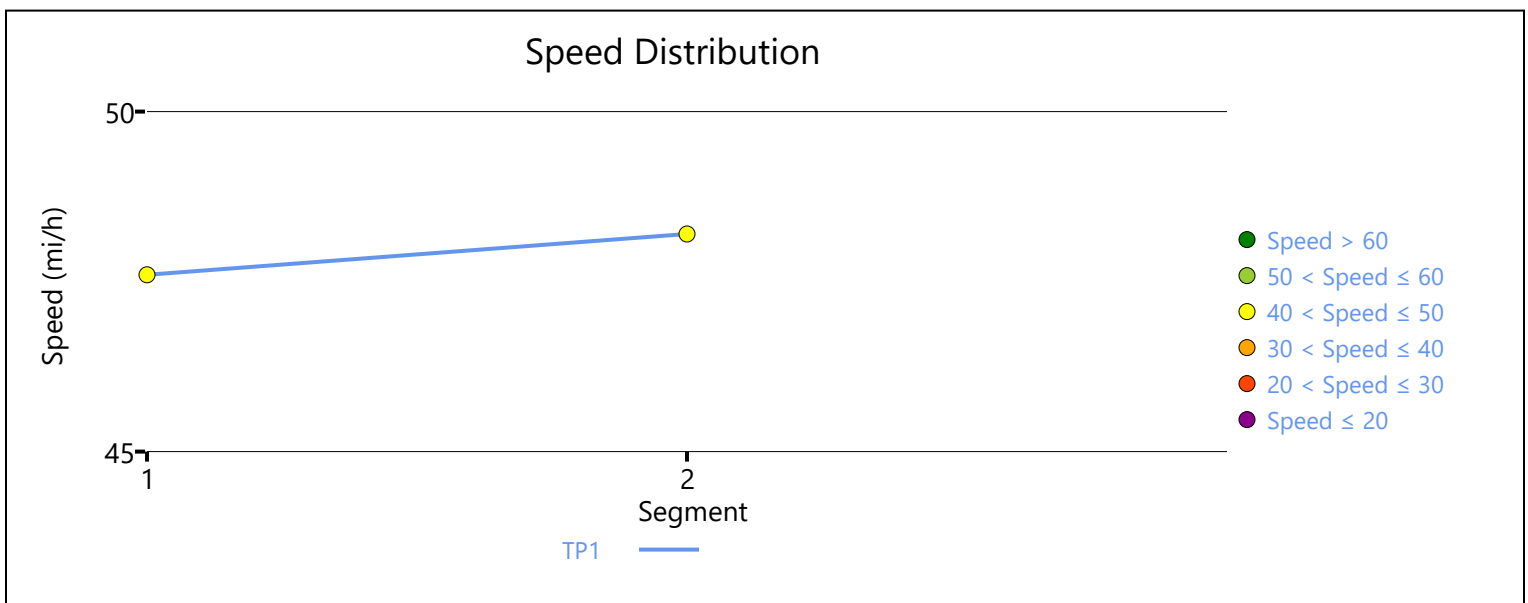
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	810	Bicycle Effective Width, ft	13
Bicycle LOS Score	6.30	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

Segment 2

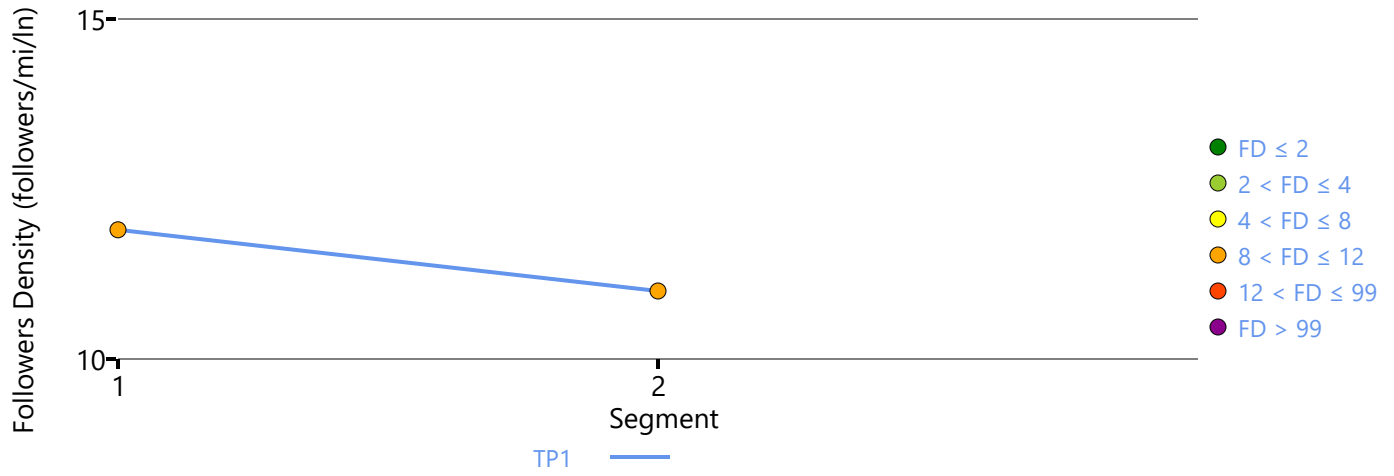
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5438
Measured FFS	Measured	Free-Flow Speed, mi/h	54.0

Demand and Capacity					
Directional Demand Flow Rate, veh/h	810	Opposing Demand Flow Rate, veh/h	330		
Peak Hour Factor	0.90	Total Trucks, %	5.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.48		
Intermediate Results					
Segment Vertical Class	2	Free-Flow Speed, mi/h	54.0		
Speed Slope Coefficient	7.29634	Speed Power Coefficient	0.65839		
PF Slope Coefficient	-1.24446	PF Power Coefficient	0.77545		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.0		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5438	-	-	48.2
Vehicle Results					
Average Speed, mi/h	48.2	Percent Followers, %	65.2		
Segment Travel Time, minutes	1.28	Follower Density, followers/mi/ln	11.0		
Vehicle LOS	D				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	810	Bicycle Effective Width, ft	13		
Bicycle LOS Score	6.30	Bicycle Effective Speed Factor	4.79		
Bicycle LOS	F				
Facility Results					
T	Follower Density, followers/mi/ln		LOS		
1	11.4		D		



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	AM
Project Description	Segment E - WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5386
Measured FFS	Measured	Free-Flow Speed, mi/h	54.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	898	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.53

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	54.0
Speed Slope Coefficient	7.48106	Speed Power Coefficient	0.54391
PF Slope Coefficient	-1.39123	PF Power Coefficient	0.72585
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.7
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5386	-	-	47.4

Vehicle Results

Average Speed, mi/h	47.4	Percent Followers, %	72.4
Segment Travel Time, minutes	1.29	Follower Density, followers/mi/ln	13.7
Vehicle LOS	E		

Bicycle Results

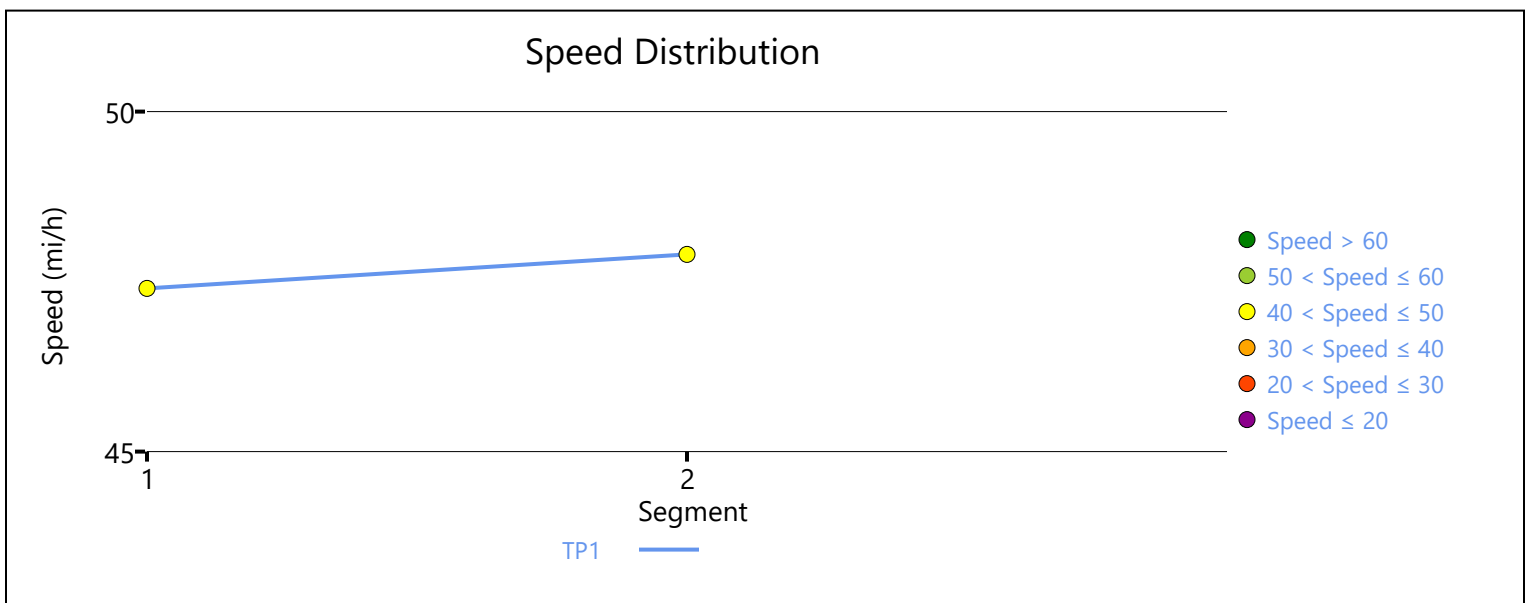
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	898	Bicycle Effective Width, ft	13
Bicycle LOS Score	6.07	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

Segment 2

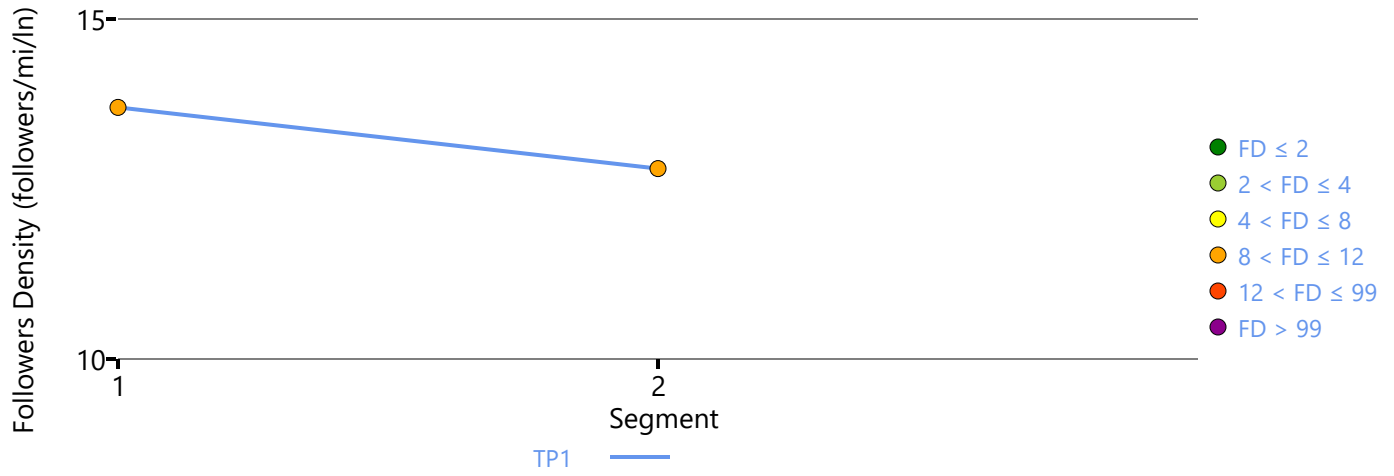
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5438
Measured FFS	Measured	Free-Flow Speed, mi/h	54.0

Demand and Capacity					
Directional Demand Flow Rate, veh/h	898	Opposing Demand Flow Rate, veh/h	330		
Peak Hour Factor	0.90	Total Trucks, %	4.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.53		
Intermediate Results					
Segment Vertical Class	2	Free-Flow Speed, mi/h	54.0		
Speed Slope Coefficient	7.02168	Speed Power Coefficient	0.65437		
PF Slope Coefficient	-1.24533	PF Power Coefficient	0.77471		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.8		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5438	-	-	47.9
Vehicle Results					
Average Speed, mi/h	47.9	Percent Followers, %	68.2		
Segment Travel Time, minutes	1.29	Follower Density, followers/mi/ln	12.8		
Vehicle LOS	E				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	898	Bicycle Effective Width, ft	13		
Bicycle LOS Score	6.07	Bicycle Effective Speed Factor	4.79		
Bicycle LOS	F				
Facility Results					
T	Follower Density, followers/mi/ln		LOS		
1	13.2		E		



Followers Density Distribution



HCS7 Two-Lane Highway Report

Project Information

Analyst	Chris Bahret, PE	Date	1/30/2023
Agency	VHB	Analysis Year	2022
Jurisdiction		Time Analyzed	PM
Project Description	Segment E - WB	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	6706
Measured FFS	Measured	Free-Flow Speed, mi/h	54.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	330	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	54.0
Speed Slope Coefficient	8.01235	Speed Power Coefficient	0.54899
PF Slope Coefficient	-1.38438	PF Power Coefficient	0.72338
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	6706	-	-	50.4

Vehicle Results

Average Speed, mi/h	50.4	Percent Followers, %	46.2
Segment Travel Time, minutes	1.51	Follower Density, followers/mi/ln	3.0
Vehicle LOS	B		

Bicycle Results

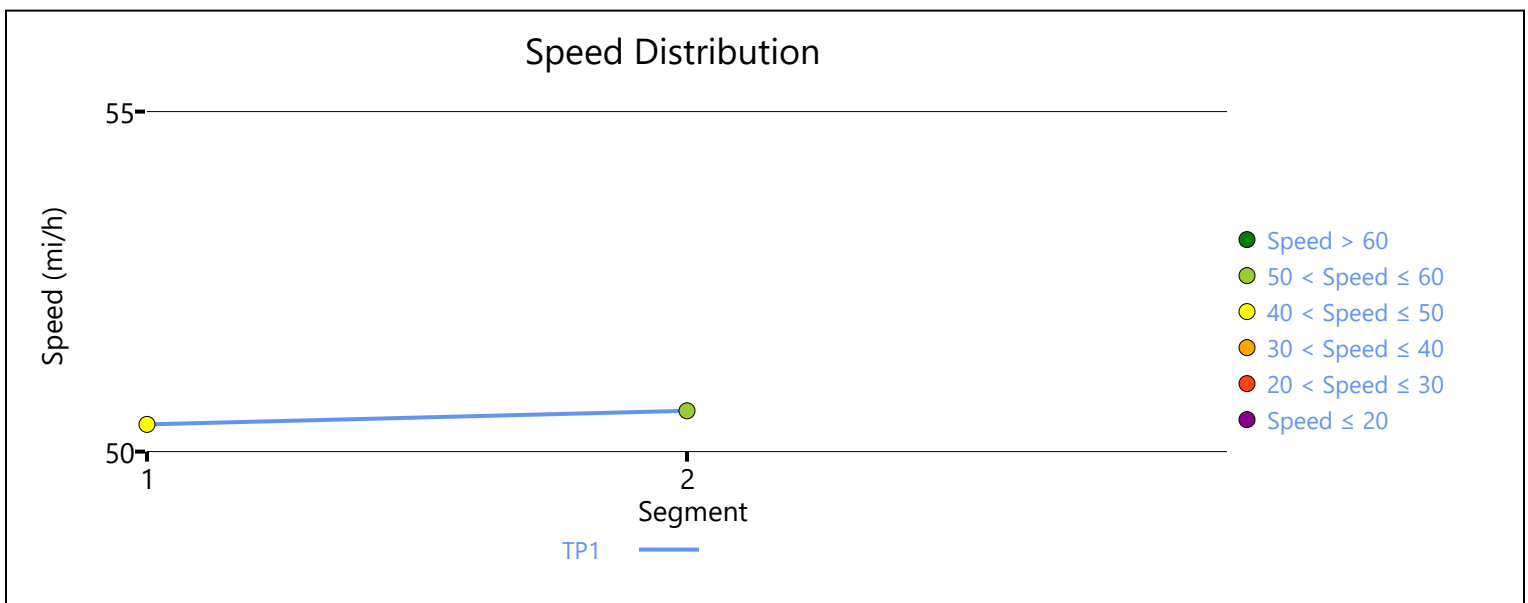
Percent Occupied Parking	0	Pavement Condition Rating	3
Flow Rate Outside Lane, veh/h	330	Bicycle Effective Width, ft	13
Bicycle LOS Score	5.56	Bicycle Effective Speed Factor	4.79
Bicycle LOS	F		

Segment 2

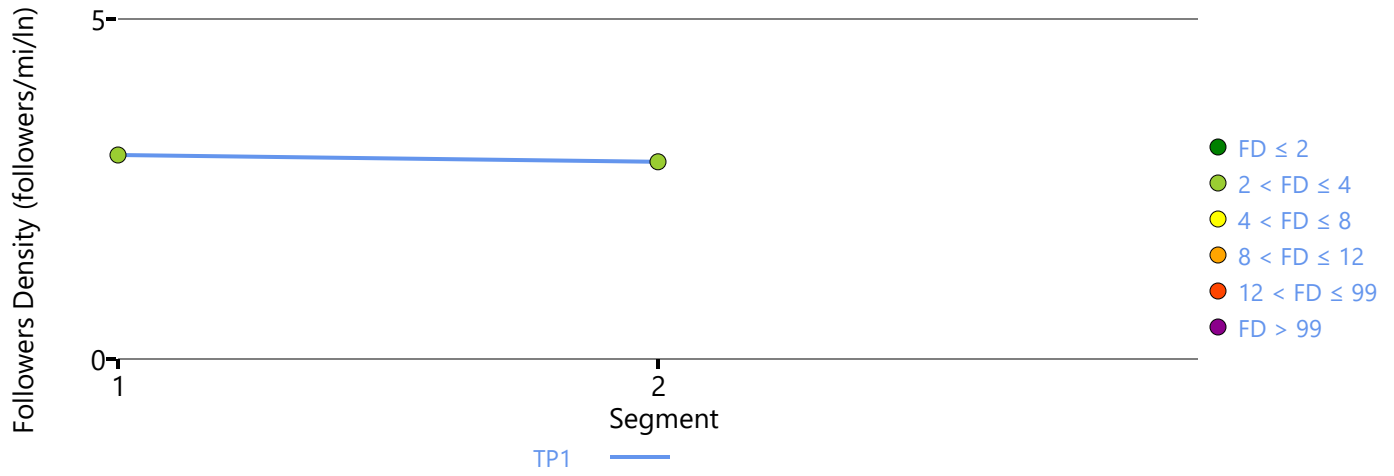
Vehicle Inputs

Segment Type	Passing Zone	Length, ft	7867
Measured FFS	Measured	Free-Flow Speed, mi/h	54.0

Demand and Capacity					
Directional Demand Flow Rate, veh/h	330	Opposing Demand Flow Rate, veh/h	810		
Peak Hour Factor	0.90	Total Trucks, %	4.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19		
Intermediate Results					
Segment Vertical Class	2	Free-Flow Speed, mi/h	54.0		
Speed Slope Coefficient	8.19727	Speed Power Coefficient	0.59275		
PF Slope Coefficient	-1.32048	PF Power Coefficient	0.74405		
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9		
%Improved % Followers	0.0	% Improved Avg Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7867	-	-	50.6
Vehicle Results					
Average Speed, mi/h	50.6	Percent Followers, %	43.9		
Segment Travel Time, minutes	1.77	Follower Density, followers/mi/ln	2.9		
Vehicle LOS	B				
Bicycle Results					
Percent Occupied Parking	0	Pavement Condition Rating	3		
Flow Rate Outside Lane, veh/h	330	Bicycle Effective Width, ft	13		
Bicycle LOS Score	5.56	Bicycle Effective Speed Factor	4.79		
Bicycle LOS	F				
Facility Results					
T	Follower Density, followers/mi/ln	LOS			
1	2.9	B			



Followers Density Distribution



CRASH DATA

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
9	106894241	0.030	03/15/2022 07:46	REAR END, SLOW OR STOP	\$ 14000	0	0	2	1	1	1	1	1	0	13	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
10	105762863	0.039	01/24/2019 18:10	ANIMAL	\$ 3000	0	0	0	0	1	5	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 17			
11	106619042	0.105	06/22/2021 01:32	FIXED OBJECT	\$ 3000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 58			
12	105356820	0.130	01/19/2018 11:50	REAR END, SLOW OR STOP	\$ 1800	0	0	0	0	6	1	2	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
13	105222200	0.230	09/12/2017 06:42	FIXED OBJECT	\$ 14150	0	0	0	0	2	5	3	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 34			
14	105938523	0.338	07/03/2019 12:02	REAR END, SLOW OR STOP	\$ 8000	0	0	0	1	1	1	1	3	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
15	106385043	0.338	10/15/2020 17:34	ANGLE	\$ 1000	0	0	0	0	1	1	1	3	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
16	106585794	0.338	04/07/2021 04:41	RAN OFF ROAD - STRAIGHT	\$ 8000	0	0	0	0	1	5	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	403 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk: 33			
17	106953852	0.347	01/16/2022 00:46	RAN OFF ROAD - RIGHT	\$ 6000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	7	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 42			
18	105423960	0.358	03/02/2018 13:02	REAR END, SLOW OR STOP	\$ 2700	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	39 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl		
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op	
19	106247269	0.378	10/10/2019 09:16	LEFT TURN, SAME ROADWAY	\$ 4000	0	0	0	0	1	1	1	2	0	0		
Unit	1 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:						
20	106298932	0.408	06/04/2020 18:28	REAR END, SLOW OR STOP	\$ 2500	0	1	0	0	1	1	1	3	0			
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 20	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:						
21	106547055	0.408	03/15/2021 11:34	RAN OFF ROAD - RIGHT	\$ 4000	0	0	0	0	1	1	2	2	0	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		58				
22	106728337	0.408	08/27/2021 12:06	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1		0			
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				12	Obj Strk:						
23	106179244	0.420	12/09/2019 11:38	LEFT TURN, SAME ROADWAY	\$ 10000	0	0	0	1	1	1	2	2	0	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:		59				
Unit	2 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:						
24	107025351	0.430	07/23/2022 17:25	REAR END, TURN	\$ 1600	0	0	0	0	1	1	1	3	0	13	1	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:						
25	105807388	0.439	03/11/2019 07:42	LEFT TURN, DIFFERENT ROADWAYS	\$ 12500	0	0	1	0	1	1	1	1	0	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:						
26	106643305	0.468	05/19/2021 16:31	ANGLE	\$ 2000	0	0	0	0	1	1	1		0			
Unit	1 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:						
27	106374205	0.558	10/16/2020 19:59	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	1	0	13	1	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:						

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
28	105817907	0.616	03/20/2019 14:26	ANGLE	\$ 5000	0	0	0	2	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
29	105985276	0.616	08/30/2019 01:00	BACKING UP	\$ 1000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 32	Alchl/Drgs:	2	Speed:	15 MPH	Dir:	N	Veh Mnvr/Ped Actn:				10	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				2	Obj Strk: 20			
30	106145224	0.616	12/23/2019 14:25	ANGLE	\$ 7500	0	0	0	0	2	1	3	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
31	106154715	0.616	12/31/2019 15:27	ANGLE	\$ 4500	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				7	Obj Strk:			
32	106748878	0.616	09/09/2021 08:01	LEFT TURN, DIFFERENT ROADWAYS	\$ 12000	0	0	0	1	1	1	1		0		
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
33	106913892	0.616	02/08/2022 13:01	ANGLE	\$ 3800	0	0	0	0	1	1	1	1	0		
Unit	1 : 3	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	W	Veh Mnvr/Ped Actn:				10	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	N	Veh Mnvr/Ped Actn:				7	Obj Strk:			
34	105439068	0.700	03/20/2018 13:44	LEFT TURN, DIFFERENT ROADWAYS	\$ 6000	0	0	0	0	2	1	2	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
35	106342948	0.700	08/12/2020 14:35	LEFT TURN, DIFFERENT ROADWAYS	\$ 2900	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
36	106406436	0.700	11/02/2020 17:37	REAR END, SLOW OR STOP	\$ 3700	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
37	105372340	0.728	01/05/2018 10:36	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: SE		Veh Mnvr/Ped Actn:				8	Obj Strk:					
38	106345957	0.738	08/24/2020 13:52	REAR END, SLOW OR STOP	\$ 2500	0	0	0	1	1	1	1	1	0	2	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
39	105946196	0.742	07/11/2019 14:10	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	2	1	0	3	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
40	106036347	0.761	10/14/2019 01:13	RAN OFF ROAD - RIGHT	\$ 2300	0	0	0	0	1	4	2	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
41	106935971	0.766	03/23/2022 09:11	SIDESWIPE, SAME DIRECTION	\$ 7000	0	0	0	0	2	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
42	105402613	0.780	02/14/2018 18:57	ANGLE	\$ 2800	0	0	0	0	1	4	1	2	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 30 MPH Dir: S		Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
43	105868465	0.780	04/29/2019 15:03	ANGLE	\$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
44	106048670	0.780	10/23/2019 08:31	ANGLE	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				16	Obj Strk:					
45	106245899	0.780	03/30/2020 12:58	REAR END, SLOW OR STOP	\$ 9000	0	0	1	0	1	1	1	1	0	12	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: SE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
46	106203113	0.780	04/02/2020 13:06	FIXED OBJECT	\$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 14	Alchl/Drgs:	0	Speed:	25 MPH Dir: S	Veh Mnvr/Ped Actn:				7	Obj Strk:		64			
47	106246933	0.780	04/20/2020 07:50	ANGLE	\$ 8000	0	0	0	0	2	1	3	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
48	106491944	0.780	12/30/2020 18:46	ANGLE	\$ 7000	0	0	0	0	2	4	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: NE	Veh Mnvr/Ped Actn:				8	Obj Strk:					
49	106172094	0.785	01/06/2020 15:27	REAR END, SLOW OR STOP	\$ 1100	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
50	105726321	0.792	12/05/2018 14:48	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
51	106650711	0.827	06/04/2021 16:31	SIDESWIPE, SAME DIRECTION	\$ 2200	0	0	0	0	1	1	1		0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	7	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				2	Obj Strk:					
52	105485592	0.828	05/09/2018 09:03	ANGLE	\$ 1000	0	0	0	0	1	1	1		0		
Unit	1 : 10	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				10	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				2	Obj Strk:					
53	105686819	0.828	11/24/2018 17:35	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	2	4	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
54	106047233	0.880	10/22/2019 17:26	REAR END, SLOW OR STOP	\$ 1300	0	0	0	0	2	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
55	105948742	0.887	07/20/2019 17:34	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	1	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
56	106504421	0.887	01/06/2021 11:06	BACKING UP	\$ 2170	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 3	Alchl/Drgs:	7	Speed:	5 MPH	Dir:	S	Veh Mnvr/Ped Actn:				10	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				2	Obj Strk:			
57	105619335	0.908	09/18/2018 14:16	BACKING UP	\$ 1000	0	0	0	0	1	1	1	1	12	3	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				10	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
58	106083167	0.908	11/06/2019 21:40	SIDESWIPE, SAME DIRECTION	\$ 4000	0	0	0	0	1	4	1	1	0	0	
Unit	1 : 32	Alchl/Drgs:	1	Speed:	25 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				2	Obj Strk: 20			
59	105485644	0.913	05/14/2018 19:46	SIDESWIPE, SAME DIRECTION	\$ 1300	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				5	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
60	106749915	0.944	09/18/2021 15:28	PARKED MOTOR VEHICLE	\$ 1500	0	0	0	0	1	1	1		0		
Unit	1 : 32	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				12	Obj Strk: 20			
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				2	Obj Strk: 20			
61	106231019	0.969	03/25/2020 11:05	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
62	105447125	0.970	04/14/2018 14:50	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				1	Obj Strk:			
63	105562838	0.970	07/25/2018 13:05	REAR END, SLOW OR STOP	\$ 1700	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	7	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				7	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
64	105605107	0.970	09/04/2018 03:02	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: NE		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
65	105751511	0.970	01/15/2019 18:31	HEAD ON	\$ 4000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
66	105831851	0.970	03/29/2019 09:13	ANGLE	\$ 8500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
67	105934821	0.970	07/03/2019 14:17	LEFT TURN, SAME ROADWAY	\$ 4000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
68	105919152	0.970	07/04/2019 14:57	ANGLE	\$ 9000	0	0	1	0	1	1	2	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
69	106104119	0.970	11/22/2019 17:43	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	3	1	1	0	3	1
Unit	1 : 32	Alchl/Drgs:	7	Speed: 30 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				1	Obj Strk:					
70	106145235	0.970	12/19/2019 11:18	REAR END, SLOW OR STOP	\$ 2300	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:				11	Obj Strk:					
71	106193642	0.970	02/01/2020 23:21	RAN OFF ROAD - RIGHT	\$ 5000	0	0	0	0	1	4	1	2	0	6	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
72	106259619	0.970	05/03/2020 16:09	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 1 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
73	106298935	0.970	06/17/2020 16:42	SIDESWIPE, SAME DIRECTION	\$ 1700	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	3	Speed: 20 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 20 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
74	106427240	0.970	11/11/2020 18:49	ANGLE	\$ 4500	0	0	0	0	2	4	3	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 25 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
75	106430176	0.970	11/21/2020 11:56	RIGHT TURN, DIFFERENT ROADWAYS	\$ 7000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed: 10 MPH Dir: SE		Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 5	Alchl/Drugs:	0	Speed: 25 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
76	106474189	0.970	12/22/2020 17:57	ANGLE	\$ 3500	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 15 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 32	Alchl/Drugs:	7	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
77	106474353	0.970	12/22/2020 19:12	LEFT TURN, DIFFERENT ROADWAYS	\$ 8500	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 25 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 10 MPH Dir: SE		Veh Mnvr/Ped Actn:				8	Obj Strk:					
78	106564670	0.970	03/25/2021 18:09	SIDESWIPE, SAME DIRECTION	\$ 5001	0	0	0	0	1	1	1		0		
Unit	1 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
79	106721841	0.970	08/13/2021 11:14	ANGLE	\$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				7	Obj Strk:					
80	106697741	0.970	09/07/2021 05:46	ANGLE	\$ 3000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 14	Alchl/Drugs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
81	106765410	0.970	10/02/2021 18:05	ANGLE	\$ 4001	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed: 0 MPH Dir: SE		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 0 MPH Dir: NE		Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
82	106769938	0.970	10/06/2021 14:35	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	0			
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

83	106851673	0.970	12/03/2021 14:33	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	0			
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					

84	106949073	0.970	04/11/2022 12:40	SIDESWIPE, SAME DIRECTION	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					

85	105931050	0.980	06/26/2019 19:38	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					

86	105585480	0.990	08/18/2018 10:31	REAR END, TURN	\$ 2000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					

87	106311334	1.120	07/13/2020 16:42	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	2	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:				1	Obj Strk:					

88	106777010	1.120	10/08/2021 10:50	LEFT TURN, DIFFERENT ROADWAYS	\$ 2800	0	0	1	0	1	1	1	2	0		
Unit	1 : 2	Alchl/Drgs:	0	Speed:	15 MPH Dir: NE	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

89	105372343	1.146	01/21/2018 02:30	RAN OFF ROAD - RIGHT	\$ 1000	0	0	0	0	1	5	1	1	0		
Unit	1 : 2	Alchl/Drgs:	1	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		64			

90	107002726	1.146	04/16/2022 20:35	LEFT TURN, SAME ROADWAY	\$ 6000	0	1	1	0	1	5	1	2	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 21	Alchl/Drgs:	7	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
91	105423987	1.193	03/07/2018 03:21	FIXED OBJECT	\$ 6000	0	0	0	0	2	4	2	0			
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		34			
92	105247953	1.268	09/22/2017 22:12	ANGLE	\$ 8000	0	0	0	1	1	4	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	1	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
93	106491942	1.316	12/25/2020 00:20	RAN OFF ROAD - LEFT	\$ 5000	0	0	0	0	2	4	2	2	0	0	
Unit	1 : 1	Alchl/Drgs:	1	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
94	106836429	1.330	11/12/2021 13:30	ANGLE	\$ 9000	0	0	0	0	1	1	1	0			
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
95	106045724	1.383	10/30/2019 21:21	LEFT TURN, SAME ROADWAY	\$ 7000	0	0	0	0	2	4	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
96	105994528	1.483	09/18/2019 16:55	LEFT TURN, DIFFERENT ROADWAYS	\$ 7500	0	0	1	2	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
97	105866628	1.540	05/03/2019 18:59	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
98	106576870	1.540	05/13/2021 10:12	LEFT TURN, DIFFERENT ROADWAYS	\$ 19000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:		64			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
99	106281520	1.542	05/28/2020 15:26	REAR END, SLOW OR STOP	\$ 3000	0	0	0	1	1	1	2	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
100	106326112	1.550	09/02/2020 14:50	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:		58	
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
101	106622200	1.550	05/01/2021 12:15	REAR END, SLOW OR STOP	\$ 4300	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	3 : 1	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
102	105197202	1.580	08/10/2017 16:10	REAR END, SLOW OR STOP	\$ 2200	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
103	106193647	1.580	02/04/2020 16:37	REAR END, SLOW OR STOP	\$ 18000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
104	106326207	1.580	09/02/2020 14:03	REAR END, SLOW OR STOP	\$ 5300	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
105	106978610	1.580	05/19/2022 11:21	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
106	107008532	1.580	06/12/2022 12:24	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
107	105636672	1.583	10/09/2018 19:23	SIDESWIPE, SAME DIRECTION	\$ 3300	0	0	0	0	1	2	1	1	0		
Unit	1 : 2	Alchl/Drgs:	1	Speed:	20 MPH	Dir:	E	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				7	Obj Strk:			
108	105653462	1.583	10/19/2018 07:26	LEFT TURN, DIFFERENT ROADWAYS	\$ 3000	0	0	0	0	1	1	1	2	0	1	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
109	105741032	1.583	01/11/2019 10:24	LEFT TURN, DIFFERENT ROADWAYS	\$ 800	0	0	0	0	1	1	1	3	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					

110	105866618	1.583	05/01/2019 21:07	REAR END, TURN	\$ 7000	0	1	0	0	1	4	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					

111	105866604	1.583	05/05/2019 14:32	REAR END, SLOW OR STOP	\$ 1500	0	0	1	0	2	1	3	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					

112	106409912	1.583	11/08/2020 11:02	LEFT TURN, DIFFERENT ROADWAYS	\$ 2100	0	0	0	0	1	1	1		0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					

113	106943736	1.583	04/01/2022 12:00	ANGLE	\$ 3000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					

114	107032434	1.583	07/15/2022 17:15	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0		
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					

115	107041739	1.583	07/21/2022 11:54	REAR END, SLOW OR STOP	\$ 1200	0	0	0	0	1	1	1	1	0		
Unit	1 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					

116	106504225	1.597	01/11/2021 15:56	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	8	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					

117	105934230	1.683	07/23/2019 16:42	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	2	1	3	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
118	107026741	1.730	07/22/2022 20:57	REAR END, SLOW OR STOP	\$ 7000	0	0	0	1	1	2	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
119	105873861	1.733	05/23/2019 15:10	REAR END, SLOW OR STOP	\$ 9000	0	0	1	1	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
120	106863068	1.733	02/12/2022 16:20	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
121	106501135	1.763	02/25/2021 16:00	REAR END, SLOW OR STOP	\$ 4500	0	0	0	1	1	1	1	1	0		
Unit	1 : 1	Alchl/Drgs:	7	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
122	106090647	1.783	12/09/2019 06:42	REAR END, SLOW OR STOP	\$ 13000	0	0	0	0	1	3	2	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
123	106587826	1.783	05/28/2021 19:32	REAR END, SLOW OR STOP	\$ 9000	0	0	0	0	2	1	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
124	106838155	1.783	01/20/2022 15:23	REAR END, SLOW OR STOP	\$ 6000	0	0	3	0	2	1	3	1	0	13	1
Unit	1 : 10	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
125	106887381	1.783	03/11/2022 14:10	REAR END, SLOW OR STOP	\$ 20000	0	0	0	1	1	1	1	1	0	14	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
126	107001974	1.783	06/24/2022 11:30	REAR END, SLOW OR STOP	\$ 9000	0	0	1	1	1	1	1	1	0	0	
Unit	1 : 3	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
127	105472233	1.950	04/27/2018 22:23	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	1	4	1	1	0		
Unit	1 : 32	Alchl/Drgs:	7	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
128	105402705	1.964	02/11/2018 02:12	RAN OFF ROAD - LEFT	\$ 1000	0	0	0	0	2	4	1		0		
Unit	1 : 4	Alchl/Drgs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:		34			
129	105489048	1.964	05/23/2018 07:44	LEFT TURN, DIFFERENT ROADWAYS	\$ 9000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: S	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
130	105644661	1.964	10/06/2018 11:42	LEFT TURN, SAME ROADWAY	\$ 12000	0	0	0	0	2	1	3	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
131	106174437	1.964	02/28/2020 17:39	SIDESWIPE, OPPOSITE DIRECTION	\$ 3000	0	0	0	0	1	2	1	1	0	1	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
132	106224212	1.964	03/14/2020 02:06	RAN OFF ROAD - LEFT	\$ 10000	0	0	0	0	1	4	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH Dir: N	Veh Mnvr/Ped Actn:				7	Obj Strk:		64			
133	106782254	1.964	11/23/2021 17:59	LEFT TURN, SAME ROADWAY	\$ 5000	0	0	0	0	1	5	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
134	105261509	1.973	10/14/2017 02:19	RAN OFF ROAD - STRAIGHT	\$ 8500	0	0	0	1	1	5	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	1	Speed:	50 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:		64			
135	105283779	2.113	11/05/2017 11:37	ANGLE	\$ 8000	0	0	0	2	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				7	Obj Strk:		61			
Unit	2 : 29	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		61			
136	106009453	2.113	09/22/2019 15:43	LEFT TURN, SAME ROADWAY	\$ 5600	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl			
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op		
Unit	2 : 4	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
137	106293094	2.113	07/29/2020 17:14	LEFT TURN, DIFFERENT ROADWAYS	\$ 11500			0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
138	106770328	2.113	11/15/2021 17:22	LEFT TURN, SAME ROADWAY	\$ 6000			0	0	0	3	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
139	106960983	2.113	05/16/2022 20:14	RIGHT TURN, DIFFERENT ROADWAYS	\$ 12000			0	0	2	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
140	106879200	2.246	03/03/2022 16:38	REAR END, SLOW OR STOP	\$ 10000			0	0	0	2	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
141	105564293	2.260	08/01/2018 02:55	REAR END, SLOW OR STOP	\$ 10700			0	0	0	1	1	1	1	1	0		0
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
142	105583863	2.313	08/24/2018 16:02	REAR END, SLOW OR STOP	\$ 2500			0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
143	105902776	2.393	06/17/2019 18:00	REAR END, SLOW OR STOP	\$ 3500			0	0	1	1	1	1	1	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
144	105903043	2.493	06/18/2019 18:41	BACKING UP	\$ 8500			0	0	0	0	1	1	2	1	0		0
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				10	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
145	106827627	2.563	01/09/2022 03:43	ANIMAL	\$ 3500			0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
146	105732327	2.633	01/04/2019 17:14	ANIMAL	\$ 1500	0	0	0	0	1	1	3	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
147	105722536	2.693	12/17/2018 03:25	FIXED OBJECT	\$ 4500	0	0	1	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	1	Speed: 55 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		56			
148	106477438	2.770	01/25/2021 18:28	FIXED OBJECT	\$ 5030	0	0	0	0	2	5	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		56			
149	106659716	2.833	08/12/2021 23:20	FIXED OBJECT	\$ 4500	0	1	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
150	106319371	2.843	08/25/2020 01:08	ANIMAL	\$ 2500	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
151	105443572	2.893	04/10/2018 19:22	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	2	1	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
152	106737477	2.893	10/20/2021 21:29	ANIMAL	\$ 2500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
153	106730793	2.923	10/14/2021 08:07	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH	Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
154	106063442	2.933	11/15/2019 18:12	REAR END, SLOW OR STOP	\$ 6500	0	0	1	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 30 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed: 0 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
155	106768859	2.933	11/15/2021 19:09	ANIMAL	\$ 2300	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
156	105480117	2.993	05/13/2018 12:53	ANGLE	\$ 5400	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
157	106025357	2.993	10/15/2019 05:20	ANIMAL	\$ 3000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
158	106587807	2.993	05/28/2021 14:50	FIXED OBJECT	\$ 5390	0	0	1	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		34			
159	105274373	3.093	11/01/2017 11:11	SIDESWIPE, SAME DIRECTION	\$ 13000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				6	Obj Strk:					
Unit	2 : 10	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
160	106983767	3.100	06/07/2022 16:00	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
161	105348046	3.110	12/28/2017 14:12	FIXED OBJECT	\$ 30000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				16	Obj Strk:		58			
162	106929496	3.143	04/20/2022 21:52	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
163	105880992	3.243	05/30/2019 20:23	REAR END, SLOW OR STOP	\$ 2800	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
164	106224504	3.243	05/11/2020 16:18	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
165	106525662	3.243	03/24/2021 09:43	REAR END, SLOW OR STOP	\$ 400	0	0	0	0	1	1	3	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
166	105258582	3.293	10/16/2017 09:27	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	2	1	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
167	105270917	3.293	10/28/2017 19:10	LEFT TURN, DIFFERENT ROADWAYS	\$ 7000	0	0	0	1	1	5	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: N		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
168	105321434	3.293	12/12/2017 14:47	LEFT TURN, DIFFERENT ROADWAYS	\$ 8000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
169	105391523	3.293	02/20/2018 16:53	LEFT TURN, DIFFERENT ROADWAYS	\$ 5000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
170	105597095	3.293	08/27/2018 15:06	SIDESWIPE, SAME DIRECTION	\$ 300	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 32	Alchl/Drgs:	7	Speed: 25 MPH Dir: S		Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				1	Obj Strk:					
171	105600621	3.293	09/09/2018 20:15	REAR END, SLOW OR STOP	\$ 200	0	0	0	0	1	2	2	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	1	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
172	105612202	3.293	09/24/2018 09:20	FIXED OBJECT	\$ 10000	0	0	0	1	1	1	2	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
173	105622947	3.293	09/25/2018 17:00	ANGLE	\$ 4500	0	0	0	1	1	1	1	4	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
174	105690906	3.293	11/25/2018 12:55	REAR END, SLOW OR STOP	\$ 5500	0	0	0	2	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
175	105764910	3.293	02/04/2019 12:57	LEFT TURN, DIFFERENT ROADWAYS	\$ 6000	0	0	1	0	1	1	1	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 15 MPH Dir: N		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:		58				
176	105794371	3.293	03/05/2019 07:46	ANGLE	\$ 8500	0	0	0	0	1	1	2	3	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 3	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
177	105834929	3.293	04/15/2019 13:08	LEFT TURN, DIFFERENT ROADWAYS	\$ 16000	0	0	1	1	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
178	105868956	3.293	05/19/2019 14:51	LEFT TURN, DIFFERENT ROADWAYS	\$ 1000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 8				Obj Strk:						
179	105935101	3.293	06/19/2019 22:26	FIXED OBJECT	\$ 32752	0	0	0	0	1	5	1	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:		58				
180	105951695	3.293	08/08/2019 07:54	RIGHT TURN, DIFFERENT ROADWAYS	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 7				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn: 8				Obj Strk:						
181	106790188	3.293	12/03/2021 08:21	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
182	106870775	3.293	02/23/2022 07:33	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	7	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn: 11				Obj Strk:						
183	106686486	3.320	09/05/2021 12:30	RAN OFF ROAD - RIGHT	\$ 15200	0	1	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:		60				
184	106325228	3.324	09/01/2020 16:16	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 3	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op		
Unit	2 : 2	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
185	106633833	3.324	07/08/2021 22:03	PEDESTRIAN	\$ 1500			0	0	0	1	1	5	1	1	0	13	1
Unit	1 : 24	Alchl/Drugs:	1	Speed:	0 MPH	Dir:		Veh Mnvr/Ped Actn:					Obj Strk: 14					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 14					
186	106620800	3.337	06/26/2021 09:51	LEFT TURN, SAME ROADWAY	\$ 6500			0	0	0	3	1	1	2	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
187	105884203	3.339	06/03/2019 22:19	REAR END, SLOW OR STOP	\$ 900			0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
188	105226930	3.343	09/19/2017 15:19	BACKING UP	\$ 1900			0	0	0	0	1	1	1	3	0	1	1
Unit	1 : 12	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				10	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
189	105501899	3.343	06/02/2018 17:42	REAR END, SLOW OR STOP	\$ 4500			0	0	0	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drugs:	0	Speed:	20 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
190	105641227	3.343	10/17/2018 08:54	ANGLE	\$ 8400			0	0	0	1	2	1	2	4	0	1	1
Unit	1 : 12	Alchl/Drugs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 56					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
191	105809036	3.343	03/19/2019 16:15	BACKING UP	\$ 1200			0	0	0	0	1	1	1	3	0	1	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				10	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
192	105857943	3.343	05/08/2019 08:54	LEFT TURN, DIFFERENT ROADWAYS	\$ 2000			0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	20 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
193	106226503	3.343	05/15/2020 17:30	REAR END, SLOW OR STOP	\$ 5500			0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
194	106471687	3.343	01/20/2021 15:02	REAR END, SLOW OR STOP	\$ 1900	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	3 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:		1	Obj Strk:							
195	106502043	3.343	02/24/2021 10:49	LEFT TURN, DIFFERENT ROADWAYS	\$ 1800	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 12	Alchl/Drugs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 4	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:		1	Obj Strk:							
196	106507883	3.343	03/04/2021 19:27	LEFT TURN, DIFFERENT ROADWAYS	\$ 5000	0	0	0	0	1	5	1	3	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn:		8	Obj Strk:							
Unit	2 : 3	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:		1	Obj Strk:							
197	106827633	3.343	01/08/2022 14:40	HEAD ON	\$ 7000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn:		7	Obj Strk:							
Unit	2 : 2	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:		1	Obj Strk:							
198	106839422	3.343	01/21/2022 21:25	RAN OFF ROAD - STRAIGHT	\$ 2000	0	0	0	0	5	4	4	1	1	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 25 MPH Dir: N		Veh Mnvr/Ped Actn:		7	Obj Strk:		58					
199	106918101	3.343	03/28/2022 17:39	LEFT TURN, DIFFERENT ROADWAYS	\$ 11000	0	0	0	1	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:		8	Obj Strk:							
Unit	2 : 4	Alchl/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:		4	Obj Strk:							
200	106981624	3.343	06/07/2022 09:34	BACKING UP	\$ 1000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:		10	Obj Strk:							
Unit	2 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:		1	Obj Strk:							
201	105459463	3.367	04/24/2018 19:59	FIXED OBJECT	\$ 7200	0	0	1	0	2	5	3	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:		4	Obj Strk:		58					
202	105555018	3.390	07/28/2018 11:12	REAR END, TURN	\$ 5100	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:		4	Obj Strk:		58					
Unit	2 : 1	Alchl/Drugs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn:		8	Obj Strk:							

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
203	105378836	3.423	02/11/2018 11:58	SIDESWIPE, SAME DIRECTION	\$ 500	0	0	0	0	2	1	2	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				6	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
204	105610369	3.423	09/20/2018 19:54	LEFT TURN, SAME ROADWAY	\$ 8000	0	1	0	0	1	5	1	3	0	1	1
Unit	1 : 32	Alchl/Drgs:	7	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 20	Alchl/Drgs:	0	Speed: 65 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
205	105226958	3.443	09/20/2017 08:56	ANIMAL	\$ 2500	0	0	0	0	1	1	1				
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
206	106101743	3.463	12/17/2019 21:24	ANIMAL	\$ 1000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
207	105378768	3.500	02/08/2018 20:27	FIXED OBJECT	\$ 4500	0	0	0	0	1	5	1	1	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		34			
208	105321112	3.503	11/04/2017 09:03	FIXED OBJECT	\$ 2000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 32	Alchl/Drgs:	7	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				16	Obj Strk:		64			
209	105664838	3.503	10/31/2018 15:15	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
210	106096879	3.503	12/13/2019 20:09	SIDESWIPE, OPPOSITE DIRECTION	\$ 8000	0	0	0	1	2	5	3	3	0	13	1
Unit	1 : 32	Alchl/Drgs:	7	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				10	Obj Strk:					
211	106146341	3.503	01/30/2020 08:02	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	1	1	1	2	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
212	106474979	3.503	01/27/2021 17:48	LEFT TURN, SAME ROADWAY	\$ 2000	0	0	0	2	1	1	1	3	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 12 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
213	105201354	3.603	08/25/2017 16:07	ANGLE	\$ 4800	0	0	1	1	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		34			
214	105342414	3.603	01/04/2018 12:30	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	2	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
215	105655409	3.603	10/17/2018 17:48	LEFT TURN, DIFFERENT ROADWAYS	\$ 5000	0	0	1	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		64			
216	105816124	3.603	03/27/2019 19:53	REAR END, SLOW OR STOP	\$ 4000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
217	105863084	3.603	05/13/2019 18:46	ANGLE	\$ 11500	0	1	1	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
218	105945403	3.603	07/31/2019 10:07	BACKING UP	\$ 1100	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				10	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
219	106024837	3.603	10/13/2019 17:11	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	2	1	3	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
220	106063432	3.603	11/14/2019 18:25	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	5	2	1	0	1	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
221	106384485	3.603	10/24/2020 15:07	LEFT TURN, SAME ROADWAY	\$ 3000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
222	106496354	3.603	02/21/2021 15:15	ANGLE	\$ 3700	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
223	106595358	3.603	06/05/2021 19:31	ANGLE	\$ 18000	0	0	3	0	1	2	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		38			
224	106680140	3.603	08/12/2021 17:00	REAR END, SLOW OR STOP	\$ 6500	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
225	106717692	3.603	10/02/2021 13:59	ANGLE	\$ 2500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
226	106950780	3.603	05/07/2022 21:05	ANGLE	\$ 23000	0	0	0	0	2	5	2	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	43 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
227	106988465	3.603	06/15/2022 07:51	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
228	106938402	3.630	04/28/2022 09:27	PARKED MOTOR VEHICLE	\$ 18700	0	0	1	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		60			
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				2	Obj Strk:		20			
229	106826739	3.733	01/03/2022 21:16	REAR END, SLOW OR STOP	\$ 3600	0	0	0	2	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	7	Speed:	60 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
230	106874541	3.748	02/25/2022 18:32	REAR END, SLOW OR STOP	\$ 18000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
231	105370812	3.803	01/30/2018 08:04	SIDESWIPE, SAME DIRECTION	\$ 7000	0	0	0	2	4	1	2	3	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn: 6				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
232	106912979	3.803	04/01/2022 23:58	ANIMAL	\$ 1000	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
233	105648276	3.945	10/21/2018 00:24	FIXED OBJECT	\$ 10000	0	0	2	0	1	5	1	2	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 33						
234	105846023	3.960	04/28/2019 13:48	REAR END, SLOW OR STOP	\$ 7300	0	0	0	0	1	1	1	7	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
235	106437325	3.983	12/15/2020 09:54	REAR END, SLOW OR STOP	\$ 3500	0	0	0	2	1	1	1	7	0	0	
Unit	1 : 12	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
236	105664858	4.103	11/03/2018 15:44	REAR END, SLOW OR STOP	\$ 5000	0	0	0	1	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
237	105829069	4.155	04/08/2019 20:14	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	2	5	3	3	0	13	1
Unit	1 : 32	Alchl/Drgs:	7	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn: 7				Obj Strk:						
238	106545997	4.203	04/11/2021 11:32	FIXED OBJECT	\$ 3500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 38						
239	106469709	4.223	01/21/2021 06:28	ANIMAL	\$ 1000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
240	106865960	4.243	02/17/2022 16:42	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn: 11				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
241	106739563	4.294	10/23/2021 18:11	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
242	106199297	4.313	04/05/2020 22:46	FIXED OBJECT	\$ 1200	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	1	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 58						
243	105223987	4.400	09/16/2017 16:41	REAR END, SLOW OR STOP	\$ 8000	0	0	0	4	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
244	106021889	4.400	10/12/2019 19:04	REAR END, SLOW OR STOP	\$ 10000	0	0	1	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn: 11				Obj Strk:						
245	106550481	4.400	04/07/2021 13:30	SIDESWIPE, SAME DIRECTION	\$ 2600	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	7	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 6				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
246	106449821	4.480	12/26/2020 17:01	ANGLE	\$ 22000	0	0	1	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	1	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 60						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
247	106392179	4.513	10/30/2020 22:38	ANIMAL	\$ 1000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
248	106823087	4.530	01/03/2022 11:40	FIXED OBJECT	\$ 3300	0	0	0	0	2	1	4	1	1	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 61						
249	106061945	4.704	11/13/2019 18:36	ANIMAL	\$ 1000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
250	106893962	4.723	03/17/2022 08:17	FIXED OBJECT	\$ 2500	0	0	0	0	2	1	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 58						

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
251	106143592	4.800	02/01/2020 20:55	LEFT TURN, DIFFERENT ROADWAYS	\$ 4000	0	0	0	0	1	5	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: N		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 3	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
252	105446480	4.873	04/13/2018 17:45	REAR END, SLOW OR STOP	\$ 100	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
253	106020497	4.903	10/11/2019 07:44	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
254	106562426	5.010	04/27/2021 23:01	FIXED OBJECT	\$ 5500	1	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 90 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		60			
255	105227060	5.073	09/21/2017 11:20	REAR END, SLOW OR STOP	\$ 1300	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
256	105824782	5.113	03/26/2019 14:31	REAR END, SLOW OR STOP	\$ 3200	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
257	106134772	5.173	01/22/2020 16:06	MOVABLE OBJECT	\$ 1000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
258	105732363	5.213	01/04/2019 19:00	ANIMAL	\$ 2000	0	0	0	0	2	5	2	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
259	106092116	5.213	12/09/2019 15:30	FIXED OBJECT	\$ 300	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	7	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
260	106508714	5.213	03/07/2021 20:52	ANIMAL	\$ 3500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
261	105203136	5.220	08/27/2017 17:23	LEFT TURN, SAME ROADWAY	\$ 6500	0	1	0	0	1	1	1	2	0	0	
Unit	1 : 20	Alchl/Drgs:	0	Speed: 90 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
262	106443147	5.300	12/21/2020 18:32	RAN OFF ROAD - RIGHT	\$ 2000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				7	Obj Strk:		58			
263	105674521	5.313	11/06/2018 15:34	SIDESWIPE, OPPOSITE DIRECTION	\$ 4500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
264	106227462	5.313	05/17/2020 01:40	FIXED OBJECT	\$ 7000	0	0	0	0	1	5	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	1	Speed: 40 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:		34			
265	107004400	5.313	06/24/2022 17:35	LEFT TURN, DIFFERENT ROADWAYS	\$ 6000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
266	105356230	5.410	01/10/2018 12:27	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
267	105591199	5.413	08/29/2018 15:52	REAR END, SLOW OR STOP	\$ 700	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
268	106858411	5.493	02/10/2022 07:47	LEFT TURN, DIFFERENT ROADWAYS	\$ 9000	0	0	0	2	1	3	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
269	106827612	5.530	01/05/2022 14:25	FIXED OBJECT	\$ 2100	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		60			
270	105525732	5.563	06/27/2018 15:00	FIXED OBJECT	\$ 3650	0	0	0	1	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 80 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		58			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
271	106286192	5.593	07/24/2020 10:45	FIXED OBJECT	\$ 5600	0	0	0	0	2	1	3	3	0	13	1
Unit	1 : 10	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		60			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				7	Obj Strk:					
272	106344529	5.624	09/20/2020 19:25	FIXED OBJECT	\$ 1500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
273	106063612	5.713	11/15/2019 09:22	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
274	106927721	5.720	04/20/2022 09:49	REAR END, SLOW OR STOP	\$ 14000	0	0	1	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:		37			
275	105346875	5.763	01/06/2018 18:01	LEFT TURN, DIFFERENT ROADWAYS	\$ 6000	0	0	0	2	1	5	1	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
276	106120532	5.763	01/03/2020 16:44	ANGLE	\$ 11000	0	0	0	0	2	1	3	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	1	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
277	106483565	5.763	02/03/2021 17:12	LEFT TURN, DIFFERENT ROADWAYS	\$ 4000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: NE	Veh Mnvr/Ped Actn:				8	Obj Strk:					
278	106792550	5.763	11/29/2021 15:19	LEFT TURN, DIFFERENT ROADWAYS	\$ 8000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
279	105303137	5.824	11/24/2017 11:32	ANIMAL	\$ 1500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
280	105734983	5.832	01/06/2019 15:13	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
281	105778922	5.924	02/20/2019 00:21	FIXED OBJECT	\$ 3500	0	0	0	0	2	5	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 38			
282	106930123	5.930	04/21/2022 18:15	FIXED OBJECT	\$ 6500	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 59			
283	106126688	5.932	01/12/2020 18:30	ANIMAL	\$ 3000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	7	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17			
284	105924712	6.024	07/13/2019 15:57	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
285	106039699	6.024	10/27/2019 13:30	FIXED OBJECT	\$ 3000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	3	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 58			
286	105843973	6.140	04/26/2019 15:32	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	2	3	0	13	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
287	105994208	6.160	09/16/2019 15:00	FIXED OBJECT	\$ 31000	0	0	1	0	1	1	1	1	0	0	
Unit	1 : 11	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 34			
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				2	Obj Strk: 20			
288	105369063	6.194	02/01/2018 04:12	ANIMAL	\$ 6500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17			
289	105252772	6.224	10/08/2017 02:41	FIXED OBJECT	\$ 100	0	0	0	0	2	5	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	1	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				9	Obj Strk: 59			
290	106817909	6.224	12/27/2021 19:05	ANIMAL	\$ 1500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 17			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
291	106876822	6.304	03/01/2022 08:07	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 10	Alchl/Drgs:	0	Speed:	8 MPH Dir: E	Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
292	106592269	6.322	06/03/2021 10:48	REAR END, SLOW OR STOP	\$ 6000	0	0	0	1	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
293	105209342	6.324	09/01/2017 10:30	LEFT TURN, SAME ROADWAY	\$ 5000	0	0	1	0	1	1	2	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
294	105244386	6.324	09/20/2017 18:40	REAR END, SLOW OR STOP	\$ 8500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
295	105664992	6.324	11/05/2018 16:16	REAR END, SLOW OR STOP	\$ 1250	0	0	0	1	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
296	105808907	6.324	03/15/2019 08:24	REAR END, SLOW OR STOP	\$ 1700	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
297	105890904	6.324	06/06/2019 13:08	ANGLE	\$ 1600	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
298	105899281	6.324	06/15/2019 19:50	ANGLE	\$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
299	105983585	6.324	09/07/2019 11:59	BACKING UP	\$ 1250	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				10	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
300	105990783	6.324	09/16/2019 07:36	ANGLE	\$ 5000	0	0	1	0	1	3	5	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	30 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				12	Obj Strk:			
301	106112486	6.324	12/30/2019 14:33	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
302	106228492	6.324	05/18/2020 15:15	REAR END, SLOW OR STOP	\$ 1250	0	0	0	0	2	1	3	1	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
303	106260622	6.324	06/24/2020 13:31	REAR END, SLOW OR STOP	\$ 1300	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 10	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:			
304	106273666	6.324	07/11/2020 11:30	REAR END, SLOW OR STOP	\$ 400	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
305	106360196	6.324	10/05/2020 07:59	LEFT TURN, SAME ROADWAY	\$ 6000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 3	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
306	106368713	6.324	10/12/2020 13:13	REAR END, SLOW OR STOP	\$ 500	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				11	Obj Strk:			
307	106703315	6.324	09/09/2021 17:29	LEFT TURN, SAME ROADWAY	\$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
308	106767124	6.324	11/13/2021 17:55	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	7	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
309	106776525	6.324	11/22/2021 07:35	REAR END, SLOW OR STOP	\$ 2500	0	0	0	3	2	3	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
310	106913131	6.324	04/05/2022 21:14	ANGLE	\$ 13500	0	0	0	0	2	5	3	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
311	106932813	6.324	04/23/2022 11:36	ANGLE	\$ 16000	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
312	105466397	6.333	05/01/2018 11:15	REAR END, SLOW OR STOP	\$ 6500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 10	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
313	105541081	6.371	07/12/2018 13:35	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	25 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
314	106084311	6.490	12/03/2019 14:27	REAR END, SLOW OR STOP	\$ 3800	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
315	106898747	6.524	03/22/2022 06:59	ANIMAL	\$ 5000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
316	106401437	6.554	11/11/2020 18:09	REAR END, SLOW OR STOP	\$ 2250	0	0	0	0	2	5	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
317	106659712	6.563	08/10/2021 15:40	LEFT TURN, SAME ROADWAY	\$ 6000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 14	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				6	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
318	105326332	6.594	12/15/2017 11:49	ANGLE	\$ 3700	0	0	0	2	1	1	1	3	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:		12	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:		4	Obj Strk:					
319	105655626	6.594	10/18/2018 18:22	ANGLE	\$ 1950	0	0	0	0	1	2	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	N	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	W	Veh Mnvr/Ped Actn:		4	Obj Strk:					
320	105843961	6.594	04/26/2019 14:10	ANGLE	\$ 6100	0	0	0	0	1	1	2	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:		4	Obj Strk:					
321	106174498	6.594	02/29/2020 11:26	ANGLE	\$ 10250	0	0	0	3	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	N	Veh Mnvr/Ped Actn:		4	Obj Strk:		34			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:		4	Obj Strk:					
322	106262954	6.594	06/28/2020 16:58	ANGLE	\$ 10000	0	0	0	0	2	1	2	2	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:		4	Obj Strk:		58			
323	106438191	6.594	12/05/2020 09:35	ANGLE	\$ 15000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:		1	Obj Strk:					
324	106999196	6.594	06/24/2022 16:22	LEFT TURN, SAME ROADWAY	\$ 4500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:		6	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:		8	Obj Strk:					
325	106900829	6.610	03/25/2022 08:16	REAR END, SLOW OR STOP	\$ 14500	0	0	0	0	1	1	1	2	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:		11	Obj Strk:		64			
326	106937421	6.620	04/27/2022 16:36	REAR END, SLOW OR STOP	\$ 9000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:		4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	W	Veh Mnvr/Ped Actn:		11	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:		11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	4 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
327	105342167	6.625	12/20/2017 18:40	REAR END, SLOW OR STOP	\$ 9000	0	0	1	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
328	105258506	6.680	10/11/2017 21:01	FIXED OBJECT	\$ 200	0	0	1	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
329	106397686	6.704	11/06/2020 14:23	FIXED OBJECT	\$ 12000	0	0	0	0	1	1	1	3	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	80 MPH	Dir:	W	Veh Mnvr/Ped Actn:				7	Obj Strk: 33			
330	105572403	6.924	08/06/2018 22:10	ANGLE	\$ 10200	0	0	0	2	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
331	105999003	6.924	09/18/2019 11:45	LEFT TURN, DIFFERENT ROADWAYS	\$ 3500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 64			
332	106818963	6.924	12/29/2021 18:56	LEFT TURN, SAME ROADWAY	\$ 3000	0	0	0	0	1	5	2	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				6	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			
333	106005423	7.094	09/27/2019 16:55	REAR END, SLOW OR STOP	\$ 7000	0	0	2	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	1	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
334	105632941	7.144	10/09/2018 22:26	FIXED OBJECT	\$ 11500	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	70 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 56			
335	106291191	7.224	07/23/2020 16:47	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 12	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
336	106471288	7.224	01/22/2021 23:53	OVERTURN/ROLLOVER	\$ 4500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk: 34						
337	106118159	7.244	01/06/2020 16:39	FIXED OBJECT	\$ 4400	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 10	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk: 60						
338	106760208	7.244	11/06/2021 14:56	FIXED OBJECT	\$ 10550	0	0	0	2	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 10 MPH	Dir: E	Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 40 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk: 58						
339	106491273	7.310	02/16/2021 09:49	FIXED OBJECT	\$ 8700	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk: 58						
340	106634438	7.344	07/10/2021 17:50	REAR END, SLOW OR STOP	\$ 600	0	0	0	0	1	1	1	1	0	0	0
Unit	1 : 4	Alchl/Drgs:	0	Speed: 40 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH	Dir: E	Veh Mnvr/Ped Actn: 11				Obj Strk:						
341	106192324	7.404	03/25/2020 06:57	ANIMAL	\$ 3000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 50 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
342	106180551	7.444	03/09/2020 19:39	ANIMAL	\$ 5000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
343	106858244	7.444	02/04/2022 03:50	MOVABLE OBJECT	\$ 5000	0	0	1	0	2	5	3	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk: 18						
344	105252909	7.454	10/08/2017 05:00	FIXED OBJECT	\$ 200	0	0	0	0	1	5	1	3	0	0	0
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk: 33						
345	105184668	7.594	08/07/2017 07:44	RAN OFF ROAD - RIGHT	\$ 12000	0	0	0	0	1	1	3	1	0	0	0
Unit	1 : 1	Alchl/Drgs:	3	Speed: 55 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk:						
346	105184782	7.794	08/09/2017 11:00	MOVABLE OBJECT	\$ 1000	0	0	0	0	1	1	1	5	0	0	0
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH	Dir: N	Veh Mnvr/Ped Actn: 6				Obj Strk: 18						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
347	105296688	7.794	11/20/2017 19:12	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	5	1	7	0	10	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
348	105696527	7.794	12/01/2018 09:11	FIXED OBJECT	\$ 5000	0	0	0	0	2	1	2	1	0	14	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn:				9	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		38			
349	106343173	7.794	09/19/2020 14:23	SIDESWIPE, SAME DIRECTION	\$ 1600	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
350	106392336	7.794	11/02/2020 16:10	REAR END, SLOW OR STOP	\$ 1500	0	0	0	2	1	1	1	1	0	10	1
Unit	1 : 11	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
351	106460623	7.794	01/07/2021 07:14	REAR END, SLOW OR STOP	\$ 1700	0	0	0	0	1	3	1	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
352	106788820	7.794	12/02/2021 15:40	SIDESWIPE, SAME DIRECTION	\$ 2500	0	0	0	0	1	1	1	5	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
353	106902598	7.796	03/27/2022 09:34	ANIMAL	\$ 2000	0	0	0	0	1	1	1	7	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
354	106199515	7.894	04/07/2020 07:14	SIDESWIPE, SAME DIRECTION	\$ 6000	0	0	0	0	1	1	1	5	0	0	
Unit	1 : 12	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
Unit	3 : 2	Alchl/Drgs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
355	105453982	7.994	04/19/2018 14:36	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
356	105768981	7.994	02/09/2019 11:13	ANIMAL	\$ 800	0	0	0	0	1	1	1	6	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 50 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
357	106256250	7.994	06/19/2020 15:17	MOVABLE OBJECT	\$ 1500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 50 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
358	105950283	8.054	07/28/2019 11:59	FIXED OBJECT	\$ 3075	0	0	0	0	1	1	1	7	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		38			
359	105878903	8.094	05/28/2019 17:26	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 50 MPH	Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
360	106814972	8.094	12/25/2021 22:11	MOVABLE OBJECT	\$ 150	0	0	0	0	1	5	1	1	2	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
361	106876794	8.170	03/01/2022 02:10	FIXED OBJECT	\$ 6000	0	0	0	0	1	5	1	7	0	13	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 50 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		41			
362	106314150	8.231	08/17/2020 18:10	MOVABLE OBJECT	\$ 800	0	0	0	0	1	1	1	1	3	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
363	106813715	8.270	12/23/2021 13:28	FIXED OBJECT	\$ 7100	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	1	Speed: 50 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		38			
364	105401137	8.294	03/03/2018 04:04	ANIMAL	\$ 3500	0	0	0	0	1	5	1	3	0	13	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
365	106918249	8.470	04/09/2022 18:22	SIDESWIPE, OPPOSITE DIRECTION	\$ 17000	0	2	1	1	1	1	1	5	0	13	1
Unit	1 : 1	Alchl/Drgs:	3	Speed: 60 MPH	Dir: E	Veh Mnvr/Ped Actn:				6	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 50 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
366	105277288	8.494	11/05/2017 18:51	ANIMAL	\$ 1500	0	0	0	0	1	5	1	7	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 50 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
367	105203029	8.594	08/26/2017 22:55	FIXED OBJECT	\$ 12000	0	0	1	0	1	5	1	7	0	13	1
Unit	1 : 1	Alchl/Drgs:	1	Speed:	65 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
368	106562560	8.594	04/30/2021 13:35	REAR END, SLOW OR STOP	\$ 6500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	3	Speed:	65 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
369	106501843	8.684	02/28/2021 08:31	FIXED OBJECT	\$ 5000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	7	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
370	105469801	8.694	05/04/2018 16:42	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
371	106155555	8.694	02/13/2020 18:36	ANIMAL	\$ 2500	0	0	0	0	2	5	2	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	1	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
372	106403760	8.694	11/01/2020 04:12	FIXED OBJECT	\$ 6000	2	1	0	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	2	Speed:	60 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
373	106988538	8.694	06/15/2022 21:53	ANIMAL	\$ 5000	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
374	105188000	8.794	08/10/2017 08:43	REAR END, SLOW OR STOP	\$ 2700	0	0	0	1	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
375	105258853	8.794	10/18/2017 14:19	FIXED OBJECT	\$ 2000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				15	Obj Strk:		33			
376	105391985	8.794	02/24/2018 14:45	REAR END, SLOW OR STOP	\$ 7000	0	0	0	2	1	1	1	3	0	13	1
Unit	1 : 11	Alchl/Drgs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
377	106126724	8.794	01/09/2020 18:40	LEFT TURN, DIFFERENT ROADWAYS	\$ 1500	0	0	0	0	1	5	1	1	0	1	1
Unit	1 : 3	Alchl/Drgs:	7	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
378	106661106	8.794	08/16/2021 15:39	REAR END, SLOW OR STOP	\$ 6000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 33			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
379	106808797	8.794	12/20/2021 06:53	REAR END, SLOW OR STOP	\$ 11000	0	0	1	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
380	106968844	8.794	05/25/2022 16:29	LEFT TURN, DIFFERENT ROADWAYS	\$ 2000	0	0	0	1	1	1	2	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
381	105361706	8.813	01/24/2018 09:14	REAR END, SLOW OR STOP	\$ 600	0	0	0	0	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
382	105356870	8.824	01/19/2018 13:40	REAR END, SLOW OR STOP	\$ 3800	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
383	105290612	8.894	11/15/2017 08:49	REAR END, SLOW OR STOP	\$ 6500	0	0	0	0	1	3	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
384	106080606	8.894	11/28/2019 11:29	ANIMAL	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17			
385	106098271	8.894	12/16/2019 18:03	ANIMAL	\$ 400	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17			
386	106318081	8.894	01/11/2020 17:58	LEFT TURN, SAME ROADWAY	\$ 3000	0	0	0	0	2	2	2	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				6	Obj Strk:			
Unit	2 : 26	Alchl/Drgs:	0	Speed:	0 MPH	Dir:		Veh Mnvr/Ped Actn:					Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
387	106428043	8.894	12/05/2020 01:32	FIXED OBJECT	\$ 1000	0	0	0	0	2	5	3	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 50 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
388	106501126	8.894	02/25/2021 16:20	ANIMAL	\$ 3000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
389	106639898	8.914	07/22/2021 17:49	OVERTURN/ROLLOVER	\$ 5000	0	1	0	0	1	1	1	1	0	13	1
Unit	1 : 21	Alchl/Drgs:	7	Speed: 35 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
390	106078826	8.984	11/28/2019 11:27	ANIMAL	\$ 1000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
391	105804722	8.994	03/16/2019 14:11	ANIMAL	\$ 1200	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 29	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
392	106292904	8.994	07/17/2020 09:49	REAR END, SLOW OR STOP	\$ 31500	1	0	2	3	1	1	1	3	0	9	1
Unit	1 : 12	Alchl/Drgs:	3	Speed: 60 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 5	Alchl/Drgs:	0	Speed: 0 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	4 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	5 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
393	105245856	9.120	10/07/2017 20:17	FIXED OBJECT	\$ 900	0	0	0	0	2	4	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
394	105263682	9.150	10/20/2017 15:08	REAR END, SLOW OR STOP	\$ 10500	0	0	0	1	1	1	1	5	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
395	105856848	9.194	02/14/2019 12:22	REAR END, SLOW OR STOP	\$ 6000	0	0	0	2	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 0 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
396	107009875	9.201	07/05/2022 09:41	FIXED OBJECT	\$ 10000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 50 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
397	105727719	9.214	01/01/2019 05:55	FIXED OBJECT	\$ 2500	0	0	0	0	2	5	2	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 65 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		56			
398	106862163	9.214	02/14/2022 20:28	FIXED OBJECT	\$ 20000	0	0	0	1	1	5	1	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 70 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
399	106262916	9.314	06/26/2020 15:20	REAR END, SLOW OR STOP	\$ 5000	0	0	1	1	1	1	1	1	0	9	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
400	106407195	9.384	11/16/2020 03:19	ANIMAL	\$ 2000	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
401	106777561	9.503	11/22/2021 08:38	REAR END, SLOW OR STOP	\$ 6250	0	0	0	0	2	1	3	4	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
402	106460804	9.504	01/09/2021 07:08	FIXED OBJECT	\$ 1000	0	0	0	0	2	1	1	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
403	105356543	9.514	01/17/2018 12:26	SIDESWIPE, SAME DIRECTION	\$ 2500	0	0	0	0	5	1	4	4	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH	Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 25 MPH	Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
404	105671873	9.514	10/26/2018 17:47	LEFT TURN, DIFFERENT ROADWAYS	\$ 11000	0	1	0	2	1	1	3	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 10 MPH	Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
405	105858055	9.514	05/07/2019 08:03	ANGLE	\$ 22000	0	0	2	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH	Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
406	105975509	9.514	08/27/2019 16:37	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 50 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
407	106098971	9.514	12/12/2019 15:10	RAN OFF ROAD - RIGHT	\$ 20000			0	0	0	1	1	1	1	1	0	0	
Unit	1 : 11	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
408	106161833	9.514	02/20/2020 12:28	REAR END, SLOW OR STOP	\$ 2200			0	0	0	0	1	1	2	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
409	106615972	9.514	06/14/2021 15:00	LEFT TURN, DIFFERENT ROADWAYS	\$ 13000			0	0	1	2	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
410	106726286	9.514	10/13/2021 15:30	ANGLE	\$ 4000			0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	S	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
411	105515477	9.520	06/19/2018 01:55	SIDESWIPE, OPPOSITE DIRECTION	\$ 35000			0	0	0	2	1	4	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	1	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 14	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
412	106629829	9.520	07/10/2021 11:45	REAR END, SLOW OR STOP	\$ 8000			0	0	1	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
413	105803250	9.525	03/16/2019 14:00	LEFT TURN, DIFFERENT ROADWAYS	\$ 4000			0	0	0	2	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
414	105961187	9.525	08/16/2019 11:28	SIDESWIPE, SAME DIRECTION	\$ 3000			0	0	0	0	1	1	2	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				6	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
415	106475314	9.525	01/28/2021 18:19	ANGLE	\$ 2000			0	0	0	0	1	2	1	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	1	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
416	106772139	9.525	11/17/2021 19:51	REAR END, SLOW OR STOP	\$ 2000	0	0	0	1	1	4	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
417	105259123	9.530	10/17/2017 09:11	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 3	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 8				Obj Strk:						
418	105435073	9.530	04/05/2018 16:06	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
419	105645961	9.530	10/23/2018 11:14	REAR END, SLOW OR STOP	\$ 12000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
420	105897156	9.530	06/18/2019 00:21	ANIMAL	\$ 1500	0	0	0	0	1	5	1	4	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
421	105956225	9.530	08/12/2019 11:21	REAR END, SLOW OR STOP	\$ 1600	0	0	1	1	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
422	106005619	9.530	09/29/2019 15:01	REAR END, SLOW OR STOP	\$ 1200	0	0	1	1	1	1	1	1	0	0	
Unit	1 : 20	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 20	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
423	105649987	9.605	10/26/2018 06:00	ANIMAL	\$ 1000	0	0	0	0	2	5	3	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
424	106436676	9.617	12/13/2020 21:40	REAR END, SLOW OR STOP	\$ 3000	0	0	1	1	1	4	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
425	105673973	9.620	11/14/2018 20:18	ANIMAL	\$ 500	0	0	0	0	2	4	3	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
426	105718013	9.633	12/21/2018 12:52	RAN OFF ROAD - RIGHT	\$ 2000	0	0	1	0	2	1	3	3	0	0	
Unit	1 : 2	Alchl/Drgs:	5	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
427	106700062	9.750	09/17/2021 12:41	SIDESWIPE, OPPOSITE DIRECTION	\$ 150	0	0	1	0	1	1	2	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				16	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	7	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
428	106033472	9.752	10/21/2019 16:44	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
429	106330103	9.758	09/04/2020 07:34	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
430	106462082	9.775	11/12/2020 17:28	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	2	4	3	3	0	0	
Unit	1 : 4	Alchl/Drgs:	7	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
431	105596462	9.777	09/10/2018 07:55	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
432	105390418	9.784	02/20/2018 06:15	RAN OFF ROAD - RIGHT	\$ 3000	0	0	0	0	1	3	5	1	0	3	1
Unit	1 : 6	Alchl/Drgs:	0	Speed: 10 MPH Dir: SE		Veh Mnvr/Ped Actn:				8	Obj Strk:		34			
433	105466877	9.784	05/03/2018 11:40	ANGLE	\$ 5500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 20 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:		64			
434	105522890	9.784	06/20/2018 08:47	REAR END, SLOW OR STOP	\$ 12500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	3	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
435	105691559	9.784	11/29/2018 16:42	LEFT TURN, SAME ROADWAY	\$ 5000	0	0	0	1	1	2	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			
436	106125232	9.784	01/11/2020 19:25	RIGHT TURN, DIFFERENT ROADWAYS	\$ 4000	0	0	0	0	2	5	3	1	0	2	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	SE	Veh Mnvr/Ped Actn:				4	Obj Strk:			
437	106262256	9.784	06/28/2020 19:20	ANGLE	\$ 2000	0	0	1	0	1	2	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
438	106895811	9.784	03/20/2022 18:59	ANGLE	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
439	105268492	9.793	10/29/2017 22:23	ANIMAL	\$ 300	0	0	0	0	1	4	1	1	0	4	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17			
440	105843003	9.793	04/25/2019 08:16	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	3 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
441	106250306	9.793	06/13/2020 00:00	RAN OFF ROAD - RIGHT	\$ 7000	0	0	0	1	1	4	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	7	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
442	106629830	9.820	07/11/2021 14:44	PEDESTRIAN	\$ 0	0	0	1	0	1	1	1	1	0	3	1
Unit	1 : 24	Alchl/Drgs:	0	Speed:	0 MPH	Dir:		Veh Mnvr/Ped Actn:					Obj Strk: 14			
Unit	2 : 20	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 14			
443	105850859	9.840	05/03/2019 16:05	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
444	106671355	9.840	08/28/2021 15:40	PARKED MOTOR VEHICLE	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	7	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				2	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				10	Obj Strk:					
445	106040016	9.852	10/23/2019 09:49	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
446	106009285	9.894	09/26/2019 13:33	SIDESWIPE, SAME DIRECTION	\$ 4500	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				3	Obj Strk:					
447	105683660	9.909	11/22/2018 18:30	ANIMAL	\$ 1000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
448	106145113	9.910	02/04/2020 19:36	PEDESTRIAN	\$ 1000	0	0	1	0	1	4	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		14			
Unit	2 : 24	Alchl/Drgs:	1	Speed:	0 MPH Dir:	Veh Mnvr/Ped Actn:					Obj Strk:		14			
449	105281882	10.008	11/09/2017 18:51	ANIMAL	\$ 600	0	0	0	0	2	1	3	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
450	106314815	10.009	08/22/2020 16:26	REAR END, SLOW OR STOP	\$ 10000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 14	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
451	106818623	10.050	12/31/2021 12:51	SIDESWIPE, OPPOSITE DIRECTION	\$ 1200	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
452	106000332	10.052	09/23/2019 06:28	ANIMAL	\$ 2000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
453	105734077	10.061	01/08/2019 16:34	REAR END, SLOW OR STOP	\$ 8500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	3	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
454	105215912	10.080	09/08/2017 16:32	REAR END, SLOW OR STOP	\$ 17500	0	0	2	1	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	7	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 3				Obj Strk:						
Unit	3 : 4	Alchl/Drgs:	7	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 3				Obj Strk:						
Unit	4 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
455	105474358	10.080	05/10/2018 17:12	REAR END, SLOW OR STOP	\$ 7000	0	0	0	2	1	1	1	1	0	0	0
Unit	1 : 1	Alchl/Drgs:	1	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
456	105532773	10.080	07/06/2018 07:27	REAR END, SLOW OR STOP	\$ 6000	0	0	0	1	1	1	1	1	0	0	0
Unit	1 : 10	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
457	105636631	10.080	10/10/2018 17:34	RAN OFF ROAD - RIGHT	\$ 3200	0	0	0	0	2	1	2	1	0	0	0
Unit	1 : 1	Alchl/Drgs:	1	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:		60				
458	106323282	10.080	08/31/2020 19:15	LEFT TURN, DIFFERENT ROADWAYS	\$ 2500	0	0	0	0	2	1	3	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 25 MPH Dir: SE		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
459	106754338	10.080	11/04/2021 21:28	UNKNOWN	\$ 5000	0	0	1	0	1	4	1	1	0	0	0
Unit	1 : 20	Alchl/Drgs:	7	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	7	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
460	106893512	10.080	03/18/2022 08:26	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	1	1	1	0	0	0
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	3 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
461	107013872	10.080	07/07/2022 18:27	RAN OFF ROAD - RIGHT	\$ 800	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn: 8				Obj Strk:		64				
462	106578638	10.085	05/19/2021 18:27	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	0	0
Unit	1 : 5	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
463	105871540	10.137	05/23/2019 08:35	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 7	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
464	105307077	10.140	12/02/2017 21:37	ANIMAL	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
465	105422020	10.201	03/19/2018 20:10	ANGLE	\$ 900	0	0	0	0	1	4	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed: 15 MPH Dir: S		Veh Mnvr/Ped Actn:				8	Obj Strk:					
466	105449854	10.201	04/09/2018 14:36	REAR END, SLOW OR STOP	\$ 10000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	7	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
467	105558135	10.201	08/03/2018 08:30	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	2	1	3	1	0	0	
Unit	1 : 14	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 4 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
468	105782456	10.201	02/22/2019 17:17	ANGLE	\$ 800	0	0	0	0	2	2	3	2	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: S		Veh Mnvr/Ped Actn:				7	Obj Strk:					
469	106697355	10.201	09/16/2021 13:00	REAR END, SLOW OR STOP	\$ 6300	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
470	106807605	10.201	12/18/2021 11:43	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	2	1	3	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
471	106921184	10.201	04/14/2022 09:06	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: NE		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NE		Veh Mnvr/Ped Actn:				8	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
472	105268494	10.220	10/28/2017 19:40	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	4	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
473	105702130	10.230	12/05/2018 17:53	REAR END, SLOW OR STOP	\$ 11800	0	0	0	0	2	4	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
474	106615115	10.301	06/24/2021 14:30	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
475	106773623	10.310	11/16/2021 12:05	SIDESWIPE, SAME DIRECTION	\$ 1100	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 60 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
476	105436326	10.320	04/06/2018 13:25	REAR END, SLOW OR STOP	\$ 3000	0	0	0	2	1	1	2	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
477	105788803	10.350	03/01/2019 15:20	RAN OFF ROAD - RIGHT	\$ 800	0	0	0	0	2	1	3	1	0	0	
Unit	1 : 2	Alchl/Drgs:	1	Speed: 5 MPH Dir: NW		Veh Mnvr/Ped Actn:				7	Obj Strk:		58			
478	105980326	10.350	08/28/2019 11:00	REAR END, SLOW OR STOP	\$ 2600	0	0	0	0	1	1	2	1	1	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
479	106244053	10.350	06/06/2020 16:16	ANGLE	\$ 1600	0	0	1	0	1	1	1	1	0	0	
Unit	1 : 20	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: S		Veh Mnvr/Ped Actn:				12	Obj Strk:					
480	105461064	10.360	04/28/2018 11:23	LEFT TURN, SAME ROADWAY	\$ 4000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
481	105713651	10.360	12/18/2018 10:33	ANGLE	\$ 2000	0	0	0	0	1	3	1	1	0	0	
Unit	1 : 3	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	7	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				2	Obj Strk:					
482	105869692	10.360	05/21/2019 09:25	REAR END, SLOW OR STOP	\$ 700	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
483	106523969	10.360	03/24/2021 12:11	FIXED OBJECT	\$ 1250	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	15 MPH Dir: SE	Veh Mnvr/Ped Actn:				8	Obj Strk:		37			
484	106762970	10.360	11/10/2021 11:48	FIXED OBJECT	\$ 1100	0	0	0	0	1	1	1	1	0		
Unit	1 : 3	Alchl/Drgs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:		64			
485	106951140	10.360	05/09/2022 07:37	LEFT TURN, SAME ROADWAY	\$ 6000	0	0	0	0	2	1	1	1	0		
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
486	105726389	10.380	12/31/2018 17:00	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	2	2	3	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
487	106181794	10.380	03/02/2020 08:39	REAR END, SLOW OR STOP	\$ 6500	0	0	0	3	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 3	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
488	106125233	10.401	01/10/2020 21:38	PEDESTRIAN	\$ 500	0	0	0	1	1	5	1	1	0	0	
Unit	1 : 24	Alchl/Drgs:	0	Speed:	0 MPH Dir:	Veh Mnvr/Ped Actn:					Obj Strk:		14			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		14			
489	105212387	10.420	09/06/2017 17:08	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
490	105798512	10.420	03/11/2019 07:36	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	3	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
491	105946808	10.420	08/02/2019 16:16	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
492	106179065	10.420	03/02/2020 08:25	SIDESWIPE, SAME DIRECTION	\$ 200	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
493	106369655	10.420	10/16/2020 15:50	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
494	106536843	10.420	04/06/2021 13:12	REAR END, SLOW OR STOP	\$ 600	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 11	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
495	106682952	10.420	09/03/2021 13:12	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
496	105913162	10.422	07/02/2019 10:45	REAR END, SLOW OR STOP	\$ 600	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
497	105941345	10.422	07/19/2019 07:37	REAR END, SLOW OR STOP	\$ 300	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 7	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
498	106484315	10.422	02/09/2021 15:14	REAR END, SLOW OR STOP	\$ 600	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
499	106592277	10.422	06/02/2021 10:42	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

500	106643741	10.422	07/20/2021 11:32	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	7	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					

501	106720201	10.422	10/03/2021 14:40	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

502	106901018	10.422	03/25/2022 17:10	SIDESWIPE, SAME DIRECTION	\$ 8000	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

503	107004139	10.422	07/01/2022 08:40	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 3	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

504	105183507	10.424	08/08/2017 14:38	REAR END, SLOW OR STOP	\$ 1500	0	0	0	2	2	1	3	1	1	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					

505	105234151	10.424	09/28/2017 09:12	REAR END, SLOW OR STOP	\$ 0	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					

506	105255472	10.424	10/16/2017 08:57	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					

507	105273855	10.424	11/02/2017 19:37	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	4	1	1	0	2	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	5 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
508	105275675	10.424	11/05/2017 20:32	HEAD ON	\$ 10000	0	0	0	2	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
509	105306721	10.424	12/02/2017 12:42	ANGLE	\$ 3500	0	0	0	0	1	1	3	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
510	105325660	10.424	12/18/2017 14:49	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	8 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
511	105334964	10.424	12/28/2017 18:50	LEFT TURN, SAME ROADWAY	\$ 5000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	6 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
512	105338312	10.424	01/02/2018 09:23	REAR END, SLOW OR STOP	\$ 1500	0	0	0	1	1	1	1	1	0	2	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	8 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
513	105339512	10.424	01/03/2018 19:38	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	5	4	4	1	0	2	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
514	105355532	10.424	01/20/2018 14:46	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: NW	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: NW	Veh Mnvr/Ped Actn:				5	Obj Strk:					
515	105365739	10.424	01/30/2018 07:00	REAR END, SLOW OR STOP	\$ 200	0	0	0	1	2	3	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
516	105371974	10.424	01/31/2018 16:29	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 3	Alchl/Drugs:	7	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
517	105390174	10.424	02/15/2018 06:56	LEFT TURN, DIFFERENT ROADWAYS	\$ 9500	0	0	0	0	1	3	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: NE		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
518	105390461	10.424	02/15/2018 20:58	LEFT TURN, SAME ROADWAY	\$ 16500	0	0	0	1	1	2	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: N		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
519	105383664	10.424	02/16/2018 12:30	REAR END, SLOW OR STOP	\$ 1400	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
520	105387510	10.424	02/19/2018 06:38	RIGHT TURN, DIFFERENT ROADWAYS	\$ 4800	0	0	0	0	2	5	3	1	0	2	1
Unit	1 : 12	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 7				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
521	105424605	10.424	03/26/2018 17:39	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	5	0	2	1
Unit	1 : 10	Alchl/Drgs:	0	Speed: 10 MPH Dir: NW		Veh Mnvr/Ped Actn: 5				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NW		Veh Mnvr/Ped Actn: 5				Obj Strk:						
522	105484228	10.424	05/03/2018 16:59	OTHER COLLISION WITH VEHICLE	\$ 8700	0	0	0	0	1	1	1	1	0	12	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 5	Alchl/Drgs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn: 8				Obj Strk:						
523	105476648	10.424	05/10/2018 18:51	LEFT TURN, SAME ROADWAY	\$ 37000	0	0	0	2	2	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: SW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn: 1				Obj Strk:						
524	105486994	10.424	05/21/2018 17:53	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	7	0	2	1
Unit	1 : 3	Alchl/Drgs:	0	Speed: 5 MPH Dir: NW		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NW		Veh Mnvr/Ped Actn: 4				Obj Strk:						
525	105501628	10.424	06/07/2018 07:34	REAR END, SLOW OR STOP	\$ 1800	0	0	0	1	1	1	1	5	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: SW		Veh Mnvr/Ped Actn: 7				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: SW		Veh Mnvr/Ped Actn: 1				Obj Strk:						

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
526	105574264	10.424	08/17/2018 15:44	REAR END, SLOW OR STOP	\$ 1000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
527	105579463	10.424	08/22/2018 19:14	REAR END, SLOW OR STOP	\$ 300	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	3 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				4	Obj Strk:			
528	105590590	10.424	09/04/2018 22:09	LEFT TURN, SAME ROADWAY	\$ 3500	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
529	105599095	10.424	09/11/2018 20:22	OTHER NON-COLLISION	\$ 500	0	0	0	0	2	4	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
530	105621350	10.424	10/03/2018 21:12	ANGLE	\$ 15000	0	0	0	2	1	4	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
531	105633748	10.424	10/10/2018 19:05	LEFT TURN, DIFFERENT ROADWAYS	\$ 1000	0	0	0	0	2	4	2	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
532	105633735	10.424	10/13/2018 14:10	REAR END, SLOW OR STOP	\$ 2000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				5	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	NE	Veh Mnvr/Ped Actn:				1	Obj Strk:			
533	105657580	10.424	11/01/2018 06:53	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 10	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				11	Obj Strk:			
534	105664936	10.424	11/02/2018 17:44	SIDESWIPE, SAME DIRECTION	\$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				5	Obj Strk:			
Unit	2 : 14	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
535	105684379	10.424	11/25/2018 18:50	ANGLE	\$ 11000	0	0	0	1	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	N	Veh Mnvr/Ped Actn:				16	Obj Strk:			
Unit	3 : 4	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
536	105696099	10.424	12/03/2018 20:02	LEFT TURN, SAME ROADWAY	\$ 1500	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
537	105736819	10.424	01/05/2019 09:18	RIGHT TURN, DIFFERENT ROADWAYS	\$ 6500	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 12	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
538	105737452	10.424	01/10/2019 15:18	REAR END, SLOW OR STOP	\$ 3200	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
539	105774007	10.424	02/13/2019 22:15	FIXED OBJECT	\$ 7300	0	0	0	1	1	4	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	5	Speed:	95 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 59			
540	105787362	10.424	02/28/2019 16:13	REAR END, TURN	\$ 200	0	0	0	1	1	1	1	1	0	2	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	SW	Veh Mnvr/Ped Actn:				7	Obj Strk:			
541	105819152	10.424	03/28/2019 18:00	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				5	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				5	Obj Strk:			
542	105828072	10.424	04/09/2019 19:45	ANGLE	\$ 4002	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
543	105829679	10.424	04/11/2019 08:22	REAR END, SLOW OR STOP	\$ 2500	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
544	105881204	10.424	05/31/2019 08:06	REAR END, SLOW OR STOP	\$ 1300	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
545	105885936	10.424	06/06/2019 20:52	ANGLE	\$ 7000	0	0	0	0	2	2	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
546	105909819	10.424	06/19/2019 14:52	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
547	105941346	10.424	07/16/2019 09:35	RAN OFF ROAD - RIGHT	\$ 8600	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
Unit	2 : 2	Alchl/Drgs:	7	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:				2	Obj Strk:		18			
548	105933866	10.424	07/18/2019 09:26	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
549	105942832	10.424	07/25/2019 11:30	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	7	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
550	106040018	10.424	10/24/2019 09:32	LEFT TURN, SAME ROADWAY	\$ 6000	0	0	0	0	1	1	1	1	0	3	2
Unit	1 : 2	Alchl/Drgs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
551	106093394	10.424	12/12/2019 06:15	ANGLE	\$ 4001	0	0	0	0	1	3	1	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 11	Alchl/Drgs:	0	Speed:	8 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
552	106116669	10.424	12/23/2019 18:42	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	2	4	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	30 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 32	Alchl/Drgs:	7	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
553	106127288	10.424	01/15/2020 12:29	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
554	106161458	10.424	02/19/2020 13:54	REAR END, SLOW OR STOP	\$ 700	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: NE	Veh Mnvr/Ped Actn:				5	Obj Strk:					
555	106241167	10.424	05/26/2020 15:56	LEFT TURN, DIFFERENT ROADWAYS	\$ 2000	0	0	0	0	1	1	1	1	0	5	2
Unit	1 : 2	Alchl/Drugs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
556	106251034	10.424	06/12/2020 16:33	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	2	2
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 20	Alchl/Drugs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
557	106278907	10.424	07/17/2020 12:55	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
558	106346162	10.424	09/24/2020 05:57	ANGLE	\$ 4000	0	0	0	1	1	4	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: NE	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
559	106363120	10.424	10/11/2020 16:38	LEFT TURN, SAME ROADWAY	\$ 3000	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH Dir: SE	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
560	106379146	10.424	10/25/2020 21:04	FIXED OBJECT	\$ 3500	0	0	0	0	2	4	2	1	11	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				15	Obj Strk:					
561	106417787	10.424	11/06/2020 08:39	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 32	Alchl/Drugs:	7	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
562	106421168	10.424	11/25/2020 15:06	REAR END, SLOW OR STOP	\$ 12200	0	0	0	1	1	1	1	1	0	2	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	3 : 4	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	NW	Veh Mnvr/Ped Actn:				1	Obj Strk:			
563	106500078	10.424	02/28/2021 19:45	ANGLE	\$ 5000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	7	Speed:	45 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 5	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
564	106514411	10.424	03/15/2021 06:53	ANGLE	\$ 7000	0	0	0	0	1	3	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
565	106534009	10.424	04/02/2021 10:10	ANGLE	\$ 4000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 3	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
566	106549230	10.424	04/05/2021 09:43	REAR END, SLOW OR STOP	\$ 2800	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
567	106584190	10.424	05/22/2021 09:30	SIDESWIPE, OPPOSITE DIRECTION	\$ 4500	0	0	1	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	25 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
568	106602397	10.424	06/06/2021 14:37	REAR END, TURN	\$ 5000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 10	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	N	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				7	Obj Strk:			
569	106615116	10.424	07/04/2021 22:53	SIDESWIPE, OPPOSITE DIRECTION	\$ 3800	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
570	106676807	10.424	08/03/2021 14:09	REAR END, SLOW OR STOP	\$ 3700	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 11	Alchl/Drugs:	7	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	7	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	3 : 32	Alchl/Drugs:	7	Speed:	20 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
571	106681491	10.424	09/02/2021 11:56	REAR END, SLOW OR STOP	\$ 1000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:		1	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed:	4 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							
572	106690461	10.424	09/06/2021 20:05	ANGLE	\$ 400	0	1	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: NE	Veh Mnvr/Ped Actn:		8	Obj Strk:							
Unit	2 : 20	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:		4	Obj Strk:							
573	106690768	10.424	09/10/2021 08:06	ANGLE	\$ 5000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: NE	Veh Mnvr/Ped Actn:		8	Obj Strk:							
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:		4	Obj Strk:							
574	106694706	10.424	09/10/2021 18:30	REAR END, SLOW OR STOP	\$ 600	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:		4	Obj Strk:							
575	106697354	10.424	09/16/2021 19:07	ANGLE	\$ 6000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: S	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:		8	Obj Strk:							
576	106754302	10.424	11/03/2021 16:30	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	15 MPH Dir: NW	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: NW	Veh Mnvr/Ped Actn:		4	Obj Strk:							
577	106784209	10.424	11/20/2021 09:44	REAR END, SLOW OR STOP	\$ 200	0	0	0	0	1	1	1	5	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	1 MPH Dir: SW	Veh Mnvr/Ped Actn:		4	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: SW	Veh Mnvr/Ped Actn:		1	Obj Strk:							
578	106809104	10.424	12/10/2021 18:54	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	4	1	1	0	4	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:		11	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:		11	Obj Strk:							
579	106817408	10.424	12/27/2021 20:16	ANGLE	\$ 10000	0	0	0	2	1	5	1	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	30 MPH Dir: NE	Veh Mnvr/Ped Actn:		8	Obj Strk:							
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:		4	Obj Strk:							

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
580	106826752	10.424	01/06/2022 16:56	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
581	106872481	10.424	02/22/2022 18:22	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	1	2	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
582	106875326	10.424	02/24/2022 07:47	LEFT TURN, SAME ROADWAY	\$ 13000	0	0	1	2	1	1	2	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
583	106880019	10.424	03/05/2022 14:40	SIDESWIPE, SAME DIRECTION	\$ 3000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
584	106908839	10.424	03/31/2022 10:43	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	2	1	0		
Unit	1 : 2	Alchl/Drugs:	0	Speed:	8 MPH Dir: SW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: SW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
585	106952989	10.424	05/11/2022 16:00	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	5	0	2	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: NW	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	7	Speed:	0 MPH Dir: NW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
586	106970436	10.424	05/28/2022 22:53	SIDESWIPE, OPPOSITE DIRECTION	\$ 2000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	7	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
587	106972677	10.424	05/30/2022 12:34	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	7	Speed:	0 MPH Dir: NW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
588	106981958	10.424	06/05/2022 13:15	REAR END, SLOW OR STOP	\$ 800	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
589	106992639	10.424	06/15/2022 12:37	REAR END, SLOW OR STOP	\$ 400	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: SE		Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 5 MPH Dir: SE		Veh Mnvr/Ped Actn:				7	Obj Strk:					
590	106996430	10.424	06/23/2022 17:30	REAR END, SLOW OR STOP	\$ 5500	0	0	1	0	1	1	1	7	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 20 MPH Dir: N		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	1	Speed: 5 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
591	107014450	10.424	07/12/2022 10:56	SIDESWIPE, SAME DIRECTION	\$ 4000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: S		Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 15 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
592	105602551	10.425	09/14/2018 14:14	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	2	1	3	1	0	14	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
593	105993292	10.425	09/18/2019 15:58	REAR END, SLOW OR STOP	\$ 100	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 3 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
594	106008521	10.425	09/30/2019 08:06	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
595	106080667	10.425	12/02/2019 09:40	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
596	106415264	10.425	11/23/2020 20:28	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	4	1	1	0	2	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
597	105212389	10.426	09/06/2017 14:00	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
598	105339566	10.426	01/03/2018 17:28	SIDESWIPE, SAME DIRECTION	\$ 21500	0	0	0	1	1	2	2	1	0	3	2
Unit	1 : 1	Alchl/Drugs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn: 5				Obj Strk:						
Unit	2 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	3 : 4	Alchl/Drugs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	4 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	5 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
599	106964333	10.428	05/23/2022 08:18	REAR END, SLOW OR STOP	\$ 400	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 5	Alchl/Drugs:	7	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
600	106273778	10.429	07/12/2020 16:53	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 3	Alchl/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 3	Alchl/Drugs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn: 11				Obj Strk:						
601	106117571	10.430	01/07/2020 16:04	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 3	Alchl/Drugs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	3 : 4	Alchl/Drugs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
602	105530057	10.443	07/03/2018 18:14	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drugs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	3 : 1	Alchl/Drugs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
603	105841078	10.443	04/23/2019 20:10	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	1	2	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
604	105853898	10.444	04/25/2019 07:47	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 7	Alchl/Drugs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
605	106672894	10.500	08/29/2021 13:27	SIDESWIPE, SAME DIRECTION	\$ 5000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 4	Alchl/Drugs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn: 5				Obj Strk:						
Unit	2 : 4	Alchl/Drugs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
606	105444528	10.519	04/13/2018 08:47	LEFT TURN, SAME ROADWAY	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 30 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
607	106348917	10.524	09/17/2020 11:38	REAR END, SLOW OR STOP	\$ 30000	0	0	0	3	2	1	3	1	0	13	1
Unit	1 : 10	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:		33			
Unit	3 : 10	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
608	106322754	10.550	08/31/2020 16:16	ANGLE	\$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				5	Obj Strk:					
609	106549321	10.550	04/18/2021 15:50	REAR END, TURN	\$ 9000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				2	Obj Strk:					
Unit	3 : 32	Alchl/Drgs:	7	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
610	106989665	10.550	06/17/2022 12:35	LEFT TURN, DIFFERENT ROADWAYS	\$ 3000	0	0	0	0	1	1	2	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: SW		Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
611	106794215	10.560	12/05/2021 16:52	ANGLE	\$ 2500	0	0	0	0	1	4	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
612	105483354	10.570	05/18/2018 18:55	ANGLE	\$ 1500	0	0	0	0	2	1	3	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:					
613	106033089	10.624	10/21/2019 07:25	ANIMAL	\$ 300	0	0	0	0	1	1	1	3	0	13	2
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
614	106982073	10.630	06/02/2022 16:12	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
615	105744192	10.720	01/15/2019 17:56	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	2	1	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
616	105722534	10.724	12/18/2018 19:21	REAR END, SLOW OR STOP	\$ 6000	0	0	2	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	E	Veh Mnvr/Ped Actn:				11	Obj Strk:			
617	106574855	10.724	05/14/2021 21:05	ANIMAL	\$ 2500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17			
618	106809652	10.724	12/16/2021 16:49	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	2	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
619	106664764	10.730	08/19/2021 14:46	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 58			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
620	105477013	10.744	05/10/2018 17:37	FIXED OBJECT	\$ 1000	0	0	0	0	2	1	3	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				16	Obj Strk: 58			
621	105508673	10.744	06/08/2018 20:45	SIDESWIPE, OPPOSITE DIRECTION	\$ 7000	0	0	0	2	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
622	106761034	10.744	11/08/2021 17:45	REAR END, SLOW OR STOP	\$ 800	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 3	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
623	106820996	10.744	01/03/2022 05:28	FIXED OBJECT	\$ 4000	0	0	0	0	2	5	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 33			
624	106820995	10.744	01/03/2022 06:10	FIXED OBJECT	\$ 6000	0	0	0	0	2	5	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 33			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
625	106375463	10.843	10/18/2020 19:05	HEAD ON	\$ 11000	0	0	1	3	1	5	1	7	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
626	105401130	10.844	03/02/2018 18:45	ANIMAL	\$ 4000	0	0	0	0	1	1	1		0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
627	106533012	10.844	03/31/2021 16:28	REAR END, SLOW OR STOP	\$ 11000	0	0	0	1	2	1	3	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
628	106492178	10.861	02/16/2021 15:15	REAR END, SLOW OR STOP	\$ 7300	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	4 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
629	105524961	10.868	06/27/2018 17:19	REAR END, SLOW OR STOP	\$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
630	105583526	10.900	08/18/2018 15:43	FIXED OBJECT	\$ 3000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		41			
631	105838582	10.900	04/18/2019 17:47	REAR END, SLOW OR STOP	\$ 7000	0	0	0	2	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
632	105804600	10.911	03/15/2019 16:05	REAR END, SLOW OR STOP	\$ 3900	0	0	0	1	2	1	2	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	4 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
633	105788804	10.930	02/21/2019 16:13	REAR END, SLOW OR STOP	\$ 9500	0	0	0	1	2	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	3 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	3 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
634	106721302	10.934	10/08/2021 16:45	REAR END, SLOW OR STOP	\$ 5000	0	0	0	1	1	1	2	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	3 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
635	105638821	10.937	10/14/2018 12:43	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
636	105404515	10.939	03/01/2018 15:08	REAR END, SLOW OR STOP	\$ 7500	0	0	0	3	2	1	2	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
637	106862161	10.940	02/14/2022 18:07	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
638	106009446	10.944	09/24/2019 09:20	LEFT TURN, DIFFERENT ROADWAYS	\$ 63000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
639	106099481	10.944	12/17/2019 12:41	FIXED OBJECT	\$ 3000	0	0	0	0	3	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk: 58					
640	106640221	10.944	07/23/2021 14:15	RIGHT TURN, SAME ROADWAY	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
641	105702303	11.044	11/26/2018 21:40	LEFT TURN, SAME ROADWAY	\$ 6200	0	0	0	2	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
642	106240102	11.044	06/01/2020 05:42	ANIMAL	\$ 3000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk: 17					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
643	106570566	11.134	05/09/2021 15:20	RIGHT TURN, DIFFERENT ROADWAYS	\$ 4000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn: 7				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
644	106581144	11.134	05/19/2021 00:04	FIXED OBJECT	\$ 5500	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 42						
645	106767120	11.134	11/12/2021 16:30	LEFT TURN, DIFFERENT ROADWAYS	\$ 5500	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 3	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 42						
646	105804948	11.139	03/17/2019 20:05	ANIMAL	\$ 500	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
647	106045116	11.144	10/28/2019 09:35	FIXED OBJECT	\$ 12500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 10	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 60						
648	105293385	11.162	11/17/2017 15:20	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
649	106667433	11.191	08/23/2021 09:24	SIDESWIPE, SAME DIRECTION	\$ 9000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn: 5				Obj Strk:						
Unit	2 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
650	105258617	11.234	10/18/2017 06:29	ANIMAL	\$ 30000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
651	105901564	11.244	06/20/2019 08:02	ANIMAL	\$ 3500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
652	106760271	11.248	11/07/2021 09:57	FIXED OBJECT	\$ 3100	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 60						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
653	105332294	11.274	12/22/2017 18:44	ANIMAL	\$ 2000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 29	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
654	106780977	11.274	11/24/2021 18:16	REAR END, SLOW OR STOP	\$ 3500	0	0	0	1	1	5	1	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 40 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH	Dir: W	Veh Mnvr/Ped Actn: 11				Obj Strk:						
655	106900720	11.303	03/23/2022 14:05	REAR END, SLOW OR STOP	\$ 450	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 55 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 55 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk:						
656	106672036	11.305	08/27/2021 20:39	FIXED OBJECT	\$ 1500	0	0	0	1	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	3	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk: 58						
657	106082987	11.374	12/03/2019 17:50	ANIMAL	\$ 200	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
658	105914362	11.380	07/02/2019 13:49	SIDESWIPE, OPPOSITE DIRECTION	\$ 3300	0	0	1	0	1	1	1	7	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 20	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk:						
659	106397575	11.389	11/03/2020 07:27	ANIMAL	\$ 600	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 440 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
660	106078841	11.424	11/28/2019 21:35	ANIMAL	\$ 1400	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
661	106102380	11.427	12/19/2019 21:43	ANIMAL	\$ 1500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 3	Alchl/Drgs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
662	106090807	11.436	12/09/2019 18:36	ANIMAL	\$ 1000	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
663	105838446	11.460	04/18/2019 07:46	SIDESWIPE, SAME DIRECTION	\$ 3500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 10	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn: 7				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
664	106165620	11.470	02/19/2020 05:20	FIXED OBJECT	\$ 1000	0	0	0	0	2	5	3	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	7	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		59			
665	105303142	11.473	11/23/2017 23:24	ANIMAL	\$ 3800	0	0	0	0	1	5	1				
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
666	105194668	11.474	08/05/2017 18:35	ANGLE	\$ 11000	0	0	1	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 0 MPH	Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
667	105437963	11.474	03/28/2018 13:37	FIXED OBJECT	\$ 1000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		42			
668	105488582	11.474	05/18/2018 23:42	FIXED OBJECT	\$ 2500	0	0	0	0	2	5	3	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 20 MPH	Dir: E	Veh Mnvr/Ped Actn:				7	Obj Strk:		33			
669	105495420	11.474	05/27/2018 07:24	RAN OFF ROAD - RIGHT	\$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 32	Alchl/Drugs:	7	Speed: 45 MPH	Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
670	106063609	11.474	11/15/2019 13:52	REAR END, SLOW OR STOP	\$ 500	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 15 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 5 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
671	106191581	11.474	03/23/2020 14:30	LEFT TURN, SAME ROADWAY	\$ 8500	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed: 10 MPH	Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 25 MPH	Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
672	106360184	11.474	10/03/2020 22:06	LEFT TURN, SAME ROADWAY	\$ 5000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	1	Speed: 0 MPH	Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 0 MPH	Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
673	106360189	11.474	10/03/2020 22:13	ANGLE	\$ 4000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 0 MPH	Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 5 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
674	106635141	11.474	07/11/2021 01:33	RAN OFF ROAD - RIGHT	\$ 1000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	1	Speed: 35 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
675	106974360	11.474	05/29/2022 14:07	FIXED OBJECT	\$ 14000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 5	Alchl/Drugs:	1	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		34			
676	105429553	11.480	03/27/2018 10:53	REAR END, SLOW OR STOP	\$ 4000	0	0	0	1	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drugs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				7	Obj Strk:					
677	105591638	11.490	08/31/2018 16:30	REAR END, SLOW OR STOP	\$ 20000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
678	105626789	11.500	09/30/2018 13:45	REAR END, SLOW OR STOP	\$ 500	0	0	0	1	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed: 20 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed: 10 MPH	Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
679	105769165	11.588	02/10/2019 11:57	LEFT TURN, DIFFERENT ROADWAYS	\$ 2800	0	0	0	0	1	1	2	5	0	1	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 0 MPH	Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
680	106578865	11.588	05/18/2021 16:56	LEFT TURN, SAME ROADWAY	\$ 8000	0	0	0	0	1	1	2	3	0	0	
Unit	1 : 4	Alchl/Drugs:	0	Speed: 0 MPH	Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
681	106786455	11.588	11/29/2021 18:14	LEFT TURN, DIFFERENT ROADWAYS	\$ 7500	0	0	0	0	1	5	1	3	0	1	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 0 MPH	Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
682	106896654	11.588	03/21/2022 12:25	REAR END, TURN	\$ 3000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 35 MPH	Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed: 45 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
683	105435577	11.655	04/03/2018 14:49	REAR END, SLOW OR STOP	\$ 1500	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drugs:	0	Speed: 25 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
684	106073061	11.656	11/24/2019 17:46	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
685	105934050	11.670	07/19/2019 16:32	LEFT TURN, SAME ROADWAY	\$ 4500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				9	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
686	106227240	11.694	05/12/2020 19:59	FIXED OBJECT	\$ 1750	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	3	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 38			
687	106880528	11.700	03/01/2022 08:23	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
688	105181421	11.703	08/04/2017 08:34	REAR END, SLOW OR STOP	\$ 2000	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:			
689	105361871	11.703	01/25/2018 15:16	ANGLE	\$ 15000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
690	105381011	11.703	02/11/2018 12:26	LEFT TURN, SAME ROADWAY	\$ 9000	0	0	2	1	2	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
691	105495424	11.703	05/27/2018 03:10	FIXED OBJECT	\$ 2500	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				16	Obj Strk: 55			
692	105707227	11.703	12/05/2018 14:20	ANGLE	\$ 5500	0	0	2	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
693	105809481	11.703	03/21/2019 08:10	LEFT TURN, SAME ROADWAY	\$ 11000	0	0	0	0	2	1	2	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
694	105914307	11.703	07/02/2019 07:56	REAR END, SLOW OR STOP	\$ 400	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 25 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				1	Obj Strk:					
695	106079080	11.703	11/30/2019 14:37	REAR END, SLOW OR STOP	\$ 1200	0	0	0	0	2	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
696	106301025	11.703	08/06/2020 18:21	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
697	106392326	11.703	10/23/2020 19:00	REAR END, SLOW OR STOP	\$ 200	0	0	0	1	1	4	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 3	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
698	106579974	11.703	05/20/2021 22:40	FIXED OBJECT	\$ 27000	0	0	0	1	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	1	Speed: 50 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:		34			
699	106747329	11.703	10/29/2021 09:36	ANGLE	\$ 7500	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: NE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
700	106760182	11.703	11/05/2021 11:49	REAR END, SLOW OR STOP	\$ 8300	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	7	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
701	106891650	11.703	03/15/2022 15:47	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
702	106912944	11.703	03/18/2022 06:27	ANGLE	\$ 11000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:		34	
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
703	106998944	11.703	06/24/2022 11:28	ANGLE	\$ 11500	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	3 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
704	106999123	11.703	06/25/2022 06:03	LEFT TURN, SAME ROADWAY	\$ 37000	0	0	0	1	1	3	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
705	105268945	11.718	10/26/2017 14:57	SIDESWIPE, SAME DIRECTION	\$ 1300	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	W	Veh Mnvr/Ped Actn:				5	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
706	106165774	11.719	02/22/2020 09:05	REAR END, SLOW OR STOP	\$ 13000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	3 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
707	106178088	11.722	03/05/2020 16:30	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	2	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
708	106722318	11.726	10/07/2021 18:09	LEFT TURN, SAME ROADWAY	\$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	3	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
709	106865698	11.730	02/08/2022 17:19	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
710	105850496	11.740	05/01/2019 10:05	SIDESWIPE, OPPOSITE DIRECTION	\$ 6000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				12	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
711	105492263	11.741	05/25/2018 19:27	REAR END, SLOW OR STOP	\$ 19700	0	0	1	4	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	4 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
712	105252854	11.746	10/11/2017 08:42	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	2	3	0	13	1
Unit	1 : 3	Alchl/Drgs:	7	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
713	107003697	11.760	06/29/2022 13:02	REAR END, SLOW OR STOP	\$ 9000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 12	Alchl/Drgs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
714	105437917	11.775	04/05/2018 13:50	REAR END, SLOW OR STOP	\$ 4000	0	0	0	2	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
715	105208536	11.803	08/30/2017 16:25	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
716	105691101	11.803	11/28/2018 05:32	ANIMAL	\$ 1500	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
717	106845629	11.843	01/28/2022 07:26	ANIMAL	\$ 5000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
718	106168955	11.903	02/26/2020 07:54	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	5	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
719	106249853	11.903	06/12/2020 14:06	OTHER NON-COLLISION	\$ 4500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
720	106858749	11.903	02/10/2022 18:52	REAR END, SLOW OR STOP	\$ 13000	0	0	0	1	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4						Obj Strk:				
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1						Obj Strk:				
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1						Obj Strk:				
721	106574775	11.910	05/11/2021 20:11	FIXED OBJECT	\$ 8560	0	1	0	0	1	2	1	1	0	13	1
Unit	1 : 5	Alchl/Drgs:	5	Speed: 60 MPH Dir: W		Veh Mnvr/Ped Actn: 4						Obj Strk: 60				
722	105600986	12.003	09/11/2018 15:00	REAR END, SLOW OR STOP	\$ 8000	0	0	1	1	1	1	2	1	0	13	1
Unit	1 : 3	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4						Obj Strk:				
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn: 1						Obj Strk:				
Unit	3 : 3	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn: 1						Obj Strk:				
723	105852844	12.003	05/02/2019 17:59	REAR END, SLOW OR STOP	\$ 4000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4						Obj Strk:				
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 1						Obj Strk:				
724	106461118	12.003	01/11/2021 16:25	FIXED OBJECT	\$ 1200	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn: 4						Obj Strk: 58				
725	106659462	12.003	08/13/2021 16:28	FIXED OBJECT	\$ 3500	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn: 15						Obj Strk: 59				
726	105290510	12.020	11/09/2017 18:51	REAR END, SLOW OR STOP	\$ 14000	0	1	0	0	2	4	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4						Obj Strk:				
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 8						Obj Strk:				
727	106748242	12.020	10/29/2021 18:07	REAR END, SLOW OR STOP	\$ 7500	0	0	0	3	1	1	2	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4						Obj Strk:				
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn: 11						Obj Strk:				
728	106993106	12.020	06/19/2022 12:42	LEFT TURN, SAME ROADWAY	\$ 5500	0	0	0	2	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn: 8						Obj Strk:				
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn: 4						Obj Strk:				

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
729	106830729	12.041	01/12/2022 11:04	LEFT TURN, SAME ROADWAY	\$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 1	Alchl/Drugs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn: 6				Obj Strk:						
730	106273645	12.048	07/10/2020 18:26	OVERTURN/ROLLOVER	\$ 6000	0	0	0	1	1	1	1	4	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
731	106824428	12.073	01/05/2022 06:41	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	2	2	2	3	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
732	105830420	12.103	04/10/2019 15:02	RIGHT TURN, DIFFERENT ROADWAYS	\$ 1100	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 2	Alchl/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
733	106258772	12.103	06/22/2020 21:33	FIXED OBJECT	\$ 7500	0	0	0	1	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drugs:	1	Speed: 70 MPH Dir: W		Veh Mnvr/Ped Actn: 7				Obj Strk: 58						
734	106528578	12.103	03/26/2021 17:44	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	3 : 1	Alchl/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
735	106750083	12.103	11/01/2021 16:35	REAR END, SLOW OR STOP	\$ 12000	0	0	1	2	1	1	1	3	0	0	
Unit	1 : 4	Alchl/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	3 : 1	Alchl/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
736	106982134	12.103	06/08/2022 14:07	REAR END, SLOW OR STOP	\$ 6500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drugs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
737	106998960	12.112	06/24/2022 18:43	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	7	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drugs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
738	106976152	12.141	06/02/2022 07:19	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
739	105444525	12.143	04/13/2018 15:30	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
740	106942564	12.143	04/27/2022 20:22	ANGLE	\$ 7000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
741	105998645	12.273	09/20/2019 15:50	REAR END, SLOW OR STOP	\$ 13000	0	0	1	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
742	105181455	12.300	08/04/2017 20:18	FIXED OBJECT	\$ 6000	0	0	0	0	1	2	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		42			
743	105932802	12.313	07/22/2019 09:58	REAR END, SLOW OR STOP	\$ 8300	0	0	0	1	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
744	106480700	12.313	02/03/2021 16:43	REAR END, SLOW OR STOP	\$ 16500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
745	105976928	12.327	09/01/2019 13:30	REAR END, SLOW OR STOP	\$ 11000	0	0	0	4	1	1	1	1	0	0	
Unit	1 : 3	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
746	105444526	12.332	04/13/2018 17:11	REAR END, SLOW OR STOP	\$ 200	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
747	105960439	12.338	08/13/2019 15:54	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	2	1	3	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
748	106356378	12.362	10/03/2020 18:09	MOVABLE OBJECT	\$ 2600	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
749	105584302	12.373	08/26/2018 01:24	REAR END, SLOW OR STOP	\$ 13000	0	0	1	2	1	5	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	1	Speed: 70 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	1	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
750	106407154	12.373	11/15/2020 18:31	ANIMAL	\$ 5000	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
751	105469073	12.403	04/11/2018 08:09	LEFT TURN, SAME ROADWAY	\$ 1100	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn:				9	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
752	106227465	12.403	05/17/2020 15:14	REAR END, SLOW OR STOP	\$ 7000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 46 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 8 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:					
753	106634505	12.403	07/08/2021 13:49	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	2	1	3	3	0	0	
Unit	1 : 32	Alchl/Drgs:	7	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
754	105901387	12.473	06/05/2019 16:35	SIDESWIPE, OPPOSITE DIRECTION	\$ 100	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 32	Alchl/Drgs:	7	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
755	106516407	12.573	03/15/2021 16:08	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
756	105361703	12.613	01/24/2018 08:08	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
757	106160887	12.673	02/18/2020 08:30	REAR END, SLOW OR STOP	\$ 9000	0	0	2	0	1	1	2	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
758	105229461	12.770	09/13/2017 20:51	FIXED OBJECT	\$ 300	0	0	0	0	1	4	1	2	0	0	
Unit	1 : 4	Alchl/Drgs:	1	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:		59			
759	105391609	12.773	02/21/2018 15:16	HEAD ON	\$ 20000	0	0	0	0	1	1	2	1	0	13 1	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
760	106020126	12.773	10/10/2019 08:31	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	3	0	13 1	
Unit	1 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
761	106968800	12.773	05/25/2022 08:00	REAR END, SLOW OR STOP	\$ 8000	0	0	0	2	2	1	2	3	0	13 1	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
762	105583015	12.873	08/21/2018 18:29	REAR END, SLOW OR STOP	\$ 16000	0	0	0	2	1	1	1	1	0	13 1	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	4 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
763	105702338	12.873	12/07/2018 10:50	MOVABLE OBJECT	\$ 500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
764	105680969	12.884	11/16/2018 16:14	REAR END, SLOW OR STOP	\$ 6500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
765	107017822	12.901	07/11/2022 17:22	MOVABLE OBJECT	\$ 5000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
766	106085369	12.935	12/04/2019 18:43	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 2	Alchl/Drugs:	7	Speed:	45 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: NW	Veh Mnvr/Ped Actn:				1	Obj Strk:					
767	106103571	12.935	12/21/2019 13:46	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	2	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
768	105622903	12.961	09/19/2018 16:30	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
769	105429997	12.964	03/29/2018 14:00	REAR END, SLOW OR STOP	\$ 400	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 3	Alchl/Drugs:	7	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
770	105348068	12.970	01/02/2018 17:26	REAR END, SLOW OR STOP	\$ 23000	0	0	0	1	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
771	105559688	12.970	07/29/2018 22:54	REAR END, SLOW OR STOP	\$ 15000	0	0	2	0	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	70 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
772	105799026	12.970	03/10/2019 15:58	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	3	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
773	105957530	12.970	08/13/2019 06:01	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	3	1	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
774	106143511	12.970	01/31/2020 16:05	REAR END, SLOW OR STOP	\$ 2800	0	0	0	0	2	1	3	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	3	Speed:	40 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 32	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
775	106537495	12.970	04/04/2021 15:00	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	7	Speed:	55 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 3	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
776	106703494	12.970	09/21/2021 11:07	REAR END, SLOW OR STOP	\$ 1000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
777	105232174	12.973	09/13/2017 11:34	REAR END, SLOW OR STOP	\$ 800	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	25 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				7	Obj Strk:			
778	105740804	12.973	01/12/2019 06:13	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				7	Obj Strk:			
779	105809326	12.973	03/17/2019 20:27	ANGLE	\$ 14000	0	0	1	1	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				12	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
780	106174387	12.973	02/27/2020 22:07	RIGHT TURN, SAME ROADWAY	\$ 3500	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 59			
781	106369124	12.973	10/15/2020 12:39	REAR END, SLOW OR STOP	\$ 0	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
782	106568123	12.973	05/07/2021 08:02	SIDESWIPE, OPPOSITE DIRECTION	\$ 4000	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				9	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
783	106706594	12.973	09/22/2021 14:50	LEFT TURN, DIFFERENT ROADWAYS	\$ 1400	0	0	0	0	2	1	2	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
784	106808319	12.973	12/18/2021 12:54	LEFT TURN, DIFFERENT ROADWAYS	\$ 8000	0	0	0	2	2	1	2	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:			
785	105523172	12.975	05/24/2018 18:27	REAR END, SLOW OR STOP	\$ 9000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
786	106850074	12.975	01/13/2022 20:05	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
787	106293664	12.978	08/01/2020 14:56	REAR END, SLOW OR STOP	\$ 1000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
788	105429994	12.987	03/29/2018 20:00	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
789	105527919	12.996	06/26/2018 13:26	FIXED OBJECT	\$ 10000	0	0	0	1	2	1	3	1	0	3	1
Unit	1 : 10	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:		33	
790	105910687	13.001	06/26/2019 17:25	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
791	106429880	13.010	12/08/2020 08:46	SIDESWIPE, SAME DIRECTION	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
792	105812909	13.060	03/22/2019 16:12	REAR END, SLOW OR STOP	\$ 480	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
793	105648398	13.063	10/23/2018 17:20	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
794	106870668	13.063	02/18/2022 15:05	FIXED OBJECT	\$ 9000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
795	105249811	13.068	10/04/2017 16:48	REAR END, SLOW OR STOP	\$ 0	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	7	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
796	105242750	13.073	09/29/2017 14:58	REAR END, SLOW OR STOP	\$ 7500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
797	105242752	13.073	09/29/2017 15:56	REAR END, SLOW OR STOP	\$ 9500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
798	105600434	13.073	08/02/2018 17:38	SIDESWIPE, SAME DIRECTION	\$ 2700	0	0	0	0	2	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	7	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
799	106311625	13.073	03/19/2020 23:52	OVERTURN/ROLLOVER	\$ 150	1	0	0	0	1	5	1	1	0	13	1
Unit	1 : 21	Alchl/Drgs:	7	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
800	105258592	13.173	10/17/2017 20:06	ANIMAL	\$ 2500	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 3	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
801	105553174	13.173	07/18/2018 21:30	ANIMAL	\$ 7500	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
802	106572830	13.173	05/12/2021 01:03	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	5	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
803	106722886	13.173	10/10/2021 15:26	HEAD ON	\$ 8000	0	0	3	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
804	105627323	13.273	10/05/2018 16:03	REAR END, SLOW OR STOP	\$ 10500	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
805	106127310	13.273	01/15/2020 11:16	FIXED OBJECT	\$ 4500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
806	106298053	13.273	08/06/2020 05:19	FIXED OBJECT	\$ 4000	0	0	0	0	2	5	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
807	106298052	13.273	08/06/2020 05:20	FIXED OBJECT	\$ 200	0	0	0	0	2	5	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
808	106917153	13.448	04/10/2022 02:04	ANIMAL	\$ 1000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
809	106541492	13.470	04/09/2021 16:00	REAR END, SLOW OR STOP	\$ 600	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
810	107015613	13.573	07/09/2022 23:14	SIDESWIPE, OPPOSITE DIRECTION	\$ 3000	0	0	0	0	1	5	3	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn: 5				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
811	105422773	13.763	03/18/2018 04:09	ANIMAL	\$ 4000	0	0	0	0	1	5	2	5	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
812	105914267	13.773	06/28/2019 18:36	SIDESWIPE, OPPOSITE DIRECTION	\$ 2100	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 20	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn: 9				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn: 6				Obj Strk:						
813	105788165	13.800	02/28/2019 13:07	OVERTURN/ROLLOVER	\$ 8000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
814	106153559	13.863	02/08/2020 09:25	REAR END, SLOW OR STOP	\$ 7400	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	3 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
815	106894103	13.863	03/17/2022 19:02	FIXED OBJECT	\$ 4000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 58						
816	105356241	13.873	01/01/2018 04:24	FIXED OBJECT	\$ 50000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 65 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 59						
817	105832139	13.873	04/11/2019 22:10	REAR END, SLOW OR STOP	\$ 8000	0	0	0	2	1	5	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
818	106241861	13.910	05/23/2020 20:46	MOVABLE OBJECT	\$ 5500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	7	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 18						
819	105273104	13.963	10/29/2017 21:52	ANIMAL	\$ 2500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
820	105361677	14.063	01/23/2018 17:43	REAR END, SLOW OR STOP	\$ 12000	0	0	0	1	1	5	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						

821	106186471	14.063	03/16/2020 06:34	ANIMAL	\$ 3000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						

822	106773218	14.063	11/18/2021 08:52	ANIMAL	\$ 1500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						

823	105664777	14.070	10/30/2018 17:16	MOVABLE OBJECT	\$ 2500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 18						

824	106356247	14.090	10/03/2020 15:16	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	1	1	5	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						

825	105622860	14.100	09/17/2018 06:51	SIDESWIPE, OPPOSITE DIRECTION	\$ 7000	0	0	0	0	2	6	2	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						

826	105638684	14.135	10/11/2018 14:48	REAR END, SLOW OR STOP	\$ 2000	0	0	0	1	2	1	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						

827	106055029	14.154	11/08/2019 17:57	ANIMAL	\$ 8000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						

828	105214928	14.158	09/06/2017 18:35	FIXED OBJECT	\$ 3000	0	0	0	0	2	2	2	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 58						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op

Legend for Report Details:

- Acc No - Accident Number
- Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
- Condition: R - Road Surface, L - Ambient Light, W - Weather
- Rd Ch - Road Character
- Rd Ci - Roadway Contributing Circumstances
- Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
- Alchl/Drgs - Alcohol Drugs Suspected
- Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
- Obj Strk - Object Struck

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Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	828	100.00
Fatal Crashes	4	0.48
Non-Fatal Injury Crashes	239	28.86
Total Injury Crashes	243	29.35
Property Damage Only Crashes	585	70.65
Night Crashes	210	25.36
Wet Crashes	115	13.89
Alcohol/Drugs Involvement Crashes	39	4.71

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	828	100.00
Fatal Crashes	4	0.48
Class A Crashes	14	1.69
Class B Crashes	69	8.33
Class C Crashes	156	18.84
Property Damage Only Crashes	585	70.65

Vehicle Exposure Statistics

Annual ADT = 9700

Total Length = 14.158 (Miles) 22.785 (Kilometers)

Total Vehicle Exposure = 250.77 (MVMT) 403.57 (MVKMT)

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	330.18	205.17
Fatal Crash Rate	1.60	0.99
Non Fatal Crash Rate	95.31	59.22
Night Crash Rate	83.74	52.04
Wet Crash Rate	45.86	28.50
EPDO Rate	1538.23	955.81

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Miscellaneous Statistics

Severity Index =	4.66
EPDO Crash Index =	3857.40
Estimated Property Damage Total = \$	4314362.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	83	10.02
ANIMAL	67	8.09
BACKING UP	9	1.09
FIXED OBJECT	86	10.39
HEAD ON	6	0.72
LEFT TURN, DIFFERENT ROADWAYS	49	5.92
LEFT TURN, SAME ROADWAY	47	5.68
MOVABLE OBJECT	11	1.33
OTHER COLLISION WITH VEHICLE	1	0.12
OTHER NON-COLLISION	2	0.24
OVERTURN/ROLLOVER	5	0.60
PARKED MOTOR VEHICLE	3	0.36
PEDESTRIAN	4	0.48
RAN OFF ROAD - LEFT	3	0.36
RAN OFF ROAD - RIGHT	18	2.17
RAN OFF ROAD - STRAIGHT	3	0.36
REAR END, SLOW OR STOP	357	43.12
REAR END, TURN	9	1.09
RIGHT TURN, DIFFERENT ROADWAYS	8	0.97
RIGHT TURN, SAME ROADWAY	2	0.24
SIDESWIPE, OPPOSITE DIRECTION	18	2.17
SIDESWIPE, SAME DIRECTION	36	4.35
UNKNOWN	1	0.12

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	5	1.35
Class A Injuries	16	4.31
Class B Injuries	91	24.53
Class C Injuries	259	69.81
Total Non-Fatal Injuries	366	98.65
Total Injuries	371	100.00

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<u>Injury Type</u>	<u>Number of Injuries</u>	<u>Percent of Total</u>
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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	73	8.82
Feb	65	7.85
Mar	76	9.18
Apr	61	7.37
May	70	8.45
Jun	66	7.97
Jul	54	6.52
Aug	61	7.37
Sep	70	8.45
Oct	86	10.39
Nov	79	9.54
Dec	67	8.09

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	111	13.41
Tue	114	13.77
Wed	139	16.79
Thu	146	17.63
Fri	146	17.63
Sat	90	10.87
Sun	82	9.90

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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	7	0.85
0100-0159	10	1.21
0200-0259	8	0.97
0300-0359	7	0.85
0400-0459	6	0.72
0500-0559	11	1.33
0600-0659	23	2.78
0700-0759	37	4.47
0800-0859	47	5.68
0900-0959	43	5.19
1000-1059	20	2.42
1100-1159	54	6.52
1200-1259	35	4.23
1300-1359	38	4.59
1400-1459	63	7.61
1500-1559	67	8.09
1600-1659	83	10.02
1700-1759	66	7.97
1800-1859	70	8.45
1900-1959	41	4.95
2000-2059	35	4.23
2100-2159	25	3.02
2200-2259	23	2.78
2300-2359	9	1.09

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Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	510	65	3	578
Dark	166	42	2	210
Other	32	8	0	40
Total	708	115	5	828

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	68	30.09
CATCH BASIN OR CULVERT ON SHOULDER	5	2.21
DITCH	36	15.93
EMBANKMENT	9	3.98
FENCE OR FENCE POST	3	1.33
GUARDRAIL END ON SHOULDER	2	0.88
GUARDRAIL FACE ON SHOULDER	5	2.21
MAILBOX	11	4.87
MOVABLE OBJECT	14	6.19
OFFICIAL HIGHWAY SIGN BREAKAWAY	7	3.10
OFFICIAL HIGHWAY SIGN NON-BREAKAWAY	2	0.88
OTHER FIXED OBJECT	12	5.31
PARKED MOTOR VEHICLE	6	2.65
PEDESTRIAN	8	3.54
TRAFFIC ISLAND CURB OR MEDIAN	1	0.44
TREE	23	10.18
UTILITY POLE	14	6.19

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
COMMERCIAL BUS	1	0.06
EMS VEHICLE, AMBULANCE, RESCUE SQUAD	3	0.19
LIGHT TRUCK (MINI-VAN, PANEL)	33	2.13
MOPED	3	0.19
MOTORCYCLE	12	0.77
OTHER	1	0.06
PASSENGER CAR	768	49.58
PEDESTRIAN	4	0.26
PICKUP	237	15.30

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Vehicle Type	Number Involved	Percent of Total
SCHOOL BUS	3	0.19
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	17	1.10
SINGLE UNIT TRUCK (3 OR MORE AXLES)	7	0.45
SPORT UTILITY	349	22.53
TRACTOR/SEMI-TRAILER	7	0.45
TRUCK/TRAILER	10	0.65
UNKNOWN	24	1.55
VAN	70	4.52

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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2017	72	0	23	49
2018	171	0	61	110
2019	183	0	51	132
2020	138	3	32	103
2021	157	1	44	112
2022	107	0	28	79
Total	828	4	239	585

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2017	0	36
2018	0	92
2019	0	73
2020	4	53
2021	1	64
2022	0	48
Total	5	366

Miscellaneous Totals

Year	Property Damage	EPDO Index
2017	\$ 381050	379.00
2018	\$ 971650	759.20
2019	\$ 907260	697.20
2020	\$ 637750	670.60
2021	\$ 730402	900.40
2022	\$ 686250	451.00
Total	\$ 4314362	3857.40

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road &			
				Fixed Object	Angle	Side Swipe	Other
2017	5	0	31	14	6	2	14
2018	21	1	81	22	15	16	15

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Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2019	23	3	87	14	19	9	28
2020	14	3	57	21	15	6	22
2021	21	2	61	24	19	12	18
2022	12	1	49	15	9	9	12
Total	96	10	366	110	83	54	109

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Strip Diagram

Features	Milepost	Crash IDs
SR 1965	0.00	105191974 105800506 106005297 106269139
	0.01	
	0.02	
SR 1951	0.03	105283913 105775651 105890278 105971701 106894241
	0.04	105762863
	0.05	
	0.06	
	0.07	
	0.08	
	0.09	
	0.10	106619042
	0.11	
	0.12	
	0.13	105356820
	0.14	
	0.15	
	0.16	
	0.17	
	0.18	
	0.19	
	0.20	
	0.21	
	0.22	
	0.23	105222200
	0.24	
	0.25	
	0.26	
	0.27	
	0.28	
	0.29	
	0.30	
	0.31	
	0.32	
	0.33	
	0.34	105938523 106385043 106585794
	0.35	106953852
	0.36	105423960
	0.37	
	0.38	106247269
	0.39	
	0.40	

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Features	Milepost	Crash IDs
	0.41	106298932 106547055 106728337
	0.42	106179244
	0.43	107025351
	0.44	105807388
ML-MEBANE	0.45	
	0.46	
	0.47	106643305
CHARLES	0.48	
	0.49	
	0.50	
	0.51	
	0.52	
	0.53	
	0.54	
	0.55	
	0.56	106374205
	0.57	
	0.58	
	0.59	
	0.60	
	0.61	
WILBA	0.62	105817907 105985276 106145224 106154715 106748878 106913892
	0.63	
	0.64	
	0.65	
	0.66	
	0.67	
	0.68	
	0.69	
NC 119 SECOND	0.70	105439068 106342948 106406436
	0.71	
	0.72	
	0.73	105372340
	0.74	106345957 105946196
	0.75	
	0.76	106036347
	0.77	106935971
SR 1962 THIRD	0.78	105402613 105868465 106048670 106245899 106203113 106246933 106491944
	0.79	106172094 105726321
	0.80	
	0.81	
	0.82	

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Features	Milepost	Crash IDs
	0.83	106650711 105485592 105686819
	0.84	
	0.85	
	0.86	
	0.87	
	0.88	106047233
FOURTH	0.89	105948742 106504421
	0.90	
	0.91	105619335 106083167 105485644
	0.92	
	0.93	
	0.94	106749915
	0.95	
	0.96	
FIFTH NC 119	0.97	106231019 105447125 105562838 105605107 105751511 105831851 105934821 105919152 106104119 106145235 106193642 106259619 106298935 106427240 106430176 106474189 106474353 106564670 106721841 106697741 106765410 106769938 106851673 106949073
	0.98	105931050
	0.99	105585480
	1.00	
	1.01	
	1.02	
	1.03	
	1.04	
	1.05	
	1.06	
	1.07	
	1.08	
	1.09	
	1.10	
	1.11	
	1.12	106311334 106777010
	1.13	
	1.14	
SEVENTH	1.15	105372343 107002726
	1.16	
	1.17	
	1.18	
	1.19	105423987
	1.20	
	1.21	

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Features	Milepost	Crash IDs
	1.22	
	1.23	
	1.24	
	1.25	
	1.26	
	1.27	105247953
	1.28	
	1.29	
	1.30	
	1.31	
	1.32	106491942
CL-ORANGE-ALAMANCE NINTH SR 1306	1.33	106836429
	1.34	
	1.35	
	1.36	
	1.37	
	1.38	106045724
	1.39	
	1.40	
	1.41	
	1.42	
	1.43	
	1.44	
ML-MEBANE	1.45	
	1.46	
	1.47	
	1.48	105994528
	1.49	
	1.50	
	1.51	
	1.52	
	1.53	
	1.54	105866628 106576870 106281520
	1.55	106326112 106622200
	1.56	
	1.57	
SR 1304	1.58	105197202 106193647 106326207 106978610 107008532 105636672 105653462 105741032 105866618 105866604 106409912 106943736 107032434 107041739
	1.59	
	1.60	106504225
	1.61	
	1.62	

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Features	Milepost	Crash IDs
	1.63	
	1.64	
	1.65	
	1.66	
	1.67	
	1.68	105934230
	1.69	
	1.70	
	1.71	
	1.72	
	1.73	107026741 105873861 106863068
	1.74	
	1.75	
	1.76	106501135
	1.77	
	1.78	106090647 106587826 106838155 106887381 107001974
	1.79	
	1.80	
	1.81	
	1.82	
	1.83	
	1.84	
	1.85	
	1.86	
	1.87	
	1.88	
	1.89	
	1.90	
	1.91	
	1.92	
	1.93	
	1.94	
	1.95	105472233
ASHBURY	1.96	105402705 105489048 105644661 106174437 106224212 106782254
	1.97	105261509
	1.98	
	1.99	
	2.00	
	2.01	
	2.02	
	2.03	
	2.04	
	2.05	

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Features	Milepost	Crash IDs
	2.06	
	2.07	
	2.08	
	2.09	
	2.10	
SR 1402	2.11	105283779 106009453 106293094 106770328 106960983
	2.12	
	2.13	
	2.14	
	2.15	
SR 1302	2.16	
	2.17	
	2.18	
	2.19	
	2.20	
	2.21	
	2.22	
	2.23	
	2.24	
RANDALL	2.25	106879200
	2.26	105564293
	2.27	
	2.28	
	2.29	
	2.30	
	2.31	105583863
	2.32	
	2.33	
	2.34	
	2.35	
	2.36	
	2.37	
	2.38	
	2.39	105902776
	2.40	
	2.41	
	2.42	
SR 1308	2.43	
	2.44	
	2.45	
	2.46	
	2.47	
	2.48	
	2.49	105903043

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Features	Milepost	Crash IDs
	2.50	
	2.51	
	2.52	
	2.53	
	2.54	
	2.55	
	2.56	106827627
	2.57	
	2.58	
	2.59	
	2.60	
	2.61	
	2.62	
	2.63	105732327
	2.64	
	2.65	
	2.66	
	2.67	
	2.68	
	2.69	105722536
	2.70	
	2.71	
	2.72	
	2.73	
	2.74	
	2.75	
	2.76	
	2.77	106477438
	2.78	
	2.79	
	2.80	
	2.81	
	2.82	
	2.83	106659716
	2.84	106319371
	2.85	
	2.86	
	2.87	
	2.88	
	2.89	105443572 106737477
	2.90	
	2.91	
	2.92	106730793
	2.93	106063442 106768859
	2.94	

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Features	Milepost	Crash IDs
	2.95	
	2.96	
	2.97	
	2.98	
	2.99	105480117 106025357 106587807
	3.00	
	3.01	
	3.02	
	3.03	
	3.04	
	3.05	
	3.06	
	3.07	
	3.08	
	3.09	105274373
	3.10	106983767
	3.11	105348046
	3.12	
	3.13	
	3.14	106929496
	3.15	
	3.16	
	3.17	
	3.18	
	3.19	
	3.20	
	3.21	
	3.22	
	3.23	
	3.24	105880992 106224504 106525662
	3.25	
	3.26	
	3.27	
	3.28	
SR 1384	3.29	105258582 105270917 105321434 105391523 105597095 105600621 105612202 105622947 105690906 105764910 105794371 105834929 105868956 105935101 105951695 106790188 106870775
	3.30	
	3.31	
	3.32	106686486 106325228 106633833
	3.33	
SR 1114	3.34	106620800 105884203 105226930 105501899

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Features	Milepost	Crash IDs
		105641227 105809036 105857943 106226503
		106471687 106502043 106507883 106827633
		106839422 106918101 106981624
	3.35	
	3.36	
	3.37	105459463
	3.38	
	3.39	105555018
	3.40	
	3.41	
SR 1309	3.42	105378836 105610369
	3.43	
	3.44	105226958
	3.45	
	3.46	106101743
	3.47	
	3.48	
	3.49	
	3.50	105378768 105321112 105664838 106096879
		106146341 106474979
	3.51	
	3.52	
	3.53	
	3.54	
	3.55	
	3.56	
	3.57	
	3.58	
	3.59	
SR 1310 SR 1342	3.60	105201354 105342414 105655409 105816124
		105863084 105945403 106024837 106063432
		106384485 106496354 106595358 106680140
		106717692 106950780 106988465
	3.61	
	3.62	
	3.63	106938402
	3.64	
	3.65	
	3.66	
	3.67	
	3.68	
	3.69	
	3.70	
	3.71	

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Features	Milepost	Crash IDs
	3.72	
	3.73	106826739
	3.74	
MATHIAS BRIGGS	3.75	106874541
	3.76	
	3.77	
	3.78	
	3.79	
	3.80	105370812 106912979
	3.81	
	3.82	
	3.83	
	3.84	
	3.85	
	3.86	
	3.87	
	3.88	
	3.89	
	3.90	
	3.91	
	3.92	
	3.93	
	3.94	105648276
	3.95	
	3.96	105846023
	3.97	
	3.98	106437325
	3.99	
	4.00	
	4.01	
	4.02	
	4.03	
SLAUGHTER	4.04	
	4.05	
	4.06	
	4.07	
	4.08	
	4.09	
	4.10	105664858
	4.11	
SHABIYL	4.12	
	4.13	
	4.14	
	4.15	
	4.16	105829069

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Features	Milepost	Crash IDs
	4.17	
	4.18	
	4.19	
LOG CABIN	4.20	106545997
	4.21	
	4.22	106469709
	4.23	
	4.24	106865960
	4.25	
	4.26	
	4.27	
	4.28	
	4.29	106739563
LOUISE	4.30	
	4.31	106199297
	4.32	
	4.33	
	4.34	
	4.35	
	4.36	
	4.37	
	4.38	
	4.39	
JENNY DARE	4.40	105223987 106021889 106550481
	4.41	
	4.42	
	4.43	
	4.44	
	4.45	
	4.46	
	4.47	
	4.48	106449821
	4.49	
	4.50	
	4.51	106392179
	4.52	
	4.53	106823087
	4.54	
	4.55	
	4.56	
	4.57	
	4.58	
METCALF	4.59	
	4.60	

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Features	Milepost	Crash IDs
	4.61	
	4.62	
	4.63	
	4.64	
	4.65	
	4.66	
	4.67	
	4.68	
	4.69	
	4.70	106061945
	4.71	
SR 1399	4.72	106893962
	4.73	
	4.74	
	4.75	
	4.76	
	4.77	
	4.78	
	4.79	
	4.80	106143592
	4.81	
	4.82	
	4.83	
	4.84	
	4.85	
	4.86	
	4.87	105446480
	4.88	
	4.89	
	4.90	106020497
	4.91	
	4.92	
	4.93	
	4.94	
	4.95	
	4.96	
SR 1398	4.97	
	4.98	
	4.99	
	5.00	
	5.01	106562426
	5.02	
	5.03	
	5.04	
	5.05	

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Features	Milepost	Crash IDs
	5.06	
	5.07	105227060
	5.08	
	5.09	
	5.10	
	5.11	105824782
	5.12	
	5.13	
	5.14	
	5.15	
	5.16	
	5.17	106134772
	5.18	
	5.19	
	5.20	
	5.21	105732363 106092116 106508714
	5.22	105203136
	5.23	
	5.24	
	5.25	
	5.26	
	5.27	
	5.28	
	5.29	
	5.30	106443147
SR 1312	5.31	105674521 106227462 107004400
	5.32	
	5.33	
	5.34	
	5.35	
	5.36	
	5.37	
	5.38	
	5.39	
	5.40	
	5.41	105356230 105591199
	5.42	
	5.43	
	5.44	
	5.45	
	5.46	
	5.47	
	5.48	
SR 1315	5.49	106858411
	5.50	

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Features	Milepost	Crash IDs
	5.51	
	5.52	
	5.53	106827612
	5.54	
	5.55	
	5.56	105525732
	5.57	
	5.58	
	5.59	106286192
	5.60	
	5.61	
	5.62	106344529
	5.63	
	5.64	
	5.65	
	5.66	
	5.67	
	5.68	
	5.69	
	5.70	
	5.71	106063612
	5.72	106927721
	5.73	
	5.74	
	5.75	
SR 1313	5.76	105346875 106120532 106483565 106792550
	5.77	
	5.78	
	5.79	
	5.80	
	5.81	
	5.82	105303137
SR 1316	5.83	105734983
	5.84	
	5.85	
	5.86	
	5.87	
	5.88	
	5.89	
	5.90	
	5.91	
SR 1471	5.92	105778922
	5.93	106930123 106126688
	5.94	

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Features	Milepost	Crash IDs
	5.95	
	5.96	
	5.97	
	5.98	
	5.99	
	6.00	
	6.01	
	6.02	105924712 106039699
	6.03	
	6.04	
	6.05	
	6.06	
HARDING	6.07	
	6.08	
	6.09	
	6.10	
	6.11	
	6.12	
	6.13	
	6.14	105843973
	6.15	
	6.16	105994208
	6.17	
	6.18	
	6.19	105369063
	6.20	
EFLAND	6.21	
	6.22	105252772 106817909
	6.23	
	6.24	
	6.25	
	6.26	
	6.27	
	6.28	
	6.29	
	6.30	106876822
	6.31	
SR 1004 SR 1372 SR 1322	6.32	106592269 105209342 105244386 105664992 105808907 105890904 105899281 105983585 105990783 106112486 106228492 106260622 106273666 106360196 106368713 106703315 106767124 106776525 106913131 106932813
	6.33	105466397
	6.34	

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Features	Milepost	Crash IDs
	6.35	
	6.36	
	6.37	105541081
	6.38	
	6.39	
	6.40	
	6.41	
	6.42	
	6.43	
	6.44	
	6.45	
	6.46	
	6.47	
	6.48	
	6.49	106084311
	6.50	
	6.51	
	6.52	106898747
	6.53	
	6.54	
	6.55	106401437
	6.56	106659712
	6.57	
	6.58	
SR 1324	6.59	105326332 105655626 105843961 106174498 106262954 106438191 106999196
	6.60	
	6.61	106900829
	6.62	106937421 105342167
	6.63	
	6.64	
	6.65	
	6.66	
	6.67	
	6.68	105258506
	6.69	
SR 1325	6.70	106397686
	6.71	
	6.72	
	6.73	
	6.74	
	6.75	
SR 1326	6.76	
	6.77	

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Features	Milepost	Crash IDs
	6.78	
	6.79	
	6.80	
	6.81	
	6.82	
	6.83	
	6.84	
	6.85	
	6.86	
	6.87	
	6.88	
	6.89	
	6.90	
	6.91	
AUBREY GRAHAM SR 1322	6.92	105572403 105999003 106818963
	6.93	
	6.94	
	6.95	
	6.96	
	6.97	
	6.98	
	6.99	
	7.00	
	7.01	
	7.02	
	7.03	
	7.04	
	7.05	
	7.06	
	7.07	
	7.08	
	7.09	106005423
	7.10	
	7.11	
	7.12	
	7.13	
	7.14	105632941
	7.15	
	7.16	
	7.17	
	7.18	
	7.19	
	7.20	
	7.21	
	7.22	106291191 106471288

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Features	Milepost	Crash IDs
	7.23	
SR 1327	7.24	106118159 106760208
	7.25	
	7.26	
	7.27	
	7.28	
	7.29	
	7.30	
	7.31	106491273
	7.32	
	7.33	
	7.34	106634438
	7.35	
	7.36	
	7.37	
	7.38	
	7.39	
	7.40	106192324
	7.41	
	7.42	
	7.43	
	7.44	106180551 106858244
US 70 WB COUPLET	7.45	105252909
	7.46	
	7.47	
	7.48	
	7.49	
	7.50	
	7.51	
	7.52	
	7.53	
	7.54	
	7.55	
	7.56	
	7.57	
	7.58	
	7.59	105184668
	7.60	
	7.61	
	7.62	
	7.63	
	7.64	
	7.65	
	7.66	
SR 1239 BRIDGE	7.67	

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Features	Milepost	Crash IDs
	7.68	
	7.69	
	7.70	
	7.71	
	7.72	
	7.73	
	7.74	
	7.75	
	7.76	
	7.77	
	7.78	
SR 1239	7.79	105184782 105296688 105696527 106343173 106392336 106460623 106788820
	7.80	106902598
	7.81	
	7.82	
	7.83	
	7.84	
	7.85	
	7.86	
	7.87	
	7.88	
	7.89	106199515
	7.90	
	7.91	
	7.92	
	7.93	
	7.94	
	7.95	
	7.96	
	7.97	
	7.98	
	7.99	105453982 105768981 106256250
	8.00	
	8.01	
	8.02	
	8.03	
	8.04	
US 70 WB COUPLET	8.05	105950283
	8.06	
	8.07	
	8.08	
	8.09	105878903 106814972
	8.10	
	8.11	

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Features	Milepost	Crash IDs
	8.12	
	8.13	
	8.14	
	8.15	
	8.16	
	8.17	106876794
	8.18	
	8.19	
	8.20	
	8.21	
	8.22	
ENO RIVER BRIDGE	8.23	106314150
	8.24	
	8.25	
	8.26	
	8.27	106813715
	8.28	
	8.29	105401137
	8.30	
	8.31	
	8.32	
	8.33	
	8.34	
	8.35	
	8.36	
	8.37	
	8.38	
	8.39	
	8.40	
	8.41	
	8.42	
	8.43	
	8.44	
	8.45	
	8.46	
	8.47	106918249
	8.48	
	8.49	105277288
	8.50	
	8.51	
	8.52	
	8.53	
	8.54	
	8.55	
	8.56	

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Features	Milepost	Crash IDs
	8.57	
	8.58	
	8.59	105203029 106562560
	8.60	
	8.61	
	8.62	
	8.63	
	8.64	
	8.65	
	8.66	
	8.67	
	8.68	106501843
	8.69	105469801 106155555 106403760 106988538
	8.70	
	8.71	
	8.72	
	8.73	
	8.74	
	8.75	
	8.76	
	8.77	
	8.78	
SR 1161	8.79	105188000 105258853 105391985 106126724 106661106 106808797 106968844
	8.80	
	8.81	105361706
	8.82	105356870
	8.83	
	8.84	
	8.85	
	8.86	
	8.87	
	8.88	
	8.89	105290612 106080606 106098271 106318081 106428043 106501126
	8.90	
	8.91	106639898
	8.92	
	8.93	
	8.94	
	8.95	
	8.96	
	8.97	
	8.98	106078826

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Features	Milepost	Crash IDs
	8.99	105804722 106292904
	9.00	
	9.01	
	9.02	
	9.03	
	9.04	
	9.05	
	9.06	
	9.07	
	9.08	
	9.09	
	9.10	
	9.11	
	9.12	105245856
	9.13	
	9.14	
	9.15	105263682
	9.16	
	9.17	
	9.18	
	9.19	105856848
	9.20	107009875
	9.21	105727719 106862163
	9.22	
	9.23	
	9.24	
	9.25	
	9.26	
	9.27	
	9.28	
	9.29	
	9.30	
	9.31	106262916
	9.32	
	9.33	
	9.34	
	9.35	
	9.36	
	9.37	
	9.38	106407195
	9.39	
	9.40	
	9.41	
	9.42	
	9.43	

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Features	Milepost	Crash IDs
	9.44	
	9.45	
	9.46	
	9.47	
	9.48	
	9.49	
	9.50	106777561 106460804
SR 1390	9.51	105356543 105671873 105858055 105975509 106098971 106161833 106615972 106726286
LAKE SHORE	9.52	105515477 106629829 105803250 105961187 106475314 106772139
	9.53	105259123 105435073 105645961 105897156 105956225 106005619
	9.54	
	9.55	
	9.56	
	9.57	
	9.58	
	9.59	
	9.60	105649987
CENTRAL	9.61	
	9.62	106436676 105673973
	9.63	105718013
	9.64	
	9.65	
	9.66	
	9.67	
	9.68	
	9.69	
	9.70	
	9.71	
	9.72	
	9.73	
	9.74	
	9.75	106700062 106033472
TERRELL	9.76	106330103
	9.77	106462082
REVERE SR 1328 US 70BUS	9.78	105596462 105390418 105466877 105522890 105691559 106125232 106262256 106895811
	9.79	105268492 105843003 106250306
	9.80	
	9.81	
	9.82	106629830
	9.83	

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Features	Milepost	Crash IDs
	9.84	105850859 106671355
	9.85	106040016
	9.86	
	9.87	
	9.88	
	9.89	106009285
	9.90	
	9.91	105683660 106145113
	9.92	
	9.93	
	9.94	
	9.95	
	9.96	
	9.97	
	9.98	
	9.99	
HILL	10.00	
	10.01	105281882 106314815
	10.02	
	10.03	
	10.04	
	10.05	106818623 106000332
	10.06	105734077
	10.07	
CONSTITUTION RAINY	10.08	105215912 105474358 105532773 105636631 106323282 106754338 106893512 107013872
	10.09	106578638
	10.10	
	10.11	
	10.12	
	10.13	
	10.14	105871540 105307077
	10.15	
	10.16	
	10.17	
	10.18	
	10.19	
LAWNDALE	10.20	105422020 105449854 105558135 105782456 106697355 106807605 106921184
	10.21	
	10.22	105268494
	10.23	105702130
	10.24	
	10.25	

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Strip Analysis Report**

Features	Milepost	Crash IDs
	10.26	
	10.27	
	10.28	
MCADAMS	10.29	
	10.30	106615115
	10.31	106773623
	10.32	105436326
	10.33	
	10.34	
	10.35	105788803 105980326 106244053
	10.36	105461064 105713651 105869692 106523969 106762970 106951140
	10.37	
	10.38	105726389 106181794
	10.39	
	10.40	106125233
	10.41	
CHURTON NC 86	10.42	105212387 105798512 105946808 106179065 106369655 106536843 106682952 105913162 105941345 106484315 106592277 106643741 106720201 106901018 107004139 105183507 105234151 105255472 105273855 105275675 105306721 105325660 105334964 105338312 105339512 105355532 105365739 105371974 105390174 105390461 105383664 105387510 105424605 105484228 105476648 105486994 105501628 105574264 105579463 105590590 105599095 105621350 105633748 105633735 105657580 105664936 105684379 105696099 105736819 105737452 105774007 105787362 105819152 105828072 105829679 105881204 105885936 105909819 105941346 105933866 105942832 106040018 106093394 106116669 106127288 106161458 106241167 106251034 106278907 106346162 106363120 106379146 106417787 106421168 106500078 106514411 106534009 106549230 106584190 106602397 106615116 106676807 106681491 106690461 106690768 106694706 106697354 106754302 106784209 106809104 106817408 106826752 106872481 106875326 106880019 106908839 106952989 106970436 106972677 106981958

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Features	Milepost	Crash IDs
		106992639 106996430 107014450
	10.43	105602551 105993292 106008521 106080667 106415264 105212389 105339566 106964333 106273778 106117571
	10.44	105530057 105841078 105853898
	10.45	
	10.46	
	10.47	
	10.48	
	10.49	
	10.50	106672894
	10.51	
	10.52	105444528 106348917
	10.53	
	10.54	
	10.55	106322754 106549321 106989665
	10.56	106794215
	10.57	105483354
	10.58	
	10.59	
	10.60	
	10.61	
	10.62	106033089
	10.63	106982073
	10.64	
	10.65	
	10.66	
	10.67	
	10.68	
	10.69	
	10.70	
	10.71	
	10.72	105744192 105722534 106574855 106809652
	10.73	106664764
	10.74	105477013 105508673 106761034 106820996 106820995
	10.75	
ML-HILLSBOROUGH	10.76	
	10.77	
	10.78	
	10.79	
	10.80	
	10.81	
	10.82	

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Features	Milepost	Crash IDs
	10.83	
	10.84	106375463 105401130 106533012
	10.85	
	10.86	106492178
	10.87	105524961
	10.88	
	10.89	
	10.90	105583526 105838582
	10.91	105804600
	10.92	
	10.93	105788804 106721302
ORANGE HIGH SCHOOL SR 1588	10.94	105638821 105404515 106862161 106009446 106099481 106640221
	10.95	
	10.96	
	10.97	
	10.98	
	10.99	
	11.00	
	11.01	
	11.02	
	11.03	
	11.04	105702303 106240102
	11.05	
	11.06	
	11.07	
	11.08	
	11.09	
	11.10	
	11.11	
	11.12	
MARKET HOUSE SR 1628	11.13	106570566 106581144 106767120
	11.14	105804948 106045116
	11.15	
	11.16	105293385
	11.17	
	11.18	
	11.19	106667433
	11.20	
	11.21	
	11.22	
	11.23	105258617
	11.24	105901564
	11.25	106760271

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Features	Milepost	Crash IDs
	11.26	
	11.27	105332294 106780977
	11.28	
	11.29	
	11.30	106900720
	11.31	106672036
LATTA	11.32	
	11.33	
	11.34	
	11.35	
	11.36	
	11.37	106082987
	11.38	105914362
	11.39	106397575
	11.40	
	11.41	
	11.42	106078841
	11.43	106102380
	11.44	106090807
	11.45	
	11.46	105838446
SR 1554 SR 1555	11.47	106165620 105303142 105194668 105437963 105488582 105495420 106063609 106191581 106360184 106360189 106635141 106974360
	11.48	105429553
	11.49	105591638
	11.50	105626789
	11.51	
	11.52	
	11.53	
	11.54	
	11.55	
	11.56	
	11.57	
	11.58	
SR 2300	11.59	105769165 106578865 106786455 106896654
	11.60	
	11.61	
	11.62	
	11.63	
	11.64	
	11.65	105435577
	11.66	106073061

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Features	Milepost	Crash IDs
	11.67	105934050
	11.68	
	11.69	106227240
SR 1002 ST MARYS	11.70	106880528 105181421 105361871 105381011 105495424 105707227 105809481 105914307 106079080 106301025 106392326 106579974 106747329 106760182 106891650 106912944 106998944 106999123
	11.71	
	11.72	105268945 106165774 106178088
	11.73	106722318 106865698
	11.74	105850496 105492263
	11.75	105252854
	11.76	107003697
	11.77	105437917
	11.78	
	11.79	
	11.80	105208536 105691101
	11.81	
	11.82	
RIVER	11.83	
	11.84	106845629
	11.85	
	11.86	
	11.87	
	11.88	
	11.89	
	11.90	106168955 106249853 106858749
	11.91	106574775
	11.92	
	11.93	
	11.94	
	11.95	
	11.96	
	11.97	
	11.98	
	11.99	
	12.00	105600986 105852844 106461118 106659462
	12.01	
	12.02	105290510 106748242 106993106
	12.03	
IVY	12.04	106830729
	12.05	106273645

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Features	Milepost	Crash IDs
	12.06	
	12.07	106824428
	12.08	
	12.09	
SR 1560	12.10	105830420 106258772 106528578 106750083
		106982134
	12.11	106998960
	12.12	
	12.13	
SR 1706	12.14	106976152 105444525 106942564
	12.15	
	12.16	
	12.17	
	12.18	
	12.19	
	12.20	
	12.21	
	12.22	
	12.23	
	12.24	
	12.25	
	12.26	
	12.27	105998645
	12.28	
	12.29	
	12.30	105181455
SR 1706	12.31	105932802 106480700
	12.32	
	12.33	105976928 105444526
	12.34	105960439
	12.35	
ENO RIVER BRIDGE	12.36	106356378
	12.37	105584302 106407154
	12.38	
	12.39	
	12.40	105469073 106227465 106634505
	12.41	
	12.42	
	12.43	
	12.44	
	12.45	
	12.46	
	12.47	105901387
	12.48	

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Features	Milepost	Crash IDs
	12.49	
	12.50	
	12.51	
	12.52	
	12.53	
	12.54	
	12.55	
	12.56	
	12.57	106516407
	12.58	
	12.59	
	12.60	
	12.61	105361703
	12.62	
	12.63	
	12.64	
	12.65	
	12.66	
	12.67	106160887
	12.68	
	12.69	
	12.70	
	12.71	
	12.72	
	12.73	
	12.74	
	12.75	
	12.76	
POPLAR	12.77	105229461 105391609 106020126 106968800
	12.78	
	12.79	
	12.80	
	12.81	
	12.82	
	12.83	
	12.84	
	12.85	
	12.86	
	12.87	105583015 105702338
	12.88	105680969
	12.89	
	12.90	107017822
	12.91	
	12.92	
	12.93	

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Features	Milepost	Crash IDs
	12.94	106085369 106103571
	12.95	
	12.96	105622903 105429997
SR 1561 SR 1709	12.97	105348068 105559688 105799026 105957530 106143511 106537495 106703494 105232174 105740804 105809326 106174387 106369124 106568123 106706594 106808319
	12.98	105523172 106850074 106293664
	12.99	105429994
	13.00	105527919 105910687
	13.01	106429880
	13.02	
	13.03	
	13.04	
	13.05	
	13.06	105812909 105648398 106870668
	13.07	105249811 105242750 105242752 105600434 106311625
	13.08	
	13.09	
	13.10	
	13.11	
	13.12	
	13.13	
	13.14	
	13.15	
	13.16	
	13.17	105258592 105553174 106572830 106722886
	13.18	
	13.19	
	13.20	
	13.21	
	13.22	
	13.23	
	13.24	
	13.25	
	13.26	
	13.27	105627323 106127310 106298053 106298052
	13.28	
	13.29	
	13.30	
	13.31	
	13.32	
	13.33	

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Features	Milepost	Crash IDs
	13.34	
	13.35	
	13.36	
	13.37	
	13.38	
	13.39	
	13.40	
	13.41	
	13.42	
	13.43	
	13.44	
	13.45	106917153
	13.46	
	13.47	106541492
RED MAPLE	13.48	
	13.49	
	13.50	
	13.51	
	13.52	
	13.53	
	13.54	
	13.55	
	13.56	
	13.57	107015613
	13.58	
	13.59	
	13.60	
	13.61	
	13.62	
	13.63	
	13.64	
	13.65	
	13.66	
	13.67	
	13.68	
	13.69	
	13.70	
	13.71	
	13.72	
	13.73	
	13.74	
	13.75	
	13.76	105422773
	13.77	105914267
	13.78	

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Features	Milepost	Crash IDs
	13.79	
	13.80	105788165
	13.81	
	13.82	
ALLEN	13.83	
	13.84	
	13.85	
	13.86	106153559 106894103
	13.87	105356241 105832139
	13.88	
	13.89	
	13.90	
	13.91	106241861
	13.92	
	13.93	
	13.94	
	13.95	
	13.96	105273104
	13.97	
	13.98	
	13.99	
	14.00	
	14.01	
	14.02	
	14.03	
	14.04	
	14.05	
	14.06	105361677 106186471 106773218
	14.07	105664777
	14.08	
	14.09	106356247
	14.10	105622860
	14.11	
	14.12	
	14.13	
	14.14	105638684
	14.15	106055029
	14.16	105214928

**North Carolina Department of Transportation
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Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
DCHCUS70				76.8	8.4	9700	20000070

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality						
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years	
ORANGE	68	7	All and Rural		150	08/01/2017	07/31/2022	5.00	

Location Text	Requestor
US 70 from SR 1965 (Moore Street) in Alamance County to 25 ft N of US 70 Business/SR 1562 (Palmers Grove Church Road) in Orange County	

Included Accidents	Old MP	New MP	Type
106346162		10.424	I
105657580		10.424	I
105664936		10.424	I
106681491		10.424	I
106116669		10.424	I
105909819		10.424	I
106970436		10.424	I
105829679		10.424	I
106784209		10.424	I
105941346		10.424	I
105255472		10.424	I
105579463		10.424	I
105633748		10.424	I
105334964		10.424	I
106809104		10.424	I
106697354		10.424	I
105486994		10.424	I
105633735		10.424	I
106161458		10.424	I
106826752		10.424	I
106908839		10.424	I
106880019		10.424	I
106417787		10.424	I
106251034		10.424	I
106040018		10.424	I
105885936		10.424	I

**North Carolina Department of Transportation
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Strip Analysis Report**

105933866	10.424	I
105484228	10.424	I
105501628	10.424	I
105306721	10.424	I
105183507	10.424	I
106872481	10.424	I
105574264	10.424	I
105339512	10.424	I
106694706	10.424	I
105355532	10.424	I
105325660	10.424	I
106584190	10.424	I
105819152	10.424	I
105424605	10.424	I
106981958	10.424	I
106996430	10.424	I
105365739	10.424	I
107014450	10.424	I
105881204	10.424	I
106278907	10.424	I
106392326	11.703	I
106579974	11.703	I
106079080	11.703	I
105914307	11.703	I
105181421	11.703	I
106368713	6.324	I
106360196	6.324	I
105983585	6.324	I
105808907	6.324	I
105664992	6.324	I
106228492	6.324	I
106767124	6.324	I
106776525	6.324	I
106260622	6.324	I
106827633	3.343	I
106839422	3.343	I
106507883	3.343	I
106471687	3.343	I
106502043	3.343	I
105809036	3.343	I

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

106981624	3.343	I
106226503	3.343	I
105857943	3.343	I
105501899	3.343	I
105184782	7.794	I
106343173	7.794	I
105741032	1.583	I
106063432	3.603	I
106024837	3.603	I
106988465	3.603	I
105945403	3.603	I
106227462	5.313	I
105674521	5.313	I
106792550	5.763	I
105326332	6.594	I
105935101	3.293	I
105597095	3.293	I
105495420	11.474	I
106360184	11.474	I
106191581	11.474	I
106369124	12.973	I
106568123	12.973	I
106978610	1.58	I
106045724	1.383	I
105994528	1.483	I
106281520	1.542	I
106326112	1.55	I
105197202	1.58	I
106326207	1.58	I
106193647	1.58	I
106943736	1.583	I
105934230	1.683	I
107026741	1.73	I
105873861	1.733	I
106863068	1.733	I
106501135	1.763	I
106887381	1.783	I
107001974	1.783	I
106838155	1.783	I
106587826	1.783	I

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

106090647	1.783	I
106782254	1.964	I
105489048	1.964	I
106174437	1.964	I
105261509	1.973	I
105283779	2.113	I
106009453	2.113	I
106770328	2.113	I
106960983	2.113	I
106293094	2.113	I
106879200	2.246	I
105583863	2.313	I
105902776	2.393	I
105903043	2.493	I
106827627	2.563	I
105732327	2.633	I
105722536	2.693	I
105378768	3.5	I
106659716	2.833	I
106319371	2.843	I
106686486	3.32	I
106737477	2.893	I
105443572	2.893	I
106730793	2.923	I
106063442	2.933	I
106768859	2.933	I
106587807	2.993	I
105480117	2.993	I
106477438	2.77	I
106025357	2.993	I
105274373	3.093	I
106929496	3.143	I
106983767	3.1	I
105880992	3.243	I
106525662	3.243	I
106224504	3.243	I
105258582	3.293	I
105868956	3.293	I
105690906	3.293	I
106325228	3.324	I

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Traffic Engineering Accident Analysis System
Strip Analysis Report**

106633833	3.324	I
105226930	3.343	I
105641227	3.343	I
106620800	3.337	I
105884203	3.339	I
105391523	3.293	I
105951695	3.293	I
105270917	3.293	I
105612202	3.293	I
105834929	3.293	I
105321434	3.293	I
105764910	3.293	I
105622947	3.293	I
105794371	3.293	I
106790188	3.293	I
105600621	3.293	I
106870775	3.293	I
105459463	3.367	I
105378836	3.423	I
105610369	3.423	I
105226958	3.443	I
105555018	3.39	I
106101743	3.463	I
105664838	3.503	I
105321112	3.503	I
106096879	3.503	I
106146341	3.503	I
106474979	3.503	I
106938402	3.63	I
106680140	3.603	I
106384485	3.603	I
106950780	3.603	I
105342414	3.603	I
105655409	3.603	I
106496354	3.603	I
106595358	3.603	I
105816124	3.603	I
106717692	3.603	I
105201354	3.603	I
105863084	3.603	I

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

106826739	3.733	I
106874541	3.748	I
105370812	3.803	I
106912979	3.803	I
105648276	3.945	I
106437325	3.983	I
105664858	4.103	I
105829069	4.155	I
106545997	4.203	I
106469709	4.223	I
106865960	4.243	I
106739563	4.294	I
106199297	4.313	I
106550481	4.4	I
105223987	4.4	I
106021889	4.4	I
106823087	4.53	I
106449821	4.48	I
106392179	4.513	I
106061945	4.704	I
106893962	4.723	I
106143592	4.8	I
105446480	4.873	I
106020497	4.903	I
105227060	5.073	I
105846023	3.96	I
105824782	5.113	I
105203136	5.22	I
106134772	5.173	I
106508714	5.213	I
106562426	5.01	I
107004400	5.313	I
106443147	5.3	I
106858411	5.493	I
105356230	5.41	I
105525732	5.563	I
106286192	5.593	I
106827612	5.53	I
106344529	5.624	I
106063612	5.713	I

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

106927721	5.72	I
106483565	5.763	I
105346875	5.763	I
105303137	5.824	I
105734983	5.832	I
106930123	5.93	I
105778922	5.924	I
106126688	5.932	I
106192324	7.404	I
106039699	6.024	I
105924712	6.024	I
105994208	6.16	I
105369063	6.194	I
105252772	6.224	I
106817909	6.224	I
106876822	6.304	I
106592269	6.322	I
106932813	6.324	I
106913131	6.324	I
106703315	6.324	I
106273666	6.324	I
106112486	6.324	I
105990783	6.324	I
105209342	6.324	I
105890904	6.324	I
105899281	6.324	I
105244386	6.324	I
105843973	6.14	I
105466397	6.333	I
105541081	6.371	I
106898747	6.524	I
106084311	6.49	I
106401437	6.554	I
106659712	6.563	I
106999196	6.594	I
106438191	6.594	I
106174498	6.594	I
106262954	6.594	I
105843961	6.594	I
106937421	6.62	I

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

106900829	6.61	I
106397686	6.704	I
105258506	6.68	I
105342167	6.625	I
105572403	6.924	I
106818963	6.924	I
105999003	6.924	I
106813715	8.27	I
106005423	7.094	I
105632941	7.144	I
106291191	7.224	I
106471288	7.224	I
106118159	7.244	I
106760208	7.244	I
106634438	7.344	I
106858244	7.444	I
106180551	7.444	I
105252909	7.454	I
105184668	7.594	I
106491273	7.31	I
106392336	7.794	I
106902598	7.796	I
106460623	7.794	I
106199515	7.894	I
106788820	7.794	I
106256250	7.994	I
105768981	7.994	I
105453982	7.994	I
106814972	8.094	I
105878903	8.094	I
105296688	7.794	I
105401137	8.294	I
105277288	8.494	I
106876794	8.17	I
106562560	8.594	I
105203029	8.594	I
106501843	8.684	I
106988538	8.694	I
106403760	8.694	I
106314150	8.231	I

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Traffic Engineering Accident Analysis System
Strip Analysis Report**

106155555	8.694	I
105469801	8.694	I
106918249	8.47	I
105258853	8.794	I
106808797	8.794	I
106661106	8.794	I
106126724	8.794	I
105391985	8.794	I
105188000	8.794	I
106968844	8.794	I
105361706	8.813	I
105356870	8.824	I
106501126	8.894	I
106318081	8.894	I
106080606	8.894	I
106098271	8.894	I
105290612	8.894	I
106428043	8.894	I
106639898	8.914	I
105245856	9.12	I
106078826	8.984	I
106292904	8.994	I
105804722	8.994	I
105263682	9.15	I
106862163	9.214	I
105727719	9.214	I
106262916	9.314	I
106407195	9.384	I
106777561	9.503	I
106460804	9.504	I
106161833	9.514	I
106629829	9.52	I
105858055	9.514	I
105515477	9.52	I
106615972	9.514	I
105671873	9.514	I
105356543	9.514	I
106098971	9.514	I
106005619	9.53	I
105435073	9.53	I

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

105803250	9.525	I
105645961	9.53	I
106772139	9.525	I
105961187	9.525	I
106475314	9.525	I
105897156	9.53	I
105259123	9.53	I
105956225	9.53	I
105649987	9.605	I
106436676	9.617	I
105673973	9.62	I
105718013	9.633	I
106033472	9.752	I
106629830	9.82	I
106330103	9.758	I
106462082	9.775	I
105596462	9.777	I
106895811	9.784	I
105522890	9.784	I
105691559	9.784	I
105466877	9.784	I
105390418	9.784	I
106671355	9.84	I
105843003	9.793	I
106040016	9.852	I
106009285	9.894	I
105683660	9.909	I
105268492	9.793	I
106700062	9.75	I
106145113	9.91	I
105850859	9.84	I
105281882	10.008	I
106314815	10.009	I
106536843	10.42	I
106250306	9.793	I
105474358	10.08	I
106000332	10.052	I
105734077	10.061	I
105307077	10.14	I
106754338	10.08	I

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

106578638	10.085	I
105215912	10.08	I
105532773	10.08	I
106323282	10.08	I
107013872	10.08	I
106697355	10.201	I
106809652	10.724	I
105871540	10.137	I
106982073	10.63	I
105436326	10.32	I
106818623	10.05	I
106893512	10.08	I
105449854	10.201	I
105422020	10.201	I
105782456	10.201	I
105558135	10.201	I
106921184	10.201	I
106807605	10.201	I
106181794	10.38	I
105268494	10.22	I
107004139	10.422	I
105913162	10.422	I
105941345	10.422	I
105338312	10.424	I
106523969	10.36	I
106615115	10.301	I
106951140	10.36	I
105212387	10.42	I
106369655	10.42	I
106179065	10.42	I
106773623	10.31	I
105713651	10.36	I
106643741	10.422	I
105726389	10.38	I
106244053	10.35	I
105788803	10.35	I
105461064	10.36	I
105869692	10.36	I
106484315	10.422	I
106682952	10.42	I

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Traffic Engineering Accident Analysis System
Strip Analysis Report**

106125233	10.401	I
106117571	10.43	I
105798512	10.42	I
106762970	10.36	I
106901018	10.422	I
105387510	10.424	I
106379146	10.424	I
105684379	10.424	I
105696099	10.424	I
105828072	10.424	I
106964333	10.428	I
106363120	10.424	I
105590590	10.424	I
105390174	10.424	I
106093394	10.424	I
105621350	10.424	I
106615116	10.424	I
105787362	10.424	I
105275675	10.424	I
106817408	10.424	I
106972677	10.424	I
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106676807	10.424	I
106690461	10.424	I
106720201	10.422	I
106602397	10.424	I
106549230	10.424	I
106514411	10.424	I
106500078	10.424	I
106421168	10.424	I
106241167	10.424	I
106080667	10.425	I
105946808	10.42	I
106008521	10.425	I
105737452	10.424	I
105736819	10.424	I
105599095	10.424	I
105476648	10.424	I
105390461	10.424	I

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Traffic Engineering Accident Analysis System
Strip Analysis Report**

105383664	10.424	I
105234151	10.424	I
106794215	10.56	I
106415264	10.425	I
105212389	10.426	I
106992639	10.424	I
106273778	10.429	I
105774007	10.424	I
105602551	10.425	I
106592277	10.422	I
106549321	10.55	I
105530057	10.443	I
105841078	10.443	I
105273855	10.424	I
105483354	10.57	I
105853898	10.444	I
105980326	10.35	I
105339566	10.426	I
105702130	10.23	I
105444528	10.519	I
106348917	10.524	I
105788165	13.8	I
106033089	10.624	I
105744192	10.72	I
106989665	10.55	I
105788804	10.93	I
106574855	10.724	I
105722534	10.724	I
105993292	10.425	I
106820995	10.744	I
106820996	10.744	I
106761034	10.744	I
105477013	10.744	I
105508673	10.744	I
106533012	10.844	I
105942832	10.424	I
105838582	10.9	I
105583526	10.9	I
105401130	10.844	I
106492178	10.861	I

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Traffic Engineering Accident Analysis System
Strip Analysis Report**

105524961	10.868	I
105804600	10.911	I
106721302	10.934	I
106672894	10.5	I
105638821	10.937	I
105404515	10.939	I
106862161	10.94	I
106640221	10.944	I
106099481	10.944	I
106009446	10.944	I
106240102	11.044	I
105702303	11.044	I
106581144	11.134	I
105804948	11.139	I
106767120	11.134	I
106045116	11.144	I
105293385	11.162	I
105914362	11.38	I
106667433	11.191	I
106754302	10.424	I
105258617	11.234	I
105901564	11.244	I
106760271	11.248	I
105591638	11.49	I
106780977	11.274	I
105332294	11.274	I
106900720	11.303	I
106672036	11.305	I
106082987	11.374	I
106165620	11.47	I
106397575	11.389	I
106078841	11.424	I
106102380	11.427	I
106063609	11.474	I
105838446	11.46	I
106090807	11.436	I
105626789	11.5	I
106360189	11.474	I
105488582	11.474	I
105194668	11.474	I

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Traffic Engineering Accident Analysis System
Strip Analysis Report**

106974360	11.474	I
105437963	11.474	I
106635141	11.474	I
105429553	11.48	I
106664764	10.73	I
106896654	11.588	I
105934050	11.67	I
106578865	11.588	I
106786455	11.588	I
105769165	11.588	I
105435577	11.655	I
106073061	11.656	I
106880528	11.7	I
106227240	11.694	I
106999123	11.703	I
106998944	11.703	I
106891650	11.703	I
106912944	11.703	I
106747329	11.703	I
106760182	11.703	I
105707227	11.703	I
105809481	11.703	I
105361871	11.703	I
105381011	11.703	I
105850496	11.74	I
105495424	11.703	I
105268945	11.718	I
106165774	11.719	I
106178088	11.722	I
106722318	11.726	I
106865698	11.73	I
105492263	11.741	I
105252854	11.746	I
107003697	11.76	I
105444525	12.143	I
105437917	11.775	I
106301025	11.703	I
105691101	11.803	I
105208536	11.803	I
106845629	11.843	I

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106858749	11.903	I
106249853	11.903	I
106168955	11.903	I
106830729	12.041	I
106748242	12.02	I
106659462	12.003	I
106461118	12.003	I
105852844	12.003	I
105600986	12.003	I
106993106	12.02	I
105290510	12.02	I
106273645	12.048	I
106824428	12.073	I
105830420	12.103	I
106750083	12.103	I
106528578	12.103	I
106258772	12.103	I
106998960	12.112	I
106976152	12.141	I
106942564	12.143	I
105998645	12.273	I
106480700	12.313	I
105932802	12.313	I
105976928	12.327	I
105444526	12.332	I
105960439	12.338	I
106407154	12.373	I
105584302	12.373	I
106634505	12.403	I
106227465	12.403	I
105469073	12.403	I
106356378	12.362	I
106516407	12.573	I
105361703	12.613	I
106160887	12.673	I
105799026	12.97	I
105229461	12.77	I
106020126	12.773	I
106968800	12.773	I
106143511	12.97	I

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105583015	12.873	I
105680969	12.884	I
107017822	12.901	I
106085369	12.935	I
106103571	12.935	I
106537495	12.97	I
105622903	12.961	I
106808319	12.973	I
105429997	12.964	I
106850074	12.975	I
105809326	12.973	I
105523172	12.975	I
105348068	12.97	I
105232174	12.973	I
106703494	12.97	I
106174387	12.973	I
105740804	12.973	I
105559688	12.97	I
106293664	12.978	I
105957530	12.97	I
106706594	12.973	I
105429994	12.987	I
105527919	12.996	I
105910687	13.001	I
105812909	13.06	I
106870668	13.063	I
105648398	13.063	I
105249811	13.068	I
106311625	13.073	I
105702338	12.873	I
105600434	13.073	I
105242752	13.073	I
105242750	13.073	I
106722886	13.173	I
106572830	13.173	I
105391609	12.773	I
105258592	13.173	I
105553174	13.173	I
106298052	13.273	I
106298053	13.273	I

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106127310	13.273	I
105627323	13.273	I
106241861	13.91	I
106375463	10.843	I
106917153	13.448	I
105901387	12.473	I
107015613	13.573	I
105422773	13.763	I
105914267	13.773	I
106894103	13.863	I
106153559	13.863	I
105832139	13.873	I
105356241	13.873	I
106773218	14.063	I
105361677	14.063	I
105638684	14.135	I
106356247	14.09	I
106055029	14.154	I
105622860	14.1	I
106186471	14.063	I
105664777	14.07	I
105214928	14.158	I
105303142	11.473	I
106570566	11.134	I
106576870	1.54	I
105856848	9.194	I
105348046	3.11	I
105696527	7.794	I
106918101	3.343	I
105591199	5.413	I
105732363	5.213	I
106092116	5.213	I
105655626	6.594	I
106541492	13.47	I
107009875	9.201	I
105273104	13.963	I
106982134	12.103	I
105181455	12.3	I
106120532	5.763	I
106322754	10.55	I

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106534009	10.424	I
105950283	8.054	I
105371974	10.424	I
106127288	10.424	I
106429880	13.01	I
106125232	9.784	I
106574775	11.91	I
106262256	9.784	I
106726286	9.514	I
105975509	9.514	I
105564293	2.26	I
105636631	10.08	I
106952989	10.424	I
106949073	0.97	I
106345957	0.738	I
106145235	0.97	I
105868465	0.78	I
106851673	0.97	I
105605107	0.97	I
106765410	0.97	I
106474353	0.97	I
106474189	0.97	I
106193642	0.97	I
106298935	0.97	I
106104119	0.97	I
106259619	0.97	I
106697741	0.97	I
106406436	0.7	I
106342948	0.7	I
106269139	0	I
105191974	0	I
105800506	0	I
106005297	0	I
105938523	0.338	I
105890278	0.03	I
105283913	0.03	I
105971701	0.03	I
105775651	0.03	I
106894241	0.03	I
105762863	0.039	I

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106619042	0.105	I
105356820	0.13	I
105222200	0.23	I
106247269	0.378	I
106298932	0.408	I
106953852	0.347	I
106547055	0.408	I
106179244	0.42	I
106385043	0.338	I
107025351	0.43	I
105807388	0.439	I
106643305	0.468	I
106728337	0.408	I
107002726	1.146	I
105423960	0.358	I
106145224	0.616	I
106154715	0.616	I
105817907	0.616	I
106748878	0.616	I
105372340	0.728	I
105439068	0.7	I
105946196	0.742	I
106036347	0.761	I
106935971	0.766	I
106172094	0.785	I
106203113	0.78	I
106491944	0.78	I
106245899	0.78	I
106048670	0.78	I
105402613	0.78	I
106246933	0.78	I
105686819	0.828	I
105726321	0.792	I
106650711	0.827	I
106083167	0.908	I
105619335	0.908	I
106047233	0.88	I
105485592	0.828	I
105948742	0.887	I
105485644	0.913	I

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106749915	0.944	I
106231019	0.969	I
105831851	0.97	I
106430176	0.97	I
106769938	0.97	I
106564670	0.97	I
105562838	0.97	I
105751511	0.97	I
106721841	0.97	I
105934821	0.97	I
105931050	0.98	I
105585480	0.99	I
106777010	1.12	I
106311334	1.12	I
105372343	1.146	I
105247953	1.268	I
106491942	1.316	I
105423987	1.193	I
106409912	1.583	I
105866618	1.583	I
105866628	1.54	I
107008532	1.58	I
106504225	1.597	I
105402705	1.964	I
105644661	1.964	I
105472233	1.95	I
105919152	0.97	I
106427240	0.97	I
105447125	0.97	I
106836429	1.33	I
106622200	1.55	I
106374205	0.558	I
107032434	1.583	I
107041739	1.583	I
105866604	1.583	I
105653462	1.583	I
106913892	0.616	I
106504421	0.887	I
106585794	0.338	I
105636672	1.583	I

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105985276	0.616	I
106224212	1.964	I

Fiche Roads

Name	Code
I 1	10000001
US 70BUS	29000070
US 70ALT	21000070
US 70BYP	22000070
SR 1239	40001239
CENTER	50005499
NC 119	30000119
NC 86	30000086
CORNELIUS	50006954
US 70	20000070

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
I 1	10000001	0.000	14.158	14.158	22.785

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
8	105640508	1.722	10/18/2018 17:27	REAR END, SLOW OR STOP	\$ 15000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
9	105683615	1.722	11/17/2018 16:50	SIDESWIPE, OPPOSITE DIRECTION	\$ 2000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	7	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
10	105692982	1.722	11/30/2018 15:30	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				7	Obj Strk:					
11	105744476	1.722	01/16/2019 09:01	LEFT TURN, SAME ROADWAY	\$ 11000	0	0	1	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 9	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	4 : 2	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
12	105769583	1.722	02/11/2019 21:45	LEFT TURN, SAME ROADWAY	\$ 2002	0	0	0	0	2	4	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
13	105803215	1.722	03/16/2019 16:34	ANGLE	\$ 4000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
14	105810150	1.722	03/22/2019 17:25	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	3	0	3	2
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
15	106005618	1.722	09/27/2019 13:42	REAR END, SLOW OR STOP	\$ 1500	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				11	Obj Strk:					
16	106027749	1.722	10/14/2019 12:20	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
17	106077569	1.722	11/26/2019 08:57	ANGLE	\$ 5000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	25 MPH Dir: SW	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
18	106184017	1.722	03/15/2020 07:01	ANGLE	\$ 3000	0	0	0	0	1	4	1	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
19	106186900	1.722	03/17/2020 07:14	ANGLE	\$ 1500	0	0	0	0	2	4	3	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
20	106428657	1.722	12/03/2020 09:03	BACKING UP	\$ 1501	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				10	Obj Strk:					
21	106478694	1.722	02/02/2021 13:01	SIDESWIPE, OPPOSITE DIRECTION	\$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	7	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
22	106480283	1.722	02/04/2021 16:40	REAR END, SLOW OR STOP	\$ 0	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	10 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
23	106487400	1.722	02/12/2021 23:02	REAR END, TURN	\$ 5000	0	0	0	0	2	5	6	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
24	106614452	1.722	07/03/2021 14:22	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	2	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	7	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
25	106751393	1.722	11/03/2021 09:02	REAR END, SLOW OR STOP	\$ 100	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
26	106098974	1.725	11/10/2019 14:41	REAR END, SLOW OR STOP	\$ 800	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 3	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
27	106156955	1.725	02/15/2020 14:12	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
28	106930468	1.725	04/24/2022 21:06	REAR END, SLOW OR STOP	\$ 200	0	0	0	0	1	2	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
29	105613527	1.730	09/25/2018 13:31	REAR END, SLOW OR STOP	\$ 1550	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:			
30	107004138	1.730	07/01/2022 16:54	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	1 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
31	105543187	1.738	07/17/2018 08:47	RAN OFF ROAD - RIGHT	\$ 4000	0	0	1	0	1	1	1	5	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				15	Obj Strk: 59			
32	105215987	1.747	09/11/2017 18:00	SIDESWIPE, SAME DIRECTION	\$ 2000	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				5	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
33	105209040	1.822	09/02/2017 06:39	MOVABLE OBJECT	\$ 1000	0	0	0	0	2	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	7	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 62			
34	105747440	1.880	12/15/2018 08:00	FIXED OBJECT	\$ 5000	0	0	0	0	2	1	3	1	0	0	
Unit	1 : 1	Alchl/Drgs:	7	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 34			
35	105525663	1.922	06/26/2018 11:00	FIXED OBJECT	\$ 1500	0	0	0	0	2	1	3	3	0	13	2
Unit	1 : 10	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 58			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
36	106161459	1.949	02/19/2020 16:05	RAN OFF ROAD - RIGHT	\$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed: 25 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		40			
37	106146901	1.952	02/03/2020 07:14	FIXED OBJECT	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 12	Alchl/Drgs:	0	Speed: 15 MPH	Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:		64			
38	106970957	1.952	05/26/2022 12:53	ANIMAL	\$ 3000	0	0	0	0	1	1	2	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
39	105592790	2.020	09/04/2018 17:29	RAN OFF ROAD - RIGHT	\$ 10000	0	0	1	1	1	1	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 30 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		59			
40	105264011	2.030	10/23/2017 09:05	REAR END, SLOW OR STOP	\$ 2250	0	0	0	0	2	1	2	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH	Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 15 MPH	Dir: N	Veh Mnvr/Ped Actn:				11	Obj Strk:					
41	106600338	2.032	06/10/2021 20:55	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	2	4	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 35 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 30 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
42	106747603	2.050	10/29/2021 16:37	LEFT TURN, SAME ROADWAY	\$ 2000	0	0	0	2	1	1	1	5	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH	Dir: SE	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
43	105955279	2.090	08/12/2019 21:04	HEAD ON	\$ 6500	0	0	1	0	1	5	1	7	0	0	
Unit	1 : 20	Alchl/Drgs:	0	Speed: 46 MPH	Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
44	106115064	2.100	01/03/2020 15:38	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	2	1	2	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 10 MPH	Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
45	106432124	2.100	11/25/2020 12:39	SIDESWIPE, OPPOSITE DIRECTION	\$ 1300	0	0	0	0	1	1	1	7	0	13	1
Unit	1 : 32	Alchl/Drgs:	7	Speed: 40 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
46	105200630	2.110	08/26/2017 14:30	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				7	Obj Strk:					
47	106411958	2.110	11/18/2020 20:31	FIXED OBJECT	\$ 4000	0	0	0	0	1	4	1	7	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	60 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
48	105781066	2.120	02/21/2019 11:26	SIDESWIPE, OPPOSITE DIRECTION	\$ 18000	0	0	0	0	2	1	1	7	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
49	105819499	2.120	03/21/2019 10:05	FIXED OBJECT	\$ 10000	0	0	0	0	2	1	3	5	0	0	
Unit	1 : 28	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
50	106228448	2.120	05/18/2020 10:01	FIXED OBJECT	\$ 4000	0	0	0	1	2	1	2	7	0	13	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	40 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:		59			
51	106789813	2.122	12/02/2021 22:11	FIXED OBJECT	\$ 17500	0	0	0	0	1	5	1	5	0	13	1
Unit	1 : 4	Alchl/Drgs:	1	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		38			
Unit	2 : 2	Alchl/Drgs:	7	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				2	Obj Strk:		20			
52	105674155	2.130	11/02/2018 22:24	RAN OFF ROAD - RIGHT	\$ 6000	0	0	0	1	2	5	2	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				15	Obj Strk:		58			
53	106001050	2.130	09/24/2019 09:04	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	3 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
54	105354099	2.180	01/14/2018 23:07	ANIMAL	\$ 500	0	0	0	0	1	5	1	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: NW	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
55	106789823	2.222	12/03/2021 04:00	ANIMAL	\$ 1000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 31	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
56	105304989	2.270	11/27/2017 17:50	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	2	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 3	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
57	106974337	2.272	05/27/2022 15:43	REAR END, SLOW OR STOP	\$ 18000	1	0	0	2	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	7	Speed:	49 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk: 33					
58	105258741	2.290	10/19/2017 07:24	ANIMAL	\$ 2000	0	0	0	0	1	3	1	4	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk: 17					
59	106274098	2.300	07/07/2020 09:00	SIDESWIPE, OPPOSITE DIRECTION	\$ 5000	0	0	0	1	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
60	106250985	2.350	05/15/2020 09:45	MOVABLE OBJECT	\$ 1000	0	0	0	0	1	1	1	5	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
61	106462039	2.390	02/26/2020 18:04	HEAD ON	\$ 10000	0	0	0	1	1	1	1	5	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
62	106421765	2.432	11/20/2020 18:34	SIDESWIPE, OPPOSITE DIRECTION	\$ 700	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 6	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
63	106924056	2.463	04/18/2022 08:31	REAR END, SLOW OR STOP	\$ 500	0	0	0	0	3	1	3	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
64	105513845	2.470	06/18/2018 07:49	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
65	105258352	2.532	10/18/2017 15:23	REAR END, SLOW OR STOP	\$ 400	0	0	0	1	1	1	1	4	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: SE	Veh Mnvr/Ped Actn:				7	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
66	105335842	2.532	12/29/2017 07:46	REAR END, TURN	\$ 6000	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn: 7				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn: 7				Obj Strk:						
67	105353991	2.532	01/17/2018 10:15	SIDESWIPE, SAME DIRECTION	\$ 4000	0	0	0	1	5	1	4	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	7	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	3 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
68	105444527	2.532	04/13/2018 07:40	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
69	105642011	2.532	10/19/2018 22:57	REAR END, SLOW OR STOP	\$ 500	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 5 MPH Dir: NW		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: NW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
70	105673611	2.532	11/07/2018 17:54	LEFT TURN, SAME ROADWAY	\$ 2000	0	0	0	0	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: SW		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 25 MPH Dir: SE		Veh Mnvr/Ped Actn: 7				Obj Strk:						
71	105700159	2.532	12/05/2018 18:05	RAN OFF ROAD - LEFT	\$ 800	0	0	1	0	1	4	2	3	0	0	
Unit	1 : 20	Alchl/Drgs:	1	Speed: 30 MPH Dir: S		Veh Mnvr/Ped Actn: 8				Obj Strk:		58				
72	105747278	2.532	01/20/2019 13:37	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: N		Veh Mnvr/Ped Actn: 11				Obj Strk:						
73	105778263	2.532	02/11/2019 02:00	OVERTURN/ROLLOVER	\$ 17000	0	0	0	1	2	4	3	1	0	0	
Unit	1 : 2	Alchl/Drgs:	7	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn: 16				Obj Strk:						
74	106075779	2.532	11/27/2019 18:31	ANGLE	\$ 6000	0	0	0	4	1	4	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	3 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn: 1				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
75	106166470	2.532	02/24/2020 18:37	LEFT TURN, SAME ROADWAY	\$ 600	0	0	0	0	2	3	3	1	0	4	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				7	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
76	106817409	2.532	12/21/2021 12:34	ANGLE	\$ 5000	0	0	0	0	2	1	2	4	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	20 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
77	107010210	2.532	07/05/2022 11:54	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
78	105913163	2.535	07/02/2019 12:53	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
79	105706721	2.540	11/14/2018 16:57	REAR END, SLOW OR STOP	\$ 0	0	0	0	0	2	4	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
80	105934619	2.588	07/24/2019 16:00	ANIMAL	\$ 1000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 3	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
81	105315897	2.610	12/07/2017 18:26	ANIMAL	\$ 1000	0	0	0	0	1	5	1		0		
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
82	105994714	2.720	09/20/2019 00:58	ANIMAL	\$ 500	0	0	0	0	1	5	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
83	105796511	2.805	03/05/2019 19:32	ANIMAL	\$ 1000	0	0	0	0	1	5	1	2	0	0	
Unit	1 : 3	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
84	105629840	2.810	10/10/2018 01:21	ANIMAL	\$ 900	0	0	0	0	1	5	1	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
85	106622377	2.810	06/20/2021 12:01	SIDESWIPE, SAME DIRECTION	\$ 5000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				6	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
86	105894633	2.960	06/10/2019 15:13	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	2	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
87	106554256	3.065	04/21/2021 16:50	SIDESWIPE, SAME DIRECTION	\$ 5000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
88	105219277	3.084	09/11/2017 15:05	LEFT TURN, SAME ROADWAY	\$ 4500	0	0	0	0	1	1	2	3	0	1	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
89	105283933	3.084	11/08/2017 08:36	LEFT TURN, DIFFERENT ROADWAYS	\$ 22000	0	0	0	0	2	1	3	3	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
90	105655474	3.084	10/27/2018 22:02	FIXED OBJECT	\$ 1600	0	0	0	0	1	5	1	3	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:		58			
91	105690958	3.084	11/26/2018 08:24	LEFT TURN, DIFFERENT ROADWAYS	\$ 26000	0	0	0	1	2	1	3	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 15 MPH Dir: N		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
92	105747113	3.084	01/18/2019 21:58	RAN OFF ROAD - RIGHT	\$ 30000	0	0	0	0	1	5	1	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 25 MPH Dir: N		Veh Mnvr/Ped Actn:				8	Obj Strk:		58			
93	105756174	3.084	01/28/2019 11:15	LEFT TURN, DIFFERENT ROADWAYS	\$ 2500	0	0	0	0	1	1	1	1	0	1	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: NW		Veh Mnvr/Ped Actn:				8	Obj Strk:					
94	106964243	3.084	05/16/2022 08:20	ANGLE	\$ 3500	0	0	0	0	1	1	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: N		Veh Mnvr/Ped Actn:				8	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: SE	Veh Mnvr/Ped Actn:				4	Obj Strk:					
95	105373269	3.093	02/02/2018 14:55	REAR END, SLOW OR STOP	\$ 900	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
96	105994530	3.093	09/18/2019 18:00	REAR END, SLOW OR STOP	\$ 2600	0	0	0	2	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
97	107022020	3.162	07/20/2022 09:22	REAR END, SLOW OR STOP	\$ 7000	0	0	1	1	1	1	1	1	0	13	1
Unit	1 : 20	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
98	106633981	3.180	07/08/2021 14:18	FIXED OBJECT	\$ 1500	0	0	0	0	3	1	3	7	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk: 58					
99	106965757	3.240	05/23/2022 16:26	REAR END, SLOW OR STOP	\$ 2500	0	0	2	0	2	1	3	1	1	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk: 20					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
100	105775921	3.262	02/14/2019 19:25	ANIMAL	\$ 7000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk: 17					
101	105873699	3.360	05/21/2019 06:55	FIXED OBJECT	\$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	3	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk: 56					
102	105498122	3.630	06/01/2018 11:35	HEAD ON	\$ 7000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
103	106469694	3.642	01/18/2021 20:24	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
104	106360242	3.667	10/06/2020 12:33	REAR END, SLOW OR STOP	\$ 5300	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
105	105967491	3.732	08/21/2019 17:43	FIXED OBJECT	\$ 10000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
106	105638867	3.760	10/13/2018 16:06	REAR END, SLOW OR STOP	\$ 2000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
107	105435519	3.762	03/21/2018 17:06	LEFT TURN, DIFFERENT ROADWAYS	\$ 6200	0	0	0	0	1	1	2	1	0	1	1
Unit	1 : 6	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				1	Obj Strk:					
108	105523318	3.762	06/23/2018 14:35	LEFT TURN, DIFFERENT ROADWAYS	\$ 18000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				1	Obj Strk:					
109	105554140	3.762	07/18/2018 18:53	REAR END, SLOW OR STOP	\$ 2600	0	0	0	4	1	1	1	3	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					
110	105622921	3.762	09/25/2018 19:57	SIDESWIPE, OPPOSITE DIRECTION	\$ 10500	0	0	0	0	1	5	1	1	0	4	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				1	Obj Strk:					
111	105778771	3.762	02/19/2019 08:16	ANGLE	\$ 3000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
112	105790445	3.762	03/01/2019 18:18	ANGLE	\$ 3500	0	0	0	0	2	5	3	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
113	105797232	3.762	03/08/2019 19:11	LEFT TURN, SAME ROADWAY	\$ 800	0	0	0	0	2	5	3	3	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					

114	106028366	3.762	10/16/2019 14:52	ANGLE	\$ 6000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 20 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					

115	106107802	3.762	12/24/2019 14:38	LEFT TURN, DIFFERENT ROADWAYS	\$ 3000	0	0	1	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 20	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				1	Obj Strk:					

116	106392167	3.762	10/30/2020 16:19	LEFT TURN, DIFFERENT ROADWAYS	\$ 4000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: SE		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 3	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn:				8	Obj Strk:					

117	106423061	3.762	12/01/2020 11:04	ANGLE	\$ 6000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				12	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: S		Veh Mnvr/Ped Actn:				12	Obj Strk:					

118	106623197	3.762	07/01/2021 14:46	ANGLE	\$ 3500	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					

119	106633830	3.762	07/08/2021 22:46	ANGLE	\$ 8500	0	0	0	0	1	5	1	3	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					

120	106686696	3.762	09/03/2021 15:50	ANGLE	\$ 4500	0	0	0	0	1	1	1	1	0	4	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn:				4	Obj Strk:					

121	106742382	3.762	10/25/2021 21:40	ANGLE	\$ 6000	0	0	0	0	2	5	3	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
122	106839035	3.762	01/12/2022 12:46	ANGLE	\$ 6000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	10 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
123	106880727	3.762	03/04/2022 22:00	ANGLE	\$ 8000	0	0	0	0	1	5	1	1	0	4	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
124	106993109	3.762	06/18/2022 15:46	ANGLE	\$ 4500	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
125	107030678	3.762	07/25/2022 15:52	LEFT TURN, DIFFERENT ROADWAYS	\$ 4000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
126	105244549	3.840	10/01/2017 20:00	ANIMAL	\$ 1000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
127	106360155	4.010	10/01/2020 06:51	SIDESWIPE, SAME DIRECTION	\$ 2000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	2 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
128	106676941	4.040	07/28/2021 08:35	SIDESWIPE, OPPOSITE DIRECTION	\$ 13500	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	1	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 10	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
129	106752898	4.062	11/03/2021 19:32	ANIMAL	\$ 1100	0	0	0	0	1	5	1	2	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
130	106562968	4.112	05/02/2021 17:19	LEFT TURN, SAME ROADWAY	\$ 12000	0	0	0	1	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
131	106858380	4.162	02/10/2022 06:00	ANIMAL	\$ 1500	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
132	106530570	4.240	03/25/2021 23:14	FIXED OBJECT	\$ 1700	0	0	0	0	2	5	3	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		60			
133	105664837	4.260	10/31/2018 16:10	REAR END, SLOW OR STOP	\$ 1700	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
134	105643530	4.390	10/18/2018 17:06	REAR END, SLOW OR STOP	\$ 30000	0	0	0	2	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
135	105878775	4.402	05/27/2019 08:53	FIXED OBJECT	\$ 8000	0	0	0	1	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		56			
136	106676096	4.490	08/01/2021 06:43	FIXED OBJECT	\$ 1450	0	0	0	0	1	3	1	1	0	13	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		60			
137	105181628	4.502	08/03/2017 12:43	LEFT TURN, DIFFERENT ROADWAYS	\$ 1500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	7	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
138	106988372	4.540	06/14/2022 18:56	REAR END, SLOW OR STOP	\$ 8500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
139	106226321	4.602	05/14/2020 16:39	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
140	106808802	4.602	12/19/2021 18:08	ANIMAL	\$ 1700	0	0	0	0	2	5	2	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
141	106447135	4.702	12/18/2020 22:22	FIXED OBJECT	\$ 2500	0	0	0	2	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
142	105182901	4.840	08/04/2017 18:39	REAR END, SLOW OR STOP	\$ 3500	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
143	105541041	4.840	07/11/2018 05:20	FIXED OBJECT	\$ 1500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 12	Alchl/Drgs:	0	Speed:	45 MPH Dir: S	Veh Mnvr/Ped Actn:				7	Obj Strk:		58			
144	105707201	4.840	12/02/2018 07:15	SIDESWIPE, SAME DIRECTION	\$ 2100	0	0	0	0	1	1	1	1	0	2	1
Unit	1 : 2	Alchl/Drgs:	7	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
145	106800722	4.840	12/09/2021 17:58	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	5	1	1	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
146	106904489	4.840	03/28/2022 07:02	REAR END, SLOW OR STOP	\$ 11100	0	0	0	0	1	3	1	1	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		60			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
147	105414192	4.842	03/14/2018 08:28	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	7	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
148	105473912	4.842	05/08/2018 17:43	ANGLE	\$ 12000	0	0	0	2	1	1	1	1	0	4	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
149	105582314	4.842	08/14/2018 19:36	ANGLE	\$ 9000	0	0	3	0	1	2	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
150	105605867	4.842	09/14/2018 21:05	FIXED OBJECT	\$ 950	0	0	0	0	2	5	3	3	0	4	1
Unit	1 : 1	Alchl/Drgs:	3	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:		37			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
151	105790849	4.842	03/01/2019 18:44	SIDESWIPE, SAME DIRECTION	\$ 25000	0	0	0	1	2	5	3	1	0	1	1
Unit	1 : 10	Alchl/Drgs:	0	Speed: 40 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
152	105847202	4.842	04/27/2019 21:05	FIXED OBJECT	\$ 4000	0	0	0	0	1	5	1	5	0	10	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn:				7	Obj Strk:		58			
153	105895933	4.842	06/12/2019 18:24	REAR END, SLOW OR STOP	\$ 3600	0	0	1	1	1	1	2	1	0	2	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:					
154	106348879	4.842	09/21/2020 12:40	HEAD ON	\$ 20000	0	1	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 70 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:					
155	106661178	4.842	08/16/2021 19:03	ANGLE	\$ 5500	0	0	1	0	2	1	2	1	0	4	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 15 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	7	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
156	106721169	4.842	10/06/2021 17:21	ANGLE	\$ 8500	0	0	0	1	1	1	1	1	0	4	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 3	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
157	106813846	4.842	12/23/2021 13:00	ANGLE	\$ 10000	0	0	1	2	1	1	1	5	0	4	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
158	106822954	4.842	12/31/2021 16:00	ANGLE	\$ 13500	0	0	1	3	1	1	1	5	0	4	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 50 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed: 50 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
159	106322971	4.850	08/30/2020 02:29	FIXED OBJECT	\$ 5000	0	0	1	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		41			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
160	106637525	4.850	07/18/2021 04:26	FIXED OBJECT	\$ 20000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		41			
161	106191623	4.942	03/13/2020 16:28	REAR END, SLOW OR STOP	\$ 2000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
162	106462638	4.942	01/11/2021 13:36	FIXED OBJECT	\$ 8750	0	0	0	1	1	1	2	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		41			
163	105303217	5.032	11/26/2017 15:50	ANIMAL	\$ 4000	0	0	0	0	1	1	1		0		
Unit	1 : 5	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
164	106518215	5.032	03/17/2021 19:30	ANIMAL	\$ 4000	0	0	0	0	1	5	2	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
165	105254575	5.037	10/12/2017 06:24	SIDESWIPE, OPPOSITE DIRECTION	\$ 18000	0	0	0	0	1	5	1	1	0	14	1
Unit	1 : 1	Alchl/Drgs:	3	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
166	105685687	5.042	11/21/2018 07:50	ANIMAL	\$ 2500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
167	105685688	5.042	11/21/2018 07:50	ANIMAL	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
168	106293648	5.042	08/01/2020 06:31	FIXED OBJECT	\$ 32500	0	0	0	0	1	3	1	1	0	0	
Unit	1 : 10	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		18			
169	106865669	5.042	02/14/2022 10:10	ANIMAL	\$ 3500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 3	Alchl/Drgs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
170	106273577	5.132	07/10/2020 16:53	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	3 : 4	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:			
171	105400494	5.142	03/01/2018 10:12	FIXED OBJECT	\$ 7000	0	0	0	0	2	1	3	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 59			
172	105601221	5.232	09/12/2018 11:12	FIXED OBJECT	\$ 11000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 33			
173	106636998	5.232	07/16/2021 18:07	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:			
174	106362676	5.302	10/10/2020 14:01	SIDESWIPE, OPPOSITE DIRECTION	\$ 1000	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 32	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 3	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
175	105422949	5.332	03/21/2018 10:44	SIDESWIPE, OPPOSITE DIRECTION	\$ 16000	0	0	0	0	2	1	4	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
176	105342326	5.432	12/26/2017 13:51	HEAD ON	\$ 12500	0	0	2	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	50 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
177	105692070	5.532	11/28/2018 17:43	LEFT TURN, SAME ROADWAY	\$ 11000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				12	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
178	106440579	5.532	12/17/2020 15:03	FIXED OBJECT	\$ 25000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk: 34			
179	106476464	5.532	01/29/2021 19:08	REAR END, SLOW OR STOP	\$ 16000	0	0	2	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
180	105689493	5.632	11/21/2018 19:40	FIXED OBJECT	\$ 1500	0	0	0	1	1	5	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
181	106420640	5.692	11/29/2020 17:38	ANIMAL	\$ 2000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
182	106418127	5.732	11/25/2020 13:45	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	60 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
183	105501981	5.799	06/03/2018 20:09	SIDESWIPE, SAME DIRECTION	\$ 900	0	0	1	0	1	1	1	1	0	14	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				6	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
184	106323224	5.799	08/31/2020 20:47	FIXED OBJECT	\$ 1000	0	0	0	0	2	5	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		59			
185	106557942	5.799	04/24/2021 08:49	FIXED OBJECT	\$ 2000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		42			
186	105948045	5.832	08/05/2019 02:56	FIXED OBJECT	\$ 2000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
187	105883189	5.866	05/30/2019 17:06	MOVABLE OBJECT	\$ 4000	0	0	0	1	1	1	1	1	6	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
188	106700933	5.918	09/13/2021 15:05	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 10	Alchl/Drgs:	7	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
189	106486529	5.923	02/09/2021 21:30	REAR END, TURN	\$ 6000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 32	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				6	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
190	106908399	5.930	04/01/2022 17:37	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
191	106908411	5.930	04/01/2022 17:38	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
192	105928058	5.932	07/16/2019 21:27	LEFT TURN, DIFFERENT ROADWAYS	\$ 5500	0	0	0	0	1	5	2	1	0	13	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				8	Obj Strk:					
193	105948026	5.932	08/04/2019 21:23	LEFT TURN, SAME ROADWAY	\$ 13000	0	0	0	2	1	5	1	1	0	13	1
Unit	1 : 31	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
194	106876623	5.932	02/26/2022 20:02	LEFT TURN, DIFFERENT ROADWAYS	\$ 10000	0	0	0	0	2	5	3	1	0	1	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
195	105671933	5.936	11/08/2018 20:15	REAR END, SLOW OR STOP	\$ 6500	0	0	0	1	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
196	106552431	5.941	04/21/2021 17:45	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
197	106773085	5.946	11/16/2021 07:56	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 14	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
198	105326327	5.953	12/14/2017 15:22	REAR END, SLOW OR STOP	\$ 1100	0	0	0	1	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	31 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
199	106036565	5.960	10/23/2019 08:45	REAR END, SLOW OR STOP	\$ 10500	0	0	0	2	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 4	Alchl/Drugs:	0	Speed:	30 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
200	106987376	5.960	06/13/2022 16:21	REAR END, SLOW OR STOP	\$ 10500	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 10	Alchl/Drugs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
201	106619011	6.079	06/21/2021 21:36	REAR END, SLOW OR STOP	\$ 11100	0	0	0	1	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
202	105804716	6.092	03/16/2019 13:29	REAR END, SLOW OR STOP	\$ 11000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
203	105382084	6.119	02/13/2018 11:57	FIXED OBJECT	\$ 1200	0	0	0	0	2	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	60 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		60			
204	106280892	6.132	07/19/2020 12:11	REAR END, SLOW OR STOP	\$ 19000	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 5	Alchl/Drugs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	4 : 1	Alchl/Drugs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
205	106715963	6.159	09/29/2021 20:17	REAR END, SLOW OR STOP	\$ 500	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
206	105225286	6.192	09/18/2017 16:03	REAR END, SLOW OR STOP	\$ 9000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
207	105523347	6.192	06/20/2018 08:06	REAR END, SLOW OR STOP	\$ 5400	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drugs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl		
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op	
Unit	2 : 1	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:				
208	106201904	6.192	04/12/2020 21:00	ANIMAL	\$ 3500			0	0	0	0	2	5	2	1	0	0
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 17				
209	106886393	6.192	03/07/2022 15:30	REAR END, SLOW OR STOP	\$ 1500			0	0	0	0	1	1	1	1	0	13 1
Unit	1 : 10	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:				
Unit	2 : 10	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:				
210	106271405	6.232	07/06/2020 12:38	SIDESWIPE, OPPOSITE DIRECTION	\$ 4000			0	0	0	0	1	1	1	1	0	13 1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
Unit	2 : 5	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:				
211	106713352	6.239	09/29/2021 20:00	REAR END, SLOW OR STOP	\$ 7000			0	0	0	0	1	5	1	1	0	13 1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
Unit	2 : 4	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:				
212	106593032	6.242	06/03/2021 18:35	LEFT TURN, SAME ROADWAY	\$ 10000			0	0	1	1	2	1	2	1	0	13 1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:				
Unit	2 : 1	Alchl/Drgs:	0	Speed:	55 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 33				
213	106393813	6.275	11/04/2020 07:33	SIDESWIPE, SAME DIRECTION	\$ 600			0	0	0	0	1	1	1	1	0	0
Unit	1 : 5	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
Unit	2 : 1	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
214	106063514	6.292	11/15/2019 19:08	REAR END, SLOW OR STOP	\$ 1500			0	0	0	0	1	5	1	1	0	13 1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
215	106802611	6.292	12/09/2021 15:52	REAR END, SLOW OR STOP	\$ 5500			0	0	0	0	1	1	1	1	0	13 1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:				
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:				
Unit	3 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	S	Veh Mnvr/Ped Actn:				1	Obj Strk:				
216	106643588	6.297	07/27/2021 08:26	REAR END, SLOW OR STOP	\$ 7000			0	0	0	0	1	1	1	1	0	13 1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:				
Unit	2 : 2	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:				

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
217	106764009	6.309	11/11/2021 00:18	FIXED OBJECT	\$ 6000	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	1	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		58			
218	106779946	6.316	11/24/2021 15:11	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
219	106065975	6.332	11/05/2019 16:57	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
220	106990434	6.359	06/14/2022 13:50	REAR END, SLOW OR STOP	\$ 5500	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	25 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
221	106717356	6.390	10/03/2021 13:20	FIXED OBJECT	\$ 5000	0	0	1	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		33			
222	105292938	6.392	11/09/2017 07:55	REAR END, SLOW OR STOP	\$ 6000	0	0	1	2	2	1	3	1	0	13	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	40 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
223	105401478	6.392	03/04/2018 05:39	FIXED OBJECT	\$ 2200	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		38			
224	105435557	6.392	03/27/2018 08:29	REAR END, SLOW OR STOP	\$ 1100	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
225	105664834	6.392	10/29/2018 15:28	REAR END, SLOW OR STOP	\$ 1750	0	0	0	0	1	1	1	1	0	0	0
Unit	1 : 2	Alchl/Drgs:	0	Speed:	35 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
226	106036688	6.392	10/19/2019 16:01	REAR END, SLOW OR STOP	\$ 1700	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	7	Speed:	25 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
227	106685960	6.392	09/03/2021 16:22	BACKING UP	\$ 5000	0	0	0	0	1	1	1	1	0	1	1
Unit	1 : 3	Alchl/Drugs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				9	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
228	105735334	6.394	01/04/2019 13:22	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	2	1	3	1	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
229	106620075	6.394	06/24/2021 06:55	REAR END, SLOW OR STOP	\$ 15000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
230	106760099	6.394	11/06/2021 22:31	REAR END, SLOW OR STOP	\$ 10000	0	0	0	2	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
231	105491780	6.396	05/23/2018 15:55	REAR END, SLOW OR STOP	\$ 4800	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
232	106837038	6.396	01/18/2022 08:12	REAR END, SLOW OR STOP	\$ 9000	0	0	1	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
233	106743554	6.398	10/27/2021 08:08	REAR END, SLOW OR STOP	\$ 10000	0	0	2	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk: 61					
234	106096640	6.406	12/14/2019 18:57	REAR END, SLOW OR STOP	\$ 17000	0	0	0	1	2	5	2	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
235	106774885	6.407	11/20/2021 09:59	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	50 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
236	106504774	6.437	03/02/2021 08:05	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
237	105764985	6.449	02/05/2019 09:41	REAR END, SLOW OR STOP	\$ 12000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 10	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	55 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
238	106844918	6.466	01/26/2022 17:00	REAR END, SLOW OR STOP	\$ 6500	0	0	0	1	1	3	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	25 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
239	106587730	6.488	05/27/2021 17:05	REAR END, SLOW OR STOP	\$ 21000	0	0	1	5	1	1	1	1	0	13	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
240	105798950	6.492	03/08/2019 18:55	REAR END, SLOW OR STOP	\$ 100	0	0	0	0	2	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
241	105921415	6.492	07/06/2019 00:09	FIXED OBJECT	\$ 6500	1	1	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	5	Speed:	120 MPH Dir: E	Veh Mnvr/Ped Actn:				6	Obj Strk:		33			
242	106682576	6.492	09/01/2021 09:00	FIXED OBJECT	\$ 5000	0	0	0	0	2	1	2	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		44			
243	105569214	6.502	08/09/2018 14:57	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
244	105694749	6.519	11/30/2018 07:50	REAR END, SLOW OR STOP	\$ 18000	0	0	0	1	2	1	2	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
245	105855790	6.532	05/06/2019 20:11	REAR END, SLOW OR STOP	\$ 400	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
246	106101779	6.566	12/18/2019 03:59	ANIMAL	\$ 3500	0	0	0	0	1	5	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
247	105299266	6.592	11/22/2017 00:17	SIDESWIPE, OPPOSITE DIRECTION	\$ 22000	0	2	1	0	1	5	2	3	0	13	1
Unit	1 : 2	Alchl/Drgs:	1	Speed: 60 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:					
248	105735498	6.592	01/09/2019 07:56	REAR END, SLOW OR STOP	\$ 16500	0	0	0	1	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
249	106065955	6.592	11/17/2019 11:13	SIDESWIPE, SAME DIRECTION	\$ 2000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
250	106069138	6.592	11/21/2019 08:37	REAR END, SLOW OR STOP	\$ 8500	0	0	0	0	1	1	1	1	0	12	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
251	106269575	6.592	07/06/2020 15:04	REAR END, SLOW OR STOP	\$ 400	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 5	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn:				1	Obj Strk:					
252	106428088	6.599	12/05/2020 09:59	RAN OFF ROAD - RIGHT	\$ 3800	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:		41			
253	106826740	6.630	01/02/2022 12:57	FIXED OBJECT	\$ 7125	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:		42			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
254	105208875	6.642	09/01/2017 16:38	REAR END, SLOW OR STOP	\$ 4000	0	0	0	1	2	1	3	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
255	105643327	6.666	10/14/2018 19:42	SIDESWIPE, OPPOSITE DIRECTION	\$ 8000	0	0	0	1	1	5	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	1	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
256	105800514	6.666	03/12/2019 09:19	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	7	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn: 11				Obj Strk:						
257	105852853	6.666	05/02/2019 18:01	HEAD ON	\$ 6000	0	0	3	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
258	106096744	6.666	12/15/2019 09:10	ANIMAL	\$ 1300	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:		17				
259	106074339	6.699	11/25/2019 06:57	ANIMAL	\$ 2500	0	0	0	0	1	3	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:		17				
260	106886791	6.719	03/10/2022 14:03	REAR END, SLOW OR STOP	\$ 1250	0	0	0	0	1	1	2	1	0	14	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
261	106403793	6.766	11/10/2020 06:10	ANIMAL	\$ 4500	0	0	0	0	1	5	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:		17				
262	106587712	6.766	05/22/2021 15:03	FIXED OBJECT	\$ 9400	0	0	0	2	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:		34				
263	105505362	6.790	06/04/2018 07:55	REAR END, SLOW OR STOP	\$ 400	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 15 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
264	106421152	6.796	11/24/2020 21:54	ANIMAL	\$ 1000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
265	106752949	6.796	11/04/2021 07:51	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 40 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 40 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
266	105876838	6.832	05/28/2019 13:49	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 50 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 20 MPH	Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
267	105837929	6.866	04/04/2019 08:20	REAR END, SLOW OR STOP	\$ 1600	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH	Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 10 MPH	Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
268	105890861	6.866	06/06/2019 07:51	REAR END, SLOW OR STOP	\$ 4800	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
269	106672863	6.866	08/27/2021 17:07	REAR END, SLOW OR STOP	\$ 5400	0	0	0	0	1	1	1	5	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 20 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
270	105807276	6.892	03/17/2019 13:28	REAR END, SLOW OR STOP	\$ 7500	0	0	0	2	1	1	1	1	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH	Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
271	106998947	6.903	06/24/2022 08:24	SIDESWIPE, SAME DIRECTION	\$ 7000	0	0	0	0	1	1	1	1	0	14	1
Unit	1 : 4	Alchl/Drgs:	7	Speed: 10 MPH	Dir: W	Veh Mnvr/Ped Actn:				9	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH	Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
272	106005242	6.919	09/27/2019 08:27	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH	Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH	Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
273	106140336	6.928	01/27/2020 08:02	REAR END, SLOW OR STOP	\$ 5800	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 3	Alchl/Drugs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
274	105380992	6.941	02/12/2018 08:09	REAR END, SLOW OR STOP	\$ 895	0	0	0	2	2	1	2	3	0	13	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 5	Alchl/Drugs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	3 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
275	106189638	6.943	03/20/2020 08:00	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
276	106168829	6.947	02/25/2020 20:45	ANIMAL	\$ 1000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
277	105849555	6.952	05/01/2019 06:50	REAR END, SLOW OR STOP	\$ 1300	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	25 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				11	Obj Strk:					
278	105957466	6.955	08/12/2019 15:04	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
279	105514225	6.960	06/17/2018 12:37	REAR END, SLOW OR STOP	\$ 5000	0	0	0	6	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	7	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
280	105648235	6.960	10/19/2018 16:04	REAR END, SLOW OR STOP	\$ 1400	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
281	105482501	6.962	05/11/2018 11:20	REAR END, SLOW OR STOP	\$ 3000	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
282	105870365	6.962	05/21/2019 10:49	REAR END, SLOW OR STOP	\$ 500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 12	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
283	105466658	6.964	05/02/2018 11:00	REAR END, SLOW OR STOP	\$ 1500	0	0	0	1	1	1	1	3	0	3	1
Unit	1 : 20	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 20	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	E	Veh Mnvr/Ped Actn:				7	Obj Strk:			
284	105262746	6.966	10/19/2017 16:01	ANGLE	\$ 19400	0	0	1	1	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	3 : 2	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				2	Obj Strk:			
Unit	4 : 1	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				2	Obj Strk: 20			
285	105273255	6.966	10/31/2017 06:35	LEFT TURN, SAME ROADWAY	\$ 3500	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	15 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
286	105290526	6.966	11/11/2017 10:07	RIGHT TURN, SAME ROADWAY	\$ 6000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	5 MPH	Dir:	N	Veh Mnvr/Ped Actn:				7	Obj Strk:			
287	105312396	6.966	12/04/2017 17:45	ANGLE	\$ 8600	0	0	2	0	1	5	1	1	0	1	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 38			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	40 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
288	105342444	6.966	01/04/2018 15:18	FIXED OBJECT	\$ 3000	0	0	0	0	4	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	35 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk: 58			
289	105508697	6.966	06/06/2018 21:02	LEFT TURN, SAME ROADWAY	\$ 2000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 10	Alchl/Drgs:	7	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
290	105542738	6.966	07/14/2018 14:26	ANGLE	\$ 23500	0	0	0	1	2	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
291	105553172	6.966	07/17/2018 16:01	ANGLE	\$ 6500	0	0	0	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
292	105572669	6.966	08/07/2018 15:32	ANGLE	\$ 7000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	10 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	15 MPH Dir: S	Veh Mnvr/Ped Actn:				8	Obj Strk:					
293	105627474	6.966	10/06/2018 08:42	REAR END, SLOW OR STOP	\$ 3200	0	0	0	1	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: S	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: S	Veh Mnvr/Ped Actn:				1	Obj Strk:					
294	105692051	6.966	11/28/2018 12:48	LEFT TURN, SAME ROADWAY	\$ 16000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	40 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				8	Obj Strk:					
295	105761842	6.966	01/31/2019 19:17	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
296	105873748	6.966	05/23/2019 08:10	REAR END, SLOW OR STOP	\$ 300	0	0	0	0	1	1	2	3	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
297	105874158	6.966	05/24/2019 09:19	FIXED OBJECT	\$ 1100	0	0	1	0	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	5	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:		59			
298	106081602	6.966	12/01/2019 11:27	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
299	106200544	6.966	04/09/2020 15:26	ANGLE	\$ 13000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	2	Speed:	35 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	35 MPH Dir: N	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
300	106210255	6.966	04/14/2020 18:40	ANGLE	\$ 11500	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 3	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	3 : 5	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
301	106355436	6.966	09/28/2020 19:54	RIGHT TURN, DIFFERENT ROADWAYS	\$ 1100	0	0	0	0	1	5	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	W	Veh Mnvr/Ped Actn:				7	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
302	106562555	6.966	05/01/2021 07:22	ANGLE	\$ 17500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 12	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	S	Veh Mnvr/Ped Actn:				12	Obj Strk:			
303	106617085	6.966	06/15/2021 13:17	SIDESWIPE, SAME DIRECTION	\$ 1500	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 32	Alchl/Drgs:	7	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 11	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				1	Obj Strk:			
304	106684446	6.966	08/27/2021 06:07	LEFT TURN, SAME ROADWAY	\$ 1600	0	0	0	0	1	3	1	1	0	3	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drgs:	0	Speed:	10 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			
305	106853251	6.966	02/05/2022 10:18	LEFT TURN, SAME ROADWAY	\$ 10000	0	0	0	2	1	1	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH	Dir:	E	Veh Mnvr/Ped Actn:				8	Obj Strk:			
306	106853279	6.966	02/05/2022 10:35	HEAD ON	\$ 15500	0	0	1	2	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	3	Speed:	60 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk: 59			
Unit	2 : 1	Alchl/Drgs:	0	Speed:	20 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	3 : 1	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				2	Obj Strk:			
Unit	4 : 1	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				2	Obj Strk:			
Unit	5 : 4	Alchl/Drgs:	7	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				2	Obj Strk:			
307	106927715	6.966	04/18/2022 16:35	REAR END, SLOW OR STOP	\$ 12000	0	0	1	0	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				11	Obj Strk:			

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
308	106986163	6.966	06/10/2022 13:00	SIDESWIPE, SAME DIRECTION	\$ 8000	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drgs:	7	Speed:	0 MPH Dir: N	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 10	Alchl/Drgs:	0	Speed:	10 MPH Dir: NE	Veh Mnvr/Ped Actn:				7	Obj Strk:					
309	106990429	6.966	06/14/2022 12:06	LEFT TURN, DIFFERENT ROADWAYS	\$ 20000	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	5 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drgs:	0	Speed:	8 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
310	105759777	6.970	01/28/2019 19:53	REAR END, SLOW OR STOP	\$ 6500	0	0	0	1	1	4	1	1	0	3	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
311	106090688	6.975	12/09/2019 11:41	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
312	105244395	6.976	09/26/2017 09:47	REAR END, SLOW OR STOP	\$ 950	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 12	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
313	105299199	6.976	11/22/2017 08:48	REAR END, SLOW OR STOP	\$ 3200	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drgs:	7	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
314	106232695	6.976	05/18/2020 14:28	REAR END, SLOW OR STOP	\$ 3500	0	0	0	1	1	1	2	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
315	106273566	6.976	07/10/2020 18:40	REAR END, SLOW OR STOP	\$ 200	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
316	106300996	6.976	08/06/2020 12:55	REAR END, SLOW OR STOP	\$ 1500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
317	106404102	6.976	11/11/2020 10:23	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
318	106461066	6.976	01/11/2021 12:21	REAR END, SLOW OR STOP	\$ 3000	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 5	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
319	106544161	6.976	03/31/2021 16:45	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	2	1	3	1	0	3	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
320	106556972	6.976	04/23/2021 12:45	REAR END, SLOW OR STOP	\$ 2800	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	7	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
321	106595444	6.976	06/06/2021 12:00	REAR END, SLOW OR STOP	\$ 8000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drugs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
322	106634306	6.976	07/10/2021 10:24	REAR END, SLOW OR STOP	\$ 900	0	0	0	0	1	1	1	3	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	2 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
323	106651331	6.976	08/04/2021 17:29	REAR END, SLOW OR STOP	\$ 100	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drugs:	0	Speed:	2 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
324	106994645	6.976	06/19/2022 14:57	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 5	Alchl/Drugs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drugs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
325	105878701	6.985	05/21/2019 07:22	SIDESWIPE, SAME DIRECTION	\$ 5000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drugs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 2	Alchl/Drugs:	0	Speed:	20 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					

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						F	A	B	C	R	L	W	Ch	Ci	Dv	Op	
326	106773043	6.999	11/15/2021 21:15	REAR END, SLOW OR STOP	\$ 5000	0	0	0	0	1	5	1	1	0	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn:				5	Obj Strk:						
327	106883825	6.999	03/07/2022 10:36	SIDESWIPE, SAME DIRECTION	\$ 5000	0	0	0	0	1	1	1	1	0	0		
Unit	1 : 1	Alchl/Drgs:	7	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				6	Obj Strk:		58				
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn:				5	Obj Strk:						
328	105541020	7.003	07/11/2018 18:01	REAR END, SLOW OR STOP	\$ 13000	0	0	0	0	1	1	1	1	0	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 15 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:						
329	105622957	7.003	09/21/2018 16:43	SIDESWIPE, SAME DIRECTION	\$ 300	0	0	0	0	1	1	1	1	0	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				5	Obj Strk:						
330	105889629	7.003	06/07/2019 17:59	REAR END, SLOW OR STOP	\$ 2500	0	0	0	0	2	1	3	3	0	0		
Unit	1 : 2	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn:				11	Obj Strk:						
331	106949380	7.023	05/01/2022 17:39	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	2	1	3	1	0	13	1	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:						
332	107008881	7.023	07/06/2022 06:03	REAR END, SLOW OR STOP	\$ 5500	0	0	0	0	1	1	1	1	0	0		
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: E		Veh Mnvr/Ped Actn:				11	Obj Strk:						
333	106545628	7.061	04/13/2021 10:59	REAR END, SLOW OR STOP	\$ 1100	0	0	0	0	1	1	1	1	0	3	1	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn:				1	Obj Strk:						
334	105199155	7.066	08/23/2017 08:59	REAR END, SLOW OR STOP	\$ 650	0	0	0	0	1	1	1	1	0	0		
Unit	1 : 1	Alchl/Drgs:	0	Speed: 40 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn:				4	Obj Strk:						

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
335	106498276	7.066	02/24/2021 13:42	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				5	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
336	106717354	7.066	10/03/2021 13:45	REAR END, SLOW OR STOP	\$ 1500	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
337	106155510	7.099	02/12/2020 08:48	REAR END, SLOW OR STOP	\$ 1100	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	10 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
338	106730846	7.099	10/14/2021 17:29	REAR END, SLOW OR STOP	\$ 4000	0	0	0	0	1	1	1	5	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	1 MPH Dir: W	Veh Mnvr/Ped Actn:				11	Obj Strk:					
339	105655540	7.103	10/28/2018 23:14	ANIMAL	\$ 1800	0	0	0	0	2	5	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		17			
340	106573757	7.103	05/12/2021 13:11	FIXED OBJECT	\$ 6500	0	0	0	1	2	1	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		38			
341	106917237	7.109	04/10/2022 15:11	REAR END, SLOW OR STOP	\$ 4500	0	0	0	1	1	1	1	5	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	55 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 2	Alchl/Drgs:	0	Speed:	5 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
342	105473913	7.110	05/08/2018 17:30	REAR END, SLOW OR STOP	\$ 2200	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
343	105809344	7.116	03/20/2019 17:20	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	2	1	2	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	20 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
344	106118520	7.166	01/07/2020 17:20	REAR END, SLOW OR STOP	\$ 1200	0	0	0	1	1	2	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
345	106340962	7.270	09/18/2020 12:14	RAN OFF ROAD - RIGHT	\$ 8000	0	1	0	0	1	1	2	7	0	0	
Unit	1 : 20	Alchl/Drgs:	0	Speed: 55 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk: 33						
346	106271342	7.299	07/07/2020 09:27	SIDESWIPE, OPPOSITE DIRECTION	\$ 5000	0	0	0	0	1	1	1	5	0	0	
Unit	1 : 1	Alchl/Drgs:	7	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
347	106474982	7.300	01/27/2021 20:23	FIXED OBJECT	\$ 8000	0	0	1	0	1	5	1	1	0	0	
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 41						
348	106953242	7.300	05/09/2022 15:36	REAR END, SLOW OR STOP	\$ 350	0	0	0	1	1	1	1	1	0	0	
Unit	1 : 5	Alchl/Drgs:	0	Speed: 3 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn: 4				Obj Strk:						
349	105819640	7.400	04/01/2019 07:17	FIXED OBJECT	\$ 2600	0	0	0	0	1	1	1	6	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk: 38						
350	105948036	7.406	08/05/2019 00:08	ANIMAL	\$ 1000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
351	105222263	7.440	09/13/2017 16:24	SIDESWIPE, SAME DIRECTION	\$ 150	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 5				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
352	105321485	7.510	12/13/2017 12:33	OVERTURN/ROLLOVER	\$ 20000	0	0	0	0	1	1	1	3	0	2	1
Unit	1 : 12	Alchl/Drgs:	0	Speed: 35 MPH Dir: W		Veh Mnvr/Ped Actn: 8				Obj Strk:						
353	105401479	7.512	03/03/2018 11:50	REAR END, SLOW OR STOP	\$ 3500	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 20	Alchl/Drgs:	7	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 8				Obj Strk:						

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
354	106166033	7.512	02/23/2020 16:48	LEFT TURN, SAME ROADWAY	\$ 3500	0	0	0	0	1	1	1	5	0	0	
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	W	Veh Mnvr/Ped Actn:				8	Obj Strk:			
355	106476453	7.512	01/29/2021 16:54	BACKING UP	\$ 1000	0	0	0	0	1	2	1	1	0	2	1
Unit	1 : 32	Alchl/Drugs:	7	Speed:	5 MPH	Dir:	S	Veh Mnvr/Ped Actn:				10	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	0 MPH	Dir:	N	Veh Mnvr/Ped Actn:				1	Obj Strk:			
356	106777297	7.512	11/18/2021 18:22	ANGLE	\$ 12000	0	0	1	2	1	2	1	1	0	1	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 2	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
357	106780781	7.512	11/24/2021 14:59	ANGLE	\$ 8000	0	0	0	2	1	1	1	1	0	1	1
Unit	1 : 2	Alchl/Drugs:	0	Speed:	10 MPH	Dir:	S	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
358	106844940	7.512	01/27/2022 11:48	ANGLE	\$ 6000	0	0	0	1	1	1	1	5	0	1	1
Unit	1 : 4	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	N	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 5	Alchl/Drugs:	0	Speed:	35 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
359	106918180	7.520	04/08/2022 09:29	SIDESWIPE, SAME DIRECTION	\$ 2000	0	0	0	0	1	1	1	1	0	0	
Unit	1 : 2	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				5	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
360	105740148	7.655	12/28/2018 18:11	LEFT TURN, DIFFERENT ROADWAYS	\$ 7000	0	0	0	0	2	5	1	1	0	1	1
Unit	1 : 1	Alchl/Drugs:	1	Speed:	25 MPH	Dir:	N	Veh Mnvr/Ped Actn:				9	Obj Strk:			
Unit	2 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				4	Obj Strk:			
361	106590923	7.655	06/01/2021 11:52	REAR END, SLOW OR STOP	\$ 10000	0	0	0	1	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	W	Veh Mnvr/Ped Actn:				1	Obj Strk:			
362	106684375	7.655	08/15/2021 13:20	LEFT TURN, DIFFERENT ROADWAYS	\$ 15000	0	0	0	1	1	1	1	1	0	1	1
Unit	1 : 1	Alchl/Drugs:	0	Speed:	15 MPH	Dir:	N	Veh Mnvr/Ped Actn:				8	Obj Strk:			
Unit	2 : 4	Alchl/Drugs:	0	Speed:	45 MPH	Dir:	E	Veh Mnvr/Ped Actn:				4	Obj Strk:			

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
363	106713373	7.655	09/29/2021 15:27	REAR END, SLOW OR STOP	\$ 2000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 20	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
364	106477504	7.725	01/30/2021 19:04	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	5	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 11				Obj Strk:						
365	106328399	7.825	09/04/2020 16:03	FIXED OBJECT	\$ 2000	0	0	1	0	1	1	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 56						
366	105696507	7.906	11/30/2018 19:11	REAR END, SLOW OR STOP	\$ 1250	0	0	0	0	1	5	2	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
367	105671975	8.050	11/09/2018 17:52	ANIMAL	\$ 250	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
368	105838238	8.055	04/17/2019 17:40	REAR END, SLOW OR STOP	\$ 12000	0	0	0	0	1	1	1	3	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	3 : 2	Alchl/Drgs:	0	Speed: 1 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
369	105648347	8.140	10/22/2018 07:54	ANGLE	\$ 8500	0	0	0	1	1	3	1	3	0	0	
Unit	1 : 5	Alchl/Drgs:	7	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn: 8				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
370	105278181	8.150	10/21/2017 04:31	FIXED OBJECT	\$ 5000	0	1	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	1	Speed: 70 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 37						
371	106404653	8.175	11/14/2020 18:51	ANIMAL	\$ 2000	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						
372	105312393	8.225	12/04/2017 18:07	ANIMAL	\$ 1000	0	0	0	0	1	5	1	3	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						

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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
373	106362508	8.225	10/09/2020 15:40	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	2	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
Unit	3 : 4	Alchl/Drgs:	0	Speed:	0 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
374	106360153	8.363	09/30/2020 12:30	FIXED OBJECT	\$ 2000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				15	Obj Strk:		58			
375	105592521	8.425	09/03/2018 10:48	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				1	Obj Strk:					
376	106875815	8.425	02/28/2022 07:53	HEAD ON	\$ 15000	0	0	0	0	1	3	1	1	0	13	1
Unit	1 : 5	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
377	105694492	8.475	11/27/2018 17:31	PEDESTRIAN	\$ 2200	1	0	0	0	1	5	1	1	0	0	
Unit	1 : 1	Alchl/Drgs:	0	Speed:	30 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:		14			
Unit	2 : 24	Alchl/Drgs:	0	Speed:	0 MPH Dir:	Veh Mnvr/Ped Actn:					Obj Strk:		14			
378	105377599	8.525	01/15/2018 20:49	FIXED OBJECT	\$ 1400	0	0	0	0	1	5	1	1	0	0	
Unit	1 : 4	Alchl/Drgs:	0	Speed:	50 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:		38			
379	105446401	8.525	04/13/2018 17:32	REAR END, SLOW OR STOP	\$ 15000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 4	Alchl/Drgs:	0	Speed:	15 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	3 : 1	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				8	Obj Strk:					
380	105594887	8.525	09/05/2018 15:26	REAR END, SLOW OR STOP	\$ 8000	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed:	45 MPH Dir: W	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 5	Alchl/Drgs:	0	Speed:	0 MPH Dir: W	Veh Mnvr/Ped Actn:				1	Obj Strk:					
381	105942973	8.525	07/30/2019 15:47	REAR END, SLOW OR STOP	\$ 6000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed:	45 MPH Dir: E	Veh Mnvr/Ped Actn:				4	Obj Strk:					
Unit	2 : 1	Alchl/Drgs:	0	Speed:	15 MPH Dir: E	Veh Mnvr/Ped Actn:				7	Obj Strk:					

**North Carolina Department of Transportation
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Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
382	106194896	8.525	03/30/2020 15:49	REAR END, SLOW OR STOP	\$ 4500	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 40 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 35 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
383	106741055	8.525	10/25/2021 13:25	REAR END, SLOW OR STOP	\$ 24000	0	0	0	0	1	1	2	1	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 2	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
Unit	3 : 1	Alchl/Drgs:	0	Speed: 0 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
384	107010477	8.525	07/07/2022 18:58	REAR END, SLOW OR STOP	\$ 10500	0	0	0	0	1	1	2	5	0	13	1
Unit	1 : 4	Alchl/Drgs:	0	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 30 MPH Dir: W		Veh Mnvr/Ped Actn: 8				Obj Strk:						
385	105740958	8.530	01/12/2019 01:06	FIXED OBJECT	\$ 3000	0	0	0	0	1	4	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:		59				
386	106243347	8.530	06/03/2020 16:21	REAR END, SLOW OR STOP	\$ 7000	0	0	0	0	1	1	1	1	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 10 MPH Dir: W		Veh Mnvr/Ped Actn: 11				Obj Strk:						
387	105694536	8.547	11/29/2018 15:43	REAR END, SLOW OR STOP	\$ 2000	0	0	0	0	1	1	1	3	0	13	1
Unit	1 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	0	Speed: 25 MPH Dir: W		Veh Mnvr/Ped Actn: 1				Obj Strk:						
388	106463930	8.556	01/13/2021 11:19	OVERTURN/ROLLOVER	\$ 5250	0	0	0	1	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drgs:	3	Speed: 55 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:		64				
389	105622920	8.561	09/25/2018 15:30	REAR END, SLOW OR STOP	\$ 3500	0	0	0	1	1	1	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	0	Speed: 20 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 4	Alchl/Drgs:	0	Speed: 5 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						
390	106579667	8.563	05/16/2021 20:35	HEAD ON	\$ 12000	0	1	2	0	1	5	1	1	0	13	1
Unit	1 : 2	Alchl/Drgs:	1	Speed: 55 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drgs:	1	Speed: 45 MPH Dir: W		Veh Mnvr/Ped Actn: 4				Obj Strk:						

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries				Condition			Road		Trfc Ctl	
						F	A	B	C	R	L	W	Ch	Ci	Dv	Op
391	106221096	8.573	05/09/2020 14:02	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: E		Veh Mnvr/Ped Actn: 1				Obj Strk:						
392	106016246	8.575	10/06/2019 18:20	REAR END, SLOW OR STOP	\$ 1000	0	0	0	0	1	1	1	1	0	3	1
Unit	1 : 4	Alchl/Drugs:	0	Speed: 10 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk:						
Unit	2 : 1	Alchl/Drugs:	0	Speed: 0 MPH Dir: N		Veh Mnvr/Ped Actn: 1				Obj Strk:						
393	106106520	8.575	12/23/2019 23:46	FIXED OBJECT	\$ 3500	0	0	0	0	2	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	7	Speed: 80 MPH Dir: S		Veh Mnvr/Ped Actn: 7				Obj Strk: 33						
394	106625132	8.575	06/20/2021 00:34	PARKED MOTOR VEHICLE	\$ 22000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	7	Speed: 45 MPH Dir: N		Veh Mnvr/Ped Actn: 4				Obj Strk: 20						
Unit	2 : 4	Alchl/Drugs:	7	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn: 2				Obj Strk: 20						
Unit	3 : 1	Alchl/Drugs:	7	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn: 2				Obj Strk: 20						
Unit	4 : 1	Alchl/Drugs:	7	Speed: 0 MPH Dir: S		Veh Mnvr/Ped Actn: 2				Obj Strk: 20						
395	106850355	8.575	02/02/2022 06:12	ANIMAL	\$ 5000	0	0	0	0	1	5	1	1	0	3	1
Unit	1 : 1	Alchl/Drugs:	0	Speed: 45 MPH Dir: E		Veh Mnvr/Ped Actn: 4				Obj Strk: 17						

Legend for Report Details:
 Acc No - Accident Number
 Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
 Condition: R - Road Surface, L - Ambient Light, W - Weather
 Rd Ch - Road Character
 Rd Ci - Roadway Contributing Circumstances
 Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
 Alchl/Drugs - Alcohol Drugs Suspected
 Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
 Obj Strk - Object Struck

**North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report**

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	395	100.00
Fatal Crashes	3	0.76
Non-Fatal Injury Crashes	113	28.61
Total Injury Crashes	116	29.37
Property Damage Only Crashes	279	70.63
Night Crashes	101	25.57
Wet Crashes	57	14.43
Alcohol/Drugs Involvement Crashes	12	3.04

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	395	100.00
Fatal Crashes	3	0.76
Class A Crashes	5	1.27
Class B Crashes	32	8.10
Class C Crashes	76	19.24
Property Damage Only Crashes	279	70.63

Vehicle Exposure Statistics

Annual ADT = 9300

Total Length = 6.853 (Miles) 11.029 (Kilometers)

Total Vehicle Exposure = 116.38 (MVMT) 187.29 (MVKMT)

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	339.42	210.90
Fatal Crash Rate	2.58	1.60
Non Fatal Crash Rate	97.10	60.33
Night Crash Rate	86.79	53.93
Wet Crash Rate	48.98	30.43
EPDO Rate	1547.22	961.40

**North Carolina Department of Transportation
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Miscellaneous Statistics

Severity Index =	4.56
EPDO Crash Index =	1800.60
Estimated Property Damage Total = \$	2217323.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
ANGLE	37	9.37
ANIMAL	33	8.35
BACKING UP	3	0.76
FIXED OBJECT	48	12.15
HEAD ON	9	2.28
LEFT TURN, DIFFERENT ROADWAYS	15	3.80
LEFT TURN, SAME ROADWAY	17	4.30
MOVABLE OBJECT	3	0.76
OVERTURN/ROLLOVER	3	0.76
PARKED MOTOR VEHICLE	1	0.25
PEDESTRIAN	1	0.25
RAN OFF ROAD - LEFT	1	0.25
RAN OFF ROAD - RIGHT	7	1.77
REAR END, SLOW OR STOP	178	45.06
REAR END, TURN	3	0.76
RIGHT TURN, DIFFERENT ROADWAYS	1	0.25
RIGHT TURN, SAME ROADWAY	1	0.25
SIDESWIPE, OPPOSITE DIRECTION	16	4.05
SIDESWIPE, SAME DIRECTION	18	4.56

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	3	1.69
Class A Injuries	7	3.93
Class B Injuries	44	24.72
Class C Injuries	124	69.66
Total Non-Fatal Injuries	175	98.31
Total Injuries	178	100.00

**North Carolina Department of Transportation
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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	29	7.34
Feb	29	7.34
Mar	34	8.61
Apr	22	5.57
May	35	8.86
Jun	32	8.10
Jul	33	8.35
Aug	23	5.82
Sep	33	8.35
Oct	40	10.13
Nov	54	13.67
Dec	31	7.85

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	63	15.95
Tue	56	14.18
Wed	80	20.25
Thu	54	13.67
Fri	65	16.46
Sat	38	9.62
Sun	39	9.87

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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	6	1.52
0100-0159	2	0.51
0200-0259	3	0.76
0300-0359	1	0.25
0400-0459	3	0.76
0500-0559	2	0.51
0600-0659	15	3.80
0700-0759	24	6.08
0800-0859	31	7.85
0900-0959	18	4.56
1000-1059	15	3.80
1100-1159	19	4.81
1200-1259	23	5.82
1300-1359	21	5.32
1400-1459	19	4.81
1500-1559	34	8.61
1600-1659	34	8.61
1700-1759	35	8.86
1800-1859	29	7.34
1900-1959	17	4.30
2000-2059	15	3.80
2100-2159	16	4.05
2200-2259	8	2.03
2300-2359	5	1.27

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Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	242	33	2	277
Dark	78	23	0	101
Other	16	1	0	17
Total	336	57	2	395

Object Struck Summary

Object Type	Times Struck	Percent of Total
ANIMAL	33	29.46
CATCH BASIN OR CULVERT ON SHOULDER	3	2.68
COMMERCIAL SIGN	1	0.89
CONSTRUCTION BARRIER	1	0.89
DITCH	18	16.07
EMBANKMENT	8	7.14
FENCE OR FENCE POST	1	0.89
GUARDRAIL END ON SHOULDER	5	4.46
GUARDRAIL FACE IN MEDIAN	1	0.89
GUARDRAIL FACE ON SHOULDER	2	1.79
MAILBOX	4	3.57
MOVABLE OBJECT	2	1.79
OFFICIAL HIGHWAY SIGN BREAKAWAY	6	5.36
OFFICIAL HIGHWAY SIGN NON-BREAKAWAY	2	1.79
OTHER FIXED OBJECT	2	1.79
PARKED MOTOR VEHICLE	7	6.25
PEDESTRIAN	2	1.79
TREE	11	9.82
UTILITY POLE	3	2.68

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
COMMERCIAL BUS	2	0.27
FIRETRUCK	1	0.14
LIGHT TRUCK (MINI-VAN, PANEL)	14	1.89
MOTORCYCLE	9	1.22
OTHER BUS	1	0.14
PASSENGER CAR	355	48.04
PEDESTRIAN	1	0.14

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Vehicle Type	Number Involved	Percent of Total
PICKUP	114	15.43
POLICE	2	0.27
SINGLE UNIT TRUCK (2-AXLE, 6-TIRE)	12	1.62
SINGLE UNIT TRUCK (3 OR MORE AXLES)	1	0.14
SPORT UTILITY	172	23.27
TRACTOR/SEMI-TRAILER	1	0.14
TRUCK/TRAILER	6	0.81
UNKNOWN	8	1.08
VAN	40	5.41

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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2017	34	0	12	22
2018	88	1	25	62
2019	82	1	22	59
2020	61	0	14	47
2021	86	0	27	59
2022	44	1	13	30
Total	395	3	113	279

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2017	0	19
2018	1	40
2019	1	33
2020	0	15
2021	0	48
2022	1	20
Total	3	175

Miscellaneous Totals

Year	Property Damage	EPDO Index
2017	\$ 201700	259.60
2018	\$ 464445	348.80
2019	\$ 436502	320.60
2020	\$ 284601	301.40
2021	\$ 556050	354.20
2022	\$ 274025	216.00
Total	\$ 2217323	1800.60

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road &			
				Fixed Object	Angle	Side Swipe	Other
2017	4	1	13	1	2	5	8
2018	9	0	40	16	7	8	8

**North Carolina Department of Transportation
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Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2019	7	0	41	12	6	4	12
2020	3	1	21	13	5	8	10
2021	5	0	42	13	12	5	9
2022	4	0	24	1	5	4	6
Total	32	2	181	56	37	34	53

**North Carolina Department of Transportation
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Strip Diagram

Features	Milepost	Crash IDs	
SR 1009 CHURTON	1.72	105291914 105422086 105456579 105474567	
		105494840 105524524 105633747 105640508	
		105683615 105692982 105744476 105769583	
		105803215 105810150 106005618 106027749	
		106077569 106184017 106186900 106428657	
		106478694 106480283 106487400 106614452	
		106751393	
		1.73	106098974 106156955 106930468 105613527
			107004138
		1.74	105543187
		1.75	105215987
		1.76	
		1.77	
		1.78	
		1.79	
		1.80	
		1.81	
		1.82	105209040
		1.83	
		1.84	
		1.85	
		1.86	
		1.87	
		1.88	105747440
		1.89	
		1.90	
		1.91	
	1.92	105525663	
	1.93		
	1.94		
SR 1705 TUSCARORA	1.95	106161459 106146901 106970957	
	1.96		
	1.97		
	1.98		
	1.99		
	2.00		
	2.01		
	2.02	105592790	
	2.03	105264011 106600338	
	2.04		
	2.05	106747603	
	2.06		

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Features	Milepost	Crash IDs
	2.07	
	2.08	
	2.09	105955279
	2.10	106115064 106432124
	2.11	105200630 106411958
	2.12	105781066 105819499 106228448 106789813
	2.13	105674155 106001050
	2.14	
	2.15	
	2.16	
	2.17	
	2.18	105354099
	2.19	
	2.20	
	2.21	
	2.22	106789823
	2.23	
	2.24	
	2.25	
	2.26	
SR 1705 HIAWATHA WINNA WALK	2.27	105304989 106974337
	2.28	
	2.29	105258741
	2.30	106274098
	2.31	
	2.32	
	2.33	
	2.34	
	2.35	106250985
	2.36	
ML-HILLSBOROUGH	2.37	
	2.38	
	2.39	106462039
	2.40	
	2.41	
	2.42	
	2.43	106421765
	2.44	
	2.45	
	2.46	106924056
	2.47	105513845
	2.48	
	2.49	
	2.50	

**North Carolina Department of Transportation
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Features	Milepost	Crash IDs
Structure:670029	2.51	
	2.52	
NC 86	2.53	105258352 105335842 105353991 105444527 105642011 105673611 105700159 105747278 105778263 106075779 106166470 106817409 107010210
	2.54	105913163 105706721
	2.55	
	2.56	
	2.57	
ELIZABETH BRADY	2.58	
	2.59	105934619
	2.60	
	2.61	105315897
	2.62	
	2.63	
	2.64	
	2.65	
	2.66	
	2.67	
	2.68	
	2.69	
	2.70	
	2.71	
	2.72	105994714
2.73		
2.74		
2.75		
2.76		
2.77		
2.78		
2.79		
2.80		
QUINCY COTTAGE	2.81	105796511 105629840 106622377
	2.82	
	2.83	
	2.84	
	2.85	
	2.86	
	2.87	
	2.88	
	2.89	
	2.90	
	2.91	

**North Carolina Department of Transportation
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Strip Analysis Report**

Features	Milepost	Crash IDs
	2.92	
	2.93	
	2.94	
	2.95	
	2.96	105894633
	2.97	
	2.98	
	2.99	
	3.00	
	3.01	
	3.02	
PATIENCE	3.03	
	3.04	
	3.05	
	3.06	
	3.07	106554256
MEADOWLAND	3.08	105219277 105283933 105655474 105690958 105747113 105756174 106964243
	3.09	105373269 105994530
	3.10	
	3.11	
	3.12	
	3.13	
PRESWOOD	3.14	
	3.15	
	3.16	107022020
	3.17	
	3.18	106633981
	3.19	
	3.20	
	3.21	
	3.22	
	3.23	
	3.24	106965757
	3.25	
	3.26	105775921
	3.27	
	3.28	
	3.29	
	3.30	
	3.31	
	3.32	
	3.33	
	3.34	

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Features	Milepost	Crash IDs
	3.35	
	3.36	105873699
	3.37	
	3.38	
	3.39	
	3.40	
	3.41	
	3.42	
	3.43	
	3.44	
	3.45	
	3.46	
	3.47	
	3.48	
	3.49	
	3.50	
	3.51	
	3.52	
	3.53	
	3.54	
	3.55	
	3.56	
	3.57	
	3.58	
	3.59	
TWIN OAK	3.60	
	3.61	
	3.62	
	3.63	105498122
	3.64	106469694
	3.65	
	3.66	
	3.67	106360242
	3.68	
	3.69	
	3.70	
	3.71	
	3.72	
	3.73	105967491
	3.74	
	3.75	
SR 1561 SR 1709 JEFFERSON ROCK	3.76	105638867 105435519 105523318 105554140
HOUSE		105622921 105778771 105790445 105797232
		106028366 106107802 106392167 106423061
		106623197 106633830 106686696 106742382

**North Carolina Department of Transportation
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Features	Milepost	Crash IDs
		106839035 106880727 106993109 107030678
	3.77	
	3.78	
	3.79	
	3.80	
	3.81	
	3.82	
	3.83	
	3.84	105244549
	3.85	
	3.86	
	3.87	
	3.88	
	3.89	
	3.90	
	3.91	
	3.92	
	3.93	
	3.94	
	3.95	
	3.96	
	3.97	
	3.98	
	3.99	
	4.00	
	4.01	106360155
	4.02	
	4.03	
	4.04	106676941
	4.05	
	4.06	106752898
	4.07	
	4.08	
	4.09	
	4.10	
	4.11	106562968
	4.12	
	4.13	
	4.14	
	4.15	
	4.16	106858380
	4.17	
	4.18	
	4.19	
	4.20	

**North Carolina Department of Transportation
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Features	Milepost	Crash IDs
	4.21	
	4.22	
	4.23	
	4.24	106530570
	4.25	
	4.26	105664837
	4.27	
	4.28	
	4.29	
	4.30	
	4.31	
	4.32	
	4.33	
	4.34	
	4.35	
	4.36	
PATIENCE	4.37	
	4.38	
	4.39	105643530
	4.40	105878775
	4.41	
	4.42	
	4.43	
	4.44	
	4.45	
	4.46	
	4.47	
	4.48	
	4.49	106676096
SR 1711 PINEY GROVE CH	4.50	105181628
	4.51	
	4.52	
	4.53	
	4.54	106988372
	4.55	
	4.56	
	4.57	
	4.58	
	4.59	
	4.60	106226321 106808802
	4.61	
	4.62	
	4.63	
FEATHERWOOD	4.64	
	4.65	

**North Carolina Department of Transportation
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Features	Milepost	Crash IDs
	4.66	
	4.67	
	4.68	
	4.69	
	4.70	106447135
	4.71	
	4.72	
	4.73	
	4.74	
	4.75	
	4.76	
	4.77	
	4.78	
	4.79	
	4.80	
	4.81	
	4.82	
	4.83	
US 70 SR 1562 PALMERS GROVE	4.84	105182901 105541041 105707201 106800722 106904489 105414192 105473912 105582314 105605867 105790849 105847202 105895933 106348879 106661178 106721169 106813846 106822954
	4.85	106322971 106637525
	4.86	
	4.87	
	4.88	
	4.89	
	4.90	
	4.91	
	4.92	
	4.93	
4.94	106191623 106462638	
4.95		
4.96		
4.97		
4.98		
4.99		
5.00		
5.01		
5.02		
5.03	105303217 106518215	
5.04	105254575 105685687 105685688 106293648 106865669	

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Features	Milepost	Crash IDs
	5.05	
	5.06	
	5.07	
	5.08	
	5.09	
	5.10	
	5.11	
	5.12	
SR 1892 SEVEN SPRINGS	5.13	106273577
	5.14	105400494
	5.15	
	5.16	
	5.17	
	5.18	
	5.19	
	5.20	
	5.21	
	5.22	
	5.23	105601221 106636998
	5.24	
	5.25	
	5.26	
	5.27	
	5.28	
	5.29	
	5.30	106362676
	5.31	
	5.32	
	5.33	105422949
	5.34	
	5.35	
	5.36	
	5.37	
	5.38	
	5.39	
	5.40	
	5.41	
	5.42	
	5.43	105342326
	5.44	
	5.45	
	5.46	
	5.47	
	5.48	
	5.49	

**North Carolina Department of Transportation
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Features	Milepost	Crash IDs
	5.50	
	5.51	
	5.52	
	5.53	105692070 106440579 106476464
	5.54	
	5.55	
	5.56	
RED HILL	5.57	
	5.58	
	5.59	
	5.60	
	5.61	
	5.62	
	5.63	105689493
	5.64	
	5.65	
	5.66	
	5.67	
	5.68	
	5.69	106420640
	5.70	
	5.71	
	5.72	
	5.73	106418127
	5.74	
	5.75	
	5.76	
	5.77	
	5.78	
	5.79	
	5.80	105501981 106323224 106557942
	5.81	
	5.82	
	5.83	105948045
	5.84	
	5.85	
	5.86	
	5.87	105883189
	5.88	
	5.89	
	5.90	
	5.91	
	5.92	106700933 106486529
SR 1566 LINDEN	5.93	106908399 106908411 105928058 105948026 106876623

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Features	Milepost	Crash IDs
	5.94	105671933 106552431
	5.95	106773085 105326327
	5.96	106036565 106987376
	5.97	
	5.98	
	5.99	
	6.00	
	6.01	
	6.02	
	6.03	
	6.04	
	6.05	
	6.06	
	6.07	
	6.08	106619011
	6.09	105804716
	6.10	
	6.11	
	6.12	105382084
MAEVE	6.13	106280892
	6.14	
	6.15	
	6.16	106715963
	6.17	
	6.18	
	6.19	105225286 105523347 106201904 106886393
	6.20	
	6.21	
	6.22	
	6.23	106271405
ABBEY BROOK	6.24	106713352 106593032
	6.25	
	6.26	
	6.27	
	6.28	106393813
	6.29	106063514 106802611
	6.30	106643588
	6.31	106764009
	6.32	106779946
	6.33	106065975
	6.34	
	6.35	
	6.36	106990434
	6.37	

**North Carolina Department of Transportation
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Features	Milepost	Crash IDs
	6.38	
Structure:670255 SR 1712 KIRKLAND	6.39	106717356 105292938 105401478 105435557 105664834 106036688 106685960 105735334 106620075 106760099
	6.40	105491780 106837038 106743554
	6.41	106096640 106774885
	6.42	
	6.43	
	6.44	106504774
	6.45	105764985
	6.46	
	6.47	106844918
	6.48	
	6.49	106587730 105798950 105921415 106682576
	6.50	105569214
	6.51	
	6.52	105694749
	6.53	105855790
	6.54	
Structure:670056	6.55	
	6.56	
	6.57	106101779
	6.58	
	6.59	105299266 105735498 106065955 106069138 106269575
	6.60	106428088
	6.61	
	6.62	
	6.63	106826740
	6.64	105208875
	6.65	
	6.66	
	6.67	105643327 105800514 105852853 106096744
	6.68	
	6.69	
	6.70	106074339
	6.71	
	6.72	106886791
	6.73	
	6.74	
	6.75	
	6.76	
	6.77	106403793 106587712

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Features	Milepost	Crash IDs
	6.78	
US 70 WB COUPLET	6.79	105505362
	6.80	106421152 106752949
	6.81	
	6.82	
	6.83	105876838
	6.84	
	6.85	
	6.86	
	6.87	105837929 105890861 106672863
	6.88	
	6.89	105807276
	6.90	106998947
	6.91	
	6.92	106005242
	6.93	106140336
	6.94	105380992 106189638
	6.95	106168829 105849555 105957466
	6.96	105514225 105648235 105482501 105870365 105466658
SR 1567 SR 1713 OLD MOUNT HERMN POWER PLANT	6.97	105262746 105273255 105290526 105312396 105342444 105508697 105542738 105553172 105572669 105627474 105692051 105761842 105873748 105874158 106081602 106200544 106210255 106355436 106562555 106617085 106684446 106853251 106853279 106927715 106986163 106990429 105759777 106090688
	6.98	105244395 105299199 106232695 106273566 106300996 106404102 106461066 106544161 106556972 106595444 106634306 106651331 106994645
	6.99	105878701
	7.00	106773043 106883825 105541020 105622957 105889629
	7.01	
	7.02	106949380 107008881
	7.03	
	7.04	
	7.05	
	7.06	106545628
	7.07	105199155 106498276 106717354
	7.08	

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Features	Milepost	Crash IDs
	7.09	
	7.10	106155510 106730846 105655540 106573757
	7.11	106917237 105473913
	7.12	105809344
	7.13	
	7.14	
	7.15	
	7.16	
	7.17	106118520
	7.18	
I 85 SB COUPLET Structure:670106	7.19	
I 85 Structure:670103	7.20	
Structure:670110 Structure:670111	7.21	
	7.22	
US 70	7.23	
	7.24	
	7.25	
	7.26	
	7.27	106340962
	7.28	
	7.29	
	7.30	106271342 106474982 106953242
	7.31	
	7.32	
	7.33	
	7.34	
	7.35	
	7.36	
	7.37	
	7.38	
	7.39	
	7.40	105819640
	7.41	105948036
	7.42	
	7.43	
	7.44	105222263
	7.45	
	7.46	
	7.47	
	7.48	
	7.49	
	7.50	
SR 1797	7.51	105321485 105401479 106166033 106476453 106777297 106780781 106844940

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Features	Milepost	Crash IDs
	7.52	106918180
	7.53	
	7.54	
	7.55	
	7.56	
	7.57	
	7.58	
US 70BUS WB COUPLET	7.59	
	7.60	
	7.61	
	7.62	
	7.63	
	7.64	
	7.65	
SR 1812	7.66	105740148 106590923 106684375 106713373
	7.67	
	7.68	
	7.69	
	7.70	
	7.71	
	7.72	106477504
	7.73	
	7.74	
	7.75	
	7.76	
	7.77	
	7.78	
	7.79	
	7.80	
	7.81	
	7.82	106328399
	7.83	
	7.84	
	7.85	
	7.86	
	7.87	
	7.88	
	7.89	
	7.90	
	7.91	105696507
	7.92	
	7.93	
	7.94	
	7.95	
	7.96	

**North Carolina Department of Transportation
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Features	Milepost	Crash IDs
	7.97	
	7.98	
	7.99	
	8.00	
	8.01	
	8.02	
	8.03	
	8.04	
	8.05	105671975
	8.06	105838238
	8.07	
	8.08	
	8.09	
	8.10	
	8.11	
	8.12	
	8.13	
	8.14	105648347
	8.15	105278181
	8.16	
	8.17	
	8.18	106404653
	8.19	
	8.20	
	8.21	
	8.22	
	8.23	105312393 106362508
	8.24	
	8.25	
	8.26	
	8.27	
	8.28	
	8.29	
	8.30	
	8.31	
	8.32	
	8.33	
	8.34	
	8.35	
	8.36	106360153
	8.37	
	8.38	
	8.39	
	8.40	
	8.41	

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Features	Milepost	Crash IDs
	8.42	
	8.43	105592521 106875815
	8.44	
	8.45	
	8.46	
	8.47	
	8.48	105694492
	8.49	
	8.50	
	8.51	
SR 1710 SR 1715 HILLSBORO OLD #10 OLD HILLSBORO	8.52	105377599 105446401 105594887 105942973 106194896 106741055 107010477
	8.53	105740958 106243347
	8.54	
	8.55	105694536
	8.56	106463930 105622920 106579667
NC 751	8.57	106221096 106016246 106106520 106625132 106850355

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Study Criteria

Study Name	Log No.	PH No.	TIP No.	K/A Cf.	B/C Cf.	ADT	ADT Route
DCHCUS70BUS				76.8	8.4	9300	29000070

Request Date	Courier Service	Phone No.	Ext.	Fax No.

County			Municipality			Y-Line Ft.	Begin Date	End Date	Years
Name	Code	Div.	Name	Code	Y-Line Ft.	Begin Date	End Date	Years	
ORANGE	68	7	All and Rural		150	08/01/2017	07/31/2022	5.00	

Location Text	Requestor
US 70 Business from SR 1009 (S Churton Street) to NC 751	

Included Accidents	Old MP	New MP	Type
105627474		6.966	I
105797232		3.762	I
105622921		3.762	I
106036688		6.392	I
105435557		6.392	I
106685960		6.392	I
106986163		6.966	I
105290526		6.966	I
105873748		6.966	I
105508697		6.966	I
105342444		6.966	I
105895933		4.842	I
106813846		4.842	I
106661178		4.842	I
106822954		4.842	I
105790849		4.842	I
106865669		5.042	I
105685688		5.042	I
105685687		5.042	I
106518215		5.032	I
105303217		5.032	I
105254575		5.037	I
106293648		5.042	I
105400494		5.142	I
106273577		5.132	I
106636998		5.232	I

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105601221	5.232	I
106362676	5.302	I
105422949	5.332	I
105342326	5.432	I
106440579	5.532	I
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Strip Analysis Report**

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Strip Analysis Report**

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Strip Analysis Report**

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Strip Analysis Report**

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105200630	2.11	I
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Excluded Accidents

105958873
105873803
105214928
105664777
105303142
106574775
106748982
106000754
106033150
105466599

Fiche Roads

Name	Code
US 70BUS	29000070
US 70	20000070
US 70ALT	21000070
US 70BYP	22000070
NC 86	30000086
HILLSBORO	50014055

Strip Road

Name	Code	Begin MP	End MP	Miles	Kilometers
US 70BUS	29000070	1.722	8.575	6.853	11.029

Route	Acc No	Vehicle Type	Crash Type	Date	Day	Time	Location	Nearest Intersection	Severity	Road Condition	Ambient Light	Segment
	46	Tractor/Semi-Trailer	Fixed Object	Apr 2020	Thursday	1:06 PM	Alamance County, Mebane	Third St (SR 1962)	Property Damage (O)	Dry	Daylight	A
	52	Single Unit Truck (2-axle, 6-tire)	Angle	May 2018	Wednesday	9:03 AM	Alamance County, Mebane	Fourth St	Property Damage (O)	Dry	Daylight	A
	80	Tractor/Semi-Trailer	Angle	Sep 2021	Tuesday	5:46 AM	Alamance County, Mebane	Fifth St (NC 119)	Property Damage (O)	Dry	Dark (Lights)	A
	124	Single Unit Truck (2-axle, 6-tire)	Rear End	Jan 2022	Thursday	3:23 PM	Orange County	Supper Club Rd (SR 1304)	Evident Injury (B)	Wet	Daylight	A
	135	Truck/Trailer	Angle	Nov 2017	Sunday	11:37 AM	Orange County	Railroad Crossover (SR 1402)	Possible Injury (C)	Dry	Daylight	A
	159	Single Unit Truck (2-axle, 6-tire)	Sideswipe	Nov 2017	Wednesday	11:11 AM	Orange County	Mace Rd (SR 1384)	Property Damage (O)	Dry	Daylight	A
	188	Truck/Trailer	Backing Up	Sep 2017	Tuesday	3:19 PM	Orange County	Buckhorn Rd (SR 1114)	Property Damage (O)	Dry	Daylight	B
	190	Truck/Trailer	Angle	Oct 2018	Wednesday	8:54 AM	Orange County	Buckhorn Rd (SR 1114)	Possible Injury (C)	Wet	Daylight	B
	195	Truck/Trailer	Left Turn	Feb 2021	Wednesday	10:49 AM	Orange County	Buckhorn Rd (SR 1114)	Property Damage (O)	Dry	Daylight	B
	235	Truck/Trailer	Rear End	Dec 2020	Tuesday	9:54 AM	Orange County	Aughter Rd	Possible Injury (C)	Dry	Daylight	B
	271	Single Unit Truck (2-axle, 6-tire)	Fixed Object	Jul 2020	Friday	10:45 AM	Orange County	Fuller Rd (SR 1315)	Property Damage (O)	Wet	Daylight	B
	287	Single Unit Truck (3+ axles)	Fixed Object	Sep 2019	Monday	3:00 PM	Orange County	Efland St	Evident Injury (B)	Dry	Daylight	B
	291	Single Unit Truck (2-axle, 6-tire)	Rear End	Mar 2022	Tuesday	8:07 AM	Orange County	Efland-Cedar Grove Rd (SR 1004)	Property Damage (O)	Dry	Daylight	B
	303	Single Unit Truck (2-axle, 6-tire)	Rear End	Jun 2020	Wednesday	1:31 PM	Orange County	Efland-Cedar Grove Rd (SR 1004)	Possible Injury (C)	Dry	Daylight	B
	312	Single Unit Truck (2-axle, 6-tire)	Rear End	May 2018	Tuesday	11:15 AM	Orange County	Efland-Cedar Grove Rd (SR 1004)	Property Damage (O)	Dry	Daylight	B
	317	Tractor/Semi-Trailer	Left Turn	Aug 2021	Tuesday	3:40 PM	Orange County	Brookhollow Rd (SR 1324)	Property Damage (O)	Dry	Daylight	B
	335	Truck/Trailer	Rear End	Jul 2020	Thursday	4:47 PM	Orange County	Lloyd Dairy Rd (SR 1327)	Property Damage (O)	Dry	Daylight	B
	337	Single Unit Truck (2-axle, 6-tire)	Fixed Object	Jan 2020	Monday	4:39 PM	Orange County	Lloyd Dairy Rd (SR 1327)	Property Damage (O)	Dry	Daylight	C
	350	Single Unit Truck (3+ axles)	Rear End	Nov 2020	Monday	4:10 PM	Orange County	I-85 Connector	Possible Injury (C)	Dry	Daylight	C
	354	Truck/Trailer	Sideswipe	Apr 2020	Tuesday	7:14 AM	Orange County	I-85 Connector	Property Damage (O)	Dry	Daylight	C
	376	Single Unit Truck (3+ axles)	Rear End	Feb 2018	Saturday	2:45 PM	Orange County	W Hill Ave (SR 1161)	Possible Injury (C)	Dry	Daylight	C
	391	Truck/Trailer	Animal	Mar 2019	Saturday	2:11 PM	Orange County	W Hill Ave (SR 1161)	Property Damage (O)	Dry	Daylight	C
	392	Truck/Trailer	Rear End	Jul 2020	Friday	9:49 AM	Orange County	W Hill Ave (SR 1161)	Killed (F)	Dry	Daylight	C
	407	Single Unit Truck (3+ axles)	Ran Off Road	Dec 2019	Thursday	3:10 PM	Orange County, Hillsborough	Holiday Park Rd (SR 1390)	Possible Injury (C)	Dry	Daylight	C
	411	Tractor/Semi-Trailer	Sideswipe	Jun 2018	Tuesday	1:55 AM	Orange County, Hillsborough	Holiday Park Rd (SR 1390)	Possible Injury (C)	Dry	Dark (Lights)	C
	432	Commercial Bus	Ran Off Road	Feb 2018	Tuesday	6:15 AM	Orange County, Hillsborough	Faucette Mill Rd (SR 1328)	Property Damage (O)	Dry	Dawn	C
	450	Tractor/Semi-Trailer	Rear End	Aug 2020	Saturday	4:26 PM	Orange County, Hillsborough	Hill St	Possible Injury (C)	Dry	Daylight	C
	456	Single Unit Truck (2-axle, 6-tire)	Rear End	Jul 2018	Friday	7:27 AM	Orange County, Hillsborough	Rainey Ave	Possible Injury (C)	Dry	Daylight	C
	463	School Bus	Rear End	May 2019	Thursday	8:35 AM	Orange County, Hillsborough	Lawndale Ave	Property Damage (O)	Dry	Daylight	C
	467	Tractor/Semi-Trailer	Rear End	Aug 2018	Friday	8:30 AM	Orange County, Hillsborough	Lawndale Ave	Property Damage (O)	Wet	Daylight	C
	494	Single Unit Truck (3+ axles)	Rear End	Apr 2021	Tuesday	1:12 PM	Orange County, Hillsborough	Churton St (NC 86)	Property Damage (O)	Dry	Daylight	C
	497	School Bus	Rear End	Jul 2019	Friday	7:37 AM	Orange County, Hillsborough	Churton St (NC 86)	Possible Injury (C)	Dry	Daylight	C
	520	Truck/Trailer	Right Turn	Feb 2018	Monday	6:38 AM	Orange County, Hillsborough	Churton St (NC 86)	Property Damage (O)	Wet	Dark (No Lights)	C
	521	Single Unit Truck (2-axle, 6-tire)	Rear End	Mar 2018	Monday	5:39 PM	Orange County, Hillsborough	Churton St (NC 86)	Property Damage (O)	Dry	Daylight	C
	533	Single Unit Truck (2-axle, 6-tire)	Rear End	Nov 2018	Thursday	6:53 AM	Orange County, Hillsborough	Churton St (NC 86)	Property Damage (O)	Dry	Dark (Lights)	C
	534	Tractor/Semi-Trailer	Sideswipe	Nov 2018	Friday	5:44 PM	Orange County, Hillsborough	Churton St (NC 86)	Property Damage (O)	Dry	Daylight	C
	537	Truck/Trailer	Right Turn	Jan 2019	Saturday	9:18 AM	Orange County, Hillsborough	Churton St (NC 86)	Property Damage (O)	Dry	Daylight	C
	551	Single Unit Truck (3+ axles)	Angle	Dec 2019	Thursday	6:15 AM	Orange County, Hillsborough	Churton St (NC 86)	Property Damage (O)	Dry	Dawn	C
	568	Single Unit Truck (2-axle, 6-tire)	Rear End	Jun 2021	Sunday	2:37 PM	Orange County, Hillsborough	Churton St (NC 86)	Possible Injury (C)	Dry	Daylight	C
	570	Single Unit Truck (3+ axles)	Rear End	Aug 2021	Tuesday	2:09 PM	Orange County, Hillsborough	Churton St (NC 86)	Property Damage (O)	Dry	Daylight	C
	604	School Bus	Rear End	Apr 2019	Thursday	7:47 AM	Orange County, Hillsborough	Churton St (NC 86)	Property Damage (O)	Dry	Daylight	C
	607	Single Unit Truck (2-axle, 6-tire)	Rear End	Sep 2020	Thursday	11:38 AM	Orange County, Hillsborough	Churton St (NC 86)	Possible Injury (C)	Wet	Daylight	C
	647	Single Unit Truck (2-axle, 6-tire)	Fixed Object	Oct 2019	Monday	9:35 AM	Orange County	Gwen Rd (SR 1628)	Property Damage (O)	Dry	Daylight	D
	653	Ambulance	Animal	Dec 2017	Friday	6:44 PM	Orange County	Latta Rd	Property Damage (O)	Dry	Dark (No Lights)	D
	663	Single Unit Truck (2-axle, 6-tire)	Sideswipe	Apr 2019	Thursday	7:46 AM	Orange County	Miller Rd (SR 1555)	Property Damage (O)	Dry	Daylight	D
	713	Truck/Trailer	Rear End	Jun 2022	Wednesday	1:02 PM	Orange County	St. Marys Rd (SR 1002)	Property Damage (O)	Dry	Daylight	D
	789	Single Unit Truck (2-axle, 6-tire)	Fixed Object	Jun 2018	Tuesday	1:26 PM	Orange County	Lawrence Rd (SR 1561)	Possible Injury (C)	Wet	Daylight	D
	151	Single Unit Truck (2-axle, 6-tire)	Sideswipe	Mar 2019	Friday	6:44 PM	Orange County	Palmers Grove Church Rd (SR 1562)	Evident Injury (B)	Wet	Dawn	E
	168	Single Unit Truck (2-axle, 6-tire)	Fixed Object	Aug 2020	Saturday	6:31 AM	Orange County	Seven Springs Rd (SR 1892)	Possible Injury (C)	Wet	Daylight	E
	188	Single Unit Truck (2-axle, 6-tire)	Rear End	Sep 2021	Monday	3:05 PM	Orange County	Linden Rd (SR 1566)	Possible Injury (C)	Dry	Daylight	E
	197	Tractor/Semi-Trailer	Rear End	Nov 2021	Tuesday	7:56 AM	Orange County	Linden Rd (SR 1566)	Possible Injury (C)	Dry	Daylight	E
	200	Single Unit Truck (2-axle, 6-tire)	Rear End	Jun 2022	Monday	4:21 PM	Orange County	Linden Rd (SR 1566)	Possible Injury (C)	Dry	Daylight	E
	209	Single Unit Truck (2-axle, 6-tire)	Rear End	Mar 2022	Monday	3:30 PM	Orange County	Arbor Hill Ln	Possible Injury (C)	Dry	Daylight	E
	237	Single Unit Truck (2-axle, 6-tire)	Rear End	Feb 2019	Tuesday	9:41 AM	Orange County	University Station Rd (SR 1712)	Evident Injury (B)	Dry	Daylight	E
	282	Truck/Trailer	Rear End	May 2019	Tuesday	10:49 AM	Orange County	Mt. Hermon Church Rd (SR 1713)	Possible Injury (C)	Dry	Daylight	E
	289	Single Unit Truck (2-axle, 6-tire)	Left Turn	Jun 2018	Wednesday	9:02 PM	Orange County	Mt. Hermon Church Rd (SR 1713)	Possible Injury (C)	Wet	Daylight	E

US 70	302	Truck/Trailer	Angle	May 2021	Saturday	7:22 AM	Orange County	Mt. Hermon Church Rd (SR 1713)	Possible Injury (C)	Dry	Daylight	E
	303	Single Unit Truck (3+ axles)	Sideswipe	Jun 2021	Tuesday	1:17 PM	Orange County	Mt. Hermon Church Rd (SR 1713)	Possible Injury (C)	Dry	Daylight	E
	308	Single Unit Truck (2-axle, 6-tire)	Sideswipe	Jun 2022	Friday	1:00 PM	Orange County	Mt. Hermon Church Rd (SR 1713)	Possible Injury (C)	Dry	Daylight	E
	312	Truck/Trailer	Rear End	Sep 2017	Tuesday	9:47 AM	Orange County	Mt. Hermon Church Rd (SR 1713)	Possible Injury (C)	Dry	Daylight	E
	352	Truck/Trailer	Overturn/Rollover	Dec 2017	Wednesday	12:33 PM	Orange County	Old Autumnwood Dr (SR 1797)	Possible Injury (C)	Dry	Daylight	E
	143	Truck/Trailer	Fixed Object	Jul 2018	Wednesday	5:20 AM	Orange County	Palmer's Grove Church Rd (SR 1562)	Possible Injury (C)	Wet	Daylight	F
US 70 Business	2	Single Unit Truck (2-axle, 6-tire)	Rear End	Mar 2018	Wednesday	11:07 AM	Orange County, Hillsborough	Churton St (SR 1009)	Possible Injury (C)	Dry	Dark (Lights)	F
	11	Other Bus	Left Turn	Jan 2019	Wednesday	9:01 AM	Orange County, Hillsborough	Churton St (SR 1009)	Disabling Injury (A)	Dry	Daylight	F
	35	Single Unit Truck (2-axle, 6-tire)	Fixed Object	Jun 2018	Tuesday	11:00 AM	Orange County, Hillsborough	Tuscarora Dr (SR 1705)	Possible Injury (C)	Dry	Dawn	F
	37	Truck/Trailer	Fixed Object	Feb 2020	Monday	7:14 AM	Orange County, Hillsborough	Tuscarora Dr (SR 1705)	Possible Injury (C)	Dry	Daylight	F
	49	Fire Truck	Fixed Object	Mar 2019	Thursday	10:05 AM	Orange County, Hillsborough	Tuscarora Dr (SR 1705)	Possible Injury (C)	Dry	Dawn	F
	62	Commercial Bus	Sideswipe	Nov 2020	Friday	6:34 PM	Orange County, Hillsborough	Morelanda Dr	Possible Injury (C)	Wet	Daylight	F
	107	Commercial Bus	Left Turn	Mar 2018	Wednesday	5:06 PM	Orange County	Lawrence Rd (SR 1709)	Possible Injury (C)	Dry	Dusk	F
	128	Single Unit Truck (2-axle, 6-tire)	Sideswipe	Jul 2021	Wednesday	8:35 AM	Orange County	Lawrence Rd (SR 1709)	Evident Injury (B)	Dry	Daylight	F